

PART 2

RECOMMENDATIONS



CHAPTER 9

9 BUILDING HEIGHT RECOMMENDATIONS

9.1 INTRODUCTION

This chapter presents the conclusion of the Tall Buildings Study in the form of building height recommendations. The information is presented in three parts:

General Heights

Overview of recommendations for large sites or areas that have potential to increase their general building height through comprehensive development.

Tall Buildings

Overview of recommendations for locations in Derby that could accommodate tall buildings and clusters of tall buildings.

Recommendations by Character Area

Details of every tall building recommendation within the context of each character area. This section also includes a rationale for each tall building, design criteria specific to each site and the relevant heritage sensitivities that must be addressed.

Part of the process of arriving at these recommendations was testing building massing in a 3D model of Derby. Images of this 3D model are included in chapter for illustrative purposes. They should not be considered as architectural proposals or an indication of what would be acceptable on any given site.

9.2 GENERAL HEIGHTS

The existing context heights across the city centre are discussed in Section 5.5 of this report. These context heights will remain intact over time, as new development responds to the established general heights of buildings. However, some large regeneration areas have potential to create a new context height through a comprehensive masterplanned approach. The terms “Context Height” and “General Height” mean the typical, prevailing or defining building height, not the maximum. It is possible for individual buildings in each area to be higher or lower than the context height, as long as the area as a whole can still be read as having a defining general height. This allows for flexibility.

Figure 9.1 illustrates the areas (outlined in red) that have potential for an increased general height. Large areas of the Castleward, Riverside and Urban Fringes Character Areas could increase their general height through a comprehensive development approach. These are discussed further in the context of each character area in Section 9.4.

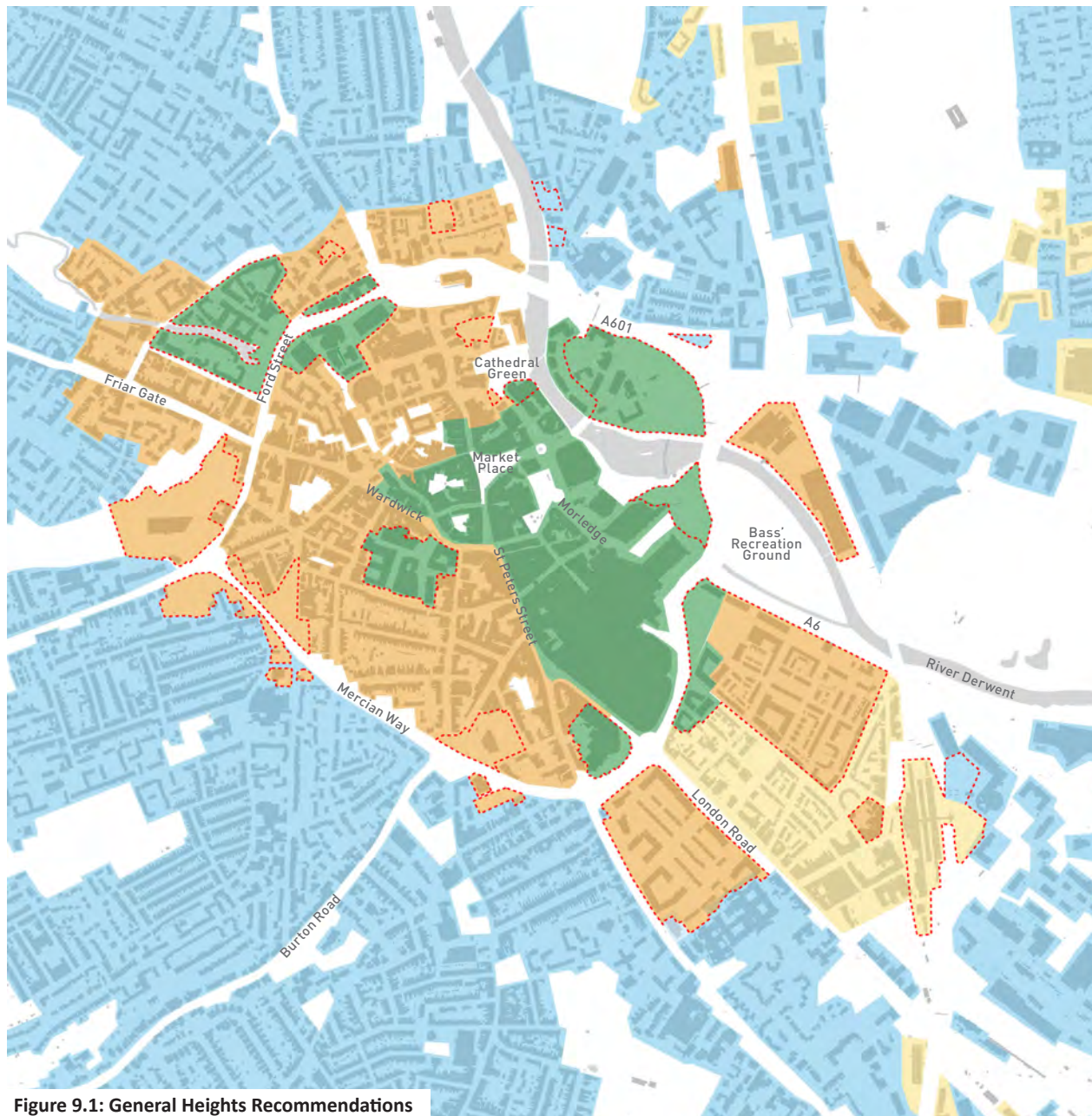


Figure 9.1: General Heights Recommendations

9.3 TALL BUILDINGS

Following the sifting approach outlined in Chapter 8, tall buildings were tested in a 3D model of Derby city centre using simple massing forms. This allowed the consultant team to assess the likely impact or benefit of tall buildings on heritage assets, key views and character areas. The outcome of this process is a set of recommendations on the potential locations and height of tall buildings in Derby from an urban design and heritage conservation perspective, taking into account the need for economic growth.

Figure 9.2 illustrates the tall buildings recommendations. There is potential for four tall buildings clusters and 13 tall buildings of varying scales at particular locations in the city. These are discussed in detail in the context of their respective character areas in Section 9.4.

These recommendations include substantial scope for regeneration in the north of the city centre, which could potentially include “large buildings” (less than 2x context height) but not tall buildings.

Tall buildings and clusters must satisfy all design guidance set out in this chapter and Chapter 10.

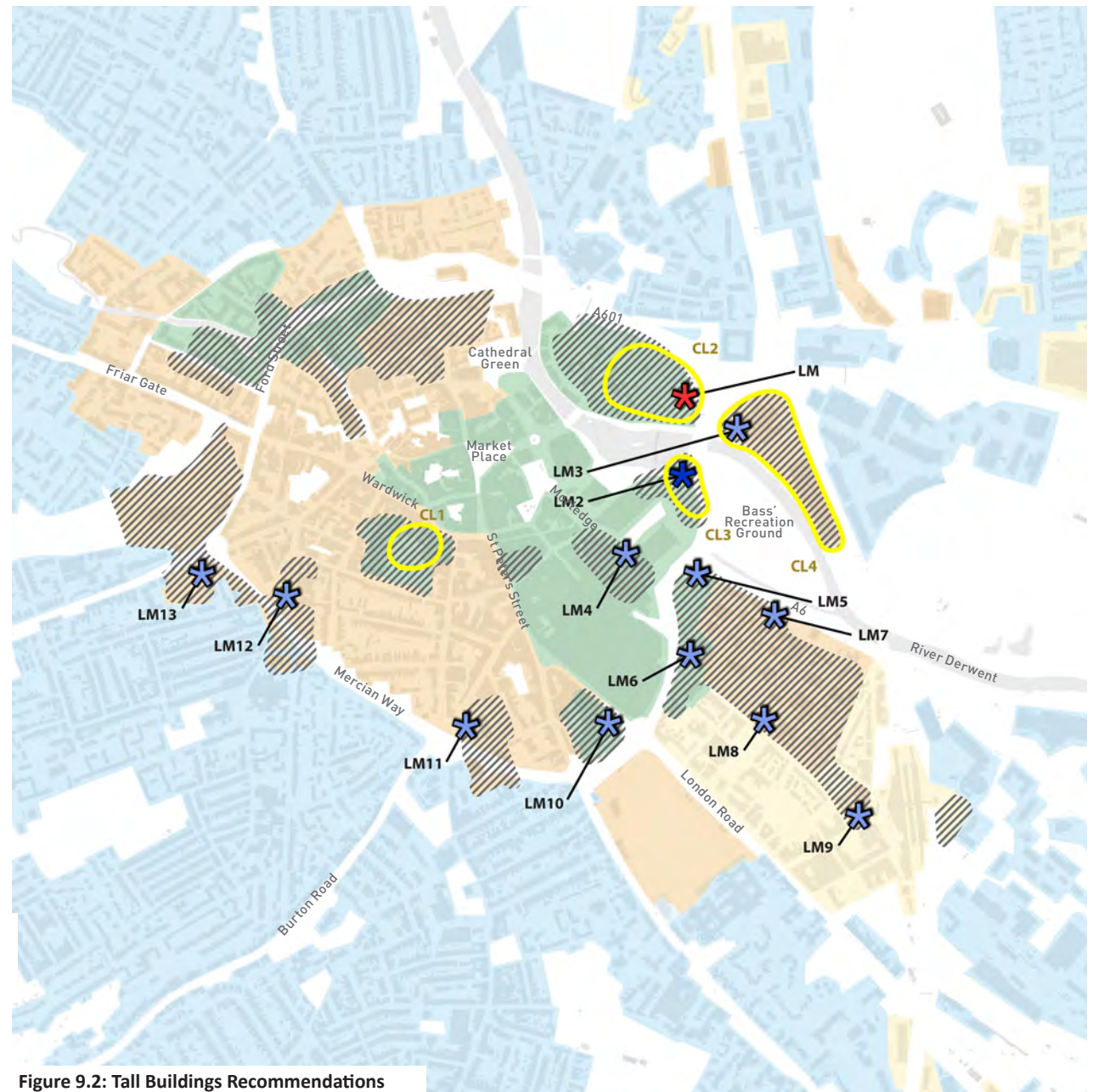
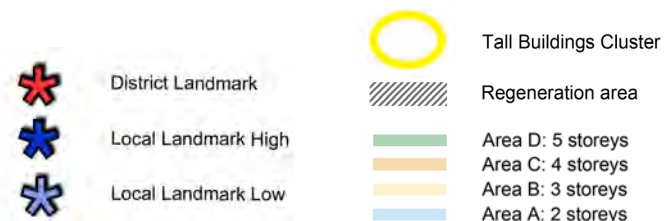


Figure 9.2: Tall Buildings Recommendations

9.4 RECOMMENDATIONS BY CHARACTER AREA

9.4.1 HISTORIC CITY CENTRE

DEVELOPMENT AND GENERAL HEIGHTS

Development opportunities within this area will generally be limited to smaller infill sites and interiors of blocks. However, to the northwest the area abuts the Northern Fringe area that comprises of larger development opportunities.

Development within the character area should generally reinforce the historic fine grain and intricate character of the area. Development

specifically should respond sensitively to the historic fabric, and preserve the scale and coherent enclosure of streets. Heights of development should not undermine the prominence of existing landmarks and their reading on the skyline. However, there is still potential for significant intensification in the area.

Proposed future contextual heights are 4-5 storeys subject to responding appropriately to the existing context.

TALL BUILDINGS

This area is considered unsuitable for tall buildings. It's heritage context (City Centre Conservation Area, Word Heritage Site, Grade I Listed Cathedral among many others) is highly sensitive to tall buildings (see Section 6.3). In addition tall buildings would:

- Be out of character with the fine grain, low rise and coherent townscape of this area;
- Detract from and undermine the unrivalled prominence of the Cathedral on the skyline and its significant role as part of the city image and Derby's historic and cultural identity;
- Detract from other landmarks and spires that contribute to the character and distinctiveness of this area; and
- Likely to have an adverse effect on important local and city views.

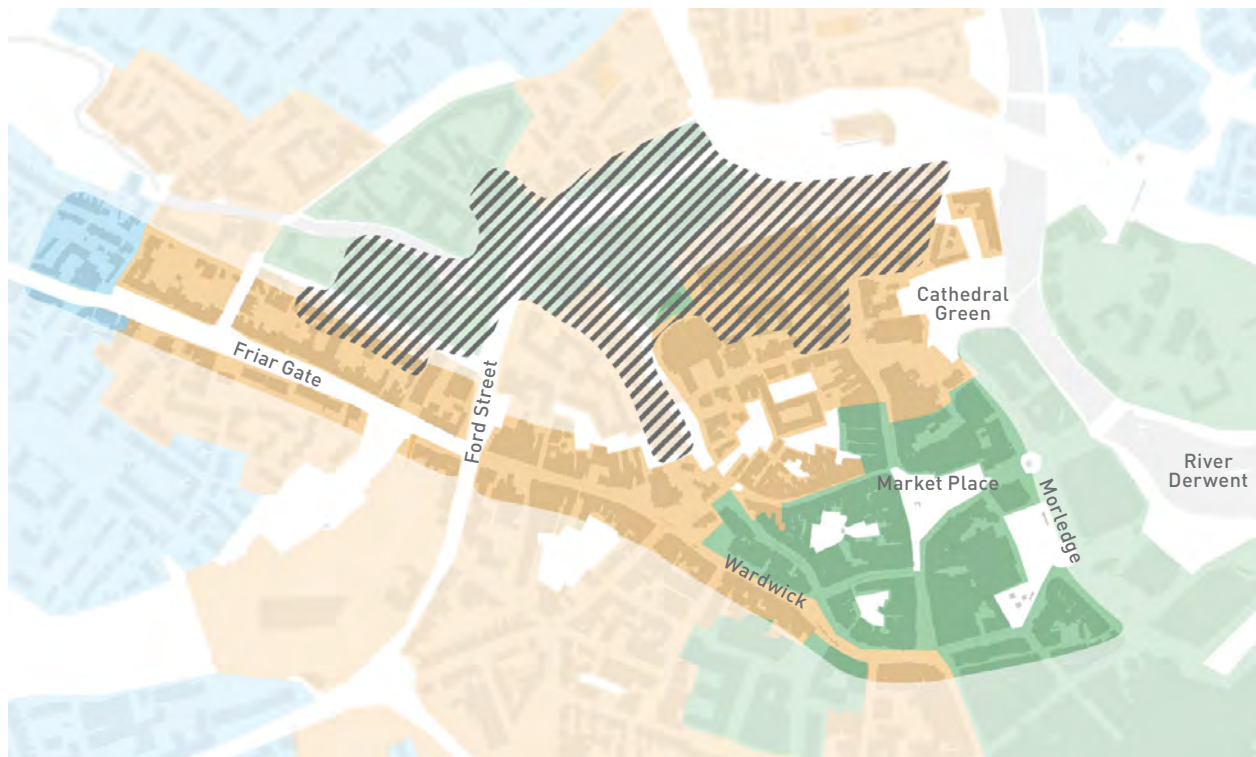
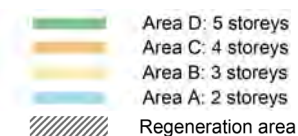


Figure 9.3: Historic City Centre Building Height Recommendations



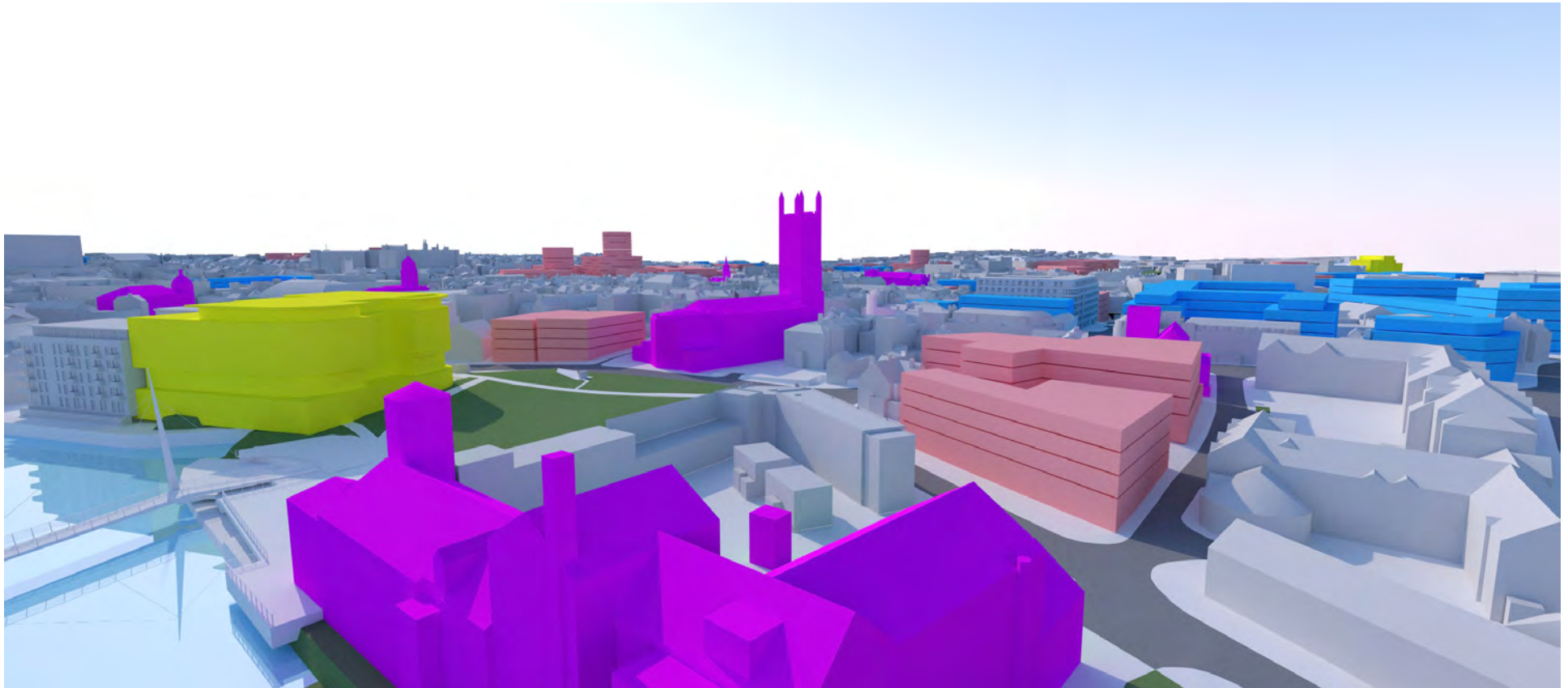


Figure 9.4: 3D Model - Historic City Centre Aerial View

3d Model Key

- Heritage Asset
- Planning Permission
- Development Site
- Potential Future Site

9.4.2 INTU AND ST PETERS QUARTER

DEVELOPMENT AND BUILDING HEIGHTS

Changing retail patterns will increasingly affect this area in the future, especially the high street and more peripheral areas which are likely to see more shop vacancies, while the Intu shopping centre continues to thrive. To stem the decline of the quarter, the loss in retail related activity will need to be countered by attracting a range of other town centre uses, including leisure, employment, housing, education, cultural and convenience uses.

The area comprises many vacant properties and underused sites, such as the Becket Well site and surface car park sites to the south, which offer opportunity for interim uses and redevelopment. The comprehensive development of a larger site such as the Becket Well site can have a catalytic impact on the wider area by creating a new destination and activity hub that helps to enliven the city centre, and acting as market maker that leads the way for subsequent and smaller scale mixed use development on other sites.

New development in this quarter should provide a mix of uses, establish continuous and coherent street enclosure, provide new public spaces, integrate and respond sympathetically to the historic fabric, and nurture a stronger sense of place.



Figure 9.5: INTU and St Peter's Quarter Building Height Recommendations

The proposed future general height for new development is 5 storeys subject to responding appropriately to the context.

TALL BUILDINGS

Due to its varied townscape some parts of the quarter are less sensitive to tall buildings. Tall buildings in principle could have a role as local landmarks in marking important gateways and entrance points into the area, especially at the inner ring road and the bus station. Tall buildings could also have a role in the establishment of a new city centre node and significant intensification of the Becket Well site, support place making, act as catalyst for regeneration, and mark this principle regeneration area on the city's skyline. The quarter is generally sensitive to tall buildings due to various heritage assets within and adjoining the area, the rising land towards the south, and a large number of local and strategic views. Sensitivities to tall buildings will need to be given appropriate weight in considering planning applications.

POTENTIAL TALL BUILDING LOCATIONS

This study has identified an opportunity for a tall building cluster at the Becketwell site, comprising of one district landmark and one local landmark. Furthermore it has identified the potential for three local landmarks at key gateway sites, including the Eagle Market, on London Road and on Babington Lane.



Figure 9.6: 3D Model - View from Morledge to LM4 (Eagle Market)

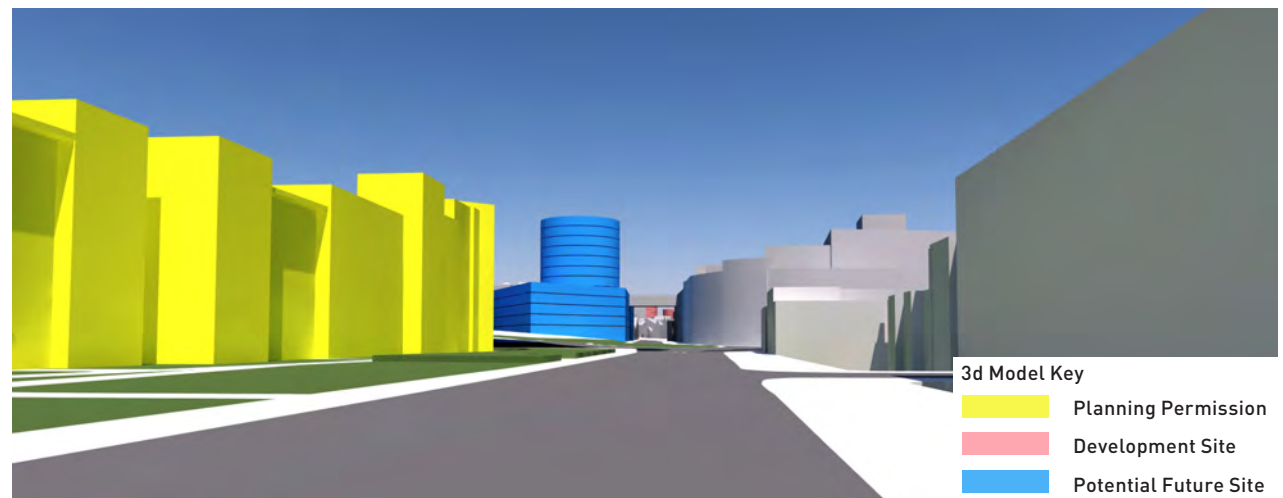


Figure 9.7: 3D Model - View from London Road to LM10 (Matalan)

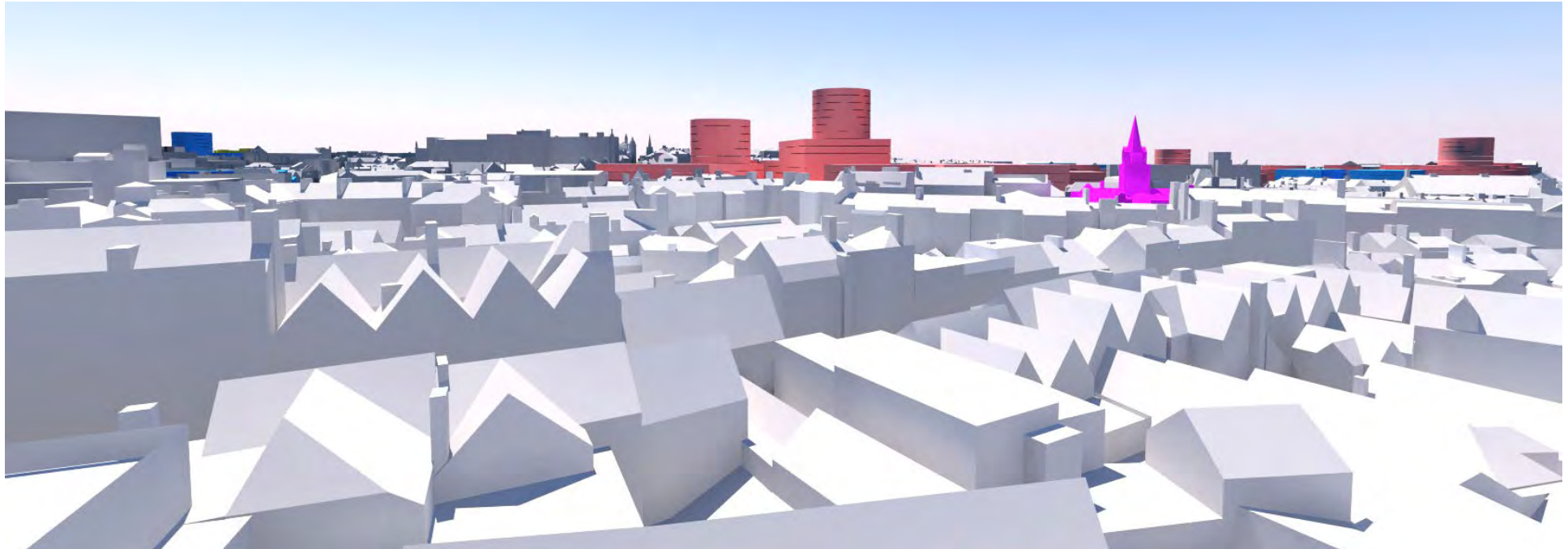


Figure 9.8: 3D Model - Aerial View of CL1 (Becketwell)

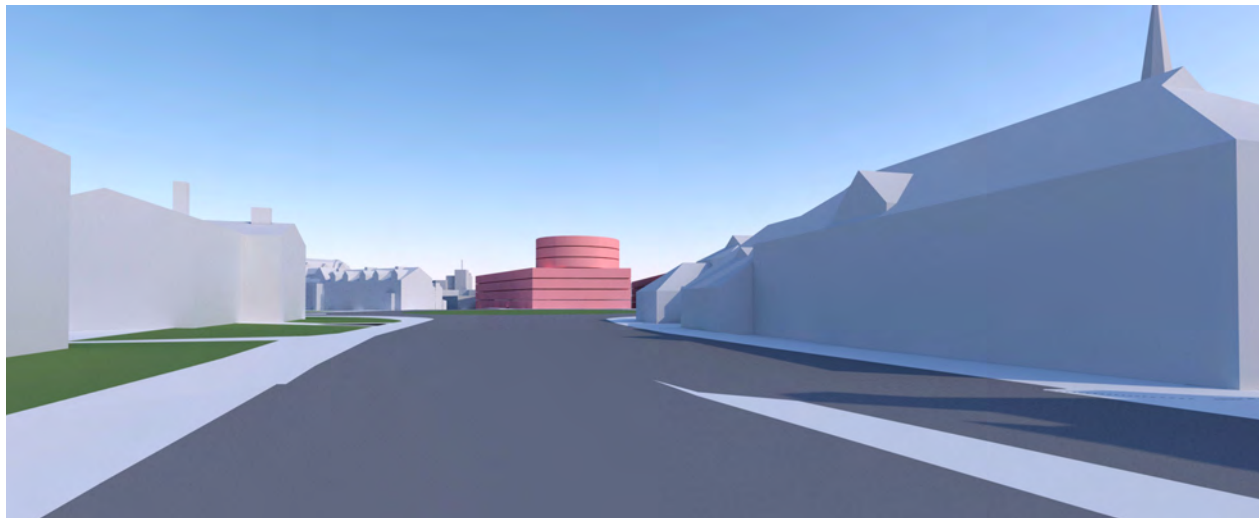


Figure 9.9: 3D Model - View from Babington Lane of LM11 (Car Park)

3d Model Key

- Heritage Asset
- Planning Permission
- Development Site
- Potential Future Site

Table 9.1: INTU and St Peters Quarter Tall Building Recommendations

Code	Location	Tall Buildings Rationale	Indicative Height Recommendation / Justification	Site Specific Design Criteria
CL1	Becket Well Regeneration Site	<p>The site offers the opportunity for establishing a small cluster of higher and tall buildings.</p> <p>Tall buildings here will support the significant intensification of this key regeneration opportunity, and help to establish a new central activity node and destination within the city centre. Delivering a critical mass of new homes and other uses will enliven the city centre, bring wider regeneration benefits and act as catalyst for further development.</p> <p>Tall buildings would be expected to contribute to place making and the establishment of a unique new character and identity. The site is expected to provide a new public space as a new focal point within the city, and the cluster of tall buildings could emphasise this new place on the city's skyline.</p>	<p>The cluster has the potential for one tall buildings of district landmark scale, and one of local landmark scale.</p> <p>Indicative district landmark height: Up to 51m / 17 storeys and no higher than 98m AOD (body of Cathedral tower).</p> <p>Indicative local landmark height: Up to 12 storeys</p> <p>Justification: District landmark will mark this key regeneration area of city-wide significance and reflects the civic importance of this area and new public space.</p> <p>Local landmark will visually mediate and bridge between the District landmark and the surrounding lower height context.</p>	<p>Location of tall buildings to be determined through masterplan approach, taking account of place making objectives and tall building sensitivities.</p> <p>District landmark:</p> <ul style="list-style-type: none"> • To be visually distinctive and of the highest architectural quality; • Non-directional, slender and elegant tower, with a diagonal slenderness ratio of no less than 2:1; • Should rise out of development block; • Location to mark the new public space in the centre of the site. <p>Local Landmark:</p> <ul style="list-style-type: none"> • To be of high architectural quality; • Located in proximity to the district landmark and support the visually mediation and stepping up. <p>Tall buildings should only be permitted as part of comprehensive development of the entire development site. Development will need to respond sensitively to surrounding heritage assets and skyline views. Tall buildings should be set-back from the historic area of Victoria Street to maintain appropriate street enclosure.</p> <p>Taller elements to be integral parts of lower rise development blocks that define clear streets and spaces. Tall buildings locations to avoid overshadowing of the new public space.</p>

Table continued on next page.

9 BUILDING HEIGHT RECOMMENDATIONS

Code	Location	Tall Buildings Rationale	Indicative Height Recommendation / Justification	Site Specific Design Criteria
LM4	Eagle Market Redevelopment Opportunity	<p>This site offers the opportunity to redevelop the under-performing Eagle Market with a mix of city centre uses. A tall building in the vista from the bus station could visually emphasise this key arrival point in the city and help enhance local legibility. The tall building should be aligned along Morledge.</p> <p>It could also mark a new pedestrian link from Morledge to the Inner Ring Road and Derby Theatre, that would replace the need to walk underneath the river-side multi-storey car park.</p>	<p><u>Local Landmark opportunity</u></p> <p>Indicative TB Height: Up to 12 storeys (envisaged context height: 5 storeys)</p> <p>Justification: Tall building would mark a place of local significance and support local legibility.</p>	<ul style="list-style-type: none"> • Tall Building to be located in the vista along Morledge and visible from the bus station. • Tall building to be visually distinctive and of the highest quality. • Tall building to be integral part of a lower rise development block and be situated in a prominent position. • Should be part of comprehensive development of the entire site that delivers a new high quality pedestrian street with Derby Theatre and the inner ring road, and delivers wider regeneration benefits.
LM10	Matalan Site, corner of London Road and Bradshaw Way	<p>Longer term opportunity for redevelopment or intensification of this site with a greater mix of city centre uses when the site becomes available.</p> <p>A tall building on the street corner could enhance distinctiveness of this gateway into the city centre. It further would be expected to deliver a better defined and overlooked street environment. Development should provide a strong definition to the corner and enhance views along London Road.</p>	<p><u>Local Landmark opportunity</u></p> <p>Indicative TB Height: Up to 12 storeys (envisaged context height: 5 storeys)</p> <p>Justification: Tall building would mark a place of local significance and support local legibility.</p>	<ul style="list-style-type: none"> • Tall Building to be located at the street corner and in the vista along London Road. • Tall building to be visually distinctive and of the highest quality. • Tall building to be integral part of a lower rise development block that follows and defines the Inner Ring Road and London Road. • Should be part of comprehensive development of the entire development site that delivers wider regeneration benefits.
LM11	Surface car park site on Babington Lane, corner of Lara Croft Way	<p>This site offers the opportunity for redevelopment and intensification with a mix of homes and other city centre uses.</p> <p>A tall building on the street corner could enhance distinctiveness of this gateway into the city centre. It further would be expected to deliver a better-defined and overlooked street environment.</p>	<p><u>Local Landmark opportunity</u></p> <p>Indicative TB Height: Up to 7 storeys (envisaged context height: 4 storeys)</p> <p>Given the elevated location the height of the tall building should not exceed 8 storeys.</p> <p>Justification: Tall building would mark a place of local significance and support local legibility.</p>	<ul style="list-style-type: none"> • Tall Building to be located at the street corner of Babington Lane and Lara Croft Way. • Tall building to be visually distinctive and of the highest quality. • Tall building to be integral part of a lower rise development block that follows and defines the Inner ring road and Babington Lane. • Should be part of comprehensive development of the entire development site that delivers wider regeneration benefits. • As this site is on elevated land, any proposal must be tested from relevant viewpoints to avoid impacting on Derby Cathedral, including the Cafe Terrace at Darley Abbey (View 11).

Table 9.2: INTU and St Peters Quarter Tall Buildings Heritage Sensitivities

Code	Heritage Sensitivities
CL1	<p>The Silk Mill – Derwent Valley Mills World Heritage Site</p> <p>The DVMWHS can be affected by development at this site because views of the Silk Mill can be affected from key vantage points along river bridges and approach routes. The roofline of the Silk Mill and its bell-tower are iconic landmarks and are highly sensitive to development which may affect their silhouette, their clear and distinct form.</p> <p>Specific views identified in the Skyline Study: Causey Bridge (Skyline VP02) and St. Mary’s Bridge (Skyline VP07) and Mansfield Road (Skyline VP16) should be considered.</p> <p>Other views on the move over these bridges, and during the winter months along the approach routes should also be considered.</p> <p>Derby Cathedral</p> <p>The Cathedral has the potential to be affected within the linear views from Green Lane where development could reduce its visibility, particularly its lower stages, or deflect the focus and draw the eye away from the Cathedral. From Mansfield Road, development could affect the dominance of the Cathedral in the view.</p> <p>Specific views identified in the Skyline Study: Green Lane (VP19a and VP19b) and Mansfield Road (VP16) should be considered.</p> <p>Other panoramic views identified in the Skyline Study should also be considered.</p> <p>City Centre Conservation Area</p> <p>There are a number of places within the City Centre where development within this cluster could affect the setting of the conservation area.</p> <p>The most sensitive locations are: the Market Place (the western frontage Nos. 1-13 inclusive), and Wardwick (the southern frontage Nos. 1 to 71 odd inclusive and the principal local landmark of the Museum and Art Gallery). Here the context heights have been keenly observed by generations of builders and has resulted in unified and framed spaces and striking townscape. The generous width street of Wardwick and the public square at Market Place reflects their high status. These are illustrated in key views in the Skyline Study.</p> <p>Listed Buildings</p> <p>Wardwick has some of the highest status listed buildings and No. 15 (Wardwick tavern) and No. 33 – are both grade II* listed buildings, whilst Nos. 25-31, Nos. 41-47, and 49-55 are all grade II listed buildings. Designs incorporate architectural details which are designed to punctuate the skyline: tapered and ball finials, shaped gables, open balustrades, chimneys and chimney pots.</p> <p>Individual impacts on listed buildings in the Wardwick frontage should be considered, specifically. Applications will need to address the specific impacts and the effects of overshadowing, contrasting materials, lighting, the loss of any of the punctuation of the skyline and the impact on their architectural interest, including night-time views.</p> <p>The General Post Office building and Nos. 1-5 The Strand (both listed grade II) frame the view from The Strand. The distinct outline of the classical eaves, deep cornice and open balustrade to the General Post Office building are sensitive to competition and alterations to the silhouette.</p>
LM4	No specific heritage assets are affected.
LM10	<p>Listed Buildings</p> <p>Christ Church (Serbian Orthodox church) and Municipal Art College – the effects on their visibility as landmarks should be considered over a wide area.</p>
LM11	<p>Listed Buildings</p> <p>Christ Church (Serbian Orthodox church) and Municipal Art College – the effects on their visibility as landmarks should be considered over a wide area.</p>



Figure 9.10: Riverside Building Height Recommendations

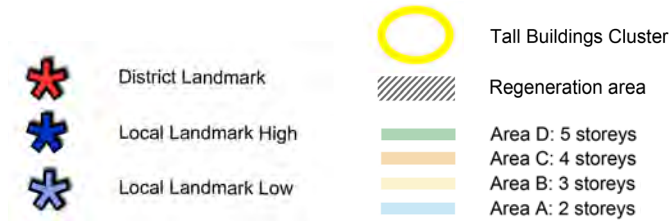
9.4.3 DERBY RIVERSIDE

DEVELOPMENT AND GENERAL HEIGHTS

The riverside area presents a major regeneration and place making opportunity for the city. Led by a comprehensive masterplan approach the area could be transformed into a new high-density residential-led city quarter. This would provide an attractive offer of apartment living in the heart of the city and help to animate the city centre. The focus of this area could be a new riverside park that incorporates the river’s flood defences. New development around the riverside would define the space, provide a sense of enclosure, offer overlooking and act as a buffer from the impact of the inner ring road. To fulfil its full potential this site will need a coordinated approach to development that appropriately responds to its site constraints, especially Darwin Loop that currently dissects the site.

The industrial strip offers a future development and intensification opportunity within the city centre.

Future development in the majority of the area should bring forward a consistent urban scale, with a recommended general height of 5 storeys. In the more peripheral sub-area on Meadow Road a future general height of 4 storeys is proposed.



TALL BUILDINGS

The area offers a place making opportunity and can establish a character of its own, which may incorporate tall buildings. Tall buildings can help to establish higher densities in this constrained area and support the creation of a vibrant new quarter in Derby. They help to deliver significant numbers of new homes in the city centre in a sustainable location close to transport, services and facilities. Further they can contribute to the distinct identity and provide overlooking and animation to the riverfront.

The World Heritage Site adjoins this character area to the north and its buffer zone extends into its northern section. Views to the Cathedral cross the area and to the west it adjoins the City Centre Conservation Area. Parts of the area are sensitive and highly sensitive to tall buildings. Any tall building proposal will need to respond with utmost care and sensitivity to the World Heritage Site and its setting and avoid harm to its Outstanding Universal Value, and respond sensitively to other heritage assets and their setting, and to strategic and local views in a manner appropriate to their significance.

POTENTIAL TALL BUILDING LOCATIONS

The strategy proposes three tall buildings clusters in this area. Within each cluster a focal building is identified as the tallest building in a cluster. The cluster designation provides greater flexibility to the location and design of the area while setting key principles in respect of heights and number of tall buildings within each cluster. Clusters and associated key landmarks are described below.



Figure 9.11: 3D Model - Aerial View of CL2 (part), CL3, CL4 and indicative block pattern

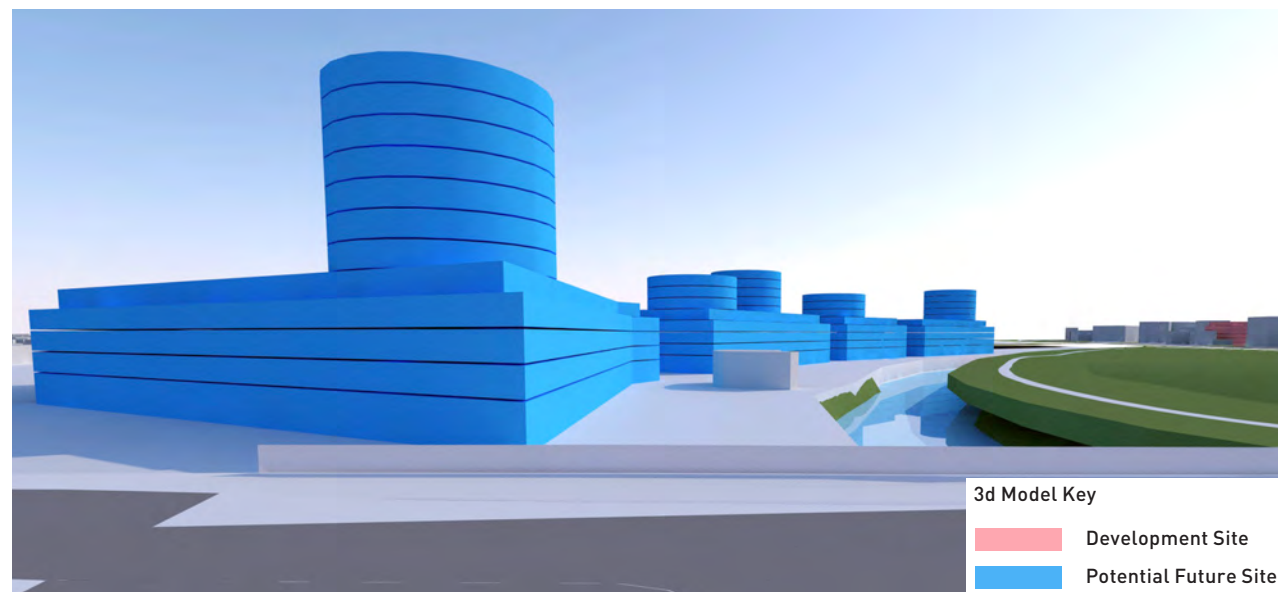
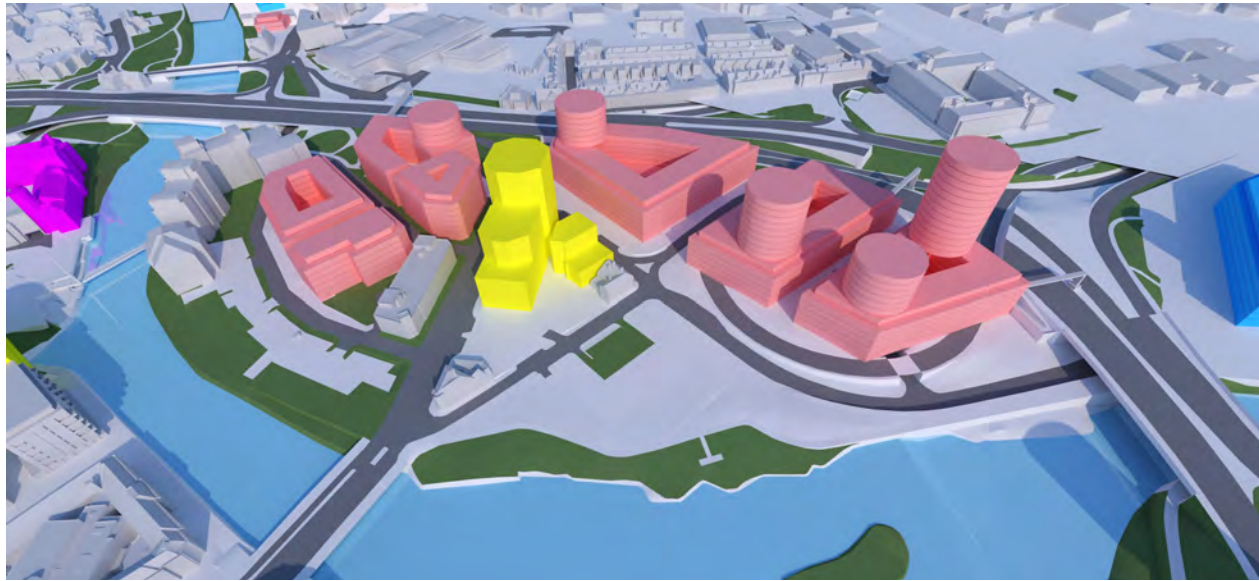


Figure 9.12: 3D Model - View from Holmes Bridge to CL4

9 BUILDING HEIGHT RECOMMENDATIONS



Note: The 17 storey “Landmark” development in Derby Riverside has been granted permission since the production of the 3D model and images and so is not reflected.

3d Model Key

■	Heritage Asset
■	Planning Permission
■	Development Site
■	Potential Future Site

Figure 9.13: 3D Model - Aerial View of CL2

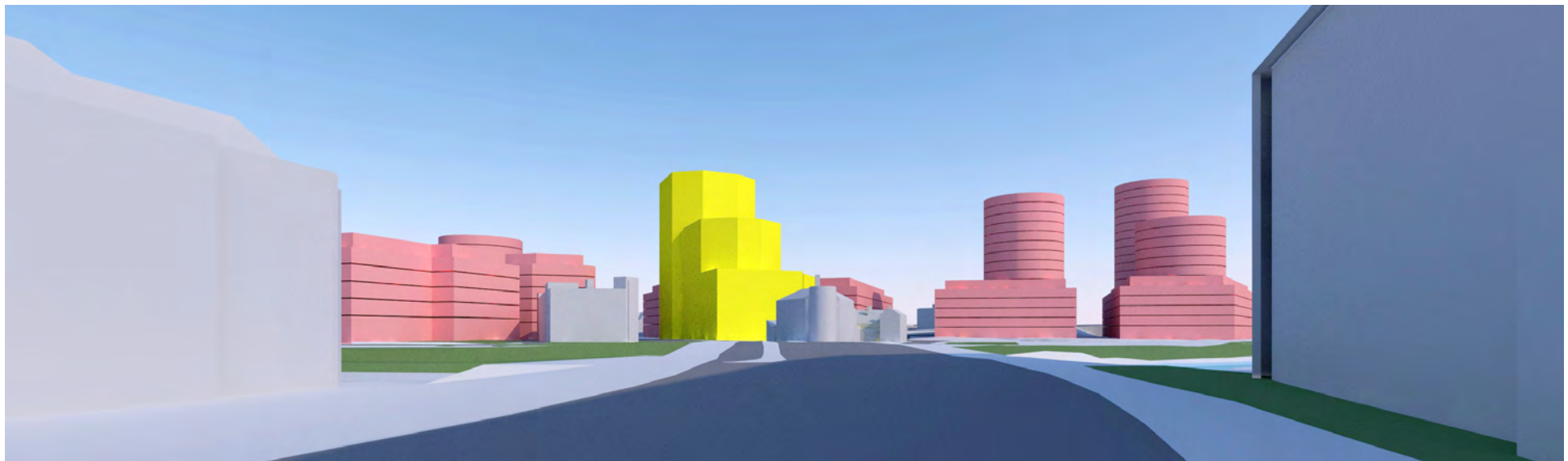


Figure 9.14: 3D Model - View from Exeter Bridge to CL2

Table 9.3: Derby Riverside Tall Buildings Recommendations

Code	Location	Tall Buildings Rationale	Indicative Height Recommendation / Justification	Site Specific Design Criteria
CL2 / LM1	CL2 – cluster to the north of the riverside park, to the east of Derwent Street and south and west of inner ring road LM1 – situated adjacent to the A601, within Darwin Loop and in the focal vista from the Eastgate Approach	<p>Opportunity for establishing a cluster of a maximum of 4 tall buildings (excluding the Bio House permission). The aim of the cluster is to increase density on this highly constrained side, help with site assembly, deliverability and overcoming the impact of the inner ring road (especially Darwin Loop) and support the delivery of significant numbers of residential homes in the city centre.</p> <p>Tall buildings are expected to support the wider regeneration of the area, create a critical mass of development and establish a strong sense of place, animate and overlook the riverside, and generate additional footfall and attract spending power into the city centre.</p> <p>The cluster will mark this major regeneration area in Derby City Centre on the skyline of the city.</p> <p>LM1 would be the tallest building in the Riverside Cluster CL2. Its purpose is to be the visual anchor of the cluster and to establish a clear hierarchy of heights in the cluster. It is situated furthest away from the World Heritage site and in the least sensitive location within the Riverside Cluster. The building is expected to perform the role of a welcoming landmark at the entrance into the city on the eastern approach from the A52. It further marks a strategic junction on the A601, and will help to enhance orientation and legibility.</p>	<p><u>LM1 - District landmark</u> Indicative TB Height: Up to 17 storeys (envisaged context height: 5 storeys) Should not be higher than the body of the Cathedral tower – 96m AOD. Justification: As the focal building in cluster CL2 it marks a regeneration area of citywide significance, it is the tallest building in the wider riverside area. <u>Other tall buildings - Local Landmark scale</u> Indicative TB Height: 10 - 15 storeys Heights should clearly step down from LM1 and be lower the further the building is away from LM1 to support a visually coherent cluster on the skyline</p>	<ul style="list-style-type: none"> • LM1 - Tall building to be visually distinctive and of the highest quality. • Non-directional slender and elegant tower, with a diagonal slenderness ratio of no less than 2:1 • Other tall buildings should be of the highest architectural quality and contribute to the overall coherence and distinctiveness of the cluster. • Tall buildings to be integral part of lower rise development blocks that define clear street frontages and edges to the inner ring road and the riverside park. • Tall buildings should be part of comprehensive development that provides a connected and permeable riverside quarter and overcomes the barrier of the Darwin Loop.

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9 BUILDING HEIGHT RECOMMENDATIONS

Code	Location	Tall Buildings Rationale	Indicative Height Recommendation / Justification	Site Specific Design Criteria
CL3 / LM2	CL3 – cluster to the west of St. Alkmunds Way and to the north east of the bus station LM2 -Northern tip of the cluster site, adjacent to Holmes Bridge	<p>Opportunity for establishing a small tall building cluster with a maximum of 2 tall buildings.</p> <p>Proposed tall buildings will help intensify this site, support the delivery of significant numbers of new homes in the city centre, bring footfall and support the regeneration of the wider city centre.</p> <p>Further they will contribute to place making and provide greater levels of containment, overlooking and animation to the riverside.</p> <p>LM2 would be the tallest building in cluster CL3. It is located in a pivotal and visually prominent place. Its purpose is to mark the entrance into the City Centre on Holmes Bridge, to provide a visual focus within the river side space and in views from Exeter Bridge, and help legibility and way finding from within Bass Recreation Ground.</p> <p>The second tall building in cluster CL3 should be clearly subordinate to LM2 and visually mediate and bridge with the surrounding context.</p>	<p><u>LM2 - Local landmark</u> Indicative TB height: Up to 15 storeys (envisaged context height: 5 storeys) TB should not be higher than the body of the Cathedral tower – 96m AOD, and lower than LM1. Justification: LM2 marks a pivotal place of wider local significance. <u>Second tall building - Local Landmark</u> Indicative TB Height: Up to 12 storeys Height to clearly step down from LM2</p>	<ul style="list-style-type: none"> • LM2 - Tall building to be visually distinctive and of the highest quality. • Non-directional slender and elegant tower, with a diagonal slenderness ratio of no less than 2:1. • Other tall building should be of the highest architectural quality and contribute to the overall coherence and distinctiveness of the cluster. • Tall buildings to be integral part of lower rise development block(s) that follows and defines the inner ring road and provides a clear edge and definition to the riverside. • Should be part of comprehensive development of the entire development site.
CL4 / LM3	CL4 – cluster to the south of Eastgate, east of Meadows Road, west of the railway line and north of the Bass Recreation Ground pedestrian bridge across the River Derwent LM3 – North-west corner of CL4	<p>Opportunity for establishing a small cluster of tall and large buildings.</p> <p>Proposed tall and higher buildings will help to increase density and intensify this site, create a critical mass of development and establish a sense of neighbourhood on this constrained and slightly detached city centre site.</p> <p>Tall buildings to further help provide overlooking and passive surveillance to the riverside and Bass Recreation Ground.</p> <p>The tallest building, LM3, should be located at the western entrance point, marking the neighbourhood on Holmes Bridge. While the second tallest building should be situated at the southern end of the development strip, marking the Bridge link with Bass recreation ground.</p> <p>Large and taller buildings in-between should be subservient to either bookend buildings.</p>	<p><u>LM3 - Local Landmark</u> Indicative TB Height: Up to 12 storeys (envisaged context height: 4 storeys) Justification: LM3 to mark a place of local significance, and clearly stepping down from the principle cluster CH2 and its focal buildings LH1. <u>Other tall(er) buildings – Local Landmarks or Large Buildings</u> Indicative TB Height: 8-10 storeys</p>	<ul style="list-style-type: none"> • LM3 - Tall building to be of high quality, clearly marking the street corner. • Taller elements be integral parts of street blocks that define clear edges towards the riverside and the inner ring road. • Should be part of comprehensive development of significant parts of the development site.

Table 9.4: Derby Riverside Tall Buildings Heritage Sensitivities

Code	Heritage Sensitivities
CL2/ LM1	<p>Derwent Valley Mills World Heritage Site</p> <p>This cluster has the potential to affect the setting of the DVMWHS because the views from Cathedral Green, Holmes Bridge, Causey Bridge and Exeter Bridge contribute to the way we view and appreciate the significance of the Silk Mill, as a site of historic international importance, and its setting and relationship to the River Derwent and river features such as bridges and weirs. For this reason, the setting of the DVMWHS is considered to be highly sensitive in the area to the east of the riverside. Development should remain detached from the Silk Mill and not challenge the primacy of the Silk Mill. From Cathedral Green the stair tower and open-sided bell-tower of the Silk Mill should stand out as the dominant local feature of the skyline.</p> <p>The following views should be considered:</p> <ul style="list-style-type: none"> • Skyline Study VP02 – Causey Bridge should be tested in winter months to understand the impact on the setting of the World Heritage Site, as seen in the view cone and panorama of the Skyline Study. • Skyline Study VP03 – Exeter Bridge should be tested to understand the impact on the setting of the World Heritage Site, as seen in the view cone and panorama of the Skyline Study. • Skyline Study VP06 – Holmes Bridge should be tested in winter months to understand the impact on the setting of the World Heritage Site, as seen in the view cone and panorama of the Skyline Study. • DVMWHS Management Plan Monitoring View no. 49. The angle of this view should be expanded to include the riverside. • View from Cathedral Green (30) adjacent to the site of the former power station should also be tested. • Skyline Study VP15b – King Street should be tested during winter months to understand the impact on the setting of the World Heritage Site. <p>Both individual impacts and cumulative impacts should be assessed.</p> <p>Derby Cathedral</p> <p>The cluster will affect how we view Derby Cathedral from the east, which includes long distance views from Nottingham Road, identified in the Skyline Study (VP17a and VP17b), and more immediate 20th century views from the St. Alkmund's Way (Inner Ring Road) and the A52, from The Pentagon Island and the underpass and Eastgate. For this reason, the setting of the Cathedral is considered to be highly sensitive in the area to the east of the riverside. Development could reduce its visibility or prominence, deflect the focus and draw the eye away from the Cathedral, or block linear and important views of the Cathedral, including those identified in the Skyline Study. All of the above locations, where the Cathedral can currently be seen, should be tested for both individual and cumulative impact.</p> <p>From the north, there is potential for competition with the Cathedral in the key approach view from the Skyline Study VP15b – King Street. This should be tested during winter months to understand the impact on the setting of the Cathedral.</p> <p>From further north at Kedleston the visibility and prominence of the Cathedral and its assertive role in breaking the horizon has the potential to be affected in the view from the Skyline Study VP10. Its silhouette, sky space, and landmark presence have the potential to be affected. It is important to preserve its distinct identity in this view. This view should also be tested.</p> <p>From the west, the visibility and prominence of the Cathedral and its assertive role in breaking the horizon has the potential to be affected in the view from the Skyline Study VP20b. Its silhouette, 'sky space', and landmark presence have the potential to be affected. It is important to preserve its distinct identity in this view. This view should also be tested.</p> <p>Listed Buildings</p> <p>Both the landmark presence of the tower of the Museum and Art Gallery (grade II) and The Guildhall (grade II) have the potential to be affected by development in this cluster, as seen from the west side of the City, particularly the primary approach road. It is important that their distinct role in signposting the city centre is not lost and is considered as part of the design of new development.</p> <p>The view of the city from Uttoxeter New Road – Skyline Study VP20a - should be tested for impacts on these key landmarks.</p>

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9 BUILDING HEIGHT RECOMMENDATIONS

Code	Heritage Sensitivities
CL3/ LM2	<p>Derwent Valley Mills World Heritage Site</p> <p>This cluster has the potential to affect the setting of the DVMWHS because the view from Holmes Bridge and towards Holmes Bridge contributes to the way we view and appreciate the significance of the River Derwent as the source of the power for the industrial development of the Silk Mill, and river features such as bridges and weirs. The views from the Skyline Study VP06 – Holmes Bridge and VP01 – Cathedral Green Bridge should be tested in winter months to understand the impact on the setting of the World Heritage Site, as seen in the view cones and panoramas of the Skyline Study.</p> <p>Derby Cathedral</p> <p>The cluster has the potential to affect how we view Derby Cathedral from the east, either the development of individual buildings or cumulatively with the development of CL2.</p> <p>The cluster could affect how we view Derby Cathedral, which includes immediate 20th century views from the St. Alkmund's Way (Inner Ring Road). Development could reduce its visibility or prominence or block views of the Cathedral. Kinetic views from the Inner Ring Road where the Cathedral can currently be seen should be tested.</p> <p>From the north, there is potential for competition with the Cathedral in the key approach view from the Skyline Study VP15b – King Street. This should be tested during winter months to understand the impact on the setting of the Cathedral.</p> <p>From further north at Kedleston the visibility and prominence of the Cathedral and its assertive role in breaking the horizon has the potential to be affected in the view from the Skyline Study VP10. Its silhouette, sky space, and landmark presence have the potential to be affected. It is important to preserve its distinct identity in this view. This view should also be tested.</p> <p>Listed Buildings</p> <p>The silhouette of the Corn Exchange as seen from Skyline Study VP28 has the potential to be affected by development and is sensitive to both its landmark form and this key view within the City Centre Conservation Area.</p>
CL4/ LM3	<p>Skyline</p> <p>The development has the potential to affect how we appreciate the Derby skyline from long distances, such as from Darley Park (Skyline Study VP11) and Kedleston (Skyline Study VP10), and should be tested to determine individual and cumulative impacts on the Skyline, including Derby Cathedral.</p>



Figure 9.15: Castleward Building Height Recommendations

9.4.4 CASTLEWARD

DEVELOPMENT AND GENERAL HEIGHTS

The area north of Castleward Boulevard is a major regeneration opportunity for the city and targeted for redevelopment as a residentially led mixed use area.

Future development in the Castleward area should bring forward an urban neighbourhood scale in this central area of Derby, with a recommended general height of 4 storeys. Along the inner ring road the general height can increase to 5 storeys.

TALL BUILDINGS

The emerging new character of the area has the capacity to accommodate smaller local landmarks in prominent locations as part of a holistic place making approach and to support local legibility. The area is generally less sensitive to tall buildings, albeit tall buildings may appear with some local or strategic views that should be considered.

POTENTIAL TALL BUILDING LOCATIONS

The study has identified an opportunity for four local landmarks at key locations in this character area.



9 BUILDING HEIGHT RECOMMENDATIONS

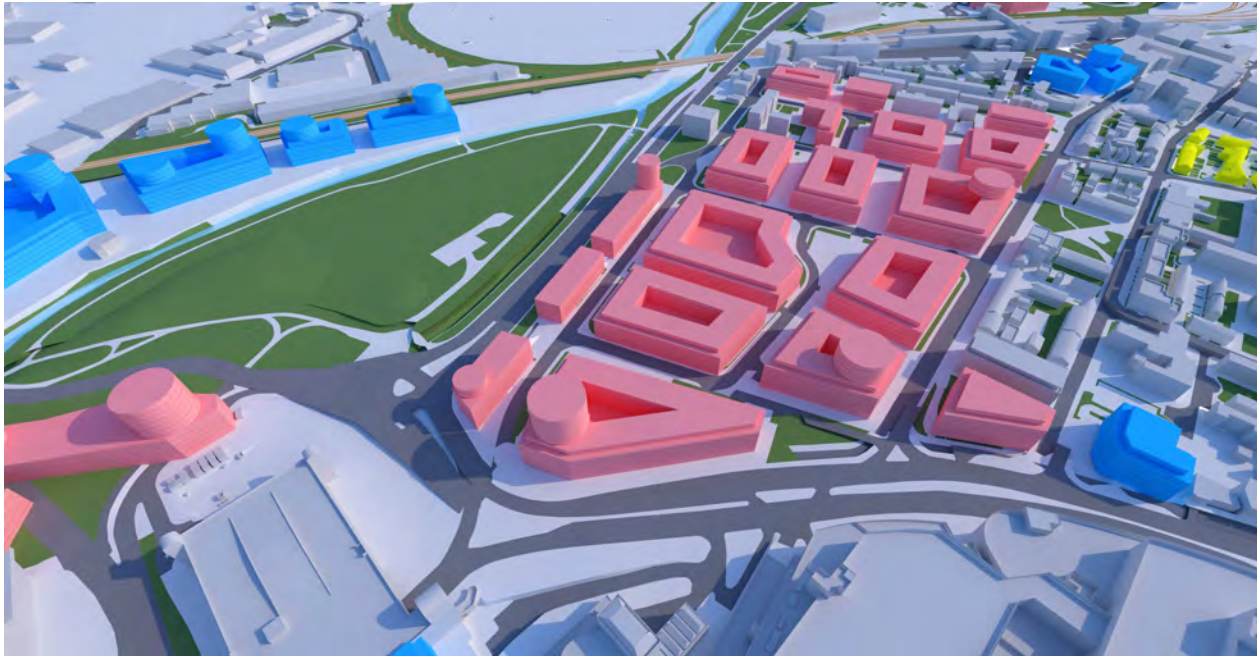


Figure 9.16: 3D Model - Aerial View of LM5, LM6, LM7 and LM8 and indicative block pattern

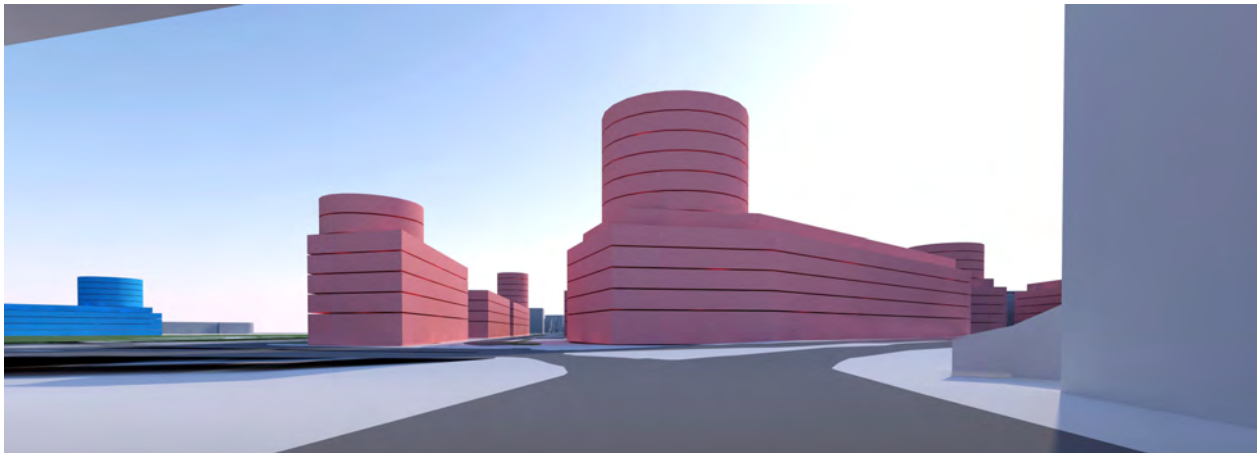


Figure 9.17: 3D Model - View from Morledge to LM5 (Siddals road)

3d Model Key

- Development Site
- Potential Future Site

Table 9.5: Castleward Tall Buildings Recommendations

Code	Location	Tall Buildings Rationale	Indicative Height Recommendation / Justification	Site Specific Design Criteria
LM5	Situated to the south of Siddals Road on the corner with Traffic Street	LM5 to mark this important entrance into Castleward area from the city centre and on the inner ring road. This will improve legibility by marking a key junction and celebrating the northern entrance into the Castleward regeneration area. Furthermore, it will create a welcoming landmark as one crosses Holmes Bridge towards the city centre.	<u>Local landmark</u> Indicative TB Height: Up to 12 storeys (envisaged context height: 5 storeys) Justification: Tall building would mark a prominent gateway site on the inner ring road of local significance and support legibility.	<ul style="list-style-type: none"> • Tall building to be located on the street corner, and be visually distinctive and of the highest quality. • Tall building to be integral part of lower rise development block that follows and defines the Inner ring road and Siddals Road. • Should be part of comprehensive development of the entire site that delivers wider regeneration benefits. • Proposals should be carefully tested to avoid harming the prominence of Derby Cathedral in key views, particularly from View 10 from Kedleston.
LM6	Situated to the north of Liversage Street on the corner with Traffic Street, set back behind existing open space	LM6 to mark the entrance into Castleward Boulevard and the route to the station on the inner ring road / Intu Shopping Centre	<u>Local landmark</u> Indicative TB Height: Up to 10 storeys (envisaged context height: 5 storeys) Justification: Tall building would mark a place of local significance and support legibility.	<ul style="list-style-type: none"> • Tall building to be located on the street corner, and be visually distinctive and of the highest quality. • Tall building to be integral part of lower rise development block that defines and presents an active frontage towards the public space to the west and Liversage Street. • Should be part of comprehensive development of the entire site that delivers wider regeneration benefits.
LM7	Situated on Pride Parkway in proximity of Liversage Street and John Street (subject to bridge link location)	LM7 to be the catalyst for the establishment of a new pedestrian and cycling bridge (or other direct connection) across Pride Parkway / Station Approach to conveniently link the Castleward Quarter with Bass Recreation Ground. The tall building will landmark the gateway between the two areas, support way finding, provide overlooking and passive surveillance to the link itself, and will also be expected to contribute towards the establishment of this connection.	<u>Local landmark</u> Indicative TB Height: Up to 10 storeys (envisaged context height: 4 storeys) Justification: Tall building would mark a place of local significance and support legibility and wayfinding.	<ul style="list-style-type: none"> • Tall Building to be located adjoining the new bridge link. It should be clearly visible from approaching routes, be visually distinctive and of the highest quality. • Tall building to be integral part of lower rise development block that defines and presents an active frontage towards the bridge link and Siddals Road. • Should be part of establishing the pedestrian and cycling connection with Bass Recreation Ground.

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9 BUILDING HEIGHT RECOMMENDATIONS

Code	Location	Tall Buildings Rationale	Indicative Height Recommendation / Justification	Site Specific Design Criteria
LM8	Situated to the west of John Street on the corner with Castleward Boulevard	LM8 to provide visual emphasis to Liversage Square, enhance its urban feel and support greater activity levels around the edges of the space.	<p><u>Local landmark</u></p> <p>Indicative TB Height: Up to 8 storeys (envisaged context height: 4 storeys)</p> <p>Justification: Tall building would mark a place of local significance and enhance the presence of the space.</p>	<ul style="list-style-type: none"> Tall Building to be located at the street corner overlooking Liversage Square, and be of the highest quality design. Tall building to be an integral part of a lower rise development block that establishes an animated frontage towards the space with active ground floor uses. Should be part of comprehensive development of the entire site that delivers wider regeneration benefits.

Table 9.6: Castleward Tall Buildings Heritage Sensitivities

Code	Heritage Sensitivities
LM5	<p>No specific heritage assets are affected.</p> <p>Local Landmarks need to be considered and tested for their impacts on the city-wide views identified in the Skyline Study, in particular cumulative impact on the Historic Skyline from Darley Park (Skyline Study VP11) and Kedleston (Skyline Study VP10), and should be tested to determine individual and cumulative impacts on the Skyline. Local views which should be tested include Council House - VP04.</p>
LM6	<p>No specific heritage assets are affected.</p> <p>Local Landmarks need to be considered and tested for their impacts on the city-wide views identified in the Skyline Study, in particular cumulative impact on the Historic Skyline from Darley Park (Skyline Study VP11) and Kedleston (Skyline Study VP10), and should be tested to determine individual and cumulative impacts on the Skyline. Local views which should be tested include Council House - VP04.</p>
LM7	<p>No specific heritage assets are affected.</p> <p>Local Landmarks need to be considered and tested for their impacts on the city-wide views identified in the Skyline Study, in particular cumulative impact on the Historic Skyline from Darley Park (Skyline Study VP11) and Kedleston (Skyline Study VP10), and should be tested to determine individual and cumulative impacts on the Skyline. Local views which should be tested include Council House - VP04.</p>
LM8	<p>No specific heritage assets are affected.</p> <p>Local Landmarks need to be considered and tested for their impacts on the city-wide views identified in the Skyline Study, in particular cumulative impact on the Historic Skyline from Darley Park (Skyline Study VP11) and Kedleston (Skyline Study VP10), and should be tested to determine individual and cumulative impacts on the Skyline. Local views which should be tested include Council House - VP04.</p>



Figure 9.18: Western Fringe Building Height Recommendations

9.4.5 WESTERN FRINGE

DEVELOPMENT AND GENERAL HEIGHT

The area offers significant opportunities for residential intensification and mixed-use development, including on smaller infill sites within the urban fabric and through the redevelopment of underperforming buildings. Larger development opportunities exist along the inner ring road where a comprehensive approach could help to reconnect the older inner city suburbs with the city centre and establish continuity of enclosure along radial routes into the centre and the inner ring road itself. The Friar Goods Yard is a significant site with potential for a new inner-urban mixed use quarter with its own character and identity, incorporating the historic buildings.

Future development in the Western Fringe area could increase the context height to four storeys, especially on larger sites, but will need to respond sensitively and step down towards lower rise context.

TALL BUILDINGS

The principal opportunity for tall buildings is to perform the role of landmarks at key gateways on the inner ring road and major entrance points into the city. Tall Buildings development will need to be sensitive to nearby heritage assets and their setting and strategic and local views.



POTENTIAL TALL BUILDINGS SITES

Two potential tall building opportunities are identified in this area, one on Abbey Street, and the other on Uttoxeter New Road (south side).

This study has tested and discounted another site to the north of Uttoxeter New Road on the Friar Goods Yards site, as a tall building on this site would have be harmful to the significance of the ensemble of Grade II listed buildings, and detract from views towards the local landmark of the Goods Yard Warehouse itself.



Figure 9.19: 3D Model - View from Abbey Street to LM12 (Abbey Street Car Park)

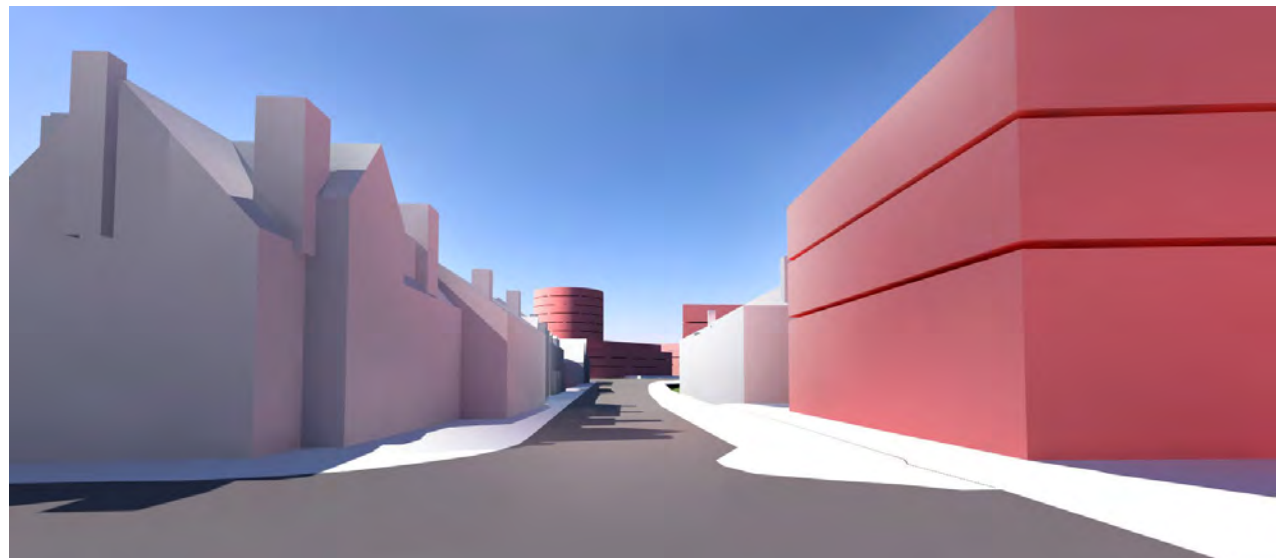


Figure 9.20: 3D Model - View from Stafford Street to LM13 (Uttoxeter New Road)

3d Model Key

- Development Site
- Potential Future Site

Table 9.7: Western Fringe Tall Buildings Recommendations

Code	Location	Tall Buildings Rationale	Indicative Height Recommendation / Justification	Site Specific Design Criteria
LM12	Abbey Street Carpark, corner of Abbey Street with Mercian Way	LM12 to mark this important crossing point on the inner ring road and local route into the city centre. The proposed tall building should also provide an incentive for the redevelopment of this site and be a catalyst for the regeneration of other sites along the inner ring road and to enhance the environment.	<u>Local landmark</u> Indicative TB Height: Up to 8 storeys (envisaged context height: 4 storeys) Justification: Proportionate height response to this local gateway into the city centre.	<ul style="list-style-type: none"> • Tall building to be located on the street corner, and be visually distinctive and of highest quality. • Tall building to be integral part of lower rise development block that defines Abbey Street, Monk Street and Mercian Way. • Should be part of comprehensive development of the entire site that delivers wider regeneration benefits.
LM13	Situated to the south of Uttoxeter New Road at the junction with Mercian Way	LM13 to mark and enhance the legibility of this important arrival and decision making point on the inner ring road. The proposed tall building should also provide an incentive for the redevelopment of this site and the establishment of better defined and enclosed urban spaces along Uttoxeter New Road and Mercian Way. It further could act as a catalyst for the wider regeneration of the surrounding area including of the Friar Gate Goods Yard site.	<u>Local landmark</u> Indicative TB Height: Up to 10 storeys (envisaged context height: 4 storeys) Justification: Tall building would mark a prominent gateway site on the inner ring road of local significance.	<ul style="list-style-type: none"> • Tall building to be located on the street corner, and be visually distinctive and of highest quality. • Tall building to be integral part of lower rise development block that follows and defines Uttoxeter New Road and Mercian Way. • Should be part of comprehensive development of the entire site that delivers wider regeneration benefits.

Table 9.8: Western Fringe Tall Buildings Heritage Sensitivities

Code	Heritage Sensitivities
LM12	Listed Buildings Great Northern Railway Warehouse. Effects on the setting of the listed building needs to be considered from the Inner ring road.
LM13	Listed Buildings Great Northern Railway Warehouse. Effects on the setting of the listed building needs to be considered from the Inner ring road.

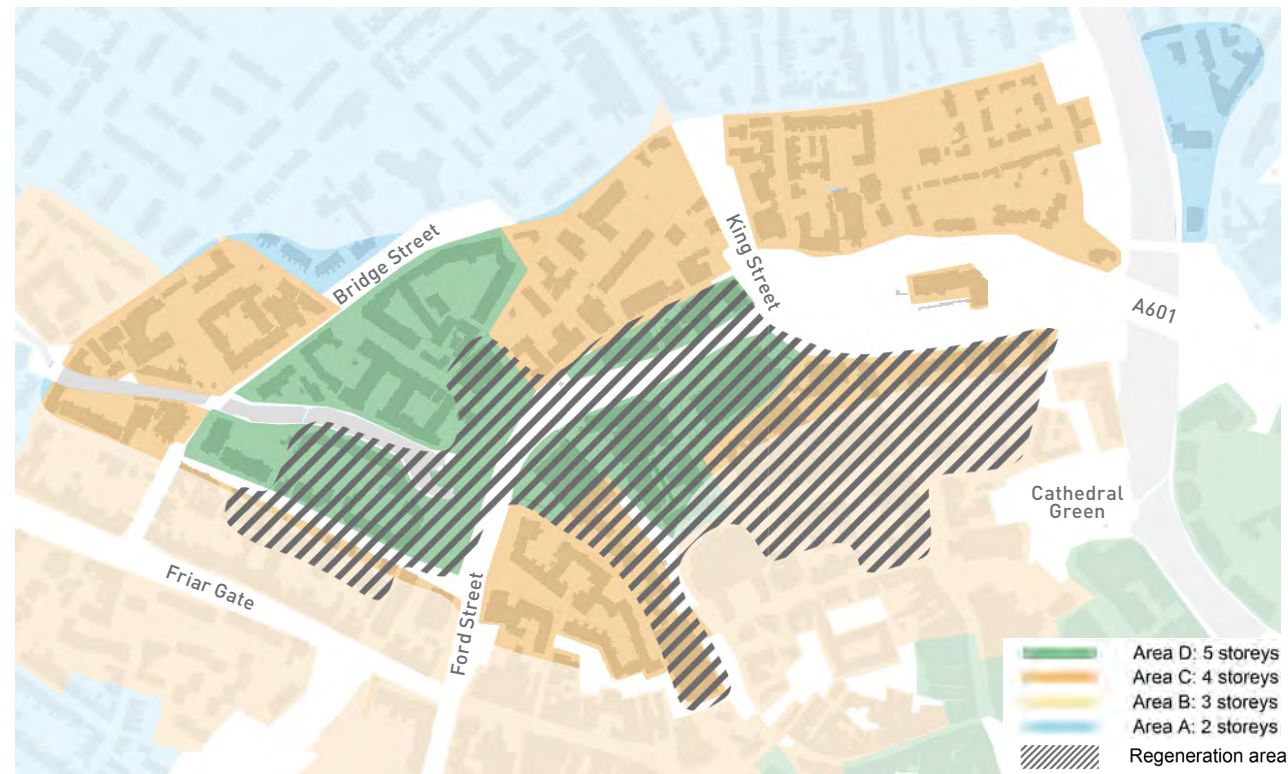
9.4.6 NORTHERN FRINGE

DEVELOPMENT OPPORTUNITIES

The area offers numerous development and intensification opportunities on infill sites, along the inner ring road and by redeveloping underperforming and older buildings stock. Development can build on and expand the existing university and student housing focus or promote other town centre uses. The University plans to invest in a new student quarter to the north of Agard Street. The Chapel Street car park and the

part of the block containing the Queens Leisure Centre may come forward for development.

Large development sites, especially along the inner ring road, could be developed with a general context height of 4-5 storeys, thereby increasing the prevailing height in the area and establishing greater levels of coherence. Heights will need to respond and step down towards existing lower height context, and be especially sensitive where they may impact on heritage assets.



SCOPE FOR TALL BUILDINGS

Principle tall building opportunities would in theory be on key gateways on the inner ring road. However, larger parts of the area are sensitive and highly sensitive to tall buildings due to the presence of the World Heritage Site and its buffer zone, as well as local and strategic views. This study has analysed each of the three gateway areas along the inner ring road and found that from a place making perspective, they do not justify the introduction of a tall building.

Agard Street corner with Ford Street – this arrival point is already marked by the highly distinctive ‘Copper Box’ building and a taller building in its vicinity will not add a greater level of distinctiveness to this area but rather detract from the existing landmark. However, given the greater concentration of development here, a larger building of up to 7-8 storeys (mirroring the scale of the Copper box) could be considered here, to emphasise the entrance into the proposed University Quarter.

Chapel Street Car Park, Kings Street – the arrival into the city centre along King Street is marked and emphasised by the focal view of Derby Cathedral tower and the historic setting of the gateway, including glimpses to St Mary’s Church. The view along Kings Street is identified as a key view in the Derby Skyline Study (2019). A tall building on this site would undermine the historic small scale and fine grain setting of this arrival point and significantly detract from the Cathedral as the principal skyline feature. However, development could consider the replacement of the multi storey car park with a more sympathetic development

Figure 9.21: Northern Fringe Building Height Recommendations

that steps down towards Kings Street but otherwise may be of similar scale.

Waterside Inn Car Park, Mansfield Road – this site is situated in the focal view along Mansfield Road towards the Cathedral, Silk Mill and St Mary's Bridge. It is identified as an important view in the

Derby Skyline Study (2019). Any development of height on this site is likely to block the historic approach road view towards above heritage assets and affect their heritage significance. Therefore this site is not considered suitable for a tall building or indeed any other building that may undermine this view.

3d Model Key

■	Planning Permission
■	Development Site
■	Potential Future Site

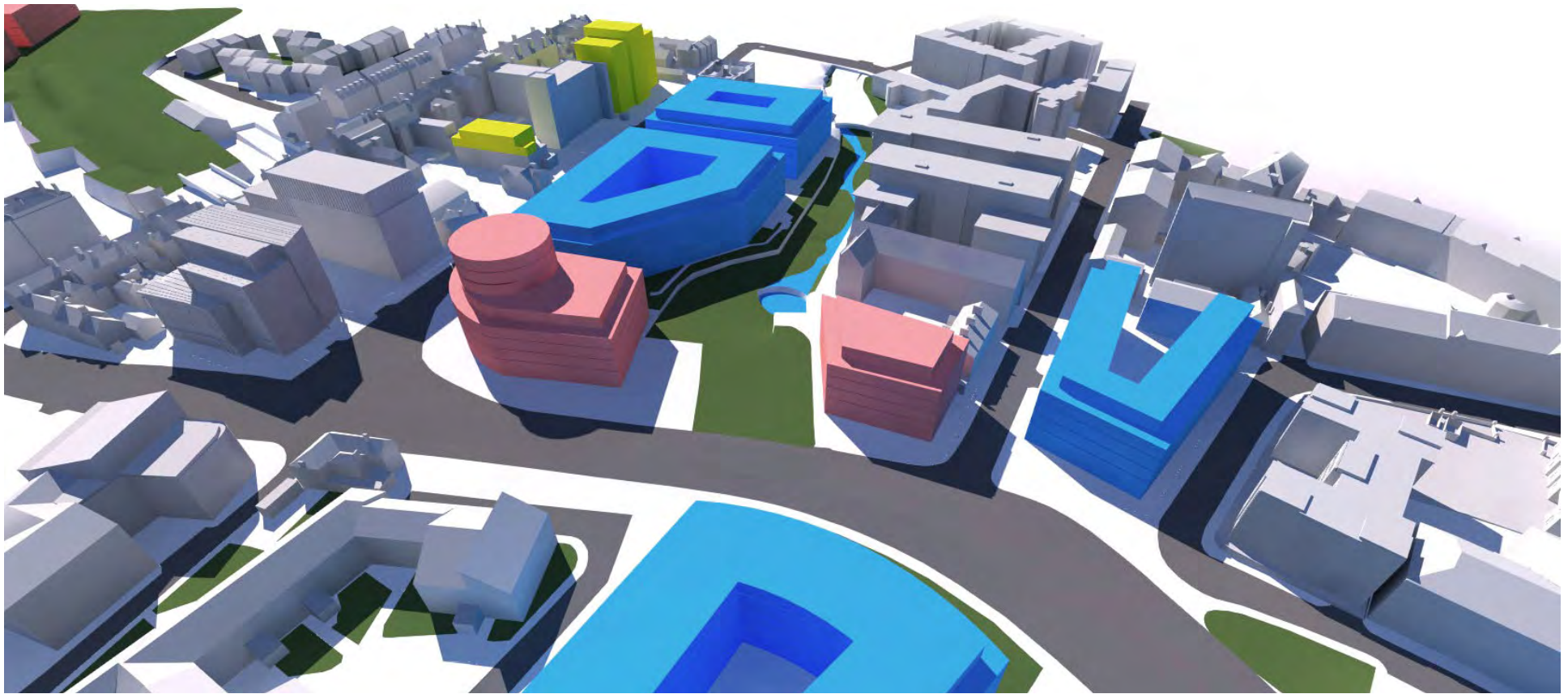


Figure 9.22: 3D Model - Aerial View of Northern Fringe indicative block pattern

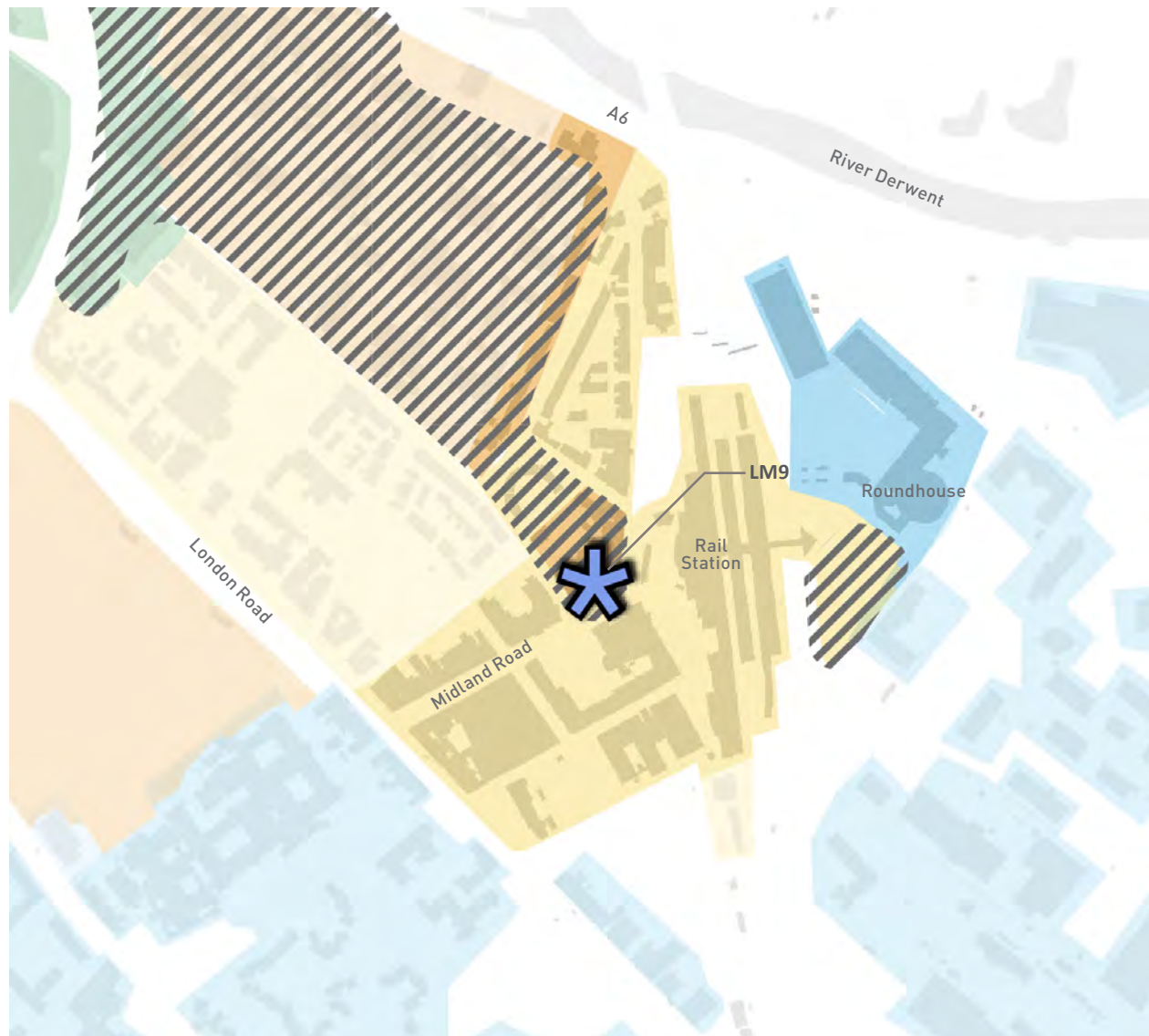


Figure 9.23: Station Quarter Building Height Recommendations

9.4.7 DERBY STATION

DEVELOPMENT AND GENERAL HEIGHTS

Surface car parks around the station present principle development opportunities. However, as they are in operational use and serve the station they are unlikely to come forward any time soon.

The only other major development opportunity is the street block opposite the station, which could be targeted for redevelopment and intensification. Development of this block could establish a better setting of the station, provide a welcoming arrival experience, and create a more direct and legible link from the station to Castleward Boulevard and into the city centre. The intervention would need to consider and respond sensitively to the conservation area and buildings that contribute to its character.

The general context height of new development could be four storeys, but will need to respond to the local context and step down where necessary.



TALL BUILDINGS

In principle a station such as in Derby could be marked by a tall building to emphasise and mark this important location within the city and to help legibility. The presence of sensitive heritage around the station however presents an important constraint.

Two areas have been investigated by this study. The area to the east of the station has been discounted as a tall building here would harm the setting of the Roundhouse and detract from its role as the principal local landmark. To the west of the station on the site fronting the station entrance an opportunity for a modest local landmark buildings was identified.

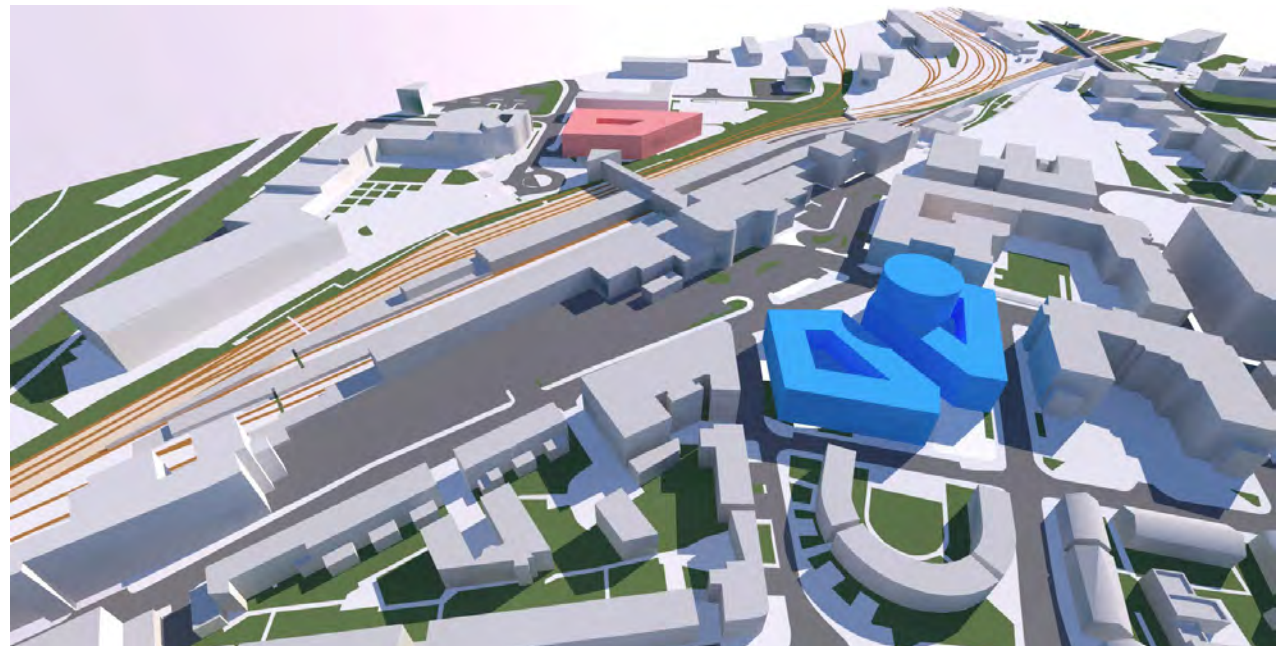


Figure 9.24: 3D Model - Aerial View of Derby Station, LM9 (Station Gateway) and indicative block pattern

3d Model Key

- Development Site
- Potential Future Site

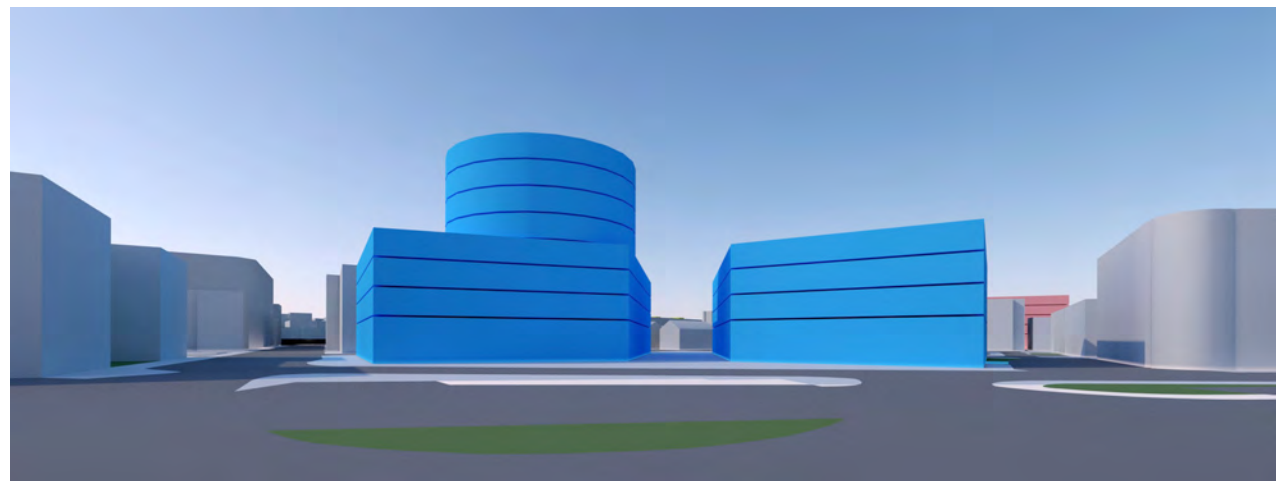


Figure 9.25: 3D Model - View from rail station entrance to LM9 (Station Gateway)

9 BUILDING HEIGHT RECOMMENDATIONS

Table 9.9: Station Quarter Tall Buildings Recommendations

Code	Location	Tall Buildings Rationale	Indicative Height Recommendation / Justification	Site Specific Design Criteria
LM9	Situated in the street block bound by Railway Terrace, Midland Road, Park Street, Wellington Street and Midland Place, situated directly to the west of the station entrance	<p>LM9 to provide a landmark to the station and to mark this arrival point in the city.</p> <p>For a tall building here to be successful, it must align clearly with Castleward Boulevard to close the vista, and facilitate the creation of a new pedestrian link through the block to the station forecourt.</p> <p>The building would provide gravitas to the station environment and enhance legibility for those travelling to and from the station. However, it must respond appropriately to the surrounding conservation area and listed buildings.</p>	<p><u>Local landmark</u></p> <p>Indicative TB Height:</p> <p>Up to 8 storeys (envisaged context height: 3-4 storeys)</p> <p>Justification:</p> <p>Tall building to be of local significance, modest height due to its sensitive heritage context</p>	<ul style="list-style-type: none"> • Tall building to be located behind the street frontage and clearly visible from the station forecourt and in the vista along Castleward Boulevard. • Permission for a tall building should be dependent on the creation of a new direct pedestrian link through the street block, linking the station forecourt / Railway terrace with the junction of Wellington Street and Park Street. • Tall building should be an integral part of lower rise development block that follows the surrounding streets and defines the new pedestrian link. • Development should be high quality and respond sensitively with its massing, grain, appearance and materiality to the character and significance of the conservation area. The development should aim to incorporate buildings of heritage significance as necessary.

Table 9.10: Station Quarter Tall Buildings Heritage Sensitivities

Code	Heritage Sensitivities
LM9	<p>Railway Conservation Area</p> <p>The potential development lies wholly within the Railway Conservation Area, which is nationally significant and visually important for its large and small-scale classical architectural language. Development should preserve or enhance the character of the Conservation Area in accordance with the 1990 Planning (Listed Buildings and Conservation Areas) Act. An 8-storey height in this location is contrary to the prevailing context. Therefore, it must enhance the Conservation Area in its own right, and not just as part of a comprehensive redevelopment of the west side of Railway Terrace. Any tall building in this location must be of the highest quality and will need to be an exceptional design, in order to be able to sit within the conservation area and not cause harm.</p> <p>Sensitivities include:</p> <ul style="list-style-type: none"> • The contribution that the Aston Court Hotel makes to the conservation area and the adjoining buildings fronting Midland Road and turning the corner into both Park Street and Railway Terrace. • The contribution that the Merry Widows PH makes to the conservation area on the corner of Railway Terrace and Midland Place. • There would be a presumption for retention if the loss causes ‘harm’. • The potential enhancement of the existing buildings along Midland Road as part of a masterplan for the site. • The need to provide a unified design to the street frontage – Railway Terrace – and consider the relationship with the Midland Railway Institute building. • Midland Road - the need to complement the Midland Hotel (a grade II listed building) and not challenge its primacy, i.e. harm its setting. <p>This is considered to be an exception, which is only justifiable for its wider strategic city role in waymarking the station. It does not set a precedent for further tall buildings within the Railway Conservation Area.</p> <p>An increase in height over the 8 storeys identified in the strategy would be considered harmful to the character of the CA.</p>



Figure 9.26: Aerial view of the Derby 3D Model showing indicative block pattern used for testing on potential development sites

3d Model Key

■	Heritage Asset	■	Development Site
■	Planning Permission	■	Potential Future Site