

## Applications to be Considered

### SUMMARY

- 1.1 Attached at Appendix 1 are the applications requiring consideration by the Committee.

### RECOMMENDATION

- 2.1 To determine the applications as set out in Appendix 1.

### REASONS FOR RECOMMENDATION

- 3.1 The applications detailed in Appendix 1 require determination by the Committee under Part D of the Scheme of Delegations within the Council Constitution.

### SUPPORTING INFORMATION

- 4.1 As detailed in Appendix 1, including the implications of the proposals, representations, consultations, summary of policies most relevant and officers recommendations.

### OTHER OPTIONS CONSIDERED

- 5.1 To not consider the applications. This would mean that the Council is unable to determine these applications, which is not a viable option.

**This report has been approved by the following officers:**

<b>Legal officer</b> <b>Financial officer</b> <b>Human Resources officer</b> <b>Estates/Property officer</b> <b>Service Director(s)</b> <b>Other(s)</b>	Ian Woodhead 16/02/2014
<b>For more information contact:</b> <b>Background papers:</b> <b>List of appendices:</b>	Ian Woodhead Tel: 01332 642095 email: ian.woodhead@derby.gov.uk None Appendix 1 – Development Control Monthly Report

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**Planning Control Committee 16 April 2015**

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2	20 - 28	12/14/01732	Land adjacent to 30 The Hollow, Mickleover.	Erection of dwelling house and garage and formation of vehicular access	<b>To grant</b> planning permission with conditions
3	29 - 33	10/14/01414	Land adjacent to 16 Halifax Close, Derby. (access via Old Mansfield Road)	Erection of two semi-detached dwelling houses	<b>To grant</b> planning permission with conditions

**Committee Report Item No: 1**

**Application No: DER/10/14/01417**

**Type: Outline (with means of access)**

**1. Application Details**

**Address:** Land rear of 122 - 198 Derby Road and adjacent Acorn Way, Spondon.

**Ward:** Spondon

**Proposal:**

Residential development (up to 125 dwellings) and associated infrastructure

**Further Details:**

Web-link to application documents –

<http://eplanning.derby.gov.uk/acolnet/planningpages02/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=97246>

**Brief description:**

This is an outline application for residential development, which relates to an open grassland site, which is former agricultural land, located at the junction of Derby Road and Acorn Way between Chaddesden and Spondon. The site lies just within the Chaddesden/Spondon Green Wedge, at the narrow southern end of the Wedge, which separates the residential suburbs of Chaddesden to the west from Spondon to the east. To the southern boundary of the site are residential properties which front Derby Road and the Asda supermarket with other commercial premises located on the opposite side of Derby Road. The north and east boundaries of the site border the school playing fields of West Park Academy. There is also a Local Nature Reserve, West Park Meadows which is situated nearby to the northern tip of the site, alongside the school.

The site is currently uncultivated grassland bordered by unmanaged hedgerows and groups of trees. It comprises approximately 6.8 hectares of land, which has a pedestrian footpath running across the site from Derby Road to the school playing fields on the northern boundary. The site meets Derby Road between the existing rows of housing and a boundary with Acorn Way.

A previous outline application for residential development (DER/08/13/00995) on the same application site was refused permission in March 2014. The proposal also sought a similar means of vehicular access onto Acorn Way, in the form of a roundabout junction. This application was for up to 250 dwellings, with all matters reserved except for access.

The proposal is in outline, with means of access to be determined under this application. It is for the erection of up to 125 dwellings, with associated infrastructure and landscaping. A Transport Assessment and Addendum have been submitted in support of the application. Access details have been submitted showing a new vehicular access to be formed onto Acorn Way. This would take the form of a roundabout junction onto Acorn Way approximately 150 metres from the roundabout junction with Derby Road and Raynesway. A 2 metre wide footway is proposed alongside Acorn Way to link the existing junction with Derby Road to the new roundabout junction and a pedestrian/cycle crossing across Acorn Way with a 3 metre wide footway/cycleway to link with an existing footway to Oregon Way. There would be no new access formed onto Derby Road, although the existing footpath link is proposed to be upgraded to a 3 metre wide pedestrian/cycle route.

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All other detailed matters are reserved for future approval.. An illustrative masterplan is contained within the Travel Plan submitted with the application, which suggests a proposed layout and shows proposed areas of open space. A Landscape and Visual appraisal has also been provided in support of the proposal which contains a Landscape Strategy for the development. Both of these layout proposals are purely indicative and do not form part of the scheme to be determined at this stage.

A Design and Access Statement, Flood Risk Assessment, Ecological Survey and Transport Assessment have also been submitted in support of the application. An Archaeological Geophysical Survey report was submitted during the course of the application.

### **2. Relevant Planning History:**

DER/08/13/00995 – Outline for residential development for up to 250 dwellings with associated infrastructure – Refused permission for following reasons:

- 1. In the opinion of the Local Planning Authority, residential development on the application site would be prominent and intrusive leading to the narrowing of the Chaddesden / Spondon green wedge, damaging its openness, undeveloped character and strong boundaries. It would reduce the extent to which the countryside is able to penetrate the urban area and would create a potential for the gradual coalescence of the Chaddesden and Spondon neighbourhoods. As such, the proposal would compromise the role and function of the Green Wedge in this location, contrary to the aims of saved policy E2 of the adopted City of Derby Local Plan Review.*
- 2. In the opinion of the Local Planning Authority residential development on this site would struggle to directly identify with the prevailing built form of either Chaddesden or Spondon. Given the strong physical boundaries between the site and its neighbours, it is considered that it would be difficult to secure a layout of development that relates well to existing housing in the locality. The existing houses on Derby Road turn their backs to the site and because Acorn Way is a clear boundary forming the eastern edge of Chaddesden and Green Wedge would remain to the east of the site separating it from Spondon; it would virtually be an island of development that would struggle to relate to neighbouring communities. As such, the Local Planning Authority has little confidence that reserved matters submissions could deliver an overall layout that would provide a high quality design that would relate well to existing housing in the locality. The proposal is therefore contrary to saved policies GD4, H13 and E23 of the adopted City of Derby Local Plan Review and the over-arching design guidance in the National Planning Policy Framework.*

### **3. Publicity:**

Neighbour Notification Letter – 136 letters

Site Notice

Statutory Press Advert

*This publicity is in accordance with statutory requirements and the requirements of the Council's adopted Statement of Community Involvement.*

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Prior to the application being submitted the applicant undertook their own public consultation of the proposal in September 2014. The consultation took the form of a designated web site and notices displayed in the local area. Ward Members were also informed of the consultation.

**4. Representations:**

To date, 72 objections and comments and 3 supporting comments have been received to the application. These include objections from the Spondon Neighbourhood Board, Cllr Williams and Cllr Poulter. A comment has also been received from West Park School. The main issues raised in objection/support are as follows:

- The proposed residential development is in conflict with Local Plan policy and the emerging Core Strategy.
- The proposed residential development would result in a loss of Green Wedge and reduce separation between Chaddesden and Spondon.
- Proposal would set precedent for other developments resulting in loss of Green Wedge.
- The increase in traffic generation would result in further congestion on the local roads, for local residents and commuters.
- The increase in traffic movements would have the potential to affect air quality issues in the AQMA.
- Development would increase noise pollution for local residents.
- The proposed access on Acorn Way would be detrimental to highway safety.
- School places are already under pressure.
- Local doctors and dental surgeries have limited available places.
- The site is not sustainable.
- There are existing flooding and drainage problems on the sites, affecting properties on Derby Road.
- Mature trees would be felled, resulting in loss of habitat for wildlife.
- The development would result in loss of wildlife habitat.
- Relocation of bus stop would generate additional traffic at busy junction.
- There is alternative potential housing site at Celanese which should be considered.
- Other developments in the area are already adding to congestion on the local roads.
- Development out of character and overbearing in the local area
- Adverse impact on residential amenity for nearby residents.

Supporting comments are as follows:

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- Land currently has no aesthetic value and proposal may enhance its appearance.
- There is need for new affordable housing in Spondon and Chaddesden

### **5. Consultations:**

#### **Highways DC:**

The proposed vehicular access to Derby Road would form a roundabout on Acorn Way approximately 200 metres north of Derby Road, together with a capacity improvement to the Acorn Way arm of the Derby Road/Raynesway roundabout. Pedestrian and cycle access is retained to the Derby Road site frontage providing access to the bus services which run along the Derby Road/Nottingham Road corridor.

The revised access option represents a better solution than was originally proposed. This is because the proposed roundabout introduces a 'gateway' between the rural section of Acorn Way to the north and the urban highway network that is Derby Road, and Nottingham Road. At present the majority of Acorn Way to the north of the site is derestricted rural road i.e. subject to a 60 mph speed limit. The speed limit changes to 40mph approximately 100 m north of a signal controlled crossing to Oregon Way. The roundabout would provide the opportunity to further reduce the speed limit to 30 mph as drivers approach Derby Road and in doing so reinforce the change from rural to urban highway. Acorn Way between Derby Road and the proposed roundabout would have a 2m wide footway provided on the development side thus allowing people to walk alongside the carriageway thereby changing its nature to a more urban feel. The urban nature of this section of highway could be further enhanced if dwellings faced on to Acorn Way rather than with their back gardens adjacent to road. However, the dwellings should be accessed from a service road rather than taking direct access to Acorn Way. The roundabout will deal well with the right turn into the site from Acorn Way, particularly in the pm peak.

The development of the above site is likely to generate a desire by pedestrians and cyclists to cross Acorn Way to get to Chaddesden. The applicant is required to provide a short length of footway/cycleway to link the new dwellings via the proposed roundabout to the existing footway/cycleway which runs parallel to Acorn Way between the Derby Road/Raynesway roundabout and Oregon Way. The route is likely to go via the southern side of the proposed roundabout where the refuge should be designed to accommodate pedestrians and cyclists crossing the road.

At times during the day, particularly in the am peak, a slow moving queue forms on Acorn Way which extends past the location of the proposed roundabout. To seek to mitigate this issue, the applicant proposes to lengthen the 'flare' on Acorn Way on the approach to Derby Road/ Raynesway roundabout (the 'flare' is the gradual widening on the approach to a roundabout to allow drivers to move into the appropriate lane at the stop line). This proposal is welcomed as at present the approach to the roundabout is narrow and drivers currently find it difficult to make full use of both lanes at the stop line and so cannot utilise the available gaps on the roundabout. The flare could be improved further than they have proposed in order to maximise the capacity on this leg of the roundabout. The traffic consultant has agreed to this and the exact length of the flare can be agreed at detailed stage.

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The applicant has proposed a Residential Travel Plan for the development and this is acceptable in principle subject to a condition to control delivery of the plan.

Public Transport – The site lies within 400m of the Derby Road/Nottingham Road bus corridor. The developers have agreed to provide a bus shelter on Derby Road to accommodate the extra passengers generated by the proposed development. This proposed shelter should be provided with a power supply and be capable of supporting real time information. A Section 106 transport contribution to improve sustainable transport modes on the corridor is agreed in principle and it is considered that further improvements to the Derby Road bus stop could be investigated and provided via this contribution i.e. a half bus lay-by and real time information.

Cycling - the developers are proposing to upgrade the existing right of way running through the site to a 3m wide footway/cycleway. At present there are no details of the route and this is a matter to be dealt with at reserved matters stage. Should the route have to be diverted, this would have to be subject to a formal diversion process.

The design of the internal road layout is a matter reserved for consideration at a later date. However with a single point of access the road layout should take the form of a loop. The design should incorporate the principles set out in 'Manual for Streets' and advice about other constructional details and elements such as drainage can be obtained from the 6Cs Highway Design guide.

**DCC Archaeologist:**

Following the receipt of an archaeological geophysical survey of the site, the comments are as follows:

The results of the survey show no likely archaeological features beyond evidence for medieval ridge and furrow. The zone of the site closest to the Roman road line along Derby Road does however show some disturbance from modern debris which makes the geophysics unclear. I therefore feel that we can scope archaeology out on the bulk of the site, with the small area between 164 and 176 Derby Road still needing some investigation to test for remains of the Roman road and its associated features. This could be achieved either by archaeological monitoring of access works from Derby Road, or some limited trial trenching in this area to test potential, and should be secured by planning conditions in line with NPPF paragraph 141.

**Environment Agency:**

The Agency has no objections, in principle, to the proposed development but recommends that if planning permission is granted; planning conditions are imposed to control details of a surface water drainage scheme for the site, to include sustainable drainage principles.

**Derbyshire Wildlife Trust:**

The application is supported by appropriate survey information and there is currently no known reason to question the results.

Clarification needs to be sought prior to determination regarding tree loss associated with the creation of the access off Derby Road and their potential to support bat roosts. If Potts Elm trees are to be lost their formal identification needs to be confirmed and appropriate mitigation proposed to maintain the genetic stock on site. A suitably worded condition should be used to implement this.

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Given knowledge of the site it is felt that there is an extremely low risk of great crested newt being present on the site or breeding in the adjacent pond. We would advise that it would be unreasonable to expect additional amphibian surveys.

The Council should be confident that any future proposal could accommodate, within the quantum of development currently proposed, strong features of green infrastructure/retain the countryside elements of the Green Wedge including biodiversity.

Any future application should demonstrate at submission stage;

- Retention and protection of trees and hedgerows
- Suitable non-developed buffer to the Local Nature Reserve
- Further assessment of tree loss
- Be supported by a Landscape & Green Infrastructure Management Plan which shows how the recommendations of the Ecological Report - section 6 will be designed into the scheme and maintained in the long term
- A surface water attenuation scheme which uses of open water attenuation as both an appropriate SuDS technique and a feature which is designed for biodiversity
- The design of a lighting scheme to allow continued use of the site for bat commuting and foraging

Suitably worded conditions should be applied to ensure that this can be achieved.

**Police Liaison Officer:**

No objections in principle to the development.

As the main vehicle access shown on Acorn Way would not be the main pedestrian access to the site, recommend that all pedestrian routes, except around outer section of open space are lit to agreed standard.

**Highways (Land Drainage):**

The application indicates that surface water run-off would be disposed to SUDs and a Flood Risk Assessment has been submitted. That assessment refers to the River Derwent as the nearest watercourse. Unfortunately, there is a brook on the site and another watercourse not far from the site between it and the River Derwent.

The area is in the green wedge between Chaddesden and Spondon. The green wedge provides a very useful element in the control for flooding and discharge of acceptable runoff to controlled waters.

The brook will need an easement along its whole length which could be nominally less than the normal 8 metres, provided it can be shown that there will be no flooding beyond the boundaries of the easement. .

I can support this outline planning application, even though it is within an area provided that provides a green wedge, provided that the grant of planning permission is subject to condition to control details of a surface water drainage scheme, to include sustainable drainage principles.



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**6. Relevant Policies: *Saved CDLPR policies***

GD1	Social Inclusion
GD2	Protection of the Environment
GD3	Flood Protection
GD4	Design and the Urban Environment
GD5	Amenity
GD8	Infrastructure
H11	Affordable Housing
H12	Lifetime Homes
H13	Residential Development – General Criteria
E2	Green Wedges
E4	Nature Conservation
E5	Biodiversity
E7	Protection of habitats
E9	Trees
E10	Renewable Energy
E12	Pollution
E16	Development close to important open land
E17	Landscaping Schemes
E23	Design
L2	Public Open Space Standards
L3	Public Open Space Requirements in new developments
L4	New or Extended Public Open Space
T1	Transport Implications of new development
T4	Access, parking and servicing
T6	Provision for pedestrians
T7	Provision for cyclists
T8	Provision for public transport
T15	Protection of footpaths, cycleways and routes for horseriders

*The above is a list of the main policies that are relevant. Members should refer to their copy of the CDLPR for the full version or access the web-link.*

<http://www.cartogold.co.uk/DerbyLocalPlan/text/00cont.htm>

*Over-arching central government guidance in the NPPF is a material consideration and supersedes earlier guidance outlined in various planning policy guidance notes and planning policy statements. Particularly relevant in terms of the NPPF are paragraphs 14, 17,47,49,60 and 61*

*The Derby City Local Plan Part 1: Draft Core Strategy (Pre Submission version) is also a material consideration. The Plan was approved for consultation by Full Council on 26 November 2014 and is expected to be consulted on later this year.*

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### **7. Officer Opinion:**

#### **Key Issues:**

In this case the following issues are considered to be the main material considerations which are dealt with in detail in this section.

- Policy Principles (including Green Wedge )
- Traffic implications and access
- Environmental impacts
- Section 106 Obligations

#### **Policy Principles**

This application site is an open field, which is on the edge of the Chaddesden/Spondon Green Wedge and abuts the residential areas of Chaddesden to the west and Derby Road to the south. The principle of residential development on the site is contrary to Policy E2 of the adopted Local Plan Review, which relates to development in the Green Wedge. Development of this site would mean that the land would no longer perform a Green Wedge function, which is to separate distinct urban areas of the city and extend open space into the built up area. The purposes of Green Wedge policy need to be balanced against the existing and emerging local and national planning policies, which are material considerations in determining whether the site is suitable for housing. A significant factor in determining the application is how much weight to give to various policy documents and material considerations. These include the National Planning Policy Framework (NPPF), the adopted City of Derby Local Plan Review (CDLPR) and the City Council's emerging Core Strategy, as well as the Council's five year housing supply position.

#### **The Saved Policies of the City of Derby Local Plan Review**

The starting point for determining the planning application is to consider its consistency with the adopted CDLPR. Since the National Planning Policy Framework was published, due weight should be given to the Local Plan policies according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the framework, the greater the weight that may be given). It is considered that the saved policies of the CDLPR still have a high degree of consistency with the NPPF and can therefore be given weight. One of the main issues is to consider the suitability of the site for residential development given its location within a Green Wedge. The relevance and amount of weight to be given to Green Wedge policy are discussed further below.

#### **Green Wedges**

The application site is within the Chaddesden/Spondon Green Wedge and Policy E2 is therefore relevant. Policy E2 sets out a number of uses which are acceptable within Green Wedges. New build residential development is not considered an acceptable use and the proposal is therefore contrary to policy.

The purpose of Green Wedge is to define and enhance the urban structure of the city as a whole. They play a crucial role in retaining open areas of land between separate parts of the city which helps to maintain their identity and reduce the impression of urban sprawl. The two main characteristics of green wedges are that they are of an

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open and undeveloped character and that they penetrate the urban area from the open countryside.

The Chaddesden/Spondon Green Wedge helps to clearly define the built edges of the two separate communities, contributing to their separation, character and identity. It allows the open countryside to penetrate from the adjacent borough of Erewash well into the City, clearly delineating the neighbourhoods of Chaddesden and Spondon, providing residents with access to the open countryside and preventing the coalescence of those neighbourhoods.

As part of the evidence base for the emerging Core Strategy a 'Green Wedge Study' was produced in 2012 which considered the role and function of each wedge and whether there was scope for any removal/reduction to help meet development needs. This study has been important in determining the allocation of new housing sites within the emerging strategy.

It is considered that the loss of this undeveloped, open land would compromise the overall function of the Green Wedge. The site is part of an area of land which provides a significant open break within the existing built up area. The loss of that open character, if the site were allowed to be developed for residential purposes, would be prominent and intrusive, resulting in significant narrowing of the Green Wedge, reducing the level of separation between Chaddesden and Spondon. It is acknowledged that the wedge would only be narrowed at the southern end and that the width of the remaining Green Wedge would be maintained to the north. However, development on the application site would reduce the extent to which countryside is able to penetrate the urban area of the City, particularly on the western side. This would reduce the proximity of open countryside in relation to the built up area of Chaddesden. Penetration would be maintained on the eastern side of the Green Wedge, although this area contains the playing fields for West Park Secondary School and is therefore not so publicly accessible. On the eastern side, the open character of the green wedge is also interrupted by the built development of West Park Secondary School and along West Road. It is considered that this interruption on the eastern side increases the need to maintain openness of the Green Wedge on the western side, to maintain an uninterrupted flow of countryside on the western side. Acorn Way forms a strong boundary on the western side of the Green Wedge and it is considered that breaking that boundary would result in an obvious intrusion into the Green Wedge that would be damaging to its overall character. The maintenance of an open and undeveloped character on the application site is therefore considered to be important in maintaining the character and function of the Chaddesden/Spondon Green Wedge. Allowing a residential development on the site would clearly be contrary to those aims and contrary to Policy E2. It is considered that significant weight should be given to this issue in the determination of this application.

An indicative masterplan for the site has been submitted with the application and this identifies broadly how the site could be laid out with dwelling numbers substantially reduced from those proposed in the previous application. The indicative proposal includes the formation of public open space on the eastern part of the site between the proposed dwellings and the existing school playing fields associated with West Park Academy. However, that masterplan is only a notional component of this application.

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Policy H13 outlines general criteria on which residential proposals should be assessed. The policy seeks to ensure that a satisfactory form of development is provided, which safeguards residential amenities, provides a high quality living environment and achieves appropriate housing densities and interesting urban forms and townscape design. This residential proposal is submitted in outline only with details of layout, scale, external appearance and landscaping to be agreed as reserved matters therefore the detailed design of a residential layout is not submitted for consideration. It is considered that a good quality residential layout and design of development could be achieved within the site itself to meet the requirements of saved policies H13, GD4 and E23 through reserved matters applications.

Where the development struggles to meet with the aims of policies H13, GD4 and E23 is in its relationship with the wider urban area. The Inspector who considered the site in detail at the Inquiry for the CDLPR (2006) described development on this site as "...taking the form of a free-standing residential community which would have a tenuous link with the built up area and existing communities. The housing along Derby Road turns its back on the site, Acorn Way is a strong physical boundary and adjoining open land is a major influence." Located in the Green Wedge between Spondon and Chaddesden, it is considered that a development in this location would struggle to directly identify with either community. Given the strong physical boundaries between the site and its neighbours, it is considered that it would be difficult to secure a layout of the development on the site that relates well to existing housing in the locality. The houses on Derby Road turn their backs to the development site and because Acorn Way is a clear boundary forming the eastern edge of Chaddesden and open fields would remain to the east of the site, it would virtually be an island of development that would struggle to relate to the neighbouring communities.

There have been no significant changes in land use or form since the CDLPR Inspector commented on potential development within this site and concerns regarding its relationship to the wider urban area remain. Whilst the detailed design of the scheme is reserved for future approval, it is considered that this difficult relationship may result in development struggling to come forward in a satisfactory form which meets good standards of design. Accordingly, conflicts with policies H13, GD4 and E23 arise.

Policy H11 requires affordable housing to be provided for the scale of this development and the provision of a percentage of homes to a Lifetime Homes Standard is also sought through policy H12. Such requirements are normally secured through the terms of a Section 106 agreement and the applicants have agreed Heads of Terms which provide both and this would be subject to the terms of such an agreement being agreed and finalised.

**The National Planning Policy Framework (NPPF)**

The NPPF sets out the Government's policies on planning. The golden thread which runs through the NPPF is a presumption in favour of sustainable development. The Framework also sets out the Government's objective to "boost significantly the supply of housing". Both of these objectives are relevant in determining the application.

In terms of decision taking the "presumption" is defined as

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- approving development proposals that accord with the development plan without delay, and
- where the development plan is absent, silent or relevant policies are out of date, granting planning permission unless :
  1. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  2. specific policies in this Framework indicate development should be restricted.

It is, however, important to remember that the theme of 'Sustainable Development' is embedded in all of the NPPF policies and all relevant policies in the Framework should be given due weight. Sustainable development should be considered in terms of social, economic and environmental matters.

The NPPF sets out a requirement for local authorities to maintain a supply of deliverable housing sites to meet needs for at least five years. It states at paragraph 49 that relevant policies for the supply of housing should not be considered up-to-date if the local authority cannot demonstrate a five-year supply of deliverable housing sites. The issue of five year land supply is dealt with in more detail in the Housing Land Supply section below.

Importantly, Green Wedge policy is not related to the supply of housing and thus continues to carry due weight even in the context of not having a five year supply of deliverable housing land. Recent court cases, related to development of housing on Green Wedges or similar designated open land have supported this stance, which gives weight to such policies in the determination process. However, the Council is still required to consider the extent to which the benefits of housing outweigh the impact on the wedge.

The Framework also considers that good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It stresses the importance that planning policies and decisions should address "the connections between people and places and the integration of new development into the natural, built and historic environment and states that "permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions."

The design policies of the Framework listed above are consistent with the aims of Green Wedge policy of the CDLPR meaning that the policy is still very relevant in terms of achieving sustainable development and should carry a due amount of weight.

### **Housing Land Supply**

The NPPF requires local authorities to identify and maintain enough deliverable housing sites for 5 years. The definition of 'deliverable' means that a site should be in a suitable location for housing now, that the land is available now and that development would be economically viable.

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The Council cannot currently demonstrate a five year supply of deliverable housing sites and is seeking to set a housing provision target and ensure that a five year housing supply is achieved through the Core Strategy. Until the Core Strategy is adopted many of the sites identified in the plan cannot be counted to the five year supply.

As set out above, if a local authority cannot demonstrate a five year housing supply, then its policies for the supply of housing are not considered to be up-to-date. The NPPF says that in this case planning permission should be granted for residential developments unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate that development should be restricted.

This is therefore the key issue in determining this application.

**Other Policy Considerations:**

**Derby City Local Plan Part 1: The Core Strategy**

The City Council is preparing its new local plan, the Derby City Local Plan (DCLP). The plan is being prepared in two parts. Part 1 (The Core Strategy) sets out the Council's spatial vision and strategy for meeting its growth needs to 2028. It also sets out a strategy based on a presumption in favour of sustainable development which is consistent with the NPPF.

It should be noted that given all of the above the emerging Core Strategy has not been submitted for examination or formally adopted by the Council as policy. It therefore carries limited weight in itself. However, the evidence base used to inform the emerging strategy is also relevant and is a material consideration. Of particular relevance in this case is the Green Wedge Study referred to above. This document was considered to have considerable weight in a recent appeal and thus its findings continue to be relevant in this case.

The plan identifies that growth needs including those for new homes are met in a sustainable manner and identifies several strategic sites to be allocated for housing. The plan also maintains the principle of Green Wedges although some land in existing wedges is released where it is considered appropriate and sustainable to do so in order to meet growth needs. This has been informed by the Green Wedge Study. It could be argued that green wedge land that has not been identified for development in the Strategy becomes more important and sensitive in its primary role and function.

Several planning applications have been considered for residential development in Green Wedge locations in recent months and the DCLP and its supporting evidence base have been important material considerations in determining the applications and have been considered material in appeals. In each case the Council has not been able to identify a five year housing land supply and so the decision has been taken considering whether any adverse impacts of the proposed development, including the loss of green wedge outweigh and the benefits which the development would bring. Where, in considering the adverse impacts and benefits, it has been felt that the adverse impacts of the loss of Green Wedge do not outweigh the benefits, planning permission has been granted for residential development. However, these have been in cases where the Green Wedge study has concluded that the removal of

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those sites from the Green Wedge would not undermine the role or function of the wedge, in that particular location. This is not the case with this application.

The application site has been excluded from the Core Strategy due to significant concerns regarding the impact of the development on the Green Wedge and about its ability to form a sustainable location for housing development. This approach is supported by the Green Wedge Study. The proposed development is therefore considered to be inappropriate in this location, due to the harm which would arise from the loss of Green Wedge, contrary to the aims of Policy E2.

**Traffic Implications and access**

The Transport Assessment (TA) submitted with the previous outline application has been supplemented by an Addendum to the TA to support the current proposal for a lower number of residential units on the site. The proposed means of vehicular access to the development would be the same as for the previous application, which is to form a roundabout junction onto Acorn Way, some 200 metres north of the existing Acorn Way/Raynesway/Derby Road roundabout. The proposed access is also to include a new section of footway along the eastern side of Acorn Way to link with the existing junction and a crossing point to the Oregon Way estate.

The Highways Officer has not raised concerns about the proposed means of access arrangements. The proposed roundabout junction solution was negotiated with the applicant under the previous application and agreed with the Council's Highways Officer and it has not been altered in the current scheme. The access would now serve up to 125 dwellings as opposed to 250 dwellings and continues to be considered acceptable in principle. The Highways Officer's advice is that the proposed junction would not give rise to highway safety concerns, nor result in excessive congestion problems on Acorn Way.

A Residential Travel Plan has been submitted to provide a framework for the promotion of sustainable modes of travel for residents of the proposed development. The Highways Officer is generally satisfied with the principles of the plan, which would form the basis for a more detailed travel plan to be assessed and then monitored, following occupation of the development.

The design and layout of the internal road network would be a reserved matter to be determined at a later stage. The illustrative layout plan which has been submitted with the application does not form part of proposal to be decided at this meeting and is solely suggestive of a possible layout.

The existing right of way footpath which crosses the application site from Derby Road is proposed to be improved by widening the route for both pedestrians and cyclists. This would enhance pedestrian access to Derby Road, which is a main transport corridor and bus route into the city. The provision of a more formal pedestrian/cycle path is not likely to give rise to highway safety issues.

Overall, the highway safety implications of the proposed development are considered acceptable and the requirements of Policies T1, T4 and T15 are therefore satisfied.

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### **Environmental Impacts**

#### **Ecology and trees**

To the north of the site is a nature conservation area, the West Park Meadows Local Nature Reserve, which is protected under policy E4(45). The applicants have expressed an intention to improve linkages with the nature reserve to the north of the site in order to provide improved public accessibility and to enhance habitat along the northern strip of the site, alongside Acorn Way. The development is not likely to have a direct impact on the nature reserve itself, although there are potential indirect effects on this sensitive habitat, which would need to be controlled through the detailed stage.

An Ecology Walk-over Survey has been undertaken of the site, to assess its habitat value. The hedgerows and trees around the perimeter of the site are the main habitats of importance on and around the site. There is likely to be some impact on these features from the formation of the vehicular and pedestrian accesses, although they should be largely retained. I note that there are some rare Elm trees on the southern boundary with Derby Road. In the event that permission was to be granted the retained trees and hedges would need to be subject to a protection and management plan for their future retention.

No evidence of protected species of flora and fauna were found on the site, although potential habitat is present for badgers, bats, nesting birds and amphibians. Derbyshire Wildlife Trust supports the findings of the survey and I note that they do not raise concerns about the ecological impact of the scheme, subject to mitigation and protection measures being secured by conditions. Provided that the ecological interest of the site and the adjacent nature reserve are safeguarded as part of the proposed development, then the scheme would accord with the provisions of nature conservation Policies E4, E5 and E7.

#### **Flood Risk**

The site is within Flood Zone 1 and is therefore at a low risk of flooding, although a Flood Risk Assessment (FRA) has been prepared for the development since the site is in excess of 1 hectare. The FRA has been revised since the previous application and no objections have been raised by the Council's Land Drainage team and the Environment Agency, to its conclusions, in regard to the impacts of flood risk. Subject to a suitable SUDs drainage scheme being secured for the site and appropriate flood protection measures being implemented as part of the proposed development, the proposal is not likely to have any significant adverse impacts in regard to flooding. The development is therefore considered to meet the requirements of Policy GD3 and the flood risk guidance in the NPPF.

#### **Open Space**

A Landscape and Visual Appraisal which has been submitted in support of the application, gives an assessment of the visual impact of the development on the landscape. The proposed mitigation to reduce the impact on visual amenity is to provide a large proportion of open space on the eastern part of the site and form a natural area of open space to link with the nature reserve. Whilst the retention and potential enhancement of the open space within the site would help to soften the impact of any residential development, this does not overcome the fundamental loss of green space and detriment to the Green Wedge, which would result from the introduction of urban form on this site.



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### **Section 106 Obligations**

If permitted, the proposal gives rise to a number of Section 106 requirements and these standard obligation requirements are set out in the adopted Local Plan and the Councils Planning Obligations Supplementary Planning Document.

A package of contributions towards infrastructure improvements and community provision to mitigate the impacts of the development has been agreed in principle with the applicant. In regard to the potential additional education provision which may be required as a result of this development, Springfield Primary School is expanding its capacity in 2015 and will therefore have a surplus of school places in the short term. West Park Academy is currently close to capacity, in terms of school places. An expansion of primary and secondary school places may therefore be required at reserved matters stage and the applicant has agreed in principle to making contributions towards expansion of both schools, which would be part of the Section 106 package.

The agreed Heads of Terms would be secured by means of a Section 106 Agreement. The package of obligations which have been agreed would meet the infrastructure requirements of Policy GD8 and the intentions of the NPPF. The agreed contributions are as follows:

- 30% affordable housing provision to be split into 80% rented and 20% shared ownership. All units to be to Lifetime Homes standards.
- Incidental open space to be laid out on site before occupation of 50% of the units and commuted maintenance sum.
- Contribution towards provision of off-site major open space.
- Children's play areas to be provided on-site within the open space with associated maintenance sum.
- Contribution towards provision of off-site public realm.
- Contribution to scheme of public art.
- 10% of housing units to Lifetime Homes standards.
- Contribution towards provision of, or improvements to Springfield Primary School and West Park Academy secondary school, based on the number of school places generated by the development.
- Contribution towards improvements to the A52 Nottingham Road corridor for public transport, cycling and pedestrian facilities.
- Contributions towards provision of or improvements to community centre facilities, library facilities, sports facilities and health facilities, reasonably capable of serving the application site.

### **Conclusions**

The proposed development of this site for housing is contrary to adopted Local Plan policies which still carry weight in the decision making process. Additionally, the evidence and analysis carried out as part of the on-going Core Strategy process has identified significant adverse impacts which would arise if this site were to be developed for residential uses. The Inspector at the Local Plan Inquiry found that the

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site performs poorly as a location for new housing development. The evidence which has been developed as part of the emerging Core Strategy is consistent with the Inspectors findings, particularly in terms of the impact on this sensitive part of the long established green wedge which helps to define and separate the areas of Chaddesden and Spondon.

The application is in outline form and the principle of this development would be across the same area of land as previously proposed with a reduced density of housing (125 rather than 250). The benefits, in terms of housing delivery are therefore reduced but the adverse impacts are the same. In many ways a smaller development forms even more of an isolated and unrelated form of development in terms of its relationship with Spondon or Chaddesden. It would also deliver a lower quantum of housing, for a similar detrimental impact on the Green Wedge.

The harm which would be caused by the loss of the Green Wedge and the ability to create a satisfactory form of development, which conflicts with Policy E2, has to be balanced against the absence of a 5 year supply of deliverable housing sites within the city, as required by the NPPF and the resultant presumption in favour of sustainable development. The applicant claims that housing development on the site is deliverable, given its sustainable location and availability for development.

It has been demonstrated that means of access to the site for vehicles and pedestrians can satisfactorily be achieved which meets with the Highway Authority's requirements. Paragraph 14 of the NPPF requires clear consideration of the benefits arising from the scheme and along with the provision of additional housing to address the city's housing shortage. Weight also needs to be given to the provision of on-site public open space and improved linkages and habitat creation adjacent to the Local Nature Reserve that would be facilitated by this development along with the package of mitigation measures, including education provision and highway corridor improvements which are part of the agreed Section 106.

These are public benefits which would arise from this development and it needs to be considered whether they outweigh the adverse impacts of the scheme which would result from the significant harm to the character and function of the Green Wedge.

In weighing up these issues it is important to note that the Core Strategy is currently still a draft plan and carries limited weight in the decision making process. The Draft Local Plan identifies what the Council considers to be a deliverable strategy to meet its objectively assessed housing needs and therefore afford a 5 year supply of deliverable housing sites, whilst delivering the required supporting infrastructure in a sustainable manner.

In developing the Core Strategy, the Council has had to assess all types of land within the City for its suitability to meet the current unprecedented need for housing. As such, the Draft Core Strategy does include housing sites on land currently allocated as Green Wedge as part of its supply of deliverable housing sites. The Green Wedge sites included within the Draft Core Strategy are those that have been assessed through the Green Wedge Review as having the potential to discretely 'roll-back' Green Wedge boundaries without compromising the role and function of the Green Wedge. It is not considered that the boundaries of this part of the Chaddesden /Spondon Green Wedge can be rolled back without its role and function being compromised. Although a suitable access solution for the site is proposed, it would

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result in the change of part of Acorn Way from a rural to urban highway given the widening of carriageway and footway. Whilst the provision of new on-site public open space is desirable, this would not outweigh the loss of Green Wedge function in this location. Its current open character would be lost to a substantial area of urban built form and such detrimental impacts cannot be adequately mitigated.

It is considered that the development of the site for housing would result in significant harm to this part of the Green Wedge, leading to the gradual coalescence of the neighbourhoods of Chaddesden and Spondon. Allowing development on the site would be detrimental to the role and function of the Green Wedge, contrary to the aims of Policy E2 and to the aims and objectives of the emerging Core Strategy.

It is considered that such implications should be afforded significant weight when balancing the scheme alongside its benefits. Overall, it is considered that the harm to the Green Wedge would represent the precise adverse impacts, which the NPPF, in paragraph 14, refers to as being sufficient to outweigh the presumption in favour of sustainable development.

Accordingly, there are significant reasons why the site should not be granted planning permission for the development proposed and it is therefore recommended that permission be refused.

**8. Recommended decision and summary of reasons:**

**To refuse** planning permission

**Reasons:**

1. In the opinion of the Local Planning Authority, residential development on the application site would be prominent and intrusive leading to the narrowing of the Chaddesden/Spondon Green Wedge, damaging its openness, undeveloped character and strong boundaries. It would reduce the extent to which the countryside is able to penetrate the urban area and would create a potential for the gradual coalescence of the Chaddesden and Spondon neighbourhoods. As such, the proposal would compromise the role and function of the Green Wedge in this location, contrary to the aims of saved policy E2 of the adopted City of Derby Local Plan Review.
2. In the opinion of the Local Planning Authority residential development on this site would struggle to directly identify with the prevailing built form of either Chaddesden or Spondon. Given the strong physical boundaries between the site and its neighbours, it is considered that it would be difficult to secure a layout of development that relates well to existing housing in the locality. The existing houses on Derby Road turn their backs to the site and because Acorn Way is a clear boundary forming the eastern edge of Chaddesden and Green Wedge would remain to the east of the site separating it from Spondon; it would virtually be an island of development that would struggle to relate to neighbouring communities. As such, the Local Planning Authority has little confidence that reserved matters submissions could deliver an overall layout that would provide a high quality design that would relate well to existing housing in the locality. The proposal is therefore contrary to saved policies GD4, H13 and E23 of the adopted City of Derby Local Plan Review and the over-arching design guidance in the National Planning Policy Framework.

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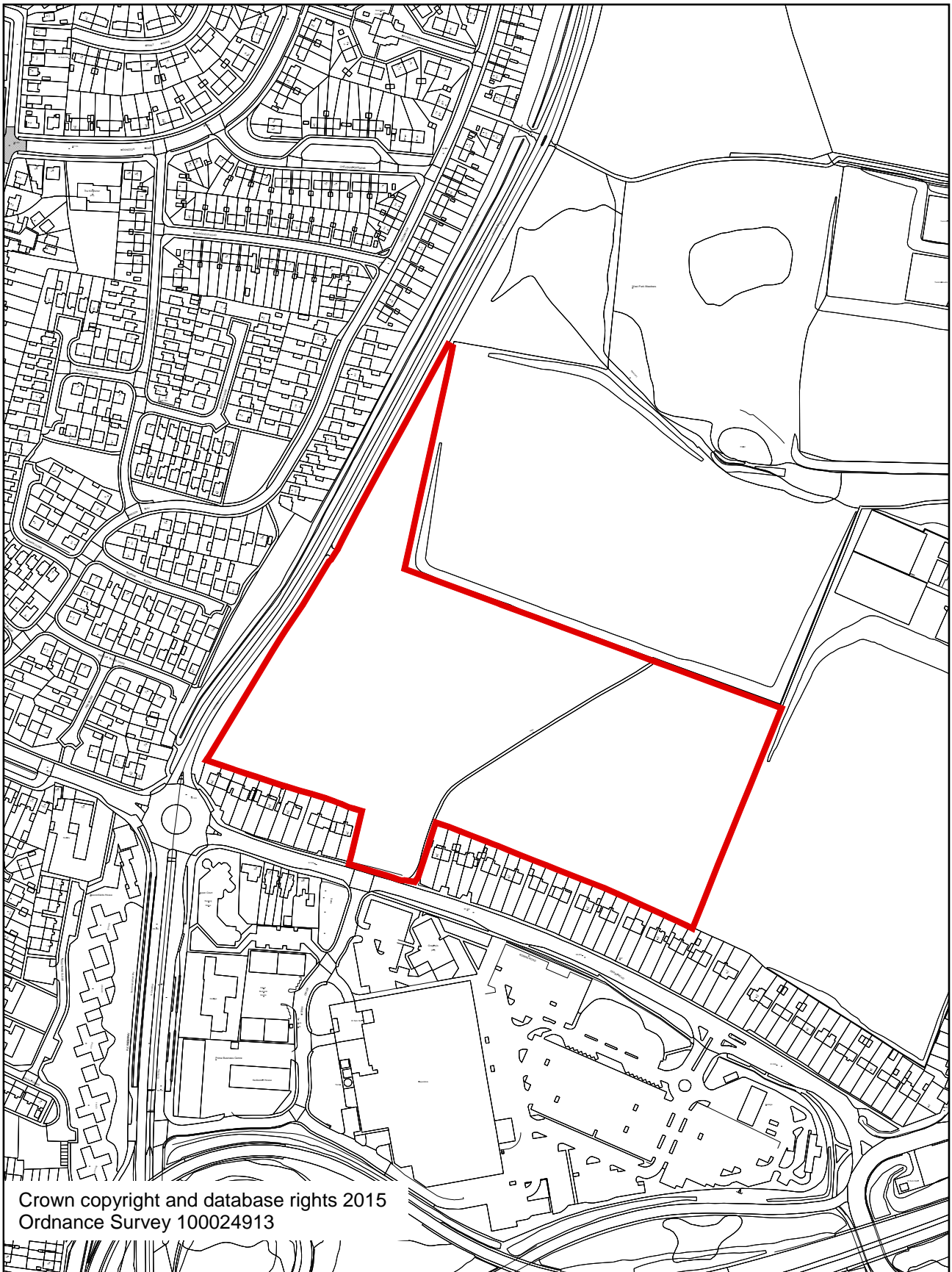
**Application timescale:**

The application target for determination was on 15 January 2015, although and agreed extension of time has extended the time period until 23 April 2015.

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## **Committee Report Item No: 2**

**Application No: DER/12/14/01732**

**Type: Full**

### **1. Application Details**

**Address:** Land adjacent to 30 The Hollow, Mickleover.

**Ward:** Mickleover

**Proposal:**

Erection of dwelling house and garage and formation of vehicular access.

**Further Details:**

Web-link to application documents –

<http://eplanning.derby.gov.uk/acolnet/planningpages02/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=97578>

**Brief description**

This application relates to a plot of land which currently forms the garden area to No.30 The Hollow. The site is situated to the side of the dwelling at the bend in the public highway where The Hollow and Haven baulk Lane converge. No.30 is a large detached two storey dwelling with a detached double garage outbuilding. The land gently slopes in a south easterly direction. The application site was once heavily vegetated with mature and semi-mature trees (not covered by a Tree Protection Order) populated throughout. However, very recently the land has been comprehensively cleared of almost all trees and vegetation.

To the immediate north are the linear group of semi-detached properties along The Hollow, with No.29 (and its curtilage) sited directly adjacent to the application site. To the east is a wooded area with open fields stretching beyond. To the south are the group of semi-detached properties along Haven Baulk Lane, with No.1 adjoining the application site. To the west are more open fields, beyond the highway, which demarks the City Council boundary. A low level stone wall and mature hedge bound the west boundary, which runs parallel to The Hollow. The highway inclines in a northerly direction. The entirety of the site is located within the Littleover / Mickleover Green Wedge (GW).

Full planning permission is sought for the erection of a detached two storey dwelling and garage to land immediately south of No.30 The Hollow. A new access driveway is also proposed that would serve the application dwelling only. The proposed dwelling is shown on the plans orientated at an angle to the highway with its principal elevation facing The Hollow. The proposed dwelling would measure approximately 9.4m by 11.4m in footprint, with an 8.6m building height to ridge level. It would utilise a pitched roof with projecting gable features on its north and west facing elevations. The plans indicate a mix of brick and render for the external finish of the dwelling. Windows are shown on all elevations with no first floor windows on the southern elevation. The proposal also includes provision of a double garage sited to the south east of the dwelling. It would be a simple square shaped brick structure with a pitched roof and minimal detailing, measuring approximately 6m by 6m in floor area and an approximate height of 5.2m.

A new access driveway would be created as part of the development for the provision of off-street parking. The access drive would measure approximately 5m in width as accessed off The Hollow.

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### **2. Relevant Planning History:**

DER/03/14/00374: Erection of 5 dwellings together with associated access road and infrastructure. The original submission included development for 9 dwellings that was subsequently reduced, during the course of the application, to 5 dwellings. The application for the development of 5 dwellings was refused on 21 November 2014 under delegated powers. An Appeal has been made to the Planning Inspectorate earlier this year and at the time of writing the Inspectorate's Appeal decision remains pending.

The application was refused for the following two reasons:

- 1) *In the opinion of the Local Planning Authority, residential development on the application site would be prominent and intrusive within the central part of the Littleover / Mickleover Green Wedge thereby damaging its openness, undeveloped character and strong mature green boundaries. It would reduce the extent to which the countryside is able to penetrate the urban area. As such, the proposal would compromise the role and function of the Green Wedge in this location, contrary to the aims of saved policy E2 of the adopted City of Derby Local Plan Review.*
- 2) *In the opinion of the Local Planning Authority, the proposed layout and form of the development would be discordant with the established urban grain of the surrounding locality. This would arise from the design and layout of the scheme, with the provision of bungalows which would have a significant degree of contrast in scale and massing when compared to the adjacent residential properties which have a high degree of architectural cohesion. The design and layout of the scheme does not respect the urban context and is generally ill-conceived with regard to layout of the plots. As a result, the proposal would cause significant harm to the character and appearance of this part of The Hollow streetscene, which is contrary to saved policies GD4, H13 and E23 of the adopted City of Derby Local Plan Review 2006 and paragraph 64 of the National Planning Policy Framework 2012 that seeks to ensure that development complements the surrounding area; respects the urban grain; preserves local distinctiveness; has a satisfactory relationship to nearby properties and does not constitute poor design.*

### **3. Publicity:**

Neighbour Notification Letters sent to properties close to the site

Site Notice displayed on street furniture

*This publicity is in accordance with statutory requirements and the requirements of the Council's adopted Statement of Community Involvement.*

### **4. Representations:**

Two letters of objection received. The main points raised include:

- Permitting one house sets a precedent for further development here
- Direct overlooking into the house and overshadowing of garden of No.1 Havenbault Lane

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- Not in keeping with area
- Plans not representative of the highway
- Adding another junction to the bend will increase number of road accidents and puts pedestrian safety at risk of harm or injury
- The development would make this corner location more dangerous

### **5. Consultations:**

#### **Highways DC:**

No objections, subject to conditions.

The Hollow is an un-classified road subject to a 30mph speed limit. A traffic survey has been carried out by the applicant and 85th percentile speeds are 35.1mph in a southerly direction and 36.7mph in a northerly direction. The Hollow is on a bus route but the percentage of buses and HGV's using the Hollow is less than 5%, thus enabling the applicant to indicate a 56 metre visibility splay in both directions. In view of the present 85th percentile speeds on the Hollow there is a concern that if visibility was improved as a result of this development, speeds could increase further. Therefore a 56 metre visibility splay is acceptable. It should also be noted that the land within the southern visibility splay to the rear of the existing footway should become grass verge. The applicant has shown the driveway adjoining The Hollow. Pedestrian priority should be provided on The Hollow with a continuous footway, using dropped and tapered kerbs adjacent the driveway.

The applicant has not indicated the width of the driveway but as it serves only one dwelling, minimum 2.75 metres wide would be acceptable. The driveway should however not exceed 1 in 30 for the first 10 metres and pervious paving or positive drainage should be installed on the driveway so that surface water does not run onto the public highway. The driveway should also be surfaced in a bound material for the first 5 metres rear of the highway boundary. Refuse and recycling bin storage should be located with 25 metres of the public highway.

### **6. Relevant Policies: *Saved CDLPR policies***

GD2	Protection of the Environment
GD4	Design and the Urban Environment
GD5	Amenity
H13	Residential development – General criteria
E2	Green Wedge
E16	Development near to Important Open Land
E17	Landscaping Schemes
E23	Design
T1	Transport Implications of new developments
T4	Access, Servicing and Car Parking

*The above is a list of the main policies that are relevant. Members should refer to their copy of the CDLPR for the full version or access the web-link.*

<http://www.cartogold.co.uk/DerbyLocalPlan/text/00cont.htm>



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*Over-arching central government guidance in the NPPF is a material consideration and supersedes earlier guidance outlined in various planning policy guidance notes and planning policy statements.*

### **7. Officer Opinion:**

#### **Key Issues:**

In this case the following issues are considered to be the main material considerations which are dealt with in detail in this section.

- The principle of residential development in the Green Wedge
- The design and layout of the scheme
- Impacts upon residential amenity
- Highway implications

#### **The principle of residential development in the Green Wedge**

The site of the proposal comprises garden land to the south of number 30, The Hollow. The entirety of the site including the existing built development (house and outbuildings) is located within the Littleover / Mickleover Green Wedge (GW). Whilst existing residential dwellings are generally excluded from the boundaries of GWs, in this specific case the GW allocation 'washes over' the linear residential development that runs alongside the eastern side of The Hollow. On this basis, appropriate weight should be given to the restrictions set out in Policy E2, which seeks to maintain the undeveloped and open character of defined Green Wedges.

Policy E2 identifies the different types of development that are considered to be acceptable in principle within GWs. Residential development is not one of the identified uses and therefore the proposal is automatically in conflict with this element of Policy E2. In cases where a use is acceptable in principle, Policy E2 goes on to state that development should not endanger the open and undeveloped character of the GW or its links with open countryside and its natural history value.

It is acknowledged that the ribbon of housing development that runs along The Hollow already has a level of impact upon the GW in terms of the openness and undeveloped character. However, the housing was included in the original definition of the Green Wedges as it would not have been possible to define a functional Green Wedge in this location without washing over the existing properties. The existing development sets a baseline in terms of considering impacts on openness and undeveloped character, so consideration must be what the additional impacts might be over and above the impact that the existing properties already exert.

The proposal would introduce additional built development into a sensitive area of land, due to its Green Wedge designation. On the basis that the existing properties located along The Hollow already have an impact on the openness and undeveloped character of this Green Wedge; it could be argued that the extent of built development would not intrude any further out into the Green Wedge than the existing built development. Nonetheless, by part filling this visual break in the building line, views into the Green Wedge would still be appreciable given the topography, openness and the large gaps that would remain either side of the proposed dwelling. Thus, the important open aspect and visual separation provided by the Green Wedge

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would not, in my opinion, be unduly undermined by the proposed development. The development would not disrupt the open countryside which lies beyond the eastern boundary of the site and the Littleover / Mickleover Green Wedge would still be protected given the layout and density of development proposed.

There is no equivalent national policy relating specifically to green wedges, yet the NPPF seeks to ensure that the countryside's intrinsic character and beauty are recognised, and that valued landscapes are protected, but the green wedge policy is not related to landscape value, and the site has no other designation that is relevant in this context.

On balance, while the proposal provides very limited benefit in terms of boosting the supply of housing and it is contrary to policy E2, the criteria set out in the NPPF as a whole do still apply. Indeed, the NPPF requires us to consider all proposals for housing in the context of the presumption in favour of sustainable development: this is a sustainable site. It is worth noting that the NPPF refers to the need to promote or reinforce local distinctiveness: the linear character of houses situated along The Hollow and Havenbault Lane would still be maintained as a result of the proposal and the important 'separation' provided by the Green Wedge would not be undermined. Consequently, it seems that the development would contribute to the NPPF's aims for sustainable development and the very specific form of development proposed would be acceptable within this very specific part of the Green Wedge.

### **Design and layout**

The proposed development would reflect the ribbon of existing housing and building line that runs in a linear fashion along The Hollow and Havenbault Lane. The proposal would, in essence, partly infill a break in the built environment, although the visual gap is not obvious from the street vantage point due to the screening provided by the retaining wall and hedge. Because part of the wall and hedge would be removed to facilitate the development the proposed dwelling will undoubtedly have some street scene presence. As a detached property in a wide plot, in a context of semi-detached properties within narrow plots, the scheme differs from the predominant built form in the surrounding locality. Yet, the proposed dwelling would relate more in scale and layout to the immediate context and the adjoining plot at No.30 The Hollow.

The proposed dwelling would include a 'double fronted' design and it would present principal elevations to the neighbour at No. 30 and to The Hollow. The proposed elevations would have brick and render features on all elevations and this is replicated from No.30. The north, south and west elevations of the proposed dwelling would be appreciable from the public realm and their design would integrate reasonably well when viewed against the surrounding dwellings. The proposed double garage would be sited to the south east corner in a secluded part of the site and its inclusion in the scheme is entirely reasonable in design and layout terms. Overall, the proposal is considered compliant with saved policies GD4, H13 and E23.

### **Highway implications**

A number of concerns are raised in the objections, stating problems with localised issues of high volumes of traffic, high vehicle speeds, dangers to pedestrians and accidents over recent years. The issue of poor visibility at the bend of Havenbault Lane and The Hollow and perceived dangers of adding another junction is raised by local residents. At present a thick evergreen hedge running parallel to the public

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footpath consumes much of the curtilage boundary, close to the highway. Because of the hedge height (approximately 3.0m) and density it acts as a physical screen to and from the north and south aspects of Havenbault Lane and The Hollow, particularly for passing vehicles. A 24 metre section of the hedge would be removed to facilitate the development and its removal would undoubtedly allow greater visibility at the point of the bend and beyond in both directions. I see no reason to dissent from the Highways Officer statement that the 56 metre visibility splay is acceptable. The traffic impact of the development is considered to be acceptable in this established residential area and the increase in traffic would not be excessive given only one additional dwelling would be created. The existing road network would not be compromised as a result of the scheme and it is acceptable in highway terms.

### **Impacts upon residential amenity**

In terms of the impact of the development on residential amenity, the properties most affected would be No's 1 and 3 Havenbault Lane. The northern boundary treatment to the common boundary of No.1 Havenbault Lane contains some shrub / small tree planting interspersed along the 1.8 metre height fence boundary. While some trees have been removed along the southern boundary, the remaining tree coverage would offer a high degree of visual screening to the side and rear aspects of No.1 Havenbault Lane. Moreover, the design of the proposed dwelling is such that the south elevation contains no windows at first floor level. Also the proposed dwelling is orientated at an angle so its elevations containing principal habitable room windows face east and west, away from No.1 Havenbault Lane, thus ensuring no direct overlooking would occur. Some oblique very limited views might be possible from the first floor principal windows of the east elevation to the furthest part of the garden area of No.1, but I do not consider it would cause unacceptable or significantly harmful levels of overlooking to the rear garden area of No.1 Havenbault Lane.

The positioning of the proposed dwelling should not present any undue overlooking to the private rear amenity area or rear principal windows of No.29 The Hollow. Overall, in terms of amenity, normal distances between dwellings to achieve sufficient levels of privacy and amenity can be achieved on this site, to safeguard the living environment of the neighbouring dwellings on The Hollow and Havenbault Lane. The amenities of nearby residents would therefore be satisfactorily maintained in line with Policy GD5.

In conclusion, this application has been very carefully assessed in accordance with the saved policies of the adopted CDLPR and the over-arching guidance in the NPPF. In terms of Green Wedge policy my recommendation is finely balanced. The proposal introduces residential development, albeit small scale, into the green wedge and this is contrary to saved policy E2. However, I have carefully assessed the individual merits of the application in terms of the existing physical characteristics of the site, the well-designed layout, scale and form of the proposed dwelling and the ability to visually appreciate the green wedge through the site with the development in-situ. Views into the site would be achieved at the access into the site given the layout of the private drive and the dwelling and garage are positioned to visually consolidate development in the centre of the plot. A condition to secure low level boundary treatment along part of the side/rear, eastern, boundary of the site would permit views through into the main body of the green wedge. The eastern boundary

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of the site would also run through and connect with the boundary of No.30 and I am satisfied that the overall design of the scheme is well thought through.

On balance the application would deliver small scale, well designed infill development in a sustainable location and, in my opinion, the benefits of the proposal outweigh any negative impact on this part of the green wedge, in this particular case.

### **8. Recommended decision and summary of reasons:**

**To grant** planning permission with conditions.

#### **Conditions:**

1. Standard condition 27 (external materials)
2. Standard condition 13 (garage - domestic use only)
3. Standard condition 03 (development commenced within 3 years)
4. Standard condition 100 (approved plans)
5. Standard condition 20 (landscaping schemes)
6. Standard condition 21 (landscaping within 12 months)
7. Standard condition 19 (boundary treatments)
8. Unique condition 1 (restrict south elevation first floor windows)
9. Unique condition 2 (restrict Permitted Development rights)
10. Unique condition 3 (Sustainable drainage measures)
11. Unique condition 4 (visibility splays free of obstruction)
12. Unique condition 5 (1 in 30 gradient construction for access driveway)
13. Unique condition 5 (requirement for permeable materials for driveway)

#### **Reasons:**

1. Standard reason E14 (satisfactory external appearance)
2. Standard reason E07 (to protect residential amenity)
3. Standard reason E56 (time limit reason)
4. Standard reason E04 (for the avoidance of doubt)
5. Standard reason E10 (to ensure a satisfactory development)
6. Standard reason E10 (to ensure a satisfactory development)
7. Standard reason E10 (to ensure a satisfactory development)
8. Standard reason E07 (to protect residential amenity)
9. Standard reason E07 (to protect residential amenity)
10. Standard reason E10 (to ensure a satisfactory development)
11. Standard reason E19 (In the interests of traffic safety)
12. Standard reason E19 (In the interests of traffic safety)
13. Standard reason E19 (in the interests of traffic safety)

**Committee Report Item No: 2**

**Application No: DER/12/14/01732**

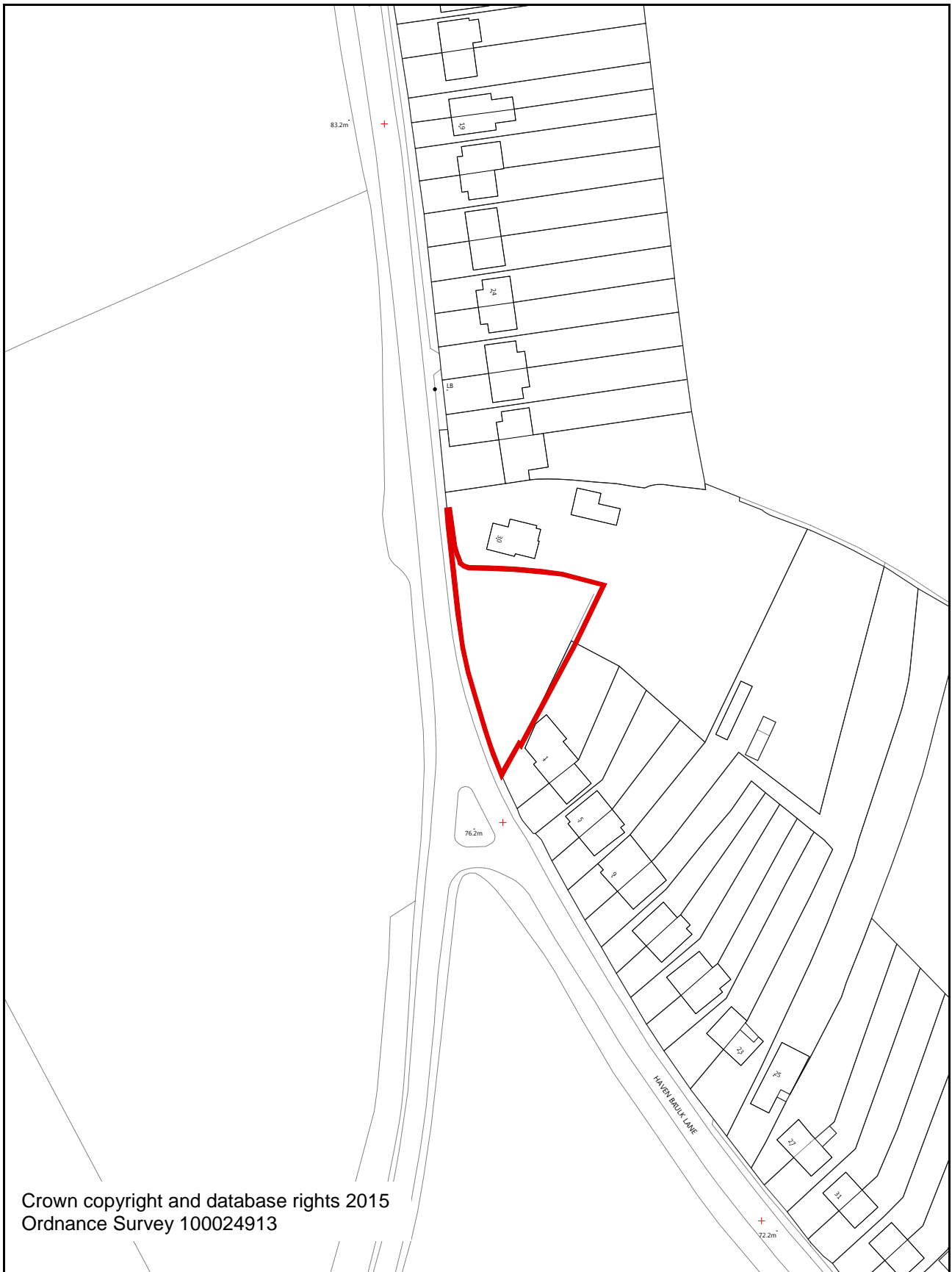
**Type: Full**

**Informative Notes:**

Access to the driveway will require a domestic vehicular crossing constructed. This will need to be constructed under Section 184 of the Highways Act 1980. It requires the formation of an access and footway to the highway, which is land subject to the provisions of the Highway Act 1980 (as amended) over which you have no control. Please contact Street Pride on 0333 2006981 or [streetpride@derby.gov.uk](mailto:streetpride@derby.gov.uk) for details of how this work can be undertaken. It is an offence under S148 and S151 of the Highways Act 1980 to deposit mud on the public highway and as such you should undertake every effort to prevent it occurring.

**Application timescale:**

The application 8 week target date expired 16 February 2015 and the time period for determination has been extended until 23 April.



## **Committee Report Item No: 3**

**Application No: DER/10/14/01414**

**Type: Full Planning Application**

### **1. Application Details**

**Address:** Land adjacent to 16 Halifax Close, Derby  
(Access via Old Mansfield Road).

**Ward:** Derwent

#### **Proposal:**

Erection of pair of two storey dwellings with associated vehicular access to Old Mansfield Road.

#### **Further Details:**

Web-link to application documents:

<http://eplanning.derby.gov.uk/acolnet/planningpages02/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=97243>

This application was previously brought before the Planning Control Committee at its February 2015 meeting when a decision was deferred pending a site visit. This was conducted on 24<sup>th</sup> March.

Planning permission is sought for the erection of an attached pair of two-storey dwelling houses on an area of garden land of approximately 400 sqm currently part of the curtilage of 16 Halifax Close. The dwellings would sit centrally in the site with two parking spaces allocated to each side, and an attached garage included on the western plot (Plot 1). The plots would front and be accessed directly off a new vehicular access to be formed from Old Mansfield Road. Each dwelling would have its own private rear garden area.

Each dwelling would have four bedrooms, with accommodation in the roof space. The proposed design is a symmetrical pair of semi-detached dwellings, which are a mirror image of each other. The front elevation of the pair would have a central projecting gable and dormer windows to front roof slope.

### **2. Relevant Planning History:**

None.

### **3. Publicity:**

Neighbour Notification Letters: sent to 9 addresses on 22 October 2014

Site Notice: Displayed 30 October 2014

*This publicity is in accordance with statutory requirements and the requirements of the Council's adopted Statement of Community Involvement.*

### **4. Representations:**

6 letters of objection have been received, including one objection from Cllr Rawson and 1 petition of objection comprising 16 signatures. The main points of objection are:

- Impact on road safety on Old Mansfield Road
- Road accidents have already occurred in the local area
- Implications for residential amenity of nearby properties

## **Committee Report Item No: 3**

**Application No: DER/10/14/01414**

**Type: Full Planning  
Application**

- Unsympathetic design and implications for the character of the area
- Implications for wildlife and loss of trees

### **5. Consultations:**

#### **Development Control Archaeologist:**

The proposals will have no archaeological impact.

#### **Highways DC:**

Old Mansfield Road represents a popular route for local residents heading in and out of Derwent but peak traffic levels are not dissimilar to other roads within the area and importantly, over the last three years, there have been no reported injury collisions. In fact, in the last 10 years there have been no reported injury collisions along Old Mansfield Road near to the proposed development site between Scarborough Rise and Chatteris Drive. There has been, however, a number of confirmed non-injury collisions most recently associated with southbound traffic on the corner beyond Scarborough Rise.

Traffic management measures are being considered to help mitigate further incidents at this location as speed data and recent experience does indicate some vehicles are travelling at an inappropriate speed, although the 85<sup>th</sup> percentile remains around the speed limit. Current speeds, however, would likely reduce as a consequence of this development as vehicle speed in residential areas is dependent on forward visibility and human activity.

At the moment, the proposed development site is unused and access and egress from the site will require the construction of two vehicular crossings over a footway of the public highway. Both access visibility splays shown in the revised drawing PD174/02 are acceptable, although the applicant must ensure the small section of hedge currently sited along the western boundary of Plot 1 does not obstruct the area within the visibility splay. The applicant must ensure, whatever the plan for the property boundaries (hedge, fence, wall), nothing is erected above 0.6m in height within the area of the visibility splay.

It is noted that the driveways are to be block paved, although it is not clear whether this to be laid on a permeable or solid foundation. Concerning the latter, the applicant must ensure that discharge surface water is managed away from the public highway.

Should planning permission be granted, conditions are required to secure dropped vehicular crossing onto highway and visibility splays with no obstructions exceeding 0.6m in height and to prevent surface water discharge from the driveway.

### **6. Relevant Policies: *Saved CDLPR policies***

E23	Design
GD4	Design and the Urban Environment
GD5	Amenity
H13	Residential Development – General Criteria
T4	Access, Parking and Servicing

*The above is a list of the main policies that are relevant. Members should refer to their copy of the CDLPR for the full version or access the web-link.*



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**Type: Full Planning  
Application**

<http://www.cartogold.co.uk/DerbyLocalPlan/text/00cont.htm>

*Over-arching central government guidance in the NPPF is a material consideration and supersedes earlier guidance outlined in various planning policy guidance notes and planning policy statements.*

**7. Officer Opinion:**

**Key Issues:**

In this case the following issues are considered to be the main material considerations which are dealt with in detail in this section.

**Residential and Visual Amenity and Character**

Objections have been raised regarding the implications of the proposal for the residential amenity of several properties that either adjoin the application site or are close enough to it to be affected. It is my opinion that, whilst the proposed dwellings would certainly be visible from the neighbouring properties on Halifax Close and Skipton Green, the distances between the proposed and existing buildings are sufficient to meet the normal requirements for protecting privacy and amenity. There would be approximately 30m from the rear elevation of the closest existing dwelling at 11 and 15 Skipton Green to the western elevation of the proposed dwellings. Even taking into account the elevated position of the application site when compared with the properties on Skipton Green, any effects of enclosure or overlooking would not be significant enough to justify a refusal of planning permission in my opinion.

Although the proposal would significantly reduce the rear garden area of 16 Halifax Close, the retained area of private amenity space would remain within acceptable limits. The proposed dwelling on Plot 2 would be close to the rear corner elevation of 16 Halifax Close; however the orientation of the scheme is such that the rear elevation of the new dwellings would face away from the adjacent dwellings at 14-16 Halifax Close. No habitable room windows of these properties would be overlooked or adversely affected by the siting and layout of the development and I am satisfied that the relationship between these dwellings would be acceptable.

Concerns have also been raised over the design of the proposed dwellings and how they would relate to the established architectural styles and urban grain. I am of the opinion that the new dwellings would relate, reasonably well to the existing housing in the surrounding area and that the development would be in keeping with the general character of the local street-scene.

**Traffic Safety**

As expressed by the Highways Officer, it is unlikely that the proposed development would have an adverse effect on traffic safety on Old Mansfield Road. Parking and access provision for the development is considered acceptable for this scheme. Two spaces would be provided for each plot, plus a garage for plot 1. The proposal should therefore not undermine highway safety for users of the local highway.

**Provision of Adequate Living Environment**

In my opinion the site, although certainly constrained, is large enough to accommodate the proposed development. With the provision for off-street parking, adequate rear garden areas for both plots and a satisfactory relationship between the proposed dwellings and nearby properties on Halifax Close and Skipton Green, I am satisfied that an adequate living environment can be achieved on this site.

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**Type: Full Planning  
Application**

The proposal therefore generally meets the policy requirements of GD4, GD5, H13, E23 and T4 of the Local Plan Review.

**8. Recommended decision and summary of reasons:**

**To grant** planning permission with conditions.

**Conditions:**

1. Standard condition 03 (three year time limit)
2. Standard condition 100 (approved plans)
3. No part of the development hereby permitted shall be brought into use until a dropped vehicular footway crossing is available for use and constructed in accordance with the Highway Authority specification to the satisfaction of the Local Planning Authority.
4. No part of the development hereby permitted shall be brought into use until the visibility splays shown on drawing no. PD174/02 (Rev E) are provided. The area within the visibility splays referred to in this condition shall thereafter be kept free of all obstructions, structures or erections exceeding 0.6 metres in height.
5. No part of the development hereby permitted shall be brought into use until the parking areas are constructed with provision to prevent the discharge of surface water from the parking areas to the public highway in accordance with details first submitted to and approved in writing by the Local Planning Authority. The provision to prevent the discharge of surface water to the public highway shall then be retained for the life of the development.
6. Standard condition 27 (external materials for the development)
7. Standard condition 19 (boundary treatment)

**Reasons:**

1. Standard reason 56 (time limit)
2. Standard reason 04 (For avoidance of doubt)
3. Standard reason 19 (in interests of traffic safety)
4. Standard reason 19 (in interests of traffic safety)
5. To avoid discharge of surface water onto the highway.
6. Standard reason 14 (In interests of visual amenity)
7. Standard reason 14 (In interests of visual amenity)

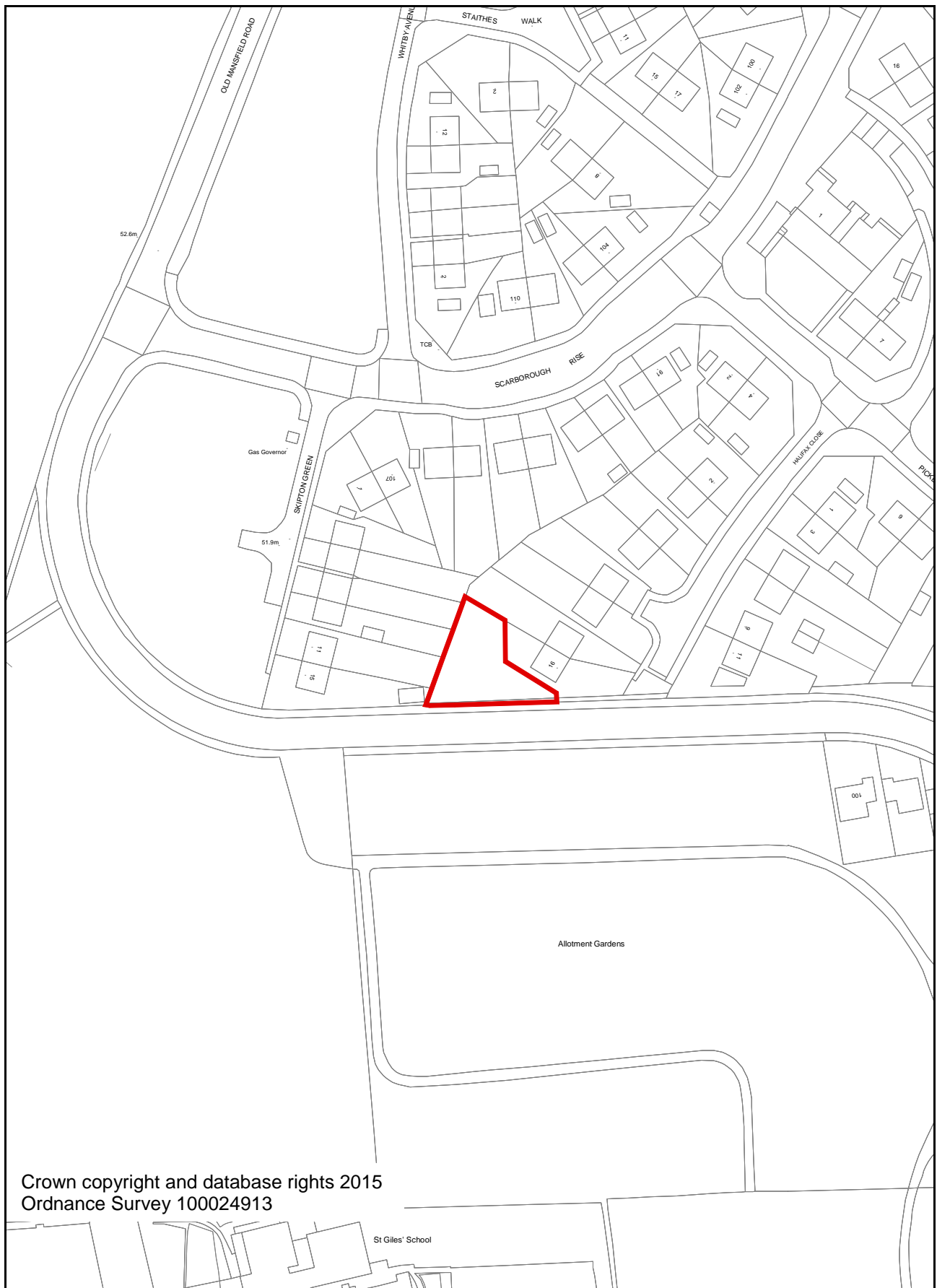
**Application timescale:**

The application target date for determination was on 15 December 2014 and the application is brought to committee at request of Cllr Rawson. The application was considered at the February 2015 meeting of the Planning Control Committee when a decision was deferred to allow for a site visit which was conducted on the 24 March. A further extension of time request has been sought to accommodate the presentation of the item to this committee meeting.

**Committee Report Item No: 3**

**Application No: DER/10/14/01414**

**Type: Full Planning**  
**Application**



## Derby City Council

Delegated decisions made between 01/03/2015 and 31/03/2015

Application No.	Application Type	Location	Proposal	Decision	Decision Date
10/13/01189/PRI	Full Planning Permission	Land at former Hanson Building Products Ltd, Alferton Road, Derby, DE21 4BN	Erection of 3 industrial units and swimming academy	Granted Conditionally	31/03/2015
01/14/00074/PRI	Full Planning Permission	85-89 King Street, Derby, DE1 3EE	Refurbishment of commercial ground floor units together with formation of 6 residential units on first and second floors. Installation of glazing and repair to external masonry including bricking up of existing openings	Granted Conditionally	13/03/2015
06/14/00875/PRI	Full Planning Permission	Land rear of Stone Lea Apartments, 35-37 Stenson Road, Derby, DE23 1JD	Erection of 2 maisonettes (Use Class C3)	Granted Conditionally	26/03/2015
07/14/00949/PRI	Outline Planning Permission	Grange Hotel, Ingleby Avenue, Derby, DE23 8DJ	Demolition of former public house and erection of 14 dwelling houses, with formation of vehicular access	Granted Conditionally	20/03/2015
07/14/01000/PRI	Full Planning Permission	1 Chapel Side, Spondon, Derby, DE21 7JQ (Co-op Store)	Installation of refrigeration plant at side of store	Granted Conditionally	30/03/2015
08/14/01123/PRI	Full Planning Permission	Star Cutz, 256A Stenson Road, Derby, DE23 1HG	First floor extension to property to create flat (use class C3)	Refuse Planning Permission	20/03/2015
09/14/01186/PRI	Full Planning Permission	43 Harrogate Crescent, Derby, DE21 4GP	Single storey side extension to dwelling house (porch)	Granted Conditionally	25/03/2015
09/14/01192/PRI	Full Planning Permission	The Roundhouse P H, 1196 London Road, Alvaston, Derby, DE24 8QG	Change of use from Public House (Use Class A4) to 12 flats (Use Class C3) including external alteration to the north elevation	Granted Conditionally	13/03/2015
09/14/01264/DCC	Local Council own development Reg 3	Unit 5, first floor, Market Hall, Tenant Street, Derby, DE1 2DB	Change of use from retail unit (Use Class A1) to Use Class D1 (education and exhibition space) including formation of kitchen, w.c. and storage space	Granted Conditionally	06/03/2015
09/14/01306/PRI	Full Planning Permission	T C Harrison Ford, Stadium View, Pride Park, Derby, DE24 8JH	Erection of car showroom together with associated offices, sales area, canteen and ancillary car parking spaces	Granted Conditionally	13/03/2015

Application No.	Application Type	Location	Proposal	Decision	Decision Date
10/14/01412/PRI	Full Planning Permission	Land at side and front of 5 Cotswold Close, Littleover, DE23 1FE	Demolition of garage, erection of bungalow and formation of vehicular access	Refuse Planning Permission	13/03/2015
10/14/01441/PRI	Full Planning Permission	318 Burton Road, Derby, DE23 6AF	Retention of alterations to land levels	Granted Conditionally	24/03/2015
10/14/01461/PRI	Full Planning Permission	21-23 Friar Gate, Derby, DE1 1BX	Change of use of upper floors from Office to residential (5 apartments) together with internal alterations	Granted Conditionally	30/03/2015
10/14/01462/PRI	Listed Building Consent - alterations	21-23 Friar Gate, Derby, DE1 1BX	Change of use of upper floors from Office to residential (5 apartments) together with internal alterations	Granted Conditionally	27/03/2015
11/14/01542/PRI	Full Planning Permission	13 Chatsworth Crescent, Allestree, Derby, DE22 2AP	Two storey extension to dwelling house (porch, hall, cloak room, w.c., utility room, pantry, kitchen/dining room, garage, 2 bedrooms, 2 en-suites and dressing room)	Granted Conditionally	11/03/2015
11/14/01547/PRI	Reserved Matters	Land at 49 - 51 Edmund Road, Spondon, Derby, DE21 7HJ (access via Edmund Road & Arnhem Terrace)	Residential development (3 dwelling houses) - approval of reserved matters of appearance and landscaping under Outline permission Code no. DER/08/13/00919/PRI	Granted Conditionally	30/03/2015
11/14/01548/PRI	Outline Planning Permission	Site of 1 Blenheim Drive, Allestree, Derby, DE22 2LD	Demolition of dwelling house. Residential development (2 detached dwellings and 1 bungalow)	Granted Conditionally	10/03/2015
11/14/01550/PRI	Full Planning Permission	108 Pear Tree Street, Derby, DE23 8PN	Two storey and single storey rear extensions to dwelling house (lounge, kitchen, shower room, bathroom and bedroom)	Granted Conditionally	12/03/2015
11/14/01551/PRI	Certificate of Lawfulness Proposed Use	7 Lindon Drive, Alvaston, Derby, DE24 0LP	Single storey side extension to dwelling house (enlargement of kitchen)	Granted	04/03/2015
11/14/01553/PRI	Listed Building Consent - alterations	1 St. Johns Terrace, Derby, DE1 3LJ	Re-roofing of rear extension including installation of 5 roof lights, partial demolition of boundary wall and removal of internal window, two courses of bricks and a door	Granted Conditionally	18/03/2015

Application No.	Application Type	Location	Proposal	Decision	Decision Date
11/14/01560/PRI	Full Planning Permission	20 Coppicewood Drive, Littleover, Derby, DE23 4YQ	Single storey side and rear extensions, two storey rear and first floor extensions to dwelling house (wet room, orangery, 2 bedrooms, dressing room and enlargement of living room and kitchen)	Granted Conditionally	13/03/2015
11/14/01561/PRI	Full Planning Permission	Flat above 77 Stenson Road, Derby, DE23 7JF	Change of use from residential (Use Class C3) to offices and staff facilities (Use Class B1) in association with the ground floor use	Granted Conditionally	05/03/2015
11/14/01566/PRI	Listed Building Consent - alterations	Museum & Art Gallery, Strand, Derby, DE1 1BS	Removal of two sections of fitted showcases boxing in and panelling and repair of walls and floor	Granted Conditionally	11/03/2015
11/14/01571/PRI	Works to Trees under TPO	306 Burton Road, Derby, DE23 6AD	Felling of Beech Tree protected by Tree Preservation Order No. 141	Refuse Planning Permission	20/03/2015
11/14/01572/PRI	Full Application - Article 4	48 Old Chester Road, Derby, DE1 3SA	Installation of replacement windows and re-rendering of the front elevation	Granted Conditionally	19/03/2015
11/14/01600/PRI	Full Planning Permission	St. Thomas' Church, Pear Tree Road, Derby, DE23 8NQ	Erection of 2.4m high fencing to form contractors compound	Granted Conditionally	19/03/2015
12/14/01606/PRI	Full Planning Permission	276 Broadway, Derby, DE22 1BN	Two storey and single storey rear extensions to dwelling house (bedroom and living space)	Granted Conditionally	12/03/2015
11/14/01608/DCC	Local Council own development Reg 3	Southgate Youth Club, Brighton Road, Alvaston, Derby, DE24 8TE	Installation of canopy and replacement windows	Granted Conditionally	27/03/2015
12/14/01622/	Works to Trees under TPO	3 Thorndon Close, Mickleover, Derby, DE3 5LL	Crown reduction by 3m of Beech Tree protected by Tree Preservation Order No. 22	Granted Conditionally	13/03/2015
12/14/01639/PRI	Full Planning Permission	Diamond Day Nursery, Alvaston Street, Alvaston, Derby, DE24 0PA	Two storey and single storey extensions to day nursery (pram park, 2 playrooms and enlargement of kitchen and dining rooms)	Granted Conditionally	05/03/2015
12/14/01658/PRI	Certificate of Lawfulness Proposed Use	Broad Reach, 43 Rykneld Road, Littleover, Derby, DE23 7BG	Conversion of garage to habitable room (bedroom) including bricking up of garage door and installation of window, door and dormer window	Granted	11/03/2015
12/14/01661/PRI	Certificate of Lawfulness Proposed Use	10 Pear Tree Crescent, Derby, DE23 8RN	Single storey side extension to dwelling house (bedroom and enlargement of kitchen)	Granted	12/03/2015

Application No.	Application Type	Location	Proposal	Decision	Decision Date
12/14/01663/PRI	Full Planning Permission	35 Church Lane, Darley Abbey, Derby, DE22 1EX	Ground floor extension to dwelling (enlargement of hall) and formation of rooms in roof space (2 bedrooms, bathroom and en-suite) along with installation of front and rear dormer windows	Granted Conditionally	19/03/2015
12/14/01665/PRI	Full Planning Permission	Units 11 & 13 Royal Scot Road, Pride Park, DE24 8AJ	Change of use from light industrial with offices (use class B1) to education and training facility (use class D1)	Granted Conditionally	27/03/2015
12/14/01684/PRI	Full Planning Permission	16 Constable Avenue, Littleover, Derby, DE23 6DZ	Two storey and single storey extensions to dwelling house (garage, lounge, utility, kitchen, bedroom, en-suite, bathroom and dressing room)	Granted Conditionally	30/03/2015
12/14/01694/PRI	Full Planning Permission	93 Borrowfield Road, Spondon, Derby, DE21 7HG	Two storey side extension to dwelling house (hobby room, utility, bedroom and bathroom)	Granted Conditionally	04/03/2015
12/14/01697/PRI	Full Planning Permission	Land at the side of 2 Moncrieff Crescent, Chaddesden, Derby, DE21 4NQ	Erection of dwelling house	Granted Conditionally	26/03/2015
12/14/01710/PRI	Full Planning Permission	101-102 Friar Gate, Derby, DE1 1FH (Fusion Bar and Hepburn's restaurant)	Change of use of ground and first floors from bar/restaurant (Use Classes A3 and A4) to 4 apartments (Use Class C3) including installation of new windows	Granted Conditionally	30/03/2015
12/14/01714/PRI	Variation/Waive of condition(s)	298 Burton Road, Derby, DE23 6AD	Retention and completion of timber roof structure on top of single storey flat roofed garage - Variation of condition 4 of previously approved permission Code no. DER/06/14/00814/PRI to allow the use of the garage and roof structure as accommodation for the neighbouring bed and breakfast business (Use Class C1)	Refuse Planning Permission	19/03/2015
12/14/01727/PRI	Full Planning Permission	12 Sedgemoor Way, Littleover, Derby, DE23 7YX	Single storey rear and front extensions to dwelling house (living room and enlargement of lounge)	Granted Conditionally	12/03/2015



Application No.	Application Type	Location	Proposal	Decision	Decision Date
12/14/01738/PRI	Prior Approval - Shop / Bank to Resi	38 Full Street, Derby, DE1 3AF	Change of use from offices (use class B1) to residential (use class C3)	Prior Approval Approved	24/03/2015
12/14/01739/PRI	Full Planning Permission	14 The Parade, Mickleover, Derby, DE3 5GB	Change of use from retail (use class A1) to restaurant (use class A3) and single storey rear extension (chilled cellar)	Granted Conditionally	23/03/2015
12/14/01742/PRI	Certificate of Lawfulness Proposed Use	23 Charnwood Avenue, Littleover, Derby, DE23 7NG	Single storey side extension to dwelling house (garage)	Granted	05/03/2015
12/14/01743/PRI	Full Planning Permission	23 Binscombe Lane, Oakwood, Derby, DE21 2AZ	Erection of single storey side extension (garage and enlargement of kitchen) and two storey rear extension (dining room, living room, bedroom, dressing room and two en-suites)	Granted Conditionally	06/03/2015
01/15/00002/PRI	Full Planning Permission	10 Lawn Heads Avenue, Littleover, Derby, DE23 6DQ	Single storey side and rear extensions to dwelling house (enlargement of lounge and kitchen/diner)	Granted Conditionally	04/03/2015
01/15/00003/PRI	Certificate of Lawfulness Proposed Use	59 Willowcroft Road, Spondon, Derby, DE21 7FP	Change of use from residential (use class C3) to residential with care (use class C3b)	Granted	05/03/2015
01/15/00006/PRI	Full Planning Permission	1-50 Keys Street, 1-20 Alice Street and 6-10 Robert Street, Derby	Installation of replacement front doors	Granted Conditionally	10/03/2015
01/15/00007/PRI	Full Planning Permission	1-50 Keys Street, 1-20 Alice Street and 6-10 Robert Street, Derby	Installation of replacement windows to the front elevation	Granted Conditionally	10/03/2015
01/15/00009/PRI	Full Planning Permission	8 Queensgate Drive, Chellaston, Derby, DE73 1NW	Enlargement of detached garage	Granted Conditionally	03/03/2015
01/15/00013/DCC	Advertisement consent	Highway verge, north side of Pride Parkway, Pride Park, Derby (adjacent David Lloyd Centre)	Display of non illuminated double-sided post sign	Granted Conditionally	04/03/2015
01/15/00014/DCC	Advertisement consent	Highway verge, Pride Parkway, Pride Park, Derby (adjacent to TC Harrison)	Display of non illuminated double-sided post sign	Granted Conditionally	04/03/2015



Application No.	Application Type	Location	Proposal	Decision	Decision Date
01/15/00016/DCC	Advertisement consent	Highway verge west side of Sir Frank Whittle Road, Derby (Adjacent Pets at Home store)	Display of non illuminated post sign	Granted Conditionally	04/03/2015
01/15/00022/PRI	Prior Approval - Householder	420 Burton Road, Derby, DE23 6AJ	Single storey rear extension (projecting beyond the rear wall of the original house by 3.3m, maximum height 4m, height to eaves 3m) to dwelling house	Prior Approval Not required	11/03/2015
01/15/00024/PRI	Full Planning Permission	16 Welwyn Avenue, Shelton Lock, Derby, DE24 9FN	Single storey side extension to dwelling house (garage)	Granted Conditionally	24/03/2015
01/15/00026/PRI	Full Planning Permission	6 Liston Drive, Derby, DE22 1AS	First floor front extension to dwelling house (enlargement of bedroom)	Granted Conditionally	18/03/2015
01/15/00028/PRI	Works to Trees under TPO	7 Whitaker Road, Derby, DE23 6AR	Deadwood and reduction of limbs by 2m overhanging the house of Cedar tree protected by Tree Preservation Order's 62 & 312	Granted Conditionally	13/03/2015
01/15/00029/PRI	Full Planning Permission	64 Western Road, Mickleover, Derby, DE3 5GP	Single storey rear extension to dwelling house (living area, utility and shower rooms)	Granted Conditionally	04/03/2015
01/15/00031/PRI	Full Planning Permission	76 The Chase, Sinfin, Derby, DE24 9PD	Single storey side extension to dwelling house (sitting room, utility room and shower room)	Granted Conditionally	04/03/2015
01/15/00033/PRI	Full Planning Permission	141 Portreath Drive, Allestree, Derby, DE22 2SB	Single storey rear extension to dwelling house (kitchen, family room and sitting room)	Granted Conditionally	05/03/2015
01/15/00036/PRI	Works to Trees in a Conservation Area	10 St. Nicholas Mews, North Street, Derby, DE1 3FW	Felling of an Ash Tree and a Laurel Tree within the Strutts Park Conservation Area	Raise No Objection	05/03/2015
01/15/00037/PRI	Full Planning Permission	9 Namur Close, Derby, DE22 3JS	Single storey rear extension to dwelling (dining room and utility room)	Granted Conditionally	05/03/2015
01/15/00041/PRI	Works to Trees under TPO	Mount Carmel Residential Home, 310 Highfields Park Drive, Derby, DE22 1BW	Felling of Lombardy poplar tree protected by Tree Preservation Order No. 308	Granted Conditionally	18/03/2015
01/15/00042/PRI	Full Application - disabled People	Epworth House, Stuart Street, Derby, DE1 2EQ	Installation of access ramp to the front elevation	Granted Conditionally	11/03/2015

Application No.	Application Type	Location	Proposal	Decision	Decision Date
01/15/00043/PRI	Variation/Waive of condition(s)	Land at rear of BOC Ltd, Raynesway, Derby	Variation of condition 2 of previously approved planning permission Code No. DER/09/11/01076/PRI to extend the temporary car park use for an additional three years from 16 April 2015 until 16 April 2018	Granted Conditionally	10/03/2015
01/15/00045/PRI	Local Council own development Reg 3	12 Millbank Close, Derby, DE22 4HJ	Single storey rear extension to dwelling house (bedroom) and formation of ramp - amendments to previously approved planning permission Code No. DER/04/14/00477/PRI	Granted Conditionally	04/03/2015
01/15/00046/PRI	Works to Trees under TPO	19 Woodland Road, Derby, DE22 1GF	Crown reduction by 1.5 metres and crown lift to 3-4 metres to Lime Tree Protected by Tree Preservation Order No. 414	Granted Conditionally	18/03/2015
01/15/00048/PRI	Works to Trees under TPO	187 Station Road, Mickleover, Derby, DE3 5FH	Deadwood and cutting back branches overhanging building and telephone lines by 3m (approx) of Cedar tree protected by Tree Preservation Order No. 8	Granted Conditionally	13/03/2015
01/15/00050/PRI	Full Planning Permission	62 Jackson Avenue, Mickleover, Derby, DE3 5AT	Single storey rear extension to dwelling house (enlargement of kitchen and sitting room)	Granted Conditionally	05/03/2015
01/15/00052/PRI	Full Planning Permission	23 Eastcroft Avenue, Littleover, Derby, DE23 7NL	Single storey side extension to dwelling (kitchen and dining room)	Granted Conditionally	04/03/2015
01/15/00054/PRI	Full Planning Permission	26 Fairway Crescent, Allestree, Derby, DE22 2NY	Single storey rear and side extension to dwelling house (utility room and enlargement of kitchen and dining room)	Granted Conditionally	11/03/2015
01/15/00055/PRI	Full Planning Permission	4 Beaufort Street, Derby, DE21 6AX	Retention of two refrigeration units on the rear elevation	Granted Conditionally	10/03/2015
01/15/00057/PRI	Advertisement consent	Crompton House, Derwent Street, Derby, DE1 2ZG	Display of various signage	Refuse Planning Permission	11/03/2015
01/15/00060/PRI	Full Planning Permission	Willow House, Willow Row, Derby, DE1 3NZ	Alterations to elevations including rendering and installation of doors and windows	Granted Conditionally	24/03/2015
01/15/00063/PRI	Full Planning Permission	536 Burton Road, Littleover, Derby, DE23 6FN	Change of use from bridal shop (use class A1) to estate agents (use class A2)	Granted Conditionally	04/03/2015

Application No.	Application Type	Location	Proposal	Decision	Decision Date
01/15/00064/PRI	Non-material amendment	Land between 11 and 20 Thanet Drive, Alvaston, Derby, DE24 0AX	Erection of 4 bungalows - non-material amendment to previously approved planning permission DER/06/13/00662/PRI to alter the window and doors layout to the rear elevations	Granted	19/03/2015
01/15/00065/PRI	Full Planning Permission	Aldi Foodstore Ltd and Unit 1-3 Southmead Way, Derby, DE22 3HN	Demolition of restaurant building, single storey extension to retail unit and enlargement of car park	Granted Conditionally	27/03/2015
01/15/00066/PRI	Works to Trees in a Conservation Area	15 Cornhill, Allestree, Derby, DE22 2GG	Felling of conifer tree within Allestree Conservation Area	Granted	11/03/2015
01/15/00067/PRI	Works to Trees under TPO	16 Lucerne Road, Oakwood, Derby, DE21 2XF	Crown reduction by 2m and crown clean of Ash tree Protected by Tree Preservation Order No 247	Granted Conditionally	11/03/2015
01/15/00071/PRI	Works to Trees in a Conservation Area	3a The Hollow, Mickleover, Derby	Removal of 4-5 branches of Willow Tree in the Mickleover Conservation Area	Granted	11/03/2015
01/15/00072/PRI	Works to Trees under TPO	22 Goldcrest Drive, Spondon, Derby, DE21 7TN	Various works to 4 Oak Trees and an Ash tree protected by Tree Preservation Order No. 79	Granted Conditionally	18/03/2015
01/15/00074/DCC	Advertisement consent	Road Traffic Island, Bishops Drive, Oakwood, Derby (junction with Wayfaring Road / Springwood Drive)	Display of 4 non illuminated post signs	Granted Conditionally	16/03/2015
01/15/00075/PRI	Certificate of Lawfulness Proposed Use	35 Hillsway, Littleover, Derby, DE23 3DS	Formation of rooms in roof space (bedroom and ensuite) together with installation of dormer to side elevation and roof lights to rear elevation	Granted	18/03/2015
01/15/00076/PRI	Full Planning Permission	24 Chevin Road, Derby, DE1 3EX	Demolition of garage and single storey side extension to dwelling house (playroom and enlargement of hall and shower room/w.c.) - amendment to previously approved permission Code No. DER/04/14/00576	Granted Conditionally	16/03/2015
01/15/00078/PRI	Prior Approval - Householder	75 Lewis Street, Derby, DE23 8BY	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 3m, height to eaves 3m) to dwelling house	Prior Approval Approved	23/03/2015

Application No.	Application Type	Location	Proposal	Decision	Decision Date
01/15/00079/PRI	Full Planning Permission	42 Lime Grove, Chaddesden, Derby, DE21 6WL	Single storey rear extension to dwelling house (enlargement of kitchen/dining room)	Granted Conditionally	05/03/2015
01/15/00081/PRI	Full Planning Permission	125 Field Lane, Alvaston, Derby, DE24 0GU	Single storey rear extension to dwelling (bedroom, bathroom, kitchen and utility room)	Granted Conditionally	18/03/2015
01/15/00085/PRI	Full Planning Permission	142 Shardlow Road, Alvaston, Derby, DE24 0JS	Formation of vehicular access	Granted Conditionally	16/03/2015
01/15/00086/PRI	Works to Trees under TPO	43 Darley Park Road, Derby, DE22 1DA	Crown thinning of 10% and Crown reduction of 2m to Beech Tree protected by Tree Preservation Order No. 369	Granted Conditionally	20/03/2015
01/15/00089/PRI	Full Planning Permission	124 Swarkestone Road, Chellaston, Derby, DE73 1UD	Two storey side and single storey front and rear extensions to dwelling house (porch, kitchen, dining room, sitting room, utility room, cloak room, bedroom and bathroom)	Granted Conditionally	26/03/2015
01/15/00090/PRI	Outline Planning Permission	Land at side of 29 Field Lane, Chaddesden, Derby, DE21 4NG	Residential development (erection of dwelling house)	Granted Conditionally	17/03/2015
01/15/00091/PRI	Full Planning Permission	166 Duffield Road, Derby, DE22 1BH	First floor rear extension to dwelling house (bedroom and en-suite)	Granted Conditionally	17/03/2015
01/15/00093/PRI	Full Planning Permission	26 Queensway, Derby, DE22 3BE	Change of use from dwelling house (Use Class C3) to house in multiple occupation (Sui Generis use)	Granted Conditionally	30/03/2015
01/15/00095/PRI	Non-material amendment	Ashleigh Coach House, Ashleigh Drive, Chellaston, Derby, DE73 1RG	Two storey side extension to dwelling house (double garage, bedroom, en-suite and balcony) - Non material ammendment to previously approved application code DER/02/14/00148	Granted	19/03/2015
01/15/00100/PRI	Full Planning Permission	20 Lawn Heads Avenue, Littleover, Derby, DE23 6DQ	Two storey rear and single storey side extensions to dwelling house (two bedrooms, kitchen/dining room and enlargement of family room)	Granted Conditionally	05/03/2015

Application No.	Application Type	Location	Proposal	Decision	Decision Date
01/15/00101/PRI	Full Planning Permission	133 Shardlow Road, Alvaston, Derby, DE24 0JR	Single storey side and rear extensions to dwelling house (kitchen diner, utility room, garage and enlargement of lounge) and erection of detached single storey outbuilding (garden room and store)	Granted Conditionally	19/03/2015
01/15/00102/PRI	Full Planning Permission	176 Birchover Way, Allestree, Derby, DE22 2RT	Two storey side and single storey front extensions to dwelling house (study, utility room, 2 bedrooms and enlargement of living room)	Granted Conditionally	11/03/2015
01/15/00105/PRI	Full Planning Permission	Derwent House, RTC Business Park, London Road, Derby, DE24 8UP	Installation of replacement windows, canopy and ten cooling chillers	Granted Conditionally	27/03/2015
01/15/00106/PRI	Full Planning Permission	130 Wragley Way, Stenson Fields, Derby, DE24 3DZ	First floor front extension to dwelling house (enlargement of bathroom)	Granted Conditionally	05/03/2015
01/15/00108/PRI	Advertisement consent	24 Uttoxeter Road, Mickleover, Derby, DE3 5DA	Display of two internally illuminated fascia signs, 2 internally illuminated projecting signs and an internally illuminated ATM surround	Granted Conditionally	24/03/2015
01/15/00109/PRI	Certificate of Lawfulness Proposed Use	15 Chester Avenue, Allestree, Derby, DE22 2FE	Creation of lawned and decked area at bottom of garden not exceeding 30cm above existing land levels.	Granted	20/03/2015
01/15/00111/PRI	Works to Trees in a Conservation Area	8 Potter Street, Spondon, Derby, DE21 7LH	Various works to Trees within the Spondon Conservation Area	Raise No Objection	12/03/2015
01/15/00112/PRI	Full Planning Permission	Joseph Wright Centre, Cathedral Road, Derby, DE1 3PA	Erection of enclosed cycle storage area	Granted Conditionally	04/03/2015
01/15/00117/PRI	Advertisement consent	22 Corn Market, Derby, DE1 1QH (The Money Shop)	Display of internally illuminated ATM surround	Refuse Planning Permission	31/03/2015
01/15/00120/DCC	Works to Trees under TPO	6 Hasgill Close, Oakwood, Derby, DE21 2PE	Felling of 3 trees protected by Tree Preservation Order No. 220	Granted Conditionally	20/03/2015
01/15/00121/PRI	Full Planning Permission	6 Eastleigh Drive, Mickleover, Derby, DE3 5HZ	Single storey rear extension to dwelling house (lounge and enlargement of kitchen)	Granted Conditionally	05/03/2015

Application No.	Application Type	Location	Proposal	Decision	Decision Date
01/15/00122/PRI	Prior Approval - Householder	75 Walbrook Road, Derby, DE23 8SA	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 3m, height to eaves 3m) to dwelling house	Prior Approval Not required	23/03/2015
01/15/00123/PRI	Reserved Matters	Land at the side of 26 Edale Close, Allestree, Derby, DE22 2RL	Residential development (one dwelling) - approval of reserved matters of appearance, landscaping and scale under Outline Code no. DER/08/14/01126/PRI	Granted Conditionally	11/03/2015
01/15/00125/PRI	Prior Approval - Householder	69 High Street, Chellaston, Derby, DE73 1TG	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 3.5m, height to eaves 2.3m) to dwelling house	Prior Approval Not required	17/03/2015
01/15/00126/PRI	Full Application - Article 4	1 Kirk Street, Derby, DE1 3SB	Retention of replacement windows	Refuse Planning Permission	30/03/2015
01/15/00129/PRI	Variation/Waive of condition(s)	The Limes, 10 Sitwell Street, Spondon, Derby, DE21 7FE	Variation of condition No. 2 on previously approved planning permission Code No. DER/07/12/00862 - Erection of dwelling house, car port and formation of vehicular access to amend the approved plans	Granted Conditionally	27/03/2015
02/15/00135/PRI	Prior Approval - Householder	70 Whitaker Street, Derby, DE23 8FD	Single storey rear extension (projecting beyond the rear wall of the original house by 7.87m, maximum height 3.9m, height to eaves 2.3m) to dwelling house	Prior Approval Not required	20/03/2015
02/15/00136/PRI	Full Planning Permission	29 Gilderdale Way, Oakwood, Derby, DE21 2SY	Single storey rear extension to dwelling house (enlargement of kitchen/diner)	Granted Conditionally	27/03/2015
02/15/00137/PRI	Full Planning Permission	17 Willson Avenue, Littleover, Derby, DE23 7DB	Single storey front extension to dwelling (enlargement of bedroom)	Granted Conditionally	05/03/2015
02/15/00144/PRI	Full Planning Permission	338 Kedleston Road, Derby, DE22 2TE	Two storey and single storey side and rear extensions to dwelling house (family room, utility room, garage, bathroom and enlargement of kitchen and bedroom)	Granted Conditionally	31/03/2015
02/15/00145/PRI	Full Planning Permission	3 Cornhill, Allestree, Derby, DE22 2GG	Installation of rear dormer and rooflights	Granted Conditionally	31/03/2015

Application No.	Application Type	Location	Proposal	Decision	Decision Date
02/15/00147/PRI	Full Planning Permission	25 Wade Drive, Mickleover, Derby, DE3 5BS	Two storey side, single storey rear extension and single storey to dwelling house (utility room, family room, bedroom, en-suite and enlargement of kitchen) and installation of timber effect cladding and render to the front elevation	Granted Conditionally	31/03/2015
02/15/00150/PRI	Works to Trees in a Conservation Area	Trees at Heritage Gate Complex, off Friary Street, Derby	Various works to trees within the Friar Gate Conservation Area	Raise No Objection	12/03/2015
02/15/00155/PRI	Works to Trees under TPO	Trees adjacent to 27, 29 and 31 Whistlestop Close, Mickleover, Derby	Various works to trees protected by Tree Preservation Order No. 172	Granted Conditionally	25/03/2015
02/15/00157/PRI	Works to Trees under TPO	19 Rabown Avenue, Littleover, Derby, DE23 7DD	Felling of Ash Tree protected by Tree Preservation Order No. 223	Granted Conditionally	18/03/2015
02/15/00158/PRI	Works to Trees under TPO	2 Spinneybrook Way, Mickleover, Derby, DE23 0DQ	Felling of Japanese Cherry and Laburnum trees and works to Sycamore and Ash trees protected by Tree Preservation Order No. 221	Granted Conditionally	20/03/2015
02/15/00160/PRI	Relevant Demolition in a Cons. Area	The Cottage, Mickleover House, Orchard Street, Mickleover, Derby, DE3 5DF	Partial demolition of greenhouse	Granted Conditionally	27/03/2015
02/15/00162/PRI	Works to Trees in a Conservation Area	Trees at Friar Gate Court, Friar Gate Court, Derby, DE1 1HE	Felling of Lime and London Plane trees and crown reduction by 3m of Cherry tree within the Friar Gate Conservation Area	Raise No Objection	12/03/2015
02/15/00163/PRI	Works to Trees in a Conservation Area	31 Mickleover Manor, Mickleover, Derby, DE3 5SH	Felling of Norwegian Maple Tree within Mickleover Conservation Area	Raise No Objection	13/03/2015
02/15/00164/PRI	Prior Approval - Householder	11 Mill Hill Road, Derby, DE23 6SF	Single storey rear extension (projecting beyond the rear wall of the original house by 3.5m, maximum height 2.9m, height to eaves 2.9m) to dwelling house	Prior Approval Not required	17/03/2015
02/15/00165/PRI	Works to Trees under TPO	Site of 15 & 17 The Hollow, Littleover, Derby, DE23 6GH	Crown lift to 4m and removal of dead and weak branches of 2 Lime Trees protected by Tree Preservation Order No. 37	Granted Conditionally	20/03/2015



Application No.	Application Type	Location	Proposal	Decision	Decision Date
02/15/00167/PRI	Works to Trees under TPO	11 Redstart Close, Spondon, Derby, DE21 7TH	Crown reduction by 4 metres and removal of deadwood and overhanging branches of Oak tree protected by Tree Preservation Order No. 110	Refuse Planning Permission	25/03/2015
02/15/00179/PRI	Local Council own development Reg 3	7 Folly Road, Darley Abbey, Derby, DE22 1ED	Single storey side and rear extensions to dwelling house (bedroom and shower room)	Granted Conditionally	31/03/2015
02/15/00180/PRI	Advertisement consent	Famous Trains Model Railway, Markeaton Park, Derby	Display of various non illuminated fascia signs	Granted Conditionally	31/03/2015
02/15/00185/PRI	Works to Trees in a Conservation Area	3 Abbey Lane, Darley Abbey, Derby, DE22 1DG	Felling of Goat Willow trees within the Darley Abbey Conservation Area	Raise No Objection	13/03/2015
02/15/00188/PRI	Prior Approval - Householder	3 Glenshee Gardens, Chellaston, Derby	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 4m, height to eaves 2.6m) to dwelling house	Prior Approval Not required	25/03/2015
02/15/00190/PRI	Prior Approval - Householder	22 Field Lane, Alvaston, Derby, DE24 0GP	Single storey rear extension (projecting beyond the rear wall of the original house by 5.95m, maximum height 3.8m, height to eaves 2.67m) to dwelling house	Prior Approval Not required	25/03/2015
02/15/00192/PRI	Works to Trees in a Conservation Area	Three Trees, Burleigh Drive, Derby, DE22 1AL	Crown reduction by 2.5m of Acer Tree and crown reduction by 2m of Rowan Tree within the Strutts Park Conservation Area	Raise No Objection	13/03/2015
02/15/00199/PRI	Full Planning Permission	8 Tasman Close, Mickleover, Derby, DE3 5LF	Single storey front extension to dwelling house (porch) and installation of mono-pitched roof to existing front projection	Granted Conditionally	11/03/2015
02/15/00201/PRI	Full Planning Permission	9 Birches Road, Allestree, Derby, DE22 2HY	Single storey side extension to dwelling house (enlargement of kitchen and shower room) and installation of mono-pitched roof to existing rear projection	Granted Conditionally	11/03/2015
02/15/00203/PRI	Prior Approval - Householder	16 Rothbury Place, Derby, DE21 4EX	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 3m, height to eaves 2.9m) to dwelling house	Prior Approval Approved	25/03/2015



Application No.	Application Type	Location	Proposal	Decision	Decision Date
02/15/00205/PRI	Prior Approval - Householder	38 Lawnside, Spondon, Derby, DE21 7DY	Single storey rear extension (projecting beyond the rear wall of the original house by 3.6m, maximum height 2.89m, height to eaves 2.13m) to dwelling house	Prior Approval Not required	24/03/2015
02/15/00206/PRI	Prior Approval - Householder	17 Martin Drive, Chaddesden, Derby, DE21 4NN	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.25m, height to eaves 2.4m) to dwelling house	Prior Approval Not required	31/03/2015
02/15/00219/PRI	Certificate of Lawfulness Proposed Use	136 Allestree Lane, Derby, DE22 2JY	Single storey rear extension to dwelling and conversion of loft with rear dormer window	Granted	12/03/2015
02/15/00242/PRI	Advertisement consent	RTC Business Park, London Road, Derby, DE24 8UP	Display of various signage	Granted Conditionally	31/03/2015
02/15/00259/PRI	Works to Trees in a Conservation Area	140 Duffield Road, Derby, DE22 1BG	Various works to trees within Strutts Park Conservation Area	Raise No Objection	25/03/2015
02/15/00264/PRI	Prior Approval - Householder	53 Prince Charles Avenue, Mackworth, Derby, DE22 4BG	Single storey rear extension (projecting beyond the rear wall of the original house by 5.5m, maximum height 4m, height to eaves 2.6m) to dwelling house	Prior Approval Not required	31/03/2015
03/15/00312/PRI	Full Planning Permission	20 Oakover Drive, Allestree, Derby, DE22 2PP	Single storey side extension to dwelling house (garage and enlargement of kitchen)	Granted Conditionally	31/03/2015