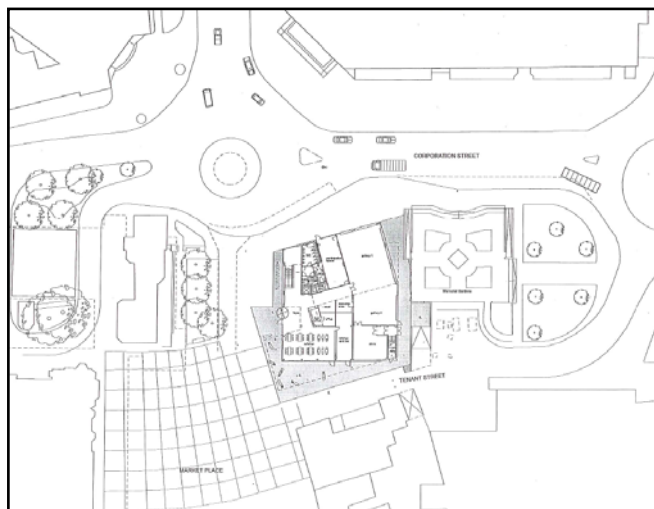
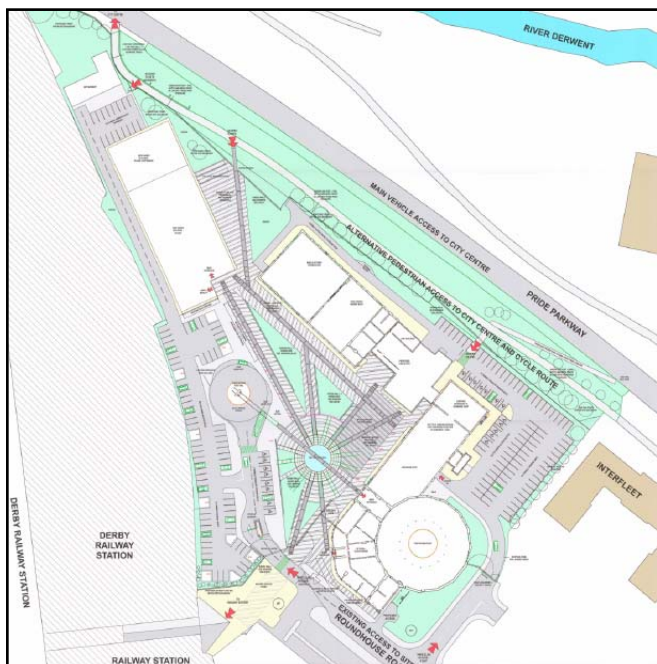


Item 10

Planning Control Committee
10th February 2011



DERBY CITY COUNCIL

Development Control Report Of
The Strategic Director of Neighbourhoods

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Planning Control Committee 10 February 2011

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4	17 - 31	12/10/01488	Royal Derby Hospital, Uttoxeter New Road, Derby	Erection of School of Nursing	<p>A. To authorise the Director of Planning and Transportation to negotiate the terms of a Section 106 Agreement to achieve the objectives set out in 11.5 below and to authorise the Director of Legal and Democratic Services to enter into such an agreement.</p> <p>B. To authorise the Director of Planning and Transportation to grant permission upon conclusion of the above Section 106 Agreement.</p> <p>C. If the applicant fails to sign the Section 106 Agreement by the expiry of the 13 week target period (11 March 2011) consideration be given, in consultation with the Chair, to refuse permission.</p>
5	32 - 38	12/10/01489	Royal Derby Hospital, Uttoxeter New Road, Derby	Formation of car park	To grant consent conditionally
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Committee Report Item No: 1

Application No: DER/11/10/01396

Type: Variation/Waive of Condition

1. **Address:** Land between Badgerdale Way and Palatine Grove, Littleover
2. **Proposal:**
Removal of condition 12 of previously approved planning permission Code No. DER/05/01/00699/PRI relating to details of construction of proposed steps adjacent to Pastures Hill

3. **Description:**
The application seeks permission to remove condition 12 of the previously approved planning permission Code No. DER/05/01/00699 which was granted on 26 July 2004. The condition and reason read as follows:

Condition

Before the development is commenced, detailed drawings of the proposed steps adjacent to Pastures Hill shall be submitted to and approved by the Local Planning Authority. The approved scheme shall be implemented in its entirety along with the access ramp within 12 months of the commencement of the development.

Reason

In the interests of pedestrian safety, no such details were submitted and for the avoidance of doubt and in accordance with policy T16 of the adopted City of Derby Local Plan.

The current application is accompanied by a statement of justification which states details were submitted to Derby City Council in respect of discharging condition 12 in 2005 resulting in a discussion between the Authority and the developer in respect of the design, visual impact, safety and social issues associated with such a ramp structure. The details of the proposed structure as set out in application DER/05/01/00699 would not be inclusive to all users; it would need to be upgraded to be accessible for cyclists; this was not covered by the imposed condition.

The formation of the cycleway/footpath and bridge over the Hell Brook close to the site of the suggested steps was put forward as an all user route which was deemed acceptable under application code DER/07/09/00788. At the time of considering the previous application it was a stand alone application but following approval of the scheme now forms an alternative route and justification to the removal of condition 12.

4. **Relevant Planning History:**
DER/05/01/00699 Granted – Erection of 6 no.3 bed storey dwelling houses and 36 no. Flats
DER/07/09/00788 Granted – Formation of cycleway/footpath and bridge over Hell Brook
5. **Implications of Proposal:**
 - 5.1. **Economic:**
None

Committee Report Item No: 1**Application No:** DER/11/10/01396**Type:** Variation/Waive of Condition**5.2. Design and Community Safety:**

None

5.3. Highways – Development Control:

Condition 12 of Planning Permission DER/05/01/00699 required details to be submitted and implementation of proposed steps between the development and Pastures Hill. After much consultation it was decided to re-route this link. This amended route was given planning permission under planning permission DER/07/09/00788 and the procedures are now in place with regard to its construction.

The proposed steps covered by Condition 12 of DER/05/01/00699 are now not necessary and therefore this condition may be removed.

No significant highway implications, and in view of this, no objections.

5.4. Disabled People's Access:

An accessible albeit longer route can be delivered with the insertion of a dropped kerb and some minor works adjacent the highway. These adjustment should be secured by condition should the application be approved.

5.5. Other Environmental:

None

6. Publicity:

Neighbour Notification Letter	48	Site Notice	Yes
Statutory Press Advert and Site Notice	-	Discretionary Press Advert and Site Notice	-
Other			

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

7. Representations:

The application has attracted 6 letters of objection from neighbouring residents and an objection from local ward Councillor Ashburner.

Copies of all the representations are available to view on the Council's eplanning service:-www.derby.gov.uk/eplanning.

The content of the letters is summarised below:

- Limited community value to the proposal,
- Impact on residents when considering the alternative route,
- Access isn't wanted by residents,
- Alternative route will cause disturbance to a protected woodland/brook,
- This should have been dealt with before the commencement of the development,

Committee Report Item No: 1

Application No: DER/11/10/01396

Type: Variation/Waive of Condition

- Would planning permission have been granted for this development if the route could not have been achieved,
- When the previous application, DER/07/09/00788, was debated at committee it was stated that the route proposed was a stand alone application and not a replacement of this route,
- There are a number of issues with the previously approved route, which runs through the woodland and over the Hell Brook,
- If this condition is revoked then the other option which isn't wanted by residents should also be revoked,
- Children have created a route up Badgerdale Way and onto Pastures Hill,
- The removal of this condition would result in the need for the builders to carry out the construction of the footpath and bridge over the Hell Brook,
- Level of local opposition.

8. Consultations:

No other consultations have been carried out.

9. Summary of policies most relevant: *Saved CDLPR policies / associated guidance.*

T4	Access, Car Parking and Servicing
T6	Provisions for Pedestrians
T7	Provisions for Cyclists
T10	Access for Disabled People

The above is a summary of the policies and guidance that are relevant. Members should refer to their copy of the CDLPR for the full version or the department prior to the meeting.

10. Officer Opinion:

The main considerations of this application are, in my opinion, whether the alternative route put forward is an acceptable substitute and whether or not the alternative route satisfies the reason / need put forward for the imposition of condition 12 on application DER/05/01/00699. Councillors are respectively reminded permission was granted 6 November 2009 for the formation of a cycleway /footpath and bridge over the Hell Brook and as such the merits of that scheme are not being considered.

The average walking speed is some 5 kilometres per hour or 3.1 miles per hour however this is subject to height, age, weight, terrain, surface, load, culture, effort and fitness. The figures detailed in the table below are indicative and should not be taken as definite figures as they are subject to change when considering the user, cyclist, the age of the pedestrian, pedestrians with pushchairs and disabled users. In addition as neither the woodland walk nor the ramp access has been completed they can not actually be walked; these figures have therefore been calculated using the distance and an average walking speed.

Using the average speed of 5 kmph the following has been calculated:

Committee Report Item No: 1**Application No:** DER/11/10/01396**Type:** Variation/Waive of Condition

	Route Taken	Route Distance	Time Taken
1	The Woodland Walk (DER/07/09/00788) Baderdale Way, over Hell Brook along Palatine Grove onto Pastures Hill	0.35 km	4 minutes
2	Ramp Access (Condition 12 of DER/05/01/00699) Badgerdale Way, ramp onto Pastures Hill	0.13 km	2 minutes
3	The Public Highway Badgerdale Way, Woodcote Way, Callow Hill Way onto Pastures Hill	0.79 km	10 minutes

The above routes are shown on the attached map.

Alternative Routes (Woodland Walk DER/07/09/00788)

The alternative route is sited on the northern side of the Hell Brook and consists of three different routes:

- Starting at the termination of Badgerdale Way, around the rear of the apartments, along the pathway on to the bridge
- Starting opposite no.4 Badgerdale Way, the route run directly through the woodland to the bridge over the Hell Brook
- Starting adjacent to Cascade Grove and the play area, running alongside the brook through the woodland and onto the bridge

From the bridge users can either continue forward on Palatine Grove to the turning head and onto Callow Hill Way or continue left, down Palatine Grove onto Callow Hill Way both routes will provide a route to Pastures Hill/Rykneild Road.

The alternative route is a permitted route which has an extent planning permission, it is thought by the applicant that the alternative route will take approximately 2 months to complete with work commencing should permission is granted for the removal of condition 12.

The route is deemed to be acceptable by colleagues from a Disabled People's Access and Highways safety point of view following amendments to ensure the surfacing materials and widths are accessible to all users.

As such the proposed alternative route is deemed to be acceptable and is a valid alternative route from Badgerdale Way to Callow Hill Way, Rykneild Road/Pastures Hill to meet the original requirements of the proposed steps/ramp to gain access up the Pastures Hill embankment. If Councillors are minded to grant permission for the removal of condition 12 a condition can be attached to ensure a dropped kerb is inserted at the termination of the bridge to ensure safe access onto Palatine Grove. In addition a condition will be attached to ensure the alternative route is constructed in full.

Reason/need for Condition 12

The reason for attaching condition 12 is read as follows:

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Type: Variation/Waive of Condition

In the interests of pedestrian safety, no such details were submitted and for the avoidance of doubt and in accordance with policy T16 of the adopted City of Derby Local Plan.

I note the comments of the Highways Section dated 18 June 2001 *"The footpath connection to Rykneld Road does not have sufficient detail to show the level difference and treatment"* and the two other consultation responses which state *"no detail of foot/cycleway link to Rykneld Road"* (9th September 2002) and *"no changes to highway layout – no objections"* (4th June 2004). The comments provided do not extend to state the ramp/route **was** required/needed due to the high density of the scheme nor does the committee report which was presented to committee 1 July 2004 make such a reference. In addition the reason for the condition does not extend to include density as a reason for the ramp/route. Therefore the removal of condition 12 cannot be reasonably resisted on the grounds of the density of the surrounding housing.

The reason for the condition, as set out above, states the ramp condition was required in the interests of pedestrian safety however, at present; there is another alternative route which satisfactorily achieves pedestrian safety and will be accessible to all users.

At the time of determining the application Policy T16 of the City of Derby Local Plan Review 1998 was comparable in terms of content to the saved policy T15 of the City of Derby Local Plan Review 2006.

Policy T16 states

"Planning permission will only be granted for development which avoids disruption to existing routes and incorporates safe and pleasant new routes as appropriate, ..."

Policy T15 states

"In considering applications for planning permission and other proposals for transport development and traffic management, the City Council will seek to protect and improve existing footpaths, cycling and horse-riding routes throughout the Plan area."

Neither of these policies extends to designate, specifically, the route detailed within condition 12. However an alternative route is available which does broadly conform to current planning policies and will enhance the area of protected woodland and will protect the existing routes through the woodland from Cascade Grove.

As such I am of the opinion, when considering the original reason for condition 12, there is no reasonable reason to refuse planning permission for the removal of condition 12 as an alternative route can adequately satisfy the policy requirements of the reason.

Implementation of the Route/Ramp

Should the applicant not wish to pursue this option, the removal of condition 12, and install an access from Badgerdale Way to Pastures Hill/Rykneld Road I would like Members to be mindful of the following points:

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- Impact on those properties on Badgerdale Way in terms of overlooking and loss of privacy given the close proximity of the ramped access to the rear elevation of the property;
- The removal of the vegetation in this location would be detrimental to the street scene of Pasture Hill, Rykneld Road and Badgerdale Way,
- The visual impact of the structure on the street scene and the locality as it would be a considerable mass of steel.

Third Party Responses

The application has attracted 6 letters of objection and one objection from the local ward Councillor. There is a level of local opposition to the removal of the condition however a number of the letters received make reference to the previously approved route through the woodland and over the Hell Brook in respect of it not being wanted/needed or acceptable in terms of the relationship created with the locality and surrounding properties. Councillors are respectfully reminded this route has an extant permission (DER/07/09/00788) and can be implemented without the removal of condition 12.

Concerns have been raised in relation to this condition being a prior to commencement condition which was not addressed prior to the commencement of the development and whether or not the development would have been granted planning permission if this condition was not attached. There is correspondence in 2006 relating to the discharge of this condition which resulted in discussions between the Council and the developer. Given the weight and content of the reason I am of the opinion it would have been difficult to resist the allocated housing scheme if the ramp did not form part of the scheme, however the application we have to determine is to vary a condition and not one which requires the re-debating of the previous applications.

On receipt and processing of the previous application which sought permission to form a link over the Hell Brook the application was a stand alone application and only now does it form part of the justification for removal of the condition 12.

Summary

The ramp access from Badgerdale Way to Pastures Hill would be the most direct route up the embankment but would require a substantial structure however the Woodland Walk is a valid alternative when considering accessing Pastures Hill from Badgerdale Way. I note the contents of the objection letters and the consultation responses however I see no reason to resist the removal of this condition providing the Woodland Walk is implemented in order to provide residents with an option of walking to Pastures Hill rather than using the car. I feel it necessary to attach conditions to this application in light of ensuring the Woodland Walk is implemented and accessible through the insertion of dropped kerbs from the bridge onto Palatine Grove and hard surface is continued from exiting the bridge and joining Callow Hill Way. I therefore recommend condition 12 of planning permission DER/05/01/00699 be removed as there are no policy reasons to retain this condition.

Committee Report Item No: 1

Application No: DER/11/10/01396

Type: Variation/Waive of Condition

11. Recommended decision and summary of reasons:

11.1. To grant planning permission with conditions.

11.2. Summary of reasons:

The proposal has been considered in relation to the provisions of the City of Derby Local Plan Review and all other material considerations as indicated in Section 9 of this report and it is considered that the removal of condition 12 is acceptable in terms of impacts of pedestrian permeability of the area, impact on residential amenity, impact on the street scene and impact on the public highway.

11.3. Conditions:

1. The formation of the cycleway/footpath and bridge over Hell Brook, under code no. DER/07/09/00788, shall be constructed and completed within agreed timescales details of which shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
2. Within 3 months of the date of this decision notice precise details of the drop kerb to be inserted at the termination of the Hell Brook Bridge and access over the grass verge at the termination of Palatine Grove, adjacent to Callow Hill Way, shall be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

11.4. Reasons:

1. In order to provide an alternative route from Badgerdale Way to Rykneld Road, to preserve pedestrian safety and in accordance with saved policies T4, T6, T7 and T10 of the CDLPR.
2. To ensure the alternative route is accessible for various users in accordance with saved policies T4, T6, T7 and T10 of the CDLPR.

11.5. Application timescale:

The 8 week period for determination was 13 January 2011. The application is brought before Committee following the receipt of 6 letters of objection and one local ward Councillor objection.

Type: Variation/Waive of Condition



Committee Report Item No: 2

Application No: DER/10/10/01321

Type: Full

1. **Address:** 24 Arboretum Street, Derby

2. **Proposal:**

Single storey extension to dwelling house (enlargement of kitchen)

3. **Description:**

The householder planning application seeks permission to erect a single storey extension on the rear elevation of no.24 Arboretum Street which will enlarge the kitchen. The proposed extension has a footprint of 5.6 metres by 1.7 metres and will have a flat roof construction of 2.5 metres from ground level. The rear elevation will accommodate an additional window and the side elevation will accommodate a window and door with secondary window. The extension will be constructed of bricks to match those used in the construction of the original dwelling house and the windows and doors will be uPVC.

No.24 Arboretum Street forms part of a terrace of four early 19th Century modest dwelling houses within the Arboretum Conservation Area. The application site is bound by residential properties, the public highway and The Royal Crown Derby site. The property currently benefits from a single storey extension which will be demolished in order to facilitate the proposed extension. The existing extension is of a temporary lean-to construction with a corrugated roof and relatively poor design quality and limited architectural merit.

The original dwelling houses, in this row, appear to have original rear projections; on the application site this projection accommodates the kitchen and a later extension which accommodates the bathroom which is constructed with a flat roof. No's 22 and 23 have been extended with an approximate rear projection of 5 metres and a flat roof construction in a buff brick with uPVC windows.

The application is brought before this committee due to an objection from the Conservation Area Advisory Committee.

4. **Relevant Planning History:**

DER/11/95/01289 Granted – Replacement of first floor (front) casement window with vertically sliding sash window.

5. **Implications of Proposal:**

5.1. **Economic:**

None

5.2. **Design and Community Safety:**

The design of the proposed is not inspiring but comparable to other extensions in close proximity to the application site. The proposed extension is considered to be an improvement to the existing lean to extension which is rundown in appearance, as such the design is acceptable and welcomed.

Committee Report Item No: 2**Application No:** DER/10/10/01321**Type:** Full**6. Publicity:**

Neighbour Notification Letter	4	Site Notice	-
Statutory Press Advert and Site Notice	Y	Discretionary Press Advert and Site Notice	-
Other	-		

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

7. Representations:

None received.

8. Consultations:**8.1. Conservation Area Advisory Committee:**

The Committee objected and recommended refusal on the grounds that the flat roof of the extension is not in keeping with the conservation area and the windows are of inappropriate proportions to the elevation and in terms of their material.

9. Summary of policies most relevant: *Saved CDLPR policies / associated guidance.*

GD4 Design and the Urban Environment
GD5 Amenity
H16 Residential Extensions
E18 Conservation Areas
E23 Design

The above is a summary of the policies and guidance that are relevant. Members should refer to their copy of the CDLPR for the full version or the department prior to the meeting.

10. Officer Opinion:

The proposal is for a single storey extension on the rear elevation of no.24 Arboretum Street to enlarge the existing kitchen. The proposal has a flat roof construction and which will integrate and continue the existing rear projection which benefits from a mono pitch roof and flat roof element.

The adjacent neighbouring properties, no.23 and 22 have also been extended and as such I am of the opinion they will not incur a significant loss of residential amenity in terms of massing, overlooking and overshadowing. In terms of the 25 Arboretum Street, due to the siting of the proposal it will also not incur any loss of residential amenity. The application has not attracted any letters of objection from the neighbouring properties following the statutory consultation period and I can only assume they have no objection to raise.

The projection of the proposed extension is acceptable and will mirror in terms of depth the existing rear projection. Whilst the use of a flat roof is not always encouraged the property does already consist of a flat roof element as does the

Committee Report Item No: 2

Application No: DER/10/10/01321

Type: Full

extension at no.22 and no.23. The proposal has taken into consideration the form of the existing property and the immediate locality. The proposal will not detract from the street scene of Arboretum Street due to its siting on the rear elevation and the screening afforded to the rear from the Royal Crown Derby site.

I note the comments of the Conservation Area Advisory Committee but as such I see no reasonable reason to resist the proposed extension given the locality, existing extensions of similar design and limited impact on residential amenity and the conservation area generally.

11. Recommended decision and summary of reasons:

11.1. To grant planning permission with conditions.

11.2. Summary of reasons:

The proposal has been considered in relation to the provisions of the City of Derby Local Plan Review and all other material considerations as indicated in Section 9 of this report and it is considered that the proposed single storey extension is acceptable in terms of design, impact on the street scene, impact on the Arboretum Conservation Area and impact on residential amenity.

11.3. Conditions:

1. Standard condition 100 (approved plans)

Proposed Rear Ground Floor Extension received 28th October 2010

Site Plan 1:1250 received 22nd November 2010

2. Standard condition 03 (time limit)

3. The materials to be used on the external surfaces of the development shall match as closely as possible those materials used on the original dwelling.

4. Notwithstanding the submitted details precise details of the windows and door shall be submitted to and approved in writing by the Local Planning Authority. The windows and doors shall be of a timber construction.

11.4. Reasons:

1. Standard reason E04

2. Standard reason E56

3. Standard reason E14 (H16 and E23)

4. The proposed materials are not satisfactory as the application site is located within a Conservation Area and in accordance with policy E18 of the CDLPR.

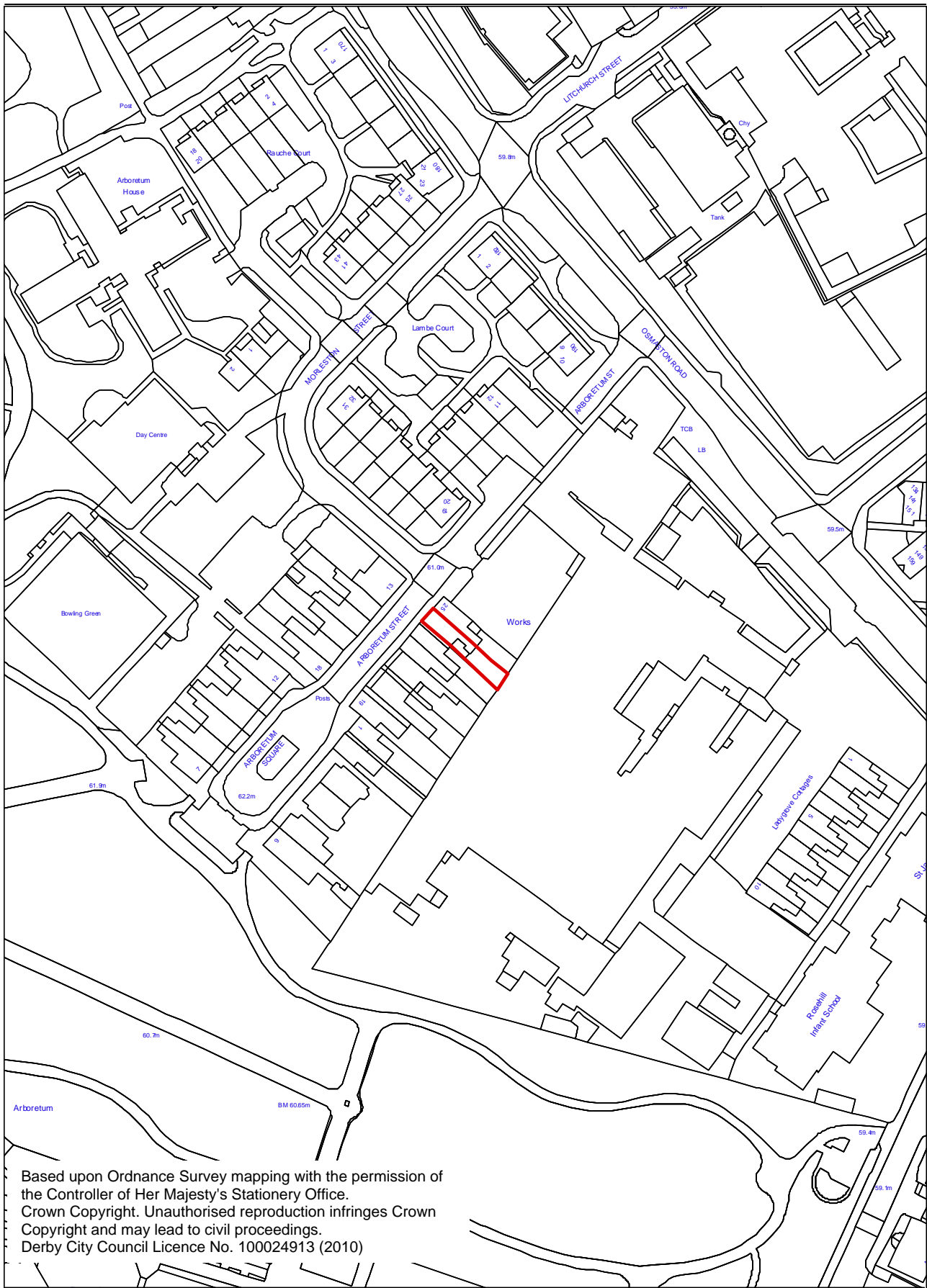
11.5. Application timescale:

The statutory 8 week time period for the application expired 24th January 2011. The application is brought before the Committee following the receipt of an objection and recommendation for refusal from the Conservation Area Advisory Committee.

Committee Report Item No: 2

Application No: DER/10/10/01321

Type: Full



Committee Report Item No: 3

Application No: DER/11/10/01437

Type: Advertisement Consent

1. **Address:** Assembly Rooms, Market Place

2. **Proposal:**

Display of 2 non-illuminated badge signs

3. **Description:**

Advertisement Consent is sought for the display of two “Cathedral Quarter” badge signs on the south and east facing elevations of the Assembly Rooms, in the Market Place. This is the part of the building, which is adjacent to the car park slip road and roundabout at the junction of Full Street and Corporation Street. It lies opposite the Grade II Listed Magistrates Court and Locally listed Council House. The site is situated within the City Centre Conservation Area.

The application is for one of a group of wall mounted badge signs, intended to identify the Cathedral Quarter area to visitors. The signs are part of a scheme to provide way finding for pedestrians in the city centre and denote the “gateways” to the Cathedral Quarter area.

The two signs proposed for the Assembly Rooms would be of the same design, which combines the letters C and Q, in a bronze metal finish, with a circular central architectural image, in stove enamel. The central panel design is developed from ironwork detailing from the Cathedral screen. The sign would be formed from 2mm thick aluminium profiles coloured in bronze coating. Overall dimensions would be 650mm diameter and 158mm in depth. They would be positioned approximately 3 metres above ground level.

4. **Relevant Planning History:**

Various applications for similar badge signs at other city centre locations around the Cathedral Quarter area.

5. **Implications of Proposal:**

5.1. **Economic:**

The signs are a feature of a project to provide signage in the city centre, on buildings, to promote the Cathedral Quarter to visitors and enhance the public realm.

5.2. **Design and Community Safety:**

The proposed signs have a sculptural form and a creative design and use of materials, which take reference from local architectural details in the Cathedral. They would in my opinion be eye catching and contribute positively to the public realm in the vicinity of the Market Place.

5.3. **Highways – Development Control:**

No significant highway implications, and in view of this, no objections.

6. **Publicity:**

Advertisement Consent applications do not generate a requirement for publicity.

7. **Representations:**

None to date.

Committee Report Item No: 3

Application No: DER/11/10/01437

Type: Advertisement Consent

8. Consultations:

8.1. Conservation Area Advisory Committee:

Objection as it is thought that two signs on the elevations is excessive.
Suggest that a sign on the indent at a lower level may be possible.

9. Summary of policies most relevant: *Saved CDLPR policies / associated guidance.*

E18 Conservation Areas

E26 Advertisements

The above is a summary of the policies and guidance that are relevant. Members should refer to their copy of the CDLPR for the full version or the department prior to the meeting.

10. Officer Opinion:

The proposed badge signs to be sited on the south east corner of the Assembly Rooms are to be part of a series, which would identify the edges of the Cathedral Quarter and reinforce the public profile of the area, within the city centre. They have been designed carefully, with the use of quality materials and architectural detailing and would provide considerable visual interest in the public realm. The signs are intended to be viewed by pedestrians in the city centre as a means of way finding and as such they need to be prominently positioned. They would be sited on one of the rear corners of the building, which are set back from the main frontage. The east facing wall is a blank elevation abutting the highway. The signs would therefore not impact on one of the more important elevations facing the Market Place. I am satisfied that the badge signs would complement the modern appearance of the building and be in keeping with the character of the streetscene.

The signs are to be positioned on a building of post – war construction and modernist design, within the Conservation Area. The site does not have a particularly historical urban context in this location and there would not be a significant adverse affect on the setting of the nearby listed buildings, due to nature of the road junction separating them from the proposal. I note the concern raised by CAAC that only one sign is considered appropriate, which should be situated at a lower level on the corner of the building. However, there is not considered to be adequate justification for omitting one of the signs, on the grounds of impact on built heritage. This is due to the limited visual effect of the proposed signs on the character and historic integrity of the local streetscene. To position the sign on the corner elevation, below the glazed panels would result in a contrived appearance, below 2 metres above ground. I am satisfied that the proposed signage, in this location would not detract from the historic interest of the city centre and would preserve the character and appearance of the Conservation Area. The proposal would satisfactorily meet the requirements of Policies E18 and E26 and is considered appropriate in this city centre location.

11. Recommended decision and summary of reasons:

11.1. To grant consent with conditions.

11.2. Conditions:

1. Standard condition 05D (time limit)
2. Standard condition 100 (approved plans -)

Committee Report Item No: 3

Application No: DER/11/10/01437

Type: Advertisement Consent

3. Notwithstanding the information submitted to accompany the application, the signs hereby approved shall be fixed to the wall, using mount fixings only into the mortar joints of the brickwork.

11.3. Reasons:

1. Standard reason E56
2. Standard reason E04
3. To safeguard the character and appearance of the City Centre Conservation Area and integrity of the building on which they are to be sited and in accordance with Policy E18 of the adopted City of Derby Local Plan Review.

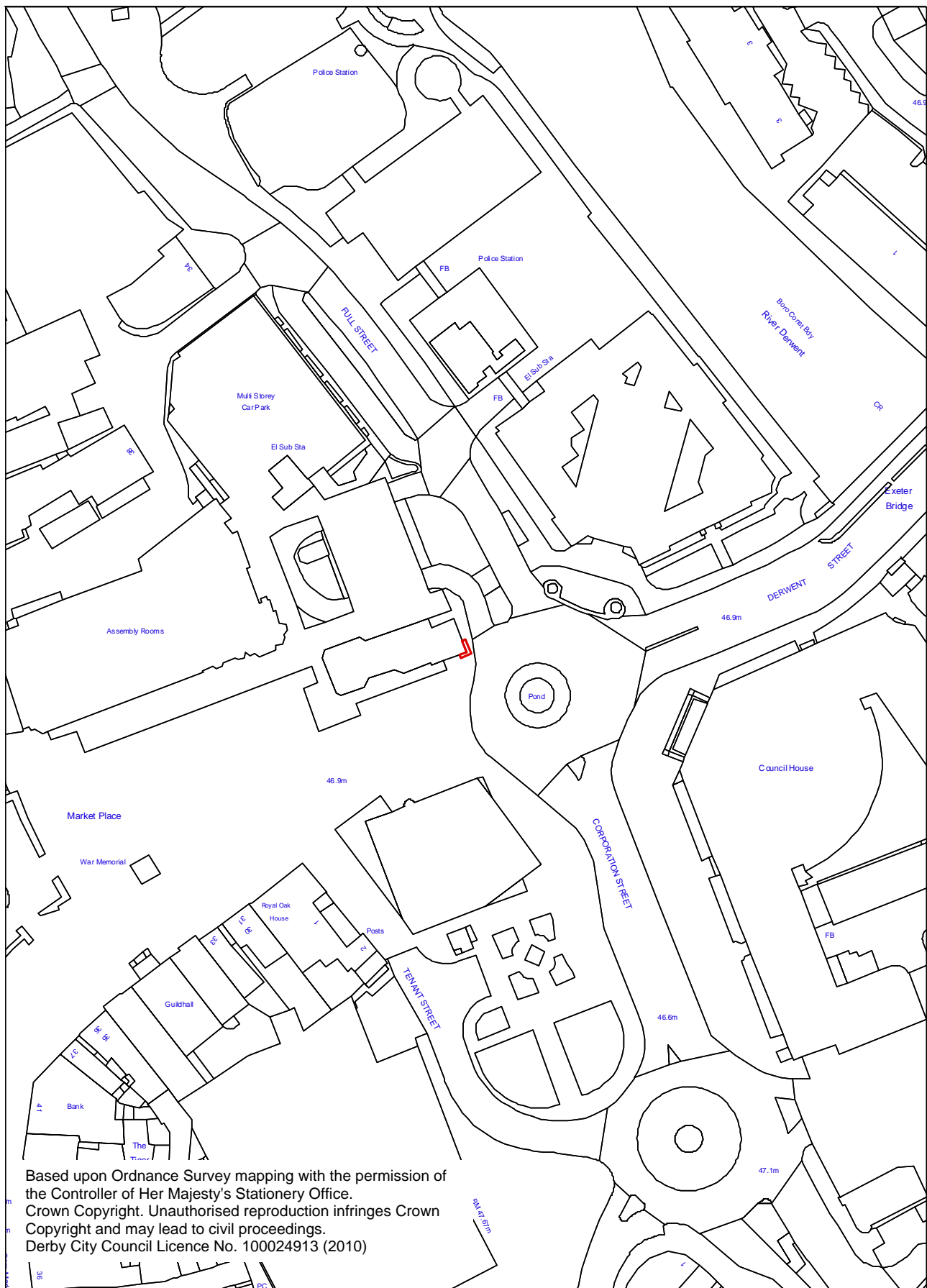
11.4. Application timescale:

The target period for determination of the application expires on 8 March 2011 and is brought to committee due to objections by Conservation Area Advisory Committee.

Committee Report Item No: 3

Application No: DER/11/10/01437

Type: Advertisement Consent



Committee Report Item No: 4

Application No: DER/12/10/01488

Type: Full

1. **Address:** Royal Derby Hospital, Uttoxeter New Road

2. **Proposal:**
Erection of School of Nursing

3. **Description:**

This item is a re-submission following Councillors decision to refuse planning permission for a similar development under code no.DER/08/09/00986, June 2010. The current application should be read in conjunction with application DER/12/10/01489 which seeks permission for the formation of a car park. The reason for refusal is set out below:

The proposal would lead to the potential for the generation of additional parking demand which, in the absence of an adequate level of new parking provision or mitigation being delivered through the emerging travel plan for the Royal Derby Hospital, would be likely to exacerbate existing parking problems in the vicinity of the hospital to the detriment of the amenities of residents in the locality. The proposal accordingly would be contrary to policies GD5 and T4 of the adopted City of Derby Local Plan Review.

In determining this application Members are respectfully requested to have full regard to application DER/12/10/01489, which seeks permission for the formation of a car park adjacent to the school which would, by condition, be dedicated to School of Nursing staff.

The proposal seeks permission to erect a “fit for purpose” education building which will accommodate teaching spaces and support services for the School of Nursing. The facility will be run by the University of Nottingham in conjunction with the existing Medical School, which is adjacent to the site. This scheme will replace the existing School of Nursing which is sited at the Derbyshire Royal Infirmary site on London Road.

The proposed building is generally three storeys in height reducing to two storeys facing the Children’s Hospital, which is two storey and at a lower level. The Medical School and Education Building are predominantly four storeys in height and consequently have a more dominant impact.

The design of the building reflects those adjoining with the use of red facing brick, grey and white cladding systems, metal monopitch roof and flat roof on the two storey section.

The internal space comprises classrooms, office space, common rooms and reception and associated office space. The scheme will consolidate the existing teaching facilities, replacing those at the former DRI, for nursing students on Registered Nursing, Midwifery and Physiotherapy courses at degree and diploma levels. It will bring together classroom based studies with clinical skills based training all on the same campus and share the use of academic facilities in the Medical School and Education Building. It is intended to accommodate a maximum of 420 students and 52 staff (full and part time). Of the staff, 6 are already based at the hospital with 43.5 (full time equivalent) intended to relocate to this campus. The

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Application No: DER/12/10/01488

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majority of student nurses gain practical experience at the Royal Derby Hospital during their studies and with the use of the Education Centre and Medical School most already visit and work on the campus but have to travel to the DRI for classroom facilities. The Applicant advises that of the 420 students, 360 already work at the new hospital and the other 60 access the site to use the University medical library.

Discussions in relation to parking provision have been ongoing between the Local Planning Authority and the agent with an agreed resolution to provide specific staff parking adjacent to the new School of Nursing. This application is accompanied by an application for the formation of a 19 space car park which will exclusively serve the School of Nursing. The provision of 15 car parking spaces was agreed during the consideration of the previous application, DER/08/09/00986, and was to be dealt by way of a condition.

The submission of a formal application for 19 car parking spaces is considered to show the applicants commitment to reasonably resolving the parking problems currently occurring on and around the site in relation to this application.

Since the original application was submitted and determined the following material changes should be noted by Members.

Staff Car Parking

Application DER/12/10/01489 proposes to amend the car parking layout which will serve the School of Nursing. The proposal is to provide an additional 4 car parking spaces than was originally proposed taking the number of dedicated staff parking spaces to 19. The maximum number of spaces allowed under local plan policy T4 is 22. Since this matter was last considered Central Government have issued an amended version of Planning Policy Statement 13: Transport (Nov 2010):

*“Local authorities should **not** require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which **cannot** be resolved through the introduction or enforcement of on-street parking controls.”*

On-street Parking Controls

An extension to the Littleover Permit Parking Scheme is about to be publicly advertised, the scheme proposes to extend the parking controls to more roads within the area bound by Uttoxeter Road, Manor Road and Burton Road. The consultation is due to be completed by the middle of February and then subject to the response from the public the additional parking restriction could be in place by May 2011.

Hospital Travel Plan

The measures set out within the travel plan can take while to become effective and noticeable as they involve changing people's travel habits. Set out below is an update of the sustainable measures which could affect travel to the hospital that have recently come on line. Any further updates on the travel plan will be given at the meeting.

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- The Unibus number 5 now calls at the Hospital site giving a link to the Allestree area, which had long journey times by public transport to the Hospital due to residents having to travel into the city and out again. This extra service makes travelling to the hospital by public transport a more attractive travel option.
- The existing Arriva Midlands services 33 and 36 have been revised. There will now be two journeys each hour on these services and two journeys will be renumbered 33A and 36A. These will be diverted to serve the Royal Derby Hospital. This means there will still be four buses an hour for these services.
- Staff and patients who live in the Normanton, Cavendish, Sunnyhill, Oaklands, Littleover, St Alban's and St Luke areas, will now have a direct service to and from the Hospital, as well as to and from the City Centre.

Service 33A

- Every half hour until 8.50pm from the city centre to the RDH.
- Monday to Saturday.
- Half hourly until 9pm on Sunday.
- Departs from Albert Street and Victoria Street.
- Coming from the city centre, it will pick up/drop off from the same stop as the patient link and Royal Derby buses within the Hospital grounds.

Service 36A

- Every half hour until 8.18pm from the city centre to the RDH.
- Monday to Saturday.
- Half hourly until 8.15pm on Sunday.
- Departs from Derby bus station in the city centre.
- From Normanton and Littleover it will pick up/drop off near Aldi.

After 9.30am the route will link with the 43 service (the bus number changes to 43 and continues its journey). So passengers travelling from Allenton, Alvaston and Wilmorton, on service 43 can remain on the same bus from the city centre using a through ticket (the service 43 will change to the 33A to pick up from Albert Street and Victoria Street).

Passengers heading to Alvaston from the Hospital will need to catch the 36A, which will change to the service 42 at Derby bus station.

In the evening the link to Alvaston will be via route 45.

Benefits:

- No need to change buses
- One ticket
- Reduced cost for monthly ticket for Derby Hospitals staff
- Reducing your carbon footprint
- Helping the Trust achieve its Travel Plan

Costs:

- £3.60 Arriva Midlands Derby Day ticket for entire journey
- £15 Arriva Midlands Derby Weekly ticket for entire journey
- £40.50 (for Derby Hospitals staff) Arriva Midlands 28-day ticket for entire journey.

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These tickets are for unlimited use and therefore can be used as many times as needed during the day, week or month. There is no photocard with the tickets and so they can be shared between family and friends.

- A new Travel Plan Questionnaire will be distributed in early February as part of the Travel Plan monitoring process and will enable the Hospital to measure success over the past year.
- Derby City Council has allowed use of the front car park at the Manor site (earmarked for the Park and Ride facility) until a permanent solution has been found to parking issues through the Travel Plan. The implications of this are that a further 300 additional parking permits have now been allocated to staff.
- A five-month campaign designed to encourage single occupancy car users to switch to more sustainable modes of transport in 2011 has been developed. The outline program is as below.
 - * May - Walk to Work campaign
 - * June - Cycle to Work initiative
 - * July - Public Transport Week
 - * August - Motorcycle and Moped Week
 - * September - Cars and Car Sharing Week
- There is to be a promotion to encourage the public to access the hospital using sustainable transport modes through targeted communications at GP practices.
- The Hospital have also doubled their covered cycle storage capacity on site and installed a covered Motorcycle shelter.
- The re-development of Manor Kingsway (App No 07/08/01081) has recently been given planning consent and includes up to 200 key work homes for the hospital.

In addition, discussions regarding the Section 106 continue to be held along with the University's contract with students regarding parking within a specified zone.

4. Relevant Planning History:

DER/12/10/01489 Pending – Formation of Car Park

DER/08/09/00986 and APP/C1055/A/10/2142113/NWF Appeal Pending – Erection of School of Nursing following refusal of planning permission as referred to above

DER/03/03/00454 Granted 22 April 2004 – Erection of education facility building,

DER/1002/1513 Approved 20 December 2002 – reserved matters for the new hospital,

DER/1201/1567 Granted 2002 – Erection of a Medical School

DER/1299/1498 Granted January 2002 - Outline planning permission to demolish the older parts of the existing hospital and to rebuild a new hospital at the City.

5. Implications of Proposal:

5.1. Economic:

The scheme will provide a high quality teaching facility to enhance the education courses offered by the University of Nottingham and will replace the current facilities at the former DRI. Nursing staff are a key component of the hospital and it is considered vital to attract, train and retain nurses. The hospital is a major employer providing vital health care services.

5.2. Design and Community Safety:

The hospital campus consists of a wide variety of building sizes, heights and style which have developed over time. The scale and massing of the proposed building is designed to step down from the four storey adjoining newer buildings to the lower scale older hospital buildings. The style complements the newer buildings with materials reflecting the external treatment of the nearby buildings.

The building is located well within the hospital site some distance from the hospital site entrances and will benefit from existing security arrangements. The access to the building is via the Education Building and, therefore, more secure. There would be no anticipated impact on the locality in community safety terms.

5.3. Highways – Development Control:

There are now 19 additional parking spaces provided with 40 cycle spaces. If Members are minded to approve the application the following should be included:

The University's proposals to control parking are made the subject of a Section 106 agreement to link them to this application. It is also important to ensure Derby City Council has some control over which residential streets are offered protection and also ensure this protection extends into the future.

Furthermore, prior to the proposed development becoming operational the 19 additional car parking spaces shall be provided and be usable to the satisfaction of the LPA.

Highways – Land Drainage:

This development's proposed surface water drainage passes through the attenuation and limiting device provided by the Hospital when originally developed.

Presumably this has been set at a rate that was agreed at the time and therefore for the purposes of PPS25 is the existing volume and peak flow rate. It appears that the only condition that needs to be applied is the condition that ensures that no discharge is made except through that the existing underground surface water drainage system of the site. Naturally, extreme rainfall events beyond the once in 100 year return period would be accepted. There can be no restriction placed on the discharge of foul water.

5.4. Disabled People's Access:

The buildings accessibility will be fully controllable by compliance with Building Regulation guidance.

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Drainage from the development will be connected to the hospital systems which are understood to have capacity for this development.

With respect to sustainability, the facility will be designed to BREAM rating of 'very good'. The site is close to public transport routes

6. Publicity:

Neighbour Notification Letter	14	Site Notice	
Statutory Press Advert and Site Notice	Y	Discretionary Press Advert and Site Notice	
Other			

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

7. Representations:

The application has attracted 10 letters of representation following the Statutory Consultation period; 1 letter of comment, 1 letter of objection from Councillor Ashburner and 8 letters of objection from local residents.

Copies of all the representations are available to view on the Council's eplanning service: www.derby.gov.uk/eplanning

The content of the letters is summarised below:

- Insufficient car parking proposed to accommodate increase in staff and student numbers,
- Further impacts on local residents in terms of on-street parking and congestion,
- Less car parking than the previous application which was refused,
- Additional car parking measures have been put in place however there is no measurable reduction in the volume of street parking,
- The data doesn't quantify of how many students already travel to and park at the site and how these on-street parkers are being dealt with,
- Some of the bus routes are to be cut by the City Council and some operators have made reference to some services not being profitable,
- The Council should not have regard to this application until the parking problems are addressed and rectified,
- There is little difference between the previously refused application and the current application,
- The travel plan is for the Hospital Trust only,
- The Hospital has advised that they cannot take action over staff parking due to Data Protection so how can the University,

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- Increased local traffic particularly taxis and driving school,
- This application should not be being considered at this time as parking is getting worse according to anecdotal evidence,
- Students won't be monitored through the travel plan,
- Lack of clarity of staff number FTE is used rather than actual staff numbers,
- The site should provide the maximum number of allowable spaces at a minimum.

8. Consultations:

8.1. Environmental Services- Pollution:

I have reviewed the submitted information and would note that I do not object to the above application on environmental protection grounds.

I would note however, that the proposed building will be located near to residential properties to the south of the Hospital site. Consequently, I would recommend that any mechanical plant installed externally to the building (e.g. AC Units etc) are sited and maintained in such a manner so as to minimise noise disturbance to these properties.

I have no other comments to make on the application.

8.2. Police Liaison Officer:

I am content with this application in context with designing out crime. Being positioned at the furthest point away from the Hospital site entrance will deter opportunist criminal trespass / access due to the considerable distance involved from the direct public access. Distance can be a defence in itself. This development is fully enclosed by existing buildings and has a further defence by being accessed from within the adjoining education centre, providing a first line of access control. The key issue is of access control and surveillance both of which are achieved from the main links and controlled site access.

The reception area and internal circulation layout has been well considered.

The external areas will be adequately covered by the existing CCTV systems for the Hospital site, out of main education hours, when activity is low. Education buildings contain expensive IT equipment which is often portable and easily stolen, frequently by users with permitted access. With up to 500 users anonymity can be achieved. I would therefore recommend CCTV monitoring and recording of the internal main entrance/exit area for security, as a visible crime deterrent and useful management tool.

9. Summary of policies most relevant: *Saved CDLPR policies / associated guidance.*

GD4	Design and the Urban Environment
GD5	Amenity
E10	Renewable Energy
E23	Design
E24	Community safety
LE1	Education Uses

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- T1 Transport Implications of New Development
- T4 Access, Parking and Servicing
- T10 Access for Disabled People

The above is a summary of the policies and guidance that are relevant. Members should refer to their copy of the CDLPR for the full version or the department prior to the meeting.

10. Officer Opinion:

In design terms the proposed building complements, and takes reference from, neighbouring buildings in terms of scale, materials and style and, together with the sustainability intentions, is acceptable in design policy terms.

In land use terms the, now lapsed, Policy LE7 in the local plan allowed for hospital uses on this site. This policy was not carried forward as the site is well established and the principle of hospital development acceptable.

The main consideration of this application is whether the amendments made overcome the previous reason for refusal.

19 additional car parking spaces, 3 of which are to be accessible space, are now proposed under application DER/12/10/01489 together with the provision of 40 cycle spaces. Staff and Students will also have access to existing public transport links and pedestrian routes.

The School of Nursing (SoN) is currently located at the Derbyshire Royal Infirmary (DRI); this application seeks to relocate this existing education facility to the Derby Royal Hospital (DRH). The School of Nursing Library has already been re-located at the DRH site with approximately 85% of students (360 students) are already visiting this site either for placements or education purposes. Therefore a considerable amount of student travel already takes place.

The relocation of the SoN to the DRH appears logical as students:

- attend lectures and placements throughout their academic career,
- it would reduce travel between the two hospital sites and
- because the majority of hospital services are now concentrated at the DRH.

The relocation of hospital services from the DRI site to the DRH has not been without problems, in particular congestion and parking problems. Discussions are on going between the Trust and DCC in relation to addressing these issues through the introduction of parking controls and by the creation of an enhanced travel plan. The acceptability of the proposal rests on the following issues:

1. will the additional development significantly increase congestion at the DRH?
2. will the development exasperate the on-street parking problems associated with the DRH?

Both of which are functions of additional trip making associated with the proposed development. These should be considered in topic areas of staff and students.

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Staff

The applicant suggests that the SoN will be staffed by 49.5 full time equivalent staff (10.5 admin staff and 39 academic staff). Six of these staff (1 admin and 5 academic) already work permanently at the DRH and a further 8 academic staff spend at least 20% of their time at the DRH. Effectively, there will be 43.5 additional permanent staff at the DRH as a consequence of this proposal.

Policy T4 and the associated parking standards in Appendix A states for D1 uses 'Higher and Further Education' the maximum level of parking allowable is 1 space per 2 members of staff. Where a development exceeds 2500m² 1 space per 15 students will be provided and a Transport Assessment may be appropriate. This application seeks permission to provide 1939m² and therefore is not required to provide car parking for students under the CDLPR. The applicant is proposing to provide 19 designated staff car parking spaces which are to be sited adjacent to the SoN.

The applicant points out that the academic staff teach at locations other than the Derby SoN and that activities such as marking are often undertaken away from the SoN. Therefore, not all the staff will be on site at any one time. To seek to quantify this, the applicant has submitted survey data from the existing SoN at the DRI for the week commencing 13 January 2010 which demonstrated that approximately 66% of the staff were on site at any one time (30 staff), with 34% working at other locations. Although this is only one week's data and can only ever be an indication, if this was applied to the above proposal and assuming only academic staff move from place to place, additional staff on site at any one time could vary between 32.5 (66%) and 43.5 (100%). This results in a maximum parking requirement of between 17 to 22 additional parking spaces. However, paragraph 51(2) of Planning Policy Guidance Note13 (PPG13) is clear that:

*"Local authorities should **not** require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which **cannot** be resolved through the introduction or enforcement of on-street parking controls."*

The provision of 19 additional car parking spaces which will be dedicated to the staff of the SoN accords with policy T4 and with current central government planning policy. The proposed provision is closer to the maximum which would be required based on the Council's car parking standards with the shortfall is therefore being reduced.

When considering the overall DRH campus some 1270 car parking spaces are provided over 8 car parks, this includes more than 125 accessible spaces; 988 of these spaces are available for patients and visitors with the remainder available for staff. In addition 1800 spaces are available at The Manor, off Northmead Way. Current staff parking is controlled by way a permit scheme.

All the University staff will be eligible to join the hospital's 'Parking Partners' scheme, which is a scheme to encourage car sharing with the incentive of dedicated parking spaces from the hospital's parking stock at reduced rates. In addition, the University of Nottingham operates its own car share scheme as detailed below in the extract from the travel statement:-

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“The University has teamed up with the UK's largest car sharing network to provide a car share scheme specifically for the University of Nottingham staff and this is a web based system available to all University staff at RDH. The University will liaise with the Trust with regard to expansion of car sharing; presently the system is shared with the Trust in Nottingham. The Environment Team for the University will be promoting this and other sustainable measures to occupants of the new building.”

Significantly, University staff will also have the opportunity of **free** travel on the link bus service operated by the hospital. It should be noted that the patronage of this service has increased significantly since it began in 2005.

In terms of the above tests:-

- 1) it is considered that the additional staff associated with this development will not significantly increase congestion at the DRH. The number of extra traffic movements associated with 19 extra parking spaces will not be noticeable when considered against the traffic generated by the existing 1270 parking spaces at the hospital.
- 2) In terms of parking numbers the proposal is considered acceptable in the context of PPG13. The risk of additional on-street parking by staff cannot be totally ruled out but the level of such parking would be unlikely to be significant. On street parking can/will be regulated by the restrictions of the on-street parking controls.

Students

“... approximately 360 students, 85% of the total number enrolled at the proposed School of Nursing, are already present at the Royal Derby Hospital campus working on placement, the remaining 15% regularly visit the campus to access the medical library. “

Therefore, the above proposal will increase the trip making at the DRH by an additional 60 students and will also significantly reduce the need to travel between the DRH and the DRI.

Under the requirements of policy T4 no student parking is required thus no parking spaces are being proposed or provided for students as part of this scheme. The Transport Supporting Statement states student car ownership is low however there is no data to support this claim. The statement also states given the range of more sustainable travel options that the potential traffic generated as a result of student travel is likely to be small. It is only in exceptional circumstances that students will be granted a permit to park on campus.

The student is therefore relying upon other sustainable modes of transport; public transport, cycling and walking. The DRH site is considered to be well served by public transport with students having the opportunity to benefit from free travel on the link bus service which is operated by the hospital. More than 20 buses an hour travel to and from the city centre, during weekday daytime hours, confirming the highly accessible location of the proposed development.

“The Trust operates a patient, staff and visitor bus service between both main sites and the City Centre. Royal Derby Link Bus service is a dedicated 10-minute service stopping at RDH, the City Centre and London

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Road Community Hospital. The bus runs continually from 06:20 until 21:22 Monday - Friday and 06:25 until 20:32 on Saturdays.

Hospital staff can travel free on the Royal Derby service if travelling between the two hospital sites for trust business only. The hospital bus is open to the nursing students and university staff on the same basis as hospital staff.

The RDH is served by frequent bus services 35, V1, V2, X38, Unibus No 5 and the Mickleover Blue & Red routes. Trent Buses provide regular services between Derby City Centre, the RDH and the LRCH. The Big Yellow Bus is a free service to transport patients & visitors safely around the RDH site. The specially adapted, low-floor bus is able to accommodate 11 passengers as well as 2/3 wheelchairs. The Trust employed drivers have all undertaken MIDAS training to ensure passengers who require wheelchair accessibility receive the correct assistance. The bus runs continuously around the Hospital Monday - Friday 8.30am - 5.30pm"

40 cycle parking spaces are proposed which is in excess of the sites requirements; cycling is considered to be, by the applicant, a realistic option for trips to and from locations throughout the Derby area, particularly those within 5km of the campus. Cycling is also promoted within the overarching travel plan. In terms of cycling the proposed development includes showers, lockers and changing facilities to assist and encourage cycling to the site.

The issue of car parking, particular on-street parking on the nearby residential streets has been considered by the University who has provided details of how a similar problem is managed at the University of Nottingham campus. Effectively, when accepting to join a course at the University students are required to agree to abide by the Rules and Regulations of the University, one of which is not to park in defined local residential streets, the sanction being that if students are caught doing so they could be fined and if they do not pay the fine they cannot graduate.

"The University of Nottingham has robust methods of dealing with issues of Students not adhering to our Rules and Regulations. Where a Student is fined, they would not be allowed to Graduate or re-register if they are a returning Student until they have cleared their debts to the University.

The level of fines that can be imposed by the Officers with Summary Jurisdiction are higher than those imposed by Local Council enforcement. Our Level of fines currently do not exceed £150 per Offence. Both the Head of Security and the Manager for Off-Campus Student Affairs are Officers with Summary Jurisdiction.

For all Students at the point they accept their Course they are also accepting that they will adhere to the Rules and Regulations of the University. Ignorance of these Rules and Regulations is not an excuse."

The particular rule which has significance at the DRH is as follows:

Rules and Regulations of the University Section 7 states

It is an offence:

(vii) for a student to park a vehicle on any residential street or road near the University Park campus, so as to cause or be likely to cause unreasonable obstruction, or to refuse any reasonable request from the

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Manager for Off-Campus Student Affairs to move a vehicle parked outside a resident's property.

Although this is a private contract between the University and its students and, therefore, has to be enforced by the University; however the applicant has indicated that this scheme has been successful in Nottingham.

The University's tough regime on student parking has the potential to improve the on-street parking problems at the DRH because the University has confirmed that at present the 360 students who already work at the DRH are **not** subject to the parking restrictions described above. However, if the SoN was to transfer to the DRH the new student intake would be subject to these restrictions and consequently it is likely that the on-street parking problem would be no worse and may even reduce slightly.

In terms of the above tests:-

- 1) it is considered that the additional 60 students associated with this development will not significantly increase congestion at the DRH.
- 2) the risk of additional on-street parking by students should be controlled by the contract between the University and Students and may even see a reduction in on street parking as the 360 students who currently work at the DRH move from being uncontrolled to being controlled. There will also be an element of control through the on-street parking controls.

Summary

The application has not sustained any objections from the Highways Development Control Officer or the Traffic and Transportation Officer in respect of traffic generation resulting in potential parking problems as a result of the relocation of the SoN and the introduction of 19 dedicated staff car parking spaces. In order to ensure these spaces are provided a condition is recommended to ensure these are available for use prior to the occupation of the SoN.

I am of the opinion the implementation of on-street parking permits will self regulate the existing on-street parking problems faced by local residents. In addition the contract between the Student and the University will also alleviate further on-street parking concerns this relocation may cause.

The provision of 19 car parking spaces is closer to the maximum which could be required under the Council's Standards and falls inline with the revisions of PPS13; Transport which says authorities should not require developers to provide more spaces that they themselves wish.

As such I see no reason to reasonably resist the proposed School of Nursing as the applicant is seeking to control parking at the site and provide in accordance with policy T4 adequate staff car parking. What we cannot reasonably do is resist this proposal on the basis of existing parking problems at the DRH when in itself it is self-sustaining.

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11. Recommended decision and summary of reasons:

- 11.1 A. To authorise** the Director of Planning and Transportation to negotiate the terms of a Section 106 Agreement to achieve the objectives set out in 11.5 below and to authorise the Director of Legal and Democratic Services to enter into such an agreement.
- B. To authorise** the Director of Planning and Transportation to **grant permission** upon conclusion of the above Section 106 Agreement.
- C.** If the applicant fails to sign the Section 106 Agreement by the expiry of the 13 week target period (11 March 2011) consideration be given, in consultation with the Chair, **to refuse** permission.

11.2. Summary of reasons:

The proposal has been considered against the City of Derby Local Plan policies as summarised at 9 above and presents a proposal which is acceptable in relation to impacts on the area subject to the conditions imposed and the proposed terms of the Section 106 agreement and taking into account the wider benefits of the development to the City.

11.3. Conditions:

1. Standard condition 100 (drawing numbers)
2. Standard condition 27 (materials)
3. Standard condition 20 (landscaping scheme)
4. Standard condition 22 (landscape maintenance)
5. Standard condition 104 (energy efficiency)
6. Standard condition 68 (disabled people's provision)
7. Notwithstanding the submitted information, further details of the cycle parking provision shall be submitted to and approved in writing before the development is brought into use. The agreed provision shall be implemented before occupation of the development.
8. Within 12 months of the occupation of the development, a Green Travel Plan shall be submitted to and agreed in writing by the Local Planning Authority. The agreed measures shall be implemented within 12 months or other timescale agreed within that Plan. The Travel Plan shall indicate the provision of additional parking spaces generated by this development unless otherwise agreed in writing by the Local Planning Authority.
9. The formation of the car park, under code DER/12/10/01489, shall be constructed and completed prior to the occupation of the hereby approved School of Nursing.
10. Surface water drainage discharge to the existing drainage on site in such a manner that it is attenuated and is controlled by the existing hydrobrake in manhole SW27 (23) shown on Skanska drawing number 05-D-DWG-00-202 Rev C12.

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11.4. Reasons:

1. Standard reason E04 (avoidance of doubt)
2. Standard reason E14 (satisfactory external appearance) – policy E23
3. Standard reason E14(satisfactory external appearance) – policy E23
4. Standard reason E21(satisfactory external appearance) – policy E23
5. Standard reason E21(satisfactory energy saving) – policy E10
6. Standard reason E34 (accessible development) – policy T10
7. Standard reason E35 (parking needs of development) - policy T7
8. Standard reason E47 (travel to work study)
9. Standard reason E35 (parking needs of development) – policy T4
10. Standard reason E21 (satisfactory drainage) – policy GD4

11.5. S106 requirements where appropriate:

Control over student parking outside the hospital campus.

Draft Heads of Terms

The University will control student parking through student contracts as at Nottingham. This contract can be appended to the S106

The area of control will need to be defined on a plan. Paul Chamberlain will let you know the area we would wish to include

A penalty payment will be sought if the University do not apply the agreed measures to students in breach of the contract. This sum will need to be sufficient to encourage the University to apply the measures and I would therefore suggest that this should be £10,000.

Any penalty money would be spent on helping to enforce the parking measures in the area.

11.6. Application timescale:

The statutory 13 week time period for the application expires 11 March 2011. The application is brought before Committee following the receipt of 8 letters of objection and one Councillor objection.

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Committee Report Item No: 5

Application No: DER/12/10/01489

Type: Full Planning Application

1. **Address:** Royal Derby Hospital, Uttoxeter New Road

2. **Proposal:**
Formation of Car Park

3. **Description:**

This full planning application should be read and considered in conjunction with the re-submitted School of Nursing application code no. DER/12/10/01488 which is also reported on this agenda. This item proposes the formation of a new car park which consists of 19 spaces (including 3 accessible spaces) and an emergency access road which is associated with the proposed School of Nursing. The car park will be for the staff of the School of Nursing, only.

The car park is sited adjacent to the existing undercroft car park beneath the Medical School. The car park will be accessed off a series of existing steps and via a new access. The provision of car parking was proposed to be secured via a condition under the previous application (DER/08/09/00986) which was refused by Committee in June 2010. This application is therefore submitted firstly to demonstrate '*the commitment of the University of Nottingham and the Derby Hospital NHS Foundation Trust to provide a dedicated car park for the School of Nursing*' and secondly as the car parking area is outside the original site boundary submitted with the proposed School of Nursing.

Land levels in close proximity to the application site vary with a precast retaining structure proposed adjacent to the grass embankment along with a vehicular barrier for highway safety.

In determining this application Members are respectfully requested to have full regard to application DER/12/10/01488, which seeks permission for the erection of the School of Nursing and its accompanying report which provides further details on staff and student numbers. In addition, to further justification for this car park and an update on the Trust Travel Plan.

4. **Relevant Planning History:**

DER/12/10/01488 pending – Erection of School of Nursing

APP/C1055/A/10/2142113/NWF Appeal Pending – Erection of School of Nursing

DER/03/03/00454 Granted 22 April 2004 – Erection of education facility building,

DER/10/02/1513 Approved 20 December 2002 – reserved matters for the new hospital,

DER/12/01/1567 Granted 2002 – Erection of a Medical School

DER/12/99/1498 Granted January 2002 - Outline planning permission to demolish the older parts of the existing hospital and to rebuild a new hospital at the City.

5. **Implications of Proposal:**

5.1. **Economic:**
None

Committee Report Item No: 5**Application No:** DER/12/10/01489**Type:** Full Planning Application**5.2. Design and Community Safety:**

The hospital campus consists of a wide variety of car parking facilities which have been developed over time. The proposed car park is of modest size. The car park has adequate surveillance, barrier control and is covered by an existing CCTV system providing a safe and non threatening environment through layout design and management.

5.3. Highways – Development Control:

No highway objection; the proposed car park is situated wholly within the hospital grounds and so its construction will have no impact on the public highway. It is also considered that the additional traffic generated by this development will not significantly increase congestion at the Derby Royal Hospital.

Highways – Land Drainage:

This development's proposed surface water drainage passes through the attenuation and limiting device provided by the Hospital when originally developed.

Presumably this has been set at a rate that was agreed at the time and therefore for the purposes of PPS25 is the existing volume and peak flow rate. It appears that the only condition that needs to be applied is the condition that ensures that no discharge is made except through that the existing underground surface water drainage system of the site. Naturally, extreme rainfall events beyond the once in 100 year return period would be accepted. There can be no restriction placed on the discharge of foul water.

5.4. Disabled People's Access:

Comments awaited and will be reported orally

5.5. Other Environmental:

None

6. Publicity:

Neighbour Notification Letter	15	Site Notice	Y
Statutory Press Advert and Site Notice	-	Discretionary Press Advert and Site Notice	-
Other			

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

7. Representations:

The application has attracted 2 letters in support and 7 letters of objection in relation to the application following the consultation period.

Copies of all the representations are available to view on the Council's eplanning service: www.derby.gov.uk/eplanning

Committee Report Item No: 5

Application No: DER/12/10/01489

Type: Full Planning Application

The content of these letters is summarised below:

Support

- Will increase car parking provision on the site,
- Car parking provision should be increased further in order to reduce congestion in the surrounding streets.

Objection

- 19 spaces are to be provided with 2-3 being disabled spaces so the net increase from the previous application is 1-2 spaces,
- The travel plan is flawed,
- The increase in spaces will not be detectable or have a significant impact on the parking problem,
- There has been insufficient time for the travel plan to take affect,
- Not an acceptable solution for the existing on-street parking problem,
- The terms of the Student Contract are unclear,
- Increased local traffic particularly taxis and driving school,
- This application should not be being considered at this time as parking is getting worse according to anecdotal evidence,
- Students wont be monitored through the travel plan,
- Lack of clarity of staff number FTE is used rather than actual staff numbers,
- The site should provide the maximum number of allowable spaces at a minimum.

8. Consultations:

8.1. Environmental Services- Pollution:

No objections.

8.2. Police Liaison Officer:

The car park has adequate surveillance, barrier control and is covered by an existing CCTV system. All car parks on site are covered by the Park Mark safer parking award, providing safe and non threatening environments through layout design and management. I look forward to including this new car park on to the scheme.

9. Summary of policies most relevant: *Saved CDLPR policies / associated guidance.*

GD3	Flood Protection
GD4	Design and the Urban Environment
GD5	Amenity
E10	Renewable Energy
E23	Design
E24	Community safety
LE1	Education Uses
T1	Transport Implications of New Development

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Application No: DER/12/10/01489

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- T4 Access, Parking and Servicing
- T5 Off Street Parking
- T10 Access for Disabled People

The above is a summary of the policies and guidance that are relevant. Members should refer to their copy of the CDLPR for the full version or the department prior to the meeting.

10. Officer Opinion:

Policy

The site of the proposal is not allocated for any particular use. The previous site specific policy LE7 was not saved after January 2009.

Policy T5 refers to off-street car parking which is not connected with new development, this can be considered as a stand alone application and as such T5 would be relevant but the application is linked to the concurrent application for the new School of Nursing. Policy T5 should therefore be referred to for guidance purposes.

The policy contains a number of criteria for showing a need for the facility. These include the location's proximity to bus, cycle and pedestrian routes; whether there is a shortfall in existing off-street parking in the local area which is causing significant road safety, traffic management or residential amenity problems; and that the facility will not encourage additional trips by private car.

Policy T4 should also be considered, as the proposed car park is considered alongside the application for the erection of the School of Nursing. The accompanying appendix to T4 sets out the parking standards:

"General guide – 1 space per 2 staff members plus 1 space per 15 students for developments over 2500 m². Transport assessment may be appropriate."

When considering the School of Nursing the proposed accommodation does not exceed 2500m² therefore student parking is not required.

Planning Policy Statement 13: Transport should also be considered which states:

*"Local authorities should **not** require developers to provide more spaces that they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which **cannot** be resolved through the introduction or enforcement of on-street parking controls."*

The existing problems in the immediate locality, in relation to on-street car parking, increased congestion and impacts on road safety are well documented even though the hospital site as a whole is well served by bus, cycle and pedestrian routes. Given the content of the objection letters and knowledge of the site I am of the opinion an increase in parking provision at the site is necessary as there is an existing shortfall in existing off-street parking provision, which is having a significant impact on road safety, traffic management and residential amenity. I have no reason to reasonably resist the proposed parking when considering the scheme in accordance with policies T4, in support of the School of Nursing or T5 as a stand alone application. If

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Councillors are minded to grant planning permission a condition is recommended to ensure the car park is dedicated to teaching staff of the School of Nursing, only. By linking the two applications in this way policy would allow the extra car parking and by condition would address previous reservations about the School of Nursing.

Design and Amenity

The formation of a modest car park within an established site which consists of vast areas of hard standing and buildings is considered to be acceptable. The car park will be screened from advantage points outside of the Hospital Campus and any views afforded from within the site will be screened partially by the existing surrounding buildings.

Community safety issues are important when considering car parking areas; this site has adequate surveillance and benefits from coverage from the existing CCTV system. Existing hospital car parks are covered by the Park Mark safer parking award which provides safe and non-threatening environments through layout design and management. The Derbyshire Constabulary, Crime Prevention Design Team *“look forward to including this new car park on to the scheme.”*

The car park seeks, where possible, to ensure community safety and is acceptable in design and amenity terms. I am therefore satisfied that the application could not be resisted on design or amenity grounds.

Highways

The car park is sited, wholly, within the hospital grounds and will be accessed via the internal road links only as such its construction will not have an impact on the public highway. The additional traffic likely to be generated by this development will not have a significant impact on the DRH site.

The car park seeks to provide 19 car parking spaces which is considered to be acceptable and accords with policy T4, T5 and PPS13.

Third Party Representations

The application has attracted 7 letters of objection the majority of which are centred on the School of Nursing rather than the merits of this application for the formation of a car park, as such the report accompanying application DER/12/10/01488 should be considered.

The proposed car park is not put forward in order to address the existing parking problem but to provide a dedicated staff car park for the School of Nursing. The comments in relation to the car park being insufficient are noted however I am mindful of the provisions of the CDLPR and PPS13 and consider that the formation of 19 spaces is acceptable given the scale and nature of the School of Nursing.

Summary

The application has not sustained any highway objections and I raise no objection in relation to design and amenity. As such I see no policy reason to reasonably resist the proposed car park which will serve, by condition, the School of Nursing.

11. Recommended decision and summary of reasons:

11.1. To grant planning permission with conditions.

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Application No: DER/12/10/01489

Type: Full Planning Application

11.2. Summary of reasons:

The proposal has been considered against the City of Derby Local Plan policies as summarised at 9 above and presents a proposal which is acceptable in terms of siting, design, impact on amenity and impact on highways safety subject to the imposed conditions.

11.3. Conditions:

1. Standard condition 100 (drawing numbers)
2. Standard reason 03 (time limit)
3. The hereby permitted car park shall be used solely in conjunction with the School of Nursing (DER/12/10/01488).
4. Surface water drainage discharge to the existing drainage on site shall be in such a manner that it is attenuated and is controlled by the existing hydrobrake in manhole SW27 (23) shown on Skanska drawing number 05-D-DWG-00-202 Rev C12.
5. Standard reason E21 (satisfactory drainage) – policy GD4

11.4. Reasons:

1. Standard reason E04 (avoidance of doubt)
2. Standard reason E56
3. To ensure adequate off-street car parking provision for the School of Nursing in the interests of highway safety. – policy T4, T5
4. To ensure satisfactory drainage of the site – policy GD3
5. To ensure satisfactory drainage of the site – policy GD3

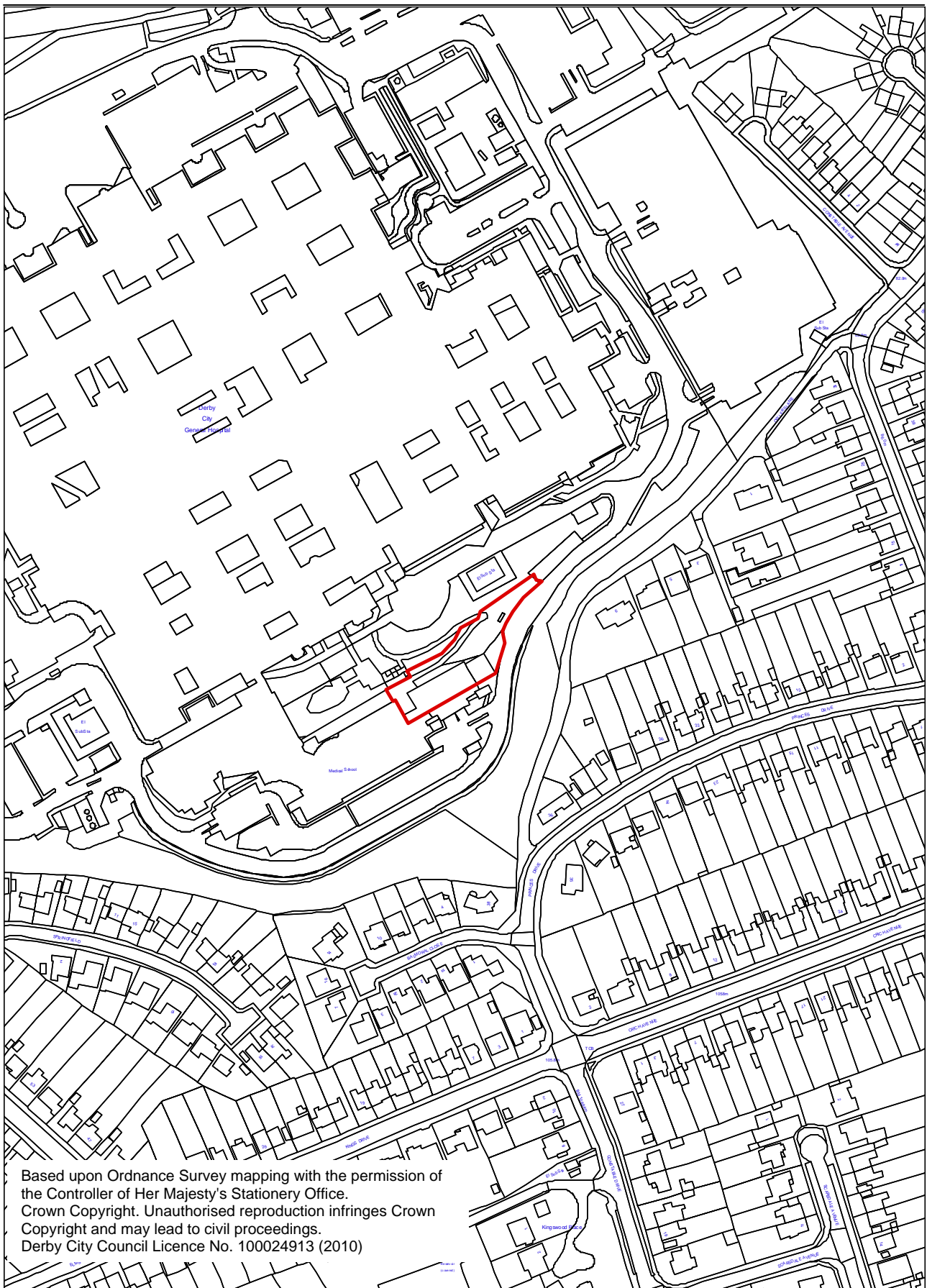
11.5. Application timescale:

The 8 week statutory period for determination of this application lapsed 4 February 2011. The application is brought before Committee following the receipt of 7 letters of objection.

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Application No: DER/12/10/01489

Type: Full Planning Application



Committee Report Item No: 6

Application No: DER/12/10/01477

Type: Full

1. **Address:** The former public house bowling green adjoining 2 Belvoir Street, (The former Mafeking Hotel.)

2. **Proposal:**
Erection of 5 dwelling houses.

3. **Description:**

The application site is the land which used to be the bowling green attached to the west of the former Mafeking public house. The former public house and bowling green stand on the length of Porter Road that lies between the junctions with Belvoir Street and Haddon Street.

The public house was originally built in 1900 and the bowling green was an integrated part of the original development at that time. The bowling green is surrounded by a brick wall about 2 metres high which surrounds the highway frontages on Haddon Street and Porter Street. A similar brick wall runs along the southern boundary of the green separating the bowling green from the adjoining residential property to the south (7 Haddon Street). The eastern side of the former bowling green adjoins the rear/ side elevation of the former public house. There is at present no access to the bowling green except through the grounds of the former public house, which is now in residential use. The grass surface of the bowling green is still in place but it has not been maintained as a bowling green and has the appearance of an unkempt domestic lawn. There are no changing facilities, or club house attached to the green and it is known that the bowling green has not been used for bowling purposes for at least 4 years and possible for substantially longer.

There are no trees on the site.

The former public house was in use as such until about 5 years ago at which time the pub closed and planning permission was sought for a change of use to a single dwelling. Planning permission was granted for the change of use in June 2007. At that time it was considered prudent to restrict planning permission for the change of use of the bowling green to residential curtilage as it would result in loss of a bowling green facility and open space contrary to CDLPR policy L6 and contrary to Planning Policy Guidance Note 17 (Planning for Open Space, Sport and Recreation).

The application site lies in an inner city area primarily comprising terraced streets of late Victorian dwellings. To the immediate north on the opposite side of Porter Road are terraced houses. To the east are terraced houses further to the west on Porter Road and along the length of Haddon Street extending to the south. The premises on the corner of Haddon Street and Porter Street were formerly a corner shop but are now in use as a religious teaching facility.

To the east beyond the former public house, on the opposite side of Belvoir Street is a Dale Primary School.

The application proposal is for the erection of a short terrace of 5 x 3 bedroomed dwellings. The dwellings would be 3 stories in height with the second floor being housed in the sloping roof space, creating two and a half storey dwellings.

The terrace would extend for a length of some 28 metres along the Porter Street frontage and would have a depth of about 7.4 metre. They would rise an eaves level

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of about 5.7 metres, and a ridge height of 9 metres. As Porter Road rises slightly towards the west, the terraced row, steps up slightly along two fifths of its length evident by a step up in the ridgeline of about half of a metre.

The terrace would extend for 28 metres from the Haddon Street frontage and end about 6.5 meters from the side elevation of the former Mafeking public house.

The architectural detailing of the row would borrow heavily from the architecture of the existing buildings surrounding the site and has a chamfered corner on the Haddon /Porter Street frontage to replicate the chamfered corner on the existing former Mafeking Hotel, which lies on the Porter Street, Belvoir Street corner. It also has corbelled eaves and stone or artificial stone window heads which are common to other terraced properties in the immediate vicinity.

Other terraced properties in the street are set back behind short 1.8 meters deep front gardens with low garden walls. This feature is reproduced in the proposal with front gardens about 1.5 metres deep with short front walls topped with railings.

To the rear the properties would have small private gardens. Behind these would be a parking area for 6 cars, one for each dwelling and one visitor space. Vehicular access would be via a one way system entering the site from Haddon Street and exiting from Belvoir Street just to the south of the former public house. Three quite substantial out buildings would have to be demolished from the grounds of the former public house to accommodate the exiting vehicular access.

4. Relevant Planning History:

DER/111/06/01792, Change of use of public house to dwelling house (use class C3) and change of use of land used as bowling green to residential curtilage.

This was granted planning permission in June 2007 but a condition attached to the permission specifically excluded the change of use of the bowling green to residential curtilage for the following reason:-

“The use of the bowling green as residential curtilage would result in the loss of a sports facility and open space contrary to Local Plan and Government Guidance. The application fails to demonstrate that the open space is surplus to requirements for any open space use or that there is any community support for the proposal. Consequently the proposal is contrary to adopted City of Derby Local Plan Review Policy L6 and is directly contrary to advice in Planning Policy Guidance Note 17.”

5. Implications of Proposal:

5.1. Economic:

None.

5.2. Design and Community Safety:

The proposal would be in keeping with the general character of the surrounding area, utilising design details that are common on the Victorian terraced dwellings in the locality.

5.3. Highways – Development Control:

The proposal is considered to be acceptable in principle but at the time of writing of the report there were some issues to be resolved. With regard to

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surface water run-off details are required to be submitted and these should ensure that there would be no surface water run off onto the surrounding highway.

Signage should be provided clear of the public highway informing of the one way system within the site.

Security gates are proposed but not shown on the application plans. Details of these should be submitted and they should be set back 5 metres behind the highway boundary.

The 45 degree echelon parking that is proposed is considered to be satisfactory however the width of the parking /access area is 0.8 metres below the Council's Standard. Amended details should be submitted to remedy the deficiency.

Finally the Council would not be prepared to take on board any responsibility for the access road and parking area.

Highways – Land Drainage:

At the time of writing this report the proposal drawings do not show how the drainage of the properties is to be achieved and according to the application form it is intended to connect directly to the main sewer. The land is at present for the most part permeable or draining to permeable area and there is therefore a very low rate of discharge from the area. The layout of the proposed development does not appear to provide for discharge solely to a sustainable drainage scheme. Any development of the land that discharges directly to sewers would increase flood risk contrary to CDLPR Policy GD3 and Planning Policy Statement PPS 25 (Development and Flood Risk). It would however be possible to ensure that land drainage and flood risk are acceptable by the imposition of appropriate conditions which should be attached to any planning permission that may be granted.

5.4. Disabled People's Access:

Compliance with Building Regulations will deliver a degree of accessibility to these dwellings.

5.5. Other Environmental:

The proposal would result in the loss of an area of open space albeit surrounded by walls and not readily visible in the street scene

6. Publicity:

Neighbour Notification Letter	35	Site Notice	Yes
Statutory Press Advert and Site Notice		Discretionary Press Advert and Site Notice	
Other			

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

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7. Representations:

Three letters of objection and one petition bearing 11 names from 5 local addresses and 3 without addresses objecting to the proposal have been received.

The objections are in summary

- The proposal would put extra pressure on provision of services, schools etc.
- Concerns over drainage.
- The proposed vehicular access points are situated immediately opposite a religious teaching establishment on Haddon Street and immediately opposite the main entrance to the Dale Primary school entrance on Belvoir Street.
- Parking in the area is already problematic especially during school term time.
- One parking space per dwelling is not considered to be adequate.
- Concerns over increased traffic and parking.
- Child and road safety concerns.
- Concerns over noise and pollution
- Concerns about over intensive development
- Concerns over the impact on the local community and on school educational provision
- Concerns over the effects of construction traffic and the additional danger that this will create for pupils of the school.
- Noise and dust pollution created during the course of development affecting the workings of Dale School.
- Over intensification of development in the locality taking into consideration the recent development by conversion of a former factory to create 6 flats opposite Dale School.
- Potential overcrowding of schools in the locality as the proposal are family dwellings and local schools are already over subscribed.
- Utility, delivery and emergency services already have difficulty accessing the streets in this area due to inadequate off street parking causing parking congestion on the streets.
- The petition objects to the loss of the bowling green.

These representations have been reproduced in this report

8. Consultations:

8.1. Sport England:

Sport England raise objection to the proposal on the basis that the applicant has not justified the loss of the bowling green and that no compensatory provision is proposed to offset the loss.

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9. Summary of policies most relevant: *Saved CDLPR policies / associated guidance.*

GD3	Flood protection.
GD4	Design and Urban Environment
GD5	Amenity.
H13	Residential development – General criteria.
E10	Renewable energy.
E23	Design.
L6	Sports pitches and playing fields.
T4	Access car parking and servicing.
T10	Access for disabled people.

The above is a summary of the policies and guidance that are relevant. Members should refer to their copy of the CDLPR for the full version or the department prior to the meeting.

10. Officer Opinion:

The proposal seeks to use land which has for at least the past four years, lain unused for any purpose since the public house itself underwent a change of use to a single dwelling house.

Formerly used as a bowling green in association with the public house the land is technically still endowed with an A4 use as land that was ancillary to the use of the wider site as a public house. Whilst the public house was still in operation the bowling green could have been converted to any use ancillary to the pub use without the need to apply for planning permission, for example as a pub beer garden.

The green has not been maintained as a bowling green for at least 4 years and at one time a bonfire had been set alight in the middle of the green which damage the playing surface. Although it is understood that the applicant has enquired of a previous user of the bowling green whether the pub club team wished to re-use the facility, the approach was not taken up. The green has no associated changing room or club house or toilet facilities the only remaining facilities being three flood lights mounted on scaffold poles.

The application details contain a justification statement for the loss of the bowling green as required in accordance with Planning Policy Guidance note 17. It contains the following statement.

“Planning Policy Guidance Note 17 identifies that sports and recreational facilities are sustainable developments supporting the locality adding to social and community cohesion. The bowls green assisted in providing this whilst it formed part of the facilities available within the public house. The green together with the recreational pastime facilities provided elsewhere in the public house and other social activities provided within the building were all inter-related. The closure of the public house caused the loss of the “club house” and community support facilities which in turn resulted in the loss of demand for the green.

The Council by granting planning permission for the change of use of the public house effectively removed the anchor within which the bowls club

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operated. Without the anchor the club has no community basis for survival”.

I consider this to be a reasonable analysis of the current situation. I can see no prospects of the bowling green ever being taken back into use for bowling. It lacks the basic facilities required to support a bowling green and as long as it remains in private ownership I cannot believe there would be any incentive for the applicant to make it available to the general public.

Considering if the site has any function as open space, the site is privately owned with no public access. Visually the site is surrounded by walls of about 2 metres in height or by buildings so that from street level it has little function as amenity open space.

Sport England were consulted on this proposal although there was no statutory requirement to do so. They have objected to the proposal on the grounds that the applicant has not justified the loss of the bowling green and no compensatory provision is proposed. This is a rather rigid, fixed view and it might be the case that the details that were submitted for consultation may have not been fully taken into consideration.

The Council has commissioned a survey of sporting facilities within the City in accordance with PPG17 Guidance. I understand that this has reached a draft stage but work on it has presently stalled. From the draft however the application bowling green was not included as the consultants considered it to be out of use. The study found that based upon need there were sufficient bowling greens in the City to meet current demand. In terms of accessibility the proximity of existing greens at Normanton Park helps to meet local demand. So the retention of the Mafeking bowling green would not be necessary to meet identified demand.

I consider that there would be very little justification therefore to resist the redevelopment of this site with a view to retaining the bowling green facility.

I have noted the petition submitted objecting to the loss of the bowling green but I don't consider that this limited level of support can justify the retention of the bowling green which would most likely to continue to lie unused.

The land itself has no allocation in the City of Derby Local Plan Review and as such it can be seen as a windfall site in relation to housing provision. It was formerly part of the developed site with the Mafeking Hotel and has never been a domestic garden so I would consider it to be classified as brown land upon which there is a presumption in favour of development in preference to the use of greenfield sites, a classification which now includes domestic gardens.

The development would maintain the terraced character of the majority of the wider area which is by its nature quite intensive however the 5 dwellings now proposed has been reduced from the 9 that was originally proposed for this site. The provision of off-street parking for these dwellings is a departure from the normal total lack of off-street parking suffered by the majority of other terraced houses in the locality. This can only be seen as a benefit in an area that has undeniable parking congestion problems where many car owners have to park half on and half off the footway in the residential streets. I accept that occupiers of the proposed houses may own more than one car and that overspill parking may end up on the street but I consider that

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the benefit to be gained by provision of much needed housing and the beneficial use of land that has been left unused over the past 4 years outweighs the harm that the slight increase in parking congestion may cause.

I have noted also the concerns of the School with regard to highway safety particularly with regard to the safety of pupils of the school from the additional traffic that is likely to be generated by the increase in dwellings. The proposal has however received no objection from the highways division with regard to public safety and the entrances and exits to the site are designed with adequate pedestrian visibility splays to help to ensure access and egress for the site can be carried out safely.

The provision of parking spaces to the rear has reduced the amount of land available for the amenity space of private rear gardens of the properties and though already small, a further 0.8 meters will need to be shaved off the private garden areas to allow the necessary space for the parking provision to meet with the councils standards. This will in certain cases leave rear gardens of only about 3.4 to 5 metres. The space between dwellings to the immediate rear is however well above standard.

The front elevation has small front gardens of around 1.5 metres deep which will be behind low boundary walls topped with railings. The front gardens reflect the character of the other terraced dwellings in the street and I consider this to be an appropriate approach to the design so that it fits well with the existing streetscene.

The house type themselves have been designed to reflect the predominantly terraced appearance of the wider area although the windows will not have the same vertical emphasis of other original Victorian dwellings in the street. The three storey character of the houses should help to keep the scale of the dwellings similar to the Victorian dwellings in the street. By keeping the windows to the rooms in the roof space to the rear of the dwellings the front elevation should also fit well with the character of the existing street

The proposal is sufficiently distant from neighbouring dwellings, including the former Mafeking public house to avoid imposing any significant massing or overbearing impacts upon them. It also avoids any intrusive overlooking or loss of privacy with neighbouring dwellings and it has no significant overshadowing impacts on neighbouring properties.

Concerns have been raised by the land drainage section as the proposal fails to incorporate any sustainable drainage proposals and proposes to direct surface water run off directly to sewers. Current policy as contained in PPS 25 is to avoid any form of surface water run off directly to sewers that would increase flood risk. I consider that this matter should be capable of being resolved by attaching appropriate conditions to any planning permission that may be granted.

Concerns expressed by the Dale school governors with regard to noise and pollution that may be created during the course of construction are essentially temporary inconveniences that accompany most construction projects and these cannot be avoided. They are not considered to be a significant hazard to neighbouring occupiers and will end completely when the construction works are completed. It is not normally considered to be necessary to try to control these temporary effects though the planning process.

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Concerns are expressed by the Dale school governors with regard to existing and potential future overcrowding of the school but the number of children likely to be generated by a small housing scheme of 5 dwellings are not considered to be significant in terms of overall pupil numbers.

I am satisfied that the proposal would result in an acceptable form of development and bring back into beneficial use, a piece of land which currently has fallen out of use.

11. Recommended decision and summary of reasons:

11.1. To grant planning permission with conditions.

11.2. Summary of reasons:

The proposal would create a satisfactory type of development which would be in keeping with the predominantly residential character of the area and be in keeping with the visual character and appearance of the surrounding area. It should bring back into productive use an area of land that has been unused for several years and provide much needed housing.

11.3. Conditions:

1. Standard Condition 03... Three year expiry.
2. Standard Condition 100... List of approved plans.
3. Standard Condition 27...Details of external materials
4. Prior to any works commencing, full details of the proposed security barriers that are referred to in the design and access statement that are proposed to secure the vehicular access and egress from the site, shall be submitted to and approved in writing by the Local Planning Authority. The details shall incorporate a full five metre set back from the public highway and any barrier should not open towards or overhang the public highway or obstruct any parking provision. Any details that may be approved shall be adhered to in the execution of this planning permission
5. Standard condition 19 ...means of enclosure, wall fences etc.
6. Standard condition 30 ... hard surfaces to be laid out and drained
7. Standard condition 31 ... parking provision, vehicle parking and manoeuvring space.
8. Standard condition 38.. disposal of sewage. Supplemented by the following:
 - a. No development should take place until both foul and surface water sewerage schemes have been approved by the local planning authority. The surface water drainage shall include Sustainable Drainage features.
 - b. Runoff from the development shall be outlet at a rate not exceeding the present or pre-developed rate with the one in thirty year rainfall event retained below normal ground level, the one in 100 year plus climate change rainfall event to be retained on the development. Calculations to that end are to be approved by the local planning

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authority including that habitable rooms do not flood with the limiting device in place. The route of outflow from a rainfall event that exceeds that amount shall be made known to the local planning authority.

- c. A drainage statement from the Sewerage Undertaker to be forwarded before commencement of the development.
 - d. A geotechnical study is made that includes the permeability of the subsoil and results forwarded before commencement of the development.
- 9. Standard condition 104... Energy consumption.
 - 10. Before the dwellings are taken into use, one-way exit and entry signage shall be installed within the site in accordance with details that shall be submitted to and approved in writing by the Local Planning Authority. The signage shall be permanent and maintained at all times.

11.4. Reasons:

- 1. Standard reason E56...Time limit.
- 2. Standard reason E04...Avoidance of doubt.
- 3. Standard reason E26... Visual amenity of the streetscene...Policies GD4, H13 and E23
- 4. To ensure that vehicles can stand clear of the highway when waiting for the barrier to open, and to ensure that the barrier does not impede pedestrian or vehicular traffic along the highway or prevent the use of the car parking spaces provided....Policy T4
- 5. Standard reason E07 ...To preserve residential amenity...Policies GD5 H13 and
- 6. Standard reason E21... To ensure satisfactory drainage. Policy H13.
- 7. Standard reason E16...To accommodate parking and manoeuvring... Policy T4
- 8. Standard reason E52... Flood risk...Policy GD3
- 9. Standard reason E51...Energy consumption...Policy E10
- 10. In the interests of highway safety and to accommodate the parking and manoeuvring requirements of the development... Policy T4

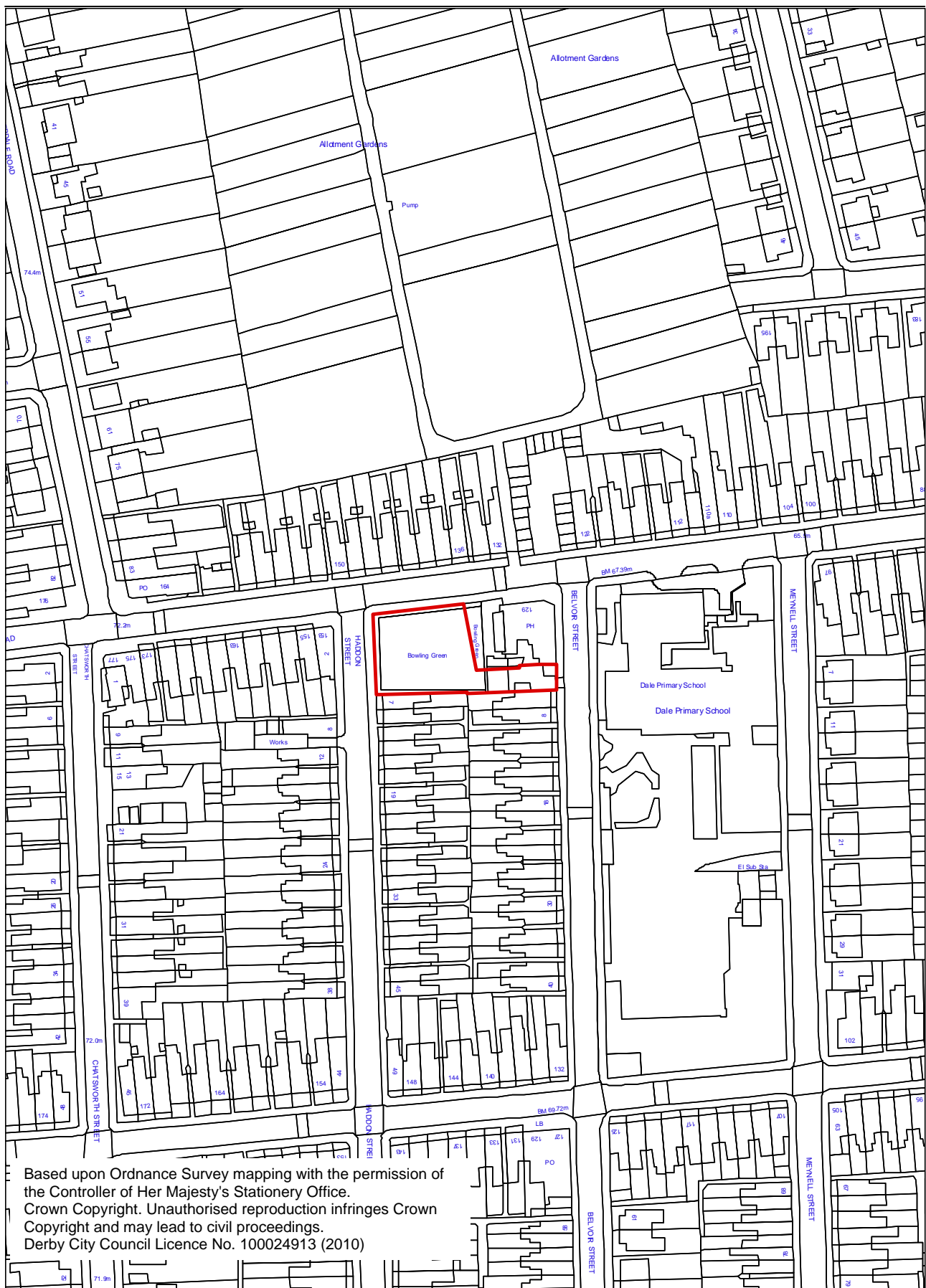
11.5. Application timescale:

The 8 week expiry date of the application is 14 Feb 2011. The application is brought before Committee following the receipt of the letters of objection and petition received.

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Application No: DER/12/10/01477

Type: Full



Enclosure

Brian Phillips
 Regeneration and Community Department
 Roman House
 Friar Gate
 Derby
 DE1 1XB

CITY OF DERBY DEVELOPMENT & CULTURAL SERVICES DEPT.	
FILE REF.	120/1477
DATE REC'D	- 7 JAN 2011
REFERRED TO	9/AL 10/11 BP
REPLIED	

6th January 2011

Dear Mr Phillips

Re: Application number DER/12/10/01477/PRI

We have received your letter concerning the revised planning application and although the number of dwellings proposed has been lowered again the school is still in objection to the proposal.

The reasons stated in our original letter (copy enclosed) will remain the same irrespective of the number of dwellings proposed.

Yours sincerely

Alison Crossley ✓
 Clerk to Governors



Enclosure

Brian Phillips
Regeneration and Community Department
Roman House
Friar Gate
Derby
DE1 1XB

24th March 2010

Dear Mr Phillips

Re: Application number DER/01/00062/PRI

I have been asked by my Governing Body to write to you regarding this application.

Dale Primary School sits on the corner of Belvoir Street and Porter Road and serves 550 pupils.

Recently another application for 6 flats in buildings to the rear of Porter Road (application no: DER/11/09/01337/PRI) was granted in the immediate area of the school which is relevant to this further application.

We wish to comment on this application for the bowling green area for the following reasons:

- Increased traffic / parking
- Noise and pollution
- Over intensification
- Impact on local community / school spaces

Increased Traffic / Parking

This is a densely populated area of the city and parking for all homes is street based. During the day there is increased pressure on parking with the arrival of 70+ staff working at the school many of whom travel in cars to work.

Congestion around the school is significant; Porter Road is a main thoroughfare through the area. At school peak times, morning, lunch and after school, additional cars parked in the area bring significant issues around child and road safety. This is a continual problem for the school. We notice there are no plans to provide garage space for these homes.

Enclosure

When the homes are under construction there will be an increase in traffic to the site including large delivery lorries / skips etc. All will need access to the site increasing the dangers to pupils.

Noise and Pollution

Whilst construction is taking place the school will be significantly affected by both noise and dust pollution.

Playgrounds for the school front on to Porter Road and Belvoir Street. The Porter Road playground is used by our youngest children, 4 / 5 year olds. The spaces are limited in size and consequently used all day for fresh outdoor space for the children as part of our curriculum provision.

The development to the rear of Porter Road is already showing us how much of an issue this noise / pollution element of our concern can be.

Over Intensification

If this new application is granted in addition to the recent granting of application number DER/11/09/01337/PRI there will be an additional 15 homes for development in this small area. There is less than 100 metres between the two developments.

Impact on Local Community / School Spaces

We note that this development is for 9 family dwellings. This area is already an intensive housing area with no green space other than the former bowling green.

The homes because they are family homes will by their nature bring additional children to the area. Dale is already an oversubscribed school; e.g. in the school admission year 2009 there were 121 applications for the 75 places available for children aged 4 / 5. Every year group is full with a waiting list of pupils waiting to join the school. Where will the children from these new homes attend school? There will be additional pressure on this an already overcrowded school.

We therefore as a school wish to bring these issues to your notice as part of your consideration process for the application.

Yours sincerely

Linda Sullivan
Head Teacher

Enclosure

Neighbour comments for Planning Application 12/10/01477

Site Address: Site of Bowling Green adjacent 2 Belvoir Street, Derby
(Vehicle access by Haddon Street & Belvoir Street)

Comments received from: Mr Newton, 146 Porter Road

Type of Response: OBJE

Comments:

Dear Sir/Madam,

I am still concerned about the proposed development for several reasons. This is already an overpopulated area, with its own problems.

These have been highlighted recently in the papers and recognised by the council, who have set up a Task Force, which has brought together several services to try and tackle the problems.

We have lived in our present property for 36 years, in that time we have never experienced the problems we are at the moment.

The addition of 5 new dwellings will put extra pressure on the services, schools etc, in an already overpopulated area. I also notice with interest, the comments made by the Highways Land Drainage Neighbourhood Directorate about drainage issues, several of our neighbours already have issues with blocked drains. The impression I get from the letter is that under present proposals, the building of these 5 dwellings will put extra pressure on the system.

The entrance and exit to the site are opposite schools. The entrance is opposite the Pakistan school and the exit is opposite the main entrance to Dale school, I hardly think this is an ideal situation. The parking in the area is also a problem, especially in the school term, when obviously there is an influx of extra cars belonging to members of staff and parents dropping children off/picking them up again. I know the proposals incorporate one parking space per property, but this does not mean they will use them. Also if any of the families have more than one car, these will have to be parked on the street anyway, putting more pressure on the area.

I know you as a department will not have to live with the consequences of your decision, but we do.

I hope you will take into account these genuine concerns before you make your decision.

Yours sincerely

Pete Newton

Does not wish to speak at committee.

Date Comments Accepted: 12/01/2011

Enclosure

Neighbour comments for Planning Application 12/10/01477

Site Address: Site of Bowling Green adjacent 2 Belvoir Street, Derby
(Vehicle access by Haddon Street & Belvoir Street)

Comments received from: Miss & Mr Meehan/Devine, 30 Belvoir Street

Type of Response: OBJE

Comments:

The objection we have is that there is already heavy congestion in this street due to Dale School and an already intense local population. Will these new residences have off road parking facilities ? Utility/Delivery and Emergency vehicles have difficulty accessing the street especially in the daytime. It has also been stated that the site is vacant and a prime target for vandalism and trespassers. To the best of our knowledge this is stretching the truth as there is some kind of activity there which would suggest someone to be there.

However, now that the paper has published the premises as vacant it has now surely become a prime target !!!!

To build 5 residences on this site would exacerbate the problems.

Does not wish to speak at committee.

Date Comments Accepted: 17/01/2011

Enclosure

Mr Ronald Crofts
Belvoir St
Derby
DE2 3NL

**Re: Proposed Building Planning Application 12/10/01477
adjacent to 2 Belvoir St, Normanton**

Dear Mr Phillips

I was shocked and dismayed to hear of the proposed destruction of the Bowling Green to make way for a residential development of 5 houses.

Normanton isn't blessed with as many wide open green spaces as other areas, as well as being one of the most densely populated parts of the city.

The Bowling Green is a small corner of Normanton like an oasis in the centre of what can seem to be a bleak, overbuilt zone. In our view, any reduction in the amount of such green space would impact quite severely and negatively on the area.

May I also draw the case officer's attention to the social amenity status of the site? The benefits of social interaction at the Bowling Green, particularly for those of senior years, cannot be simply disregarded. It is well documented that frequent contact with other like-minded folk can be such a positive part of life in later years.

Another aspect of the proposal also gives rise for concern and that is the increase in on-street parking and traffic that would inevitably increase should the proposal be agreed.

I would urge you, therefore, to consider the application carefully in the light of the objections raised and note the petitioners who have signed their accord to this appeal.

Yours faithfully

Ronald Crofts

CITY OF DERBY DEVELOPMENT & CULTURAL SERVICES DEPT.	
REF	12/10/1477
DATE RECEIVED	24 JAN 2011
REFERRED TO	MP-pl. ad O.
REPLIED	SP
copy petition to Corporate	

Re: Proposed Building Planning Application 12/10/01477
adjacent to 2 Belvoir St, Normanton

Enclosure

We the undersigned wish to object to the proposed destruction of the Bowling Green to make way for 5 dwellings

Name: RONALD CROFTS
Address: 28 BELVOIR ST DERBY DE 23 6NA.

Name: CHRISTINE MEENAN
Address: 30, BELVOIR ST.

Name: S DEIVING
Address: 30, BELVOIR ST

Name: S. WARRINGTON
Address: 28, BELVOIR ST

Name: M Rhule
Address:

Name: Lloyd Rhule
Address:

Name: RAJIT SINGH
Address:

Name: M. YASIR
Address: 18 BELVOIR STREET

Name: M. KHUSHAL
Address: 18 BELVOIR STREET

Name: JUNAID IMRAN
Address: 24 BELVOIR STREET

Name: ALISON MCALLISTER
Address: 22, STAUNTON AVENUE

Name:
Address:

Name:
Address:

Name:
Address:

Name:
Address:

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Name:
Address:

Name:
Address:



DERBY CITY COUNCIL

Derby City Council

Delegated Decisions Made Between 04/12/10 and 25/01/11

Application No	Application Type	Location	Proposal	Decision	Decision Date
04/10/00431/PRI	Full Planning Permission	Silver Ghost Inn, Field Drive, Alvaston, Derby	Extension and alterations to public house (shelter), formation of patio area and erection of fencing	Granted Conditionally	14/12/2010
05/10/00601/PRI	Full Planning Permission	10 Fenchurch Walk, Derby	Incorporation of land into residential curtilages and installation of 1.8m high fencing	Granted Conditionally	18/01/2011
06/10/00680/PRI	Full Planning Permission	73 Devonshire Drive, Mickleover, Derby	Change of use of first floor from Retail (Use Class A1) to Offices (Use Class B1) and installation of door	Granted Conditionally	13/12/2010
06/10/00710/DCC	Listed Building Consent -alterations	Ashgate Primary School, Ashbourne Road, Derby	Internal alterations including replacement of internal doors , removal of an internal wall, re-opening of an external bricked-up door and formation of double doors	Called In - Secretary of State	07/12/2010
07/10/00938/PRI	Full Planning Permission	Rhino Public House, Max Road, Chaddesden, Derby	Demolition of Public House and erection of 11 dwelling houses	Granted Conditionally	13/12/2010
08/10/00972/PRI	Full Planning Permission	Site of 35 - 41 Brighton Road, Alvaston, Derby (and land adjacent to 938 London Road)	Demolition of no's 35-41 Brighton Road and erection of retail unit (Use Class A1) and 12 apartments	Refuse Planning Permission	09/12/2010
08/10/01002/PRI	Full Planning Permission	141A London Road, Derby	Extension to shop (external staircase at rear)	Granted Conditionally	11/01/2011
08/10/01015/PRI	Full Planning Permission	Sunnyhill Post Office, 252 Stenson Road, Derby	Two storey side extension to form new retail unit with internal alterations to provide one house and one flat	Refuse Planning Permission	25/01/2011
08/10/01072/PRI	Full Planning Permission	16-18 City Road, Derby (Former G F Tomlinsons)	Change of use from Use Classes B1 (offices) and B2 (general industry) to Use Class B1 (offices), B2 (general industry) and D1 (education and training)	Granted Conditionally	06/01/2011
08/10/01077/PRI	Full Planning Permission	Land at Neighbourhood Centre, Rowallan Way, Chellaston, Derby	Erection of 44 apartments, and formation of communal facilities,car parking area and landscaping	Granted Conditionally	04/01/2011

Application No	Application Type	Location	Proposal	Decision	Decision Date
09/10/01094/PRI	Works to Trees under TPO	132 Smalley Drive, Oakwood, Derby	Crown thin Oak tree by 20%, prune lateral branches by 3m and crown raise Oak tree by 3m protected by Tree Preservation Order No. 247	Granted Conditionally	07/12/2010
09/10/01099/PRI	Full Planning Permission	117 Swarkestone Road, Chellaston, Derby	Erection of garage/ photographic studio	Granted Conditionally	14/12/2010
09/10/01107/PRI	Full Planning Permission	Wyvern Retail Park, Wyvern Way, Chaddesden, Derby	Refurbishment works to retail park and elevational alterations to retail units and erection of timber fence	Granted Conditionally	24/12/2010
09/10/01108/PRI	Variation/Waive of condition(s)	Unit 3, Wyvern Way, Chaddesden, Derby (former Empire Direct)	Variation of condition 7 of previously approved planning permission Code No. DER/02/89/00286 to permit the sale of a wider range of goods	Granted Conditionally	25/01/2011
09/10/01116/PRI	Full Planning Permission	Darley Abbey Village Hall, Abbey Yard, Darley Abbey, Derby	Erection of two storage sheds	Granted Conditionally	08/12/2010
09/10/01139/PRI	Full Planning Permission	20 Fairfax Road, Derby	Extension to dwelling house (garage, wet room, kitchen, bedrooms and enlargement of lounge)	Refuse Planning Permission	18/01/2011
09/10/01140/PRI	Full Planning Permission	9 Clipstone Gardens, Oakwood, Derby	First floor extension of dwelling house (bedroom and en-suite) and retention of boundary fence and gates	Refuse Planning Permission	21/01/2011
09/10/01141/PRI	Full Planning Permission	16 Sadler Gate, Derby	Erection of external escape stair and retractable canopy	Granted Conditionally	14/01/2011
09/10/01142/PRI	Listed Building Consent -alterations	16 Sadler Gate, Derby	Erection of external escape stair	Granted Conditionally	14/01/2011
09/10/01150/PRI	Full Planning Permission	Land adjacent 102 Peet Street, Derby	Erection of dwelling house	Granted Conditionally	23/12/2010
09/10/01166/PRI	Full Planning Permission	The Beer Barrel PH, 271-275 Osmaston Road, Derby	Change of use from Public House (Use Class A4) to two Hot Food Takeaways (Use Class A5) and installation of 2 shopfronts and roller shutters	Granted Conditionally	10/12/2010
09/10/01174/PRI	Full Planning Permission	25 Valley Road, Chaddesden, Derby	Extensions to dwelling house (playroom, utility room, porch, bedroom, dressing room , en-suite and enlargement of bedroom)	Granted Conditionally	10/12/2010

Application No	Application Type	Location	Proposal	Decision	Decision Date
09/10/01178/PRI	Full Planning Permission	Site of 39 Crabtree Close, Allestree, Derby	Demolition of existing dwelling house and erection of dwelling house	Refuse Planning Permission	25/01/2011
09/10/01179/DCC	Full Application - disabled People	57 Belgrave Street, Derby	Extension to dwelling house (shower room)	Granted Conditionally	17/01/2011
10/10/01194/PRI	Full Planning Permission	265 Harrington Street, Pear Tree, Derby (former Prime Foods)	Extension to cash and carry (toilets, offices, lobby and canopy), enlargement of mezzanine floor (office and storage) and alterations to elevations including increase in roof height, installation of roller shutters and formation of 11 additional parking spaces	Granted Conditionally	06/01/2011
10/10/01196/PRI	Full Planning Permission	41 Duffield Road, Derby (Former May May House)	Installation of shop front	Granted Conditionally	13/12/2010
10/10/01197/PRI	Advertisement consent	41 Duffield Road, Derby (Former May May House)	Display of 1 externally illuminated fascia sign	Granted Conditionally	13/12/2010
10/10/01203/PRI	Full Planning Permission	23 Quarn Drive, Allestree, Derby	Extension to dwelling house (store, enlargement of kitchen, dining room and living room) and formation of rooms in roof space (two bedrooms and bathroom)	Granted Conditionally	08/12/2010
10/10/01204/PRI	Listed Building Consent -alterations	36 Corn Market, Derby (Former Don Millers)	Installation of shop front, air conditioning units, 4 satellite dishes and display of externally illuminated fascia sign and internally illuminated projecting sign	Granted Conditionally	12/01/2011
10/10/01205/PRI	Advertisement consent	36 Corn Market, Derby (Former Don Millers)	Display of externally illuminated fascia sign and internally illuminated projecting sign	Granted Conditionally	12/01/2011
10/10/01217/PRI	Full Planning Permission	10 Rowan Park Close, Derby	Extension to dwelling house (dining room, bedroom and en-suite)	Refuse Planning Permission	13/01/2011
10/10/01219/PRI	Full Planning Permission	8 Moorway Croft, Littleover, Derby	Extension to dwelling house (conservatory)	Granted	13/01/2011
10/10/01221/PRI	Outline Planning Permission	Reservoir Site and 120 Huntley Avenue, Spondon, Derby	Residential development including demolition of dwelling at No 120 for access (extension of time limit of previously approved outline application Code No. DER/11/07/02123 by a further three years)	Refuse Planning Permission	05/01/2011

Application No	Application Type	Location	Proposal	Decision	Decision Date
10/10/01222/PRI	Full Planning Permission	7 Chatsworth Crescent, Allestree, Derby	Extensions to dwelling house (playroom, kitchen, garage, en-suite, bathroom, bedroom and enlargement of dining room and bedroom)	Granted Conditionally	23/12/2010
10/10/01224/PRI	Full Planning Permission	17 Foremark Avenue, Derby	Extension to dwelling house (kitchen and dining room) and erection of detached garage	Granted Conditionally	13/12/2010
10/10/01225/PRI	Full Planning Permission	20 Hazel Avenue, Littleover, Derby	Extensions to dwelling house (porch, living room and enlargement of kitchen)	Refuse Planning Permission	20/12/2010
10/10/01227/PRI	Full Planning Permission	71A Chain Lane, Littleover, Derby	Formation of pitched roof over porch and garage	Granted Conditionally	14/01/2011
10/10/01228/PRI	Full Planning Permission	15 Witham Drive, Littleover, Derby	Extension to dwelling house (kitchen, dining room, sitting room, bedroom, en-suite and enlargement of lounge) and retention of garden wall	Granted Conditionally	05/01/2011
10/10/01234/PRI	Full Planning Permission	1 Nothills Close, Chellaston, Derby	Extension to dwelling house (bedroom and enlargement of kitchen/dining room)	Granted Conditionally	06/12/2010
10/10/01237/PRI	Full Planning Permission	Highfield House, Highfield Lane, Chaddesden, Derby	Extensions to dwelling house (loggia/covered way and enlargement of office), erection of detached garage and boundary walls	Granted Conditionally	06/12/2010
10/10/01238/PRI	Full Planning Permission	33 Denstone Drive, Alvaston, Derby	Extension to dwelling house (w.c)	Refuse Planning Permission	16/12/2010
10/10/01240/PRI	Full Planning Permission	83 Chapel Lane, Spondon, Derby	Extension to dwelling house (enlargement of bathroom)	Refuse Planning Permission	06/12/2010
10/10/01241/PRI	Full Planning Permission	196 Rykneld Road, Littleover, Derby	Extension to dwelling house (porch)	Granted Conditionally	08/12/2010
10/10/01242/PRI	Full Planning Permission	85 Chapel Lane, Spondon, Derby	Extension to dwelling house (enlargement of bathroom)	Refuse Planning Permission	06/12/2010
10/10/01244/PRI	Full Planning Permission	79 - 81 and 81A Osmaston Road, Derby	Change of use of the upper floors of 81 Osmaston Road from office (Use Class B1) to music tuition rooms (Use Class D1) and Change of use of ground floor of No.81 from hot food take-away (Use Class A5) to retail (Use Class A1) including alterations to front and side elevations	Granted Conditionally	22/12/2010

Application No	Application Type	Location	Proposal	Decision	Decision Date
10/10/01246/PRI	Full Planning Permission	71 West Drive, Mickleover, Derby	Extension to dwelling house (bedroom/office)	Granted Conditionally	21/12/2010
10/10/01250/PRI	Full Planning Permission	41 Farmlands Lane, Littleover, Derby	Extension to dwelling house (family room, utility room, bedroom and enlargement of kitchen)	Granted Conditionally	04/01/2011
10/10/01251/PRI	Full Planning Permission	7 Brisbane Road, Mickleover, Derby	Extension to dwelling house (conservatory)	Granted Conditionally	10/12/2010
10/10/01252/PRI	Advertisement consent	14 Sinfin District Centre, Sinfin, Derby	Display of 1 non-illuminated fascia sign and 1 non-illuminated projecting sign	Granted Conditionally	22/12/2010
10/10/01253/PRI	Full Planning Permission	184 Stenson Road, Derby	Extension to dwelling house (two bedrooms and en-suite)	Granted Conditionally	16/12/2010
10/10/01254/PRI	Full Planning Permission	33 Riddings, Allestree, Derby	Extension to dwelling house (study, bedroom, en-suite and enlargement of kitchen)	Granted Conditionally	21/12/2010
10/10/01257/PRI	Advertisement consent	Pinxton House, 75 Sitwell Street, Spondon, Derby	Display of 2 internally illuminated fascia signs, 1 non-illuminated fascia sign and 1 externally illuminated projecting sign	Granted Conditionally	09/12/2010
10/10/01258/PRI	Full Planning Permission	35 Mansfield Road, Derby	Change of use from shop storage area to self contained office unit (Use Class A2)	Refuse Planning Permission	07/01/2011
10/10/01261/DCC	Local Council own development Reg 3	Games Court, Sinfin Lane/Swallowdale Road, Sinfin, Derby	Extension to perimeter fence to a height of 3.75m	Granted Conditionally	13/12/2010
10/10/01264/PRI	Full Planning Permission	12 Poyser Avenue, Chaddesden, Derby	Extension to dwelling house (conservatory)	Granted Conditionally	23/12/2010
10/10/01265/PRI	Full Application - Article 4	Flat 1, 1 Kedleston Road, Derby	Retention of windows	Refuse Planning Permission	14/12/2010
10/10/01266/PRI	Certificate of Lawfulness Proposed Use	23 Holyhead Drive, Oakwood, Derby	Extension to dwelling house (conservatory)	Granted Conditionally	23/12/2010
10/10/01267/PRI	Full Planning Permission	127-129 Green Lane, Derby	Change of use from offices (Use Class B1) to house in multiple occupation (Sui Generis Use)	Refuse Planning Permission	13/12/2010

Application No	Application Type	Location	Proposal	Decision	Decision Date
10/10/01269/PRI	Full Planning Permission	229 Chellaston Road, Derby	Extension to dwelling house (porch)	Granted Conditionally	17/12/2010
10/10/01270/PRI	Full Planning Permission	482 Nottingham Road, Derby	Change of use from Retail (Use Class A1) to Financial and Professional Services (Use Class A2)	Granted Conditionally	15/12/2010
10/10/01271/PRI	Full Planning Permission	58 Robincroft Road, Allestree, Derby	Extension to dwelling house (kitchen and bedroom)	Granted Conditionally	14/12/2010
10/10/01272/PRI	Full Planning Permission	163 Pear Tree Crescent, Derby	Extension to dwelling house (dining room and enlargement of kitchen)	Granted Conditionally	21/12/2010
10/10/01278/DCC	Local Council own development Reg 3	Harrington Nursery School, Harrington Street, Pear Tree, Derby	Erection of 2.4m high fencing	Granted Conditionally	10/01/2011
10/10/01279/PRI	Full Planning Permission	19 Church Street, Spondon, Derby	Change of use from retail (Use Class A1) to residential (Use Class C3) including alterations to elevations	Granted Conditionally	21/01/2011
10/10/01281/PRI	Works to Trees under TPO	125 Whitaker Road, Derby	Pollarding of 3 Lime trees protected by Tree Preservation Order 2001 No 280 (Burton Road, Whitaker Road, Arden Close, Grafton Street, The Close, Howard Avenue)	Granted Conditionally	14/12/2010
10/10/01282/PRI	Full Planning Permission	2 Units Traffic Street, Derby (former Nationwide Autocentre)	Change of use from garage (Use Class B2) to car sales (Sui Generis Use) together with retention of use as hand car wash and valeting centre (Sui Generis Use)	Granted Conditionally	06/01/2011
10/10/01284/PRI	Full Planning Permission	19 Gisborne Crescent, Allestree, Derby	Extensions to dwelling house (dining room, kitchen/breakfast room, study, utility room, reception, 3 bedrooms, en-suite and enlargement of bedroom and en-suite) and erection of detached double garage	Granted Conditionally	20/12/2010
10/10/01286/PRI	Prior Notification	Footpath southside of Knightsbridge, adjacent junction with Prince Charles Avenue, Derby	Erection of 14.8m high telecommunications mast, 3 antennae and equipment cabinet	Raise Objections	14/12/2010
10/10/01288/PRI	Full Planning Permission	48 Elms Avenue, Littleover, Derby	Extension to dwelling house (hall and shower room)	Granted Conditionally	20/12/2010

Application No	Application Type	Location	Proposal	Decision	Decision Date
10/10/01290/PRI	Full Planning Permission	13 Morledge, Derby (Former Olan Mills Photography)	Change of use from Financial and Professional Services (Use Class A2) to Dual Use as Restaurant (Use Class A3) and Hot Food Take-Away (Use Class A5)	Granted Conditionally	17/12/2010
10/10/01299/PRI	Works to Trees under TPO	2 Spindletree Drive, Oakwood, Derby	Crown reduce Oak Tree protected by Tree Preservation Order 2000 No.247 (Trees at Oakwood)	Granted Conditionally	14/12/2010
10/10/01301/PRI	Listed Building Consent -alterations	15-17 Iron Gate, Derby (Emily Brigdens)	Installation of replacement window	Granted Conditionally	21/12/2010
10/10/01302/PRI	Advertisement consent	19-20 Sadler Gate, Derby	Display of 2 non- illuminated board signs	Granted Conditionally	21/12/2010
10/10/01303/PRI	Full Planning Permission	18 Sadler Gate, Derby (Mark Scott)	Installation of shopfront	Granted Conditionally	21/12/2010
10/10/01304/PRI	Full Planning Permission	19-20 Sadler Gate, Derby	Installation of shopfront	Granted Conditionally	14/12/2010
10/10/01305/PRI	Listed Building Consent -alterations	19-20 Sadler Gate, Derby	Installation of shopfront	Granted Conditionally	16/12/2010
10/10/01310/PRI	Full Application - Article 4	8 St. Pauls Road, Derby	Installation of replacement windows	Granted Conditionally	13/01/2011
10/10/01311/PRI	Full Application - Article 4	102 Arthur Street, Derby	Installation of replacement windows	Granted Conditionally	13/01/2011
10/10/01312/PRI	Full Planning Permission	Red Cottage, 31 Keats Avenue, Littleover, Derby	Extensions to dwelling house (gym, play room, breakfast room, 2 bedrooms, 2 en-suites, balcony and enlargement of dining room)	Granted Conditionally	23/12/2010
10/10/01313/PRI	Full Planning Permission	127 Station Road, Mickleover, Derby (Oak House Nursery)	Extension to nursery (conservatory)	Granted	22/12/2010
10/10/01314/PRI	Full Planning Permission	28 Sadler Gate, Derby (Giorgio Reggiani)	Installation of shopfront	Granted Conditionally	17/01/2011
10/10/01315/PRI	Full Planning Permission	Flats 7 - 9 Bank Court, Wheeldon Avenue, Derby	Conversion of 7-9 Bank Court into 2 flats	Granted	23/12/2010

Application No	Application Type	Location	Proposal	Decision	Decision Date
10/10/01316/PRI	Full Planning Permission	Land at side of 91 Borrowfield Road, Spondon, Derby (access via Kirkdale Avenue)	Erection of detached dwelling house	Granted Conditionally	06/01/2011
10/10/01317/PRI	Full Planning Permission	31 Brockley, Spondon, Derby	Extension to dwelling house (w.c.on first floor)	Granted Conditionally	14/12/2010
10/10/01322/PRI	Certificate of Lawfulness Proposed Use	41 Lawn Heads Avenue, Littleover, Derby	Formation of rooms in roof space	Granted	24/01/2011
10/10/01324/PRI	Full Planning Permission	17 Bath Road, Mickleover, Derby	Single storey extension to dwelling (verandah and enlargement of living room and bathroom) and erection of car port	Granted Conditionally	23/12/2010
10/10/01325/PRI	Full Planning Permission	Radbourne Unit, Royal Derby Hospital, Uttoxeter New Road, Derby	Installation of replacement windows	Granted Conditionally	23/12/2010
10/10/01327/PRI	Full Planning Permission	67 Highfield Road, Derby	Single storey extensions to dwelling house (porch and enlargement of dining room and kitchen) and erection of boundary wall and gates	Granted Conditionally	19/01/2011
10/10/01329/PRI	Certificate of Lawfulness Proposed Use	35 Callow Hill Way, Littleover, Derby	Alterations to dwelling house to convert garage to habitable room	Granted	13/01/2011
11/10/01332/PRI	Listed Building Consent -alterations	1 Royal Buildings, Victoria Street, Derby	Installation of shopfront	Granted Conditionally	18/01/2011
11/10/01333/PRI	Full Planning Permission	169 Pastures Hill, Littleover, Derby	Two storey extension to dwelling house (3 bedrooms and lounge)-amendments to previously approved planning application DER/07/10/00859 to provide room in roof space, rear dormer and rear extension	Granted Conditionally	07/01/2011
11/10/01334/PRI	Full Planning Permission	Former Auto Care Vehicle Valeting, Stores Road, Derby	Change of use from Business/General Industrial/Storages uses (Use Classes B1/B2/B8) to Vehicle Hire, Vehicle Storage and Valeting Use (Sui Generis Use)	Granted	23/12/2010

Application No	Application Type	Location	Proposal	Decision	Decision Date
11/10/01336/PRI	Full Planning Permission	Rolls Royce Plc, Wilmore Road, Derby	Extension to Engine Build Factory and associated car parking and servicing areas (amendment to previously approved planning permission Code No.DER/05/10/00630)	Granted Conditionally	18/01/2011
11/10/01339/PRI	Advertisement consent	415 Burton Road, Derby (Bridge Dental and Implant Clinic)	Display of 1 externally illuminated and 1 internally illuminated freestanding sign	Granted Conditionally	18/01/2011
11/10/01340/PRI	Full Planning Permission	6 Peggs Walk, Derby	Two storey extension to dwelling (bedroom, dressing room, en-suite and enlargement of lounge and utility room)	Granted Conditionally	23/12/2010
11/10/01347/PRI	Full Planning Permission	Unit 5, Southgate Retail Park, Normanton Road, Derby (former Woolworth Store)	Change of use Retail (Use Class A1) to Retail and Gymnasium (Use Classes A1 and D2)	Granted Conditionally	25/01/2011
11/10/01351/PRI	Full Planning Permission	252 Uttoxeter New Road, Derby (Welcome take-away)	Installation of extraction flue	Granted Conditionally	03/01/2011
11/10/01352/PRI	Full Planning Permission	8 Vine Close, Littleover, Derby	Single storey extension to dwelling house (enlargement of kitchen)	Granted Conditionally	23/12/2010
11/10/01354/DCC	Listed Building Consent -alterations	Entrance to Old Blacksmiths Yard, Derby	Display of non-illuminated signage	Withdrawn Application	25/01/2011
11/10/01356/PRI	Full Planning Permission	10 Whyteleafe Grove, Oakwood, Derby	First floor extension to dwelling house (bedroom and bathroom)	Granted Conditionally	14/12/2010
11/10/01357/PRI	Works to Trees under TPO	9 Courtland Gardens, Alvaston, Derby	Crown thin by 15%, crown lift to 4m, crown clean and remove deadwood of 2 Lime trees protected by Tree Preservation Order 2001 No 282 (58, 58a & 60 Shardlow Road & Courtland Gardens Alvaston)	Granted Conditionally	04/01/2011
11/10/01358/PRI	Full Planning Permission	Site of 131 Morley Road, Oakwood, Derby	Demolition of dwelling house and erection of 2 dwelling houses and alterations to access (extension of time limit of previously approved planning application Code No. DER/10/07/01923 by a further three years)	Granted Conditionally	25/01/2011
11/10/01359/PRI	Certificate of Lawfulness Proposed Use	13 Cavendish Avenue, Allestree, Derby	Single storey extension to dwelling house (cloak room and garden room)	Granted	20/12/2010

Application No	Application Type	Location	Proposal	Decision	Decision Date
11/10/01360/PRI	Full Planning Permission	4 Sherwood Avenue, Chaddesden, Derby	Single storey rear and side extension to dwelling (bathroom, kitchen and lounge)	Refuse Planning Permission	17/01/2011
11/10/01361/PRI	Non-material amendment	Unit 10B, Victory Park Way, Derby	Erection of 11 industrial units (Use Class B1, B2 and B8) (non-material amendments to previously approved planning permission Code No. DER/11/06/01801 and DER/07/09/00855 to amend elevations on Unit 10b)	Granted Conditionally	22/12/2010
11/10/01362/PRI	Full Planning Permission	Unit 10B, Victory Park Way, Derby	Amendment to previously approved planning permissions DER/11/06/01801 and DER/07/09/00855 to alter the external layout and car park to Unit 10b	Granted Conditionally	20/01/2011
11/10/01363/PRI	Full Planning Permission	13 Carron Close, Sinfen, Derby	Extensions to dwelling house (porch, dressing room and enlargement of bedroom)	Granted Conditionally	04/01/2011
11/10/01367/PRI	Full Planning Permission	29 Lockwood Road, Allestree, Derby	First floor extension to dwelling house (bedroom, bathroom and enlargement of bedroom) and erection of conservatory	Granted Conditionally	04/01/2011
11/10/01375/PRI	Works to Trees under TPO	The Homestead, 36 Sitwell Street, Spondon, Derby	Fell 2 Hornbeams and crown clean, reduce branch by 1.5 metres and remove deadwood of Beech tree and felling of Horse Chestnut tree protected by Tree Preservation Orders 1998 and 2002 No`s 184 and 345 (The Homestead 36 Sitwell Street Spondon)	Granted Conditionally	12/01/2011
11/10/01376/PRI	Full Planning Permission	Units 1 and 1a Bemrose Park, Wayzgoose Drive, Derby	Installation of windows and doors	Granted Conditionally	06/01/2011
11/10/01377/PRI	Advertisement consent	Derby Carriage Works, Litchurch Lane, Derby	Display of non illuminated fascia sign	Granted Conditionally	10/01/2011
11/10/01380/PRI	Full Planning Permission	Unit C, 2 City Road, Derby	Erection of canopy to external seating area for cafe/restaurant previously approved under Code No. DER/06/09/00693	Granted Conditionally	06/01/2011
11/10/01381/PRI	Full Planning Permission	8 Thorn Close, Allestree, Derby	Two storey and single storey extensions to dwelling house (dining room, dressing room and porch)	Granted Conditionally	10/01/2011
11/10/01383/PRI	Full Planning Permission	835 Osmaston Road, Derby	Change of use from residential (Use Class C3) to Retail (Use Class A1) including single storey rear extension and installation of shop front	Granted Conditionally	11/01/2011

Application No	Application Type	Location	Proposal	Decision	Decision Date
11/10/01388/PRI	Full Planning Permission	73 Danebridge Crescent, Oakwood, Derby	Single storey extension to dwelling house (family room)	Granted Conditionally	11/01/2011
11/10/01389/PRI	Advertisement consent	Unit 6, Pentagon Trade Park, Pentagon Island, Nottingham Road, Derby	Display of 2 internally illuminated fascia signs and 1 non illuminated fascia sign	Granted Conditionally	20/01/2011
11/10/01390/PRI	Full Planning Permission	44 Lincoln Avenue, Derby	First floor extension to dwelling house (bedroom and bathroom)	Granted Conditionally	12/01/2011
11/10/01391/PRI	Full Application - Article 4	84 Arthur Street, Derby	Installation of replacement windows and doors	Granted Conditionally	12/01/2011
11/10/01392/PRI	Advertisement consent	4 Queen Street, Derby (Oviso Financial Services)	Display of externally illuminated fascia sign and non-illuminated projecting sign	Granted Conditionally	13/01/2011
11/10/01394/PRI	Full Planning Permission	238 Chellaston Road, Derby (Shelton Lock Fish Bar)	Installation of shop front	Granted Conditionally	13/01/2011
11/10/01395/PRI	Advertisement consent	238 Chellaston Road, Derby, (Shelton Lock Fish Bar)	Display of internally illuminated fascia sign	Granted Conditionally	13/01/2011
11/10/01397/PRI	Full Planning Permission	170 Stenson Road, Derby	Erection of detached garage	Granted Conditionally	13/01/2011
11/10/01398/PRI	Full Planning Permission	10 Weirfield Road, Darley Abbey, Derby	Single storey extensions to dwelling house (porch and enlargement of lounge)	Granted Conditionally	05/01/2011
11/10/01399/DCC	Local Council own development Reg 3	St. Chads C Of E Infant School, Gordon Road, Derby	Erection of cycle/scooter shelter	Granted Conditionally	14/01/2011
11/10/01402/PRI	Full Planning Permission	Units 3 - 4 Kingsway Retail Park, Derby (Comet)	Refurbishment of units to include alterations to elevations and roof, improvements to lighting and hard landscaping and alterations to car park layout	Granted Conditionally	14/01/2011
11/10/01409/PRI	Full Planning Permission	90 Carlton Road, Derby	Extensions to dwelling house (wet room, en-suite and enlargement of lounge, kitchen, bedroom, bathroom and garage) and erection of conservatory (amendments to previously approved application DER/1209/1461)	Granted Conditionally	17/01/2011

Application No	Application Type	Location	Proposal	Decision	Decision Date
11/10/01412/PRI	Full Planning Permission	11 Grasmere Crescent, Sinfyn, Derby	Single storey extension to dwelling house (conservatory)	Granted Conditionally	17/01/2011
11/10/01414/DC5	Prior Notification	Highway verge adjacent electricity substation, Warwick Avenue, Derby (near head of Lime Walk)	Erection of 14.8m high telecommunications mast, 3 antennae and equipment cabinet	Raise No Objection	13/01/2011
11/10/01415/PRI	Full Planning Permission	191A Warwick Avenue, Derby	Increase in height of roof and formation of room in roof space of bungalow (2 bedrooms, shower room and store)	Granted Conditionally	13/01/2011
11/10/01417/PRI	Full Planning Permission	1 Royal Buildings, Victoria Street, Derby	Installation of shopfront	Granted Conditionally	18/01/2011
11/10/01421/PRI	Full Planning Permission	10 The Close, Derby	Single storey extension to dwelling house (kitchen/dining room, enlargement of living room and alterations to roof to form rooms in roofspace)	Granted Conditionally	19/01/2011
11/10/01422/PRI	Works to Trees in a Conservation Area	140 Duffield Road, Derby	Pollarding of 2 Lime trees, removal of dead branches from Rubinia tree (rear garden), removal of overhanging branch of Magnolia tree, crown reduction by 25% of Apple tree, crown reduction by 5% of Magnolia tree (front garden) and felling of Rubinia tree (front garden) within Strutts Park Conservation Area	Raise No Objection	25/01/2011
11/10/01423/PRI	Full Planning Permission	42 Gladstone Street, Derby	Two storey extension to dwelling house (study, w.c., two bedrooms and enlargement of kitchen)	Refuse Planning Permission	11/01/2011
11/10/01424/PRI	Full Planning Permission	10 Becket Street, Derby (Derby Foam and Upholstery Supplies)	First floor extension to shop (link corridor)	Granted Conditionally	13/01/2011
11/10/01427/PRI	Full Planning Permission	Land at 10-12 Stornoway Close, Sinfyn, Derby	Erection of dwelling house	Granted Conditionally	25/01/2011
11/10/01430/DCC	Listed Building Consent -alterations	21-23 Friar Gate, Derby	Display of non-illuminated badge sign	Granted Conditionally	20/01/2011

Application No	Application Type	Location	Proposal	Decision	Decision Date
11/10/01435/PRI	Works to Trees under TPO	165A Pastures Hill, Littleover, Derby,	Removal of branches, crown raising and deadwooding of Oak tree protected by Tree Preservation Order 2000 No 230 (165 Pastures Hill Littleover)	Granted Conditionally	21/01/2011
11/10/01445/PRI	Outline Planning Permission	Land at side of 2 St. Johns Close, Allestree, Derby	Erection of dwelling house (Extension of time limit of previously approved Outline application Code No. DER/07/07/01404/PRI by a further three years)	Granted Conditionally	18/01/2011
12/10/01456/PRI	Works to Trees under TPO	Trees along front of B Site car park, Rolls Royce Plc, Victory Road, Derby	Felling of 72 Poplar, 2 Limes, 1 Elm and 1 Ash tree protected by Tree Preservation Order 1996 No 132 (Victory Road)	Granted Conditionally	24/01/2011
12/10/01462/PRI	Advertisement consent	17 King Street, Derby	Display of non illuminated projecting banner sign	Granted Conditionally	25/01/2011
12/10/01478/PRI	Full Planning Permission	15 Smalley Drive, Oakwood, Derby	Extension to dwelling house (dining room)	Granted Conditionally	21/01/2011
12/10/01481/PRI	Full Planning Permission	8 Cornhill, Allestree, Derby (Walnut Cottage)	Erection of garden shelter	Granted Conditionally	19/01/2011
12/10/01482/PRI	Listed Building Consent -alterations	8 Cornhill, Allestree, Derby (Walnut Cottage)	Erection of garden shelter	Granted Conditionally	19/01/2011
01/11/00015/PRI	Works to Trees under TPO	70 Shardlow Road, Alvaston, Derby (The Grange)	Deadwooding of Cedar and felling of Copper Beech tree protected by Tree Preservation Order 1999 No. 199 (Field Lane/Shardlow Road Alvaston)	Withdrawn Application	12/01/2011

Total Number of Delegated Decisions made during this period: 144