

## **Applications to be considered**

### **SUMMARY**

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

### **RECOMMENDATION**

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

### **REASONS FOR RECOMMENDATION**

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

### **SUPPORTING INFORMATION**

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

### **OTHER OPTIONS CONSIDERED**

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

**For more information contact:**  
**Background papers:**  
**List of appendices:**

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None  
Appendix 1 – Monthly Development Control Report

# ITEM8

## Appendix 1

### Development Control Report



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**Planning Control Committee 17 April 2014**

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1	1 - 18	05/13/00572	Site of Asterdale Leisure Centre, Borrowash Road, Spondon.	Demolition of leisure centre, erection of offices (Use Class B1), erection of changing rooms and alterations to access and car parking, formation of vehicular access and formation of associated servicing and landscaping	<p><b>A. To refer</b> the application and all supporting information to the National Planning Casework Unit (NPCU) as development in the Green Belt being a departure from the adopted Local Plan.</p> <p><b>B.</b> Subject to the application not being called in by the NPCU for determination by the Secretary of State <b>to authorise</b> the Director of Planning and Property Services to negotiate the terms of a Section 106 Agreement to achieve the objectives set out below and to authorise the Director of Planning and Property Services to enter into such an agreement.</p> <p><b>C. To authorise</b> the Director of Planning and Property Services to <b>grant permission</b> upon conclusion of the above Section 106 Agreement.</p>
2	19 - 27	08/13/00984	Land between 12 and 14 Seymour Close, Derby.	Demolition of garages and erection of 4 dwelling houses and formation of landscaping and vehicular accesses	<b>To grant</b> planning permission with conditions
3	28 - 35	09/13/01133	Land adjacent to 3 and 16 Alum Close, Alvaston. (Site of garages & car park)	Erection of 4 dwellings and formation of 14 parking spaces	<b>To grant</b> planning permission with conditions

## **Committee Report Item No:1**

**Application No:** DER/05/13/00572

**Type:** Full

### **1. Application Details**

**Address:** Site of the former Asterdale Leisure Centre, Borrowash Road, Spondon

**Ward:** Spondon

#### **Proposal:**

Demolition of leisure centre, erection of offices (Use Class B1), erection of changing facility and alterations to access, formation of new vehicular access, provision of car parking and associated landscaping

#### **Further Details:**

Web-link to application documents –

<http://eplanning.derby.gov.uk/acolnet/planningpages02/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=94745>

#### **Brief description:**

This is a full application for redevelopment of the former Asterdale Leisure Centre, to the east of Borrowash Road, Spondon, which has been vacant for a long period of time. The leisure centre building, which is a two storey, brick and render structure, sits within an existing sports complex, comprising sports pitches, playing fields and disused tennis courts. The existing pitches which are to the north of the main building, are currently in regular use by sports clubs resident on the site for football, rugby and archery. These pitches are not affected by the proposed development of the Asterdale building, although access and parking provision for the sports facilities would be altered and this forms part of the overall proposal.

The Asterdale building and the playing fields are located within the Green Belt, which extends up to Borrowash Road from the east. The site lies on the edge of the city and adjacent to the built up area of Spondon. The surrounding area is primarily residential, characterised by suburban style housing. The nearest dwelling to the main building is adjacent to the entrance to the site, known as “Stoney Lodge”. There is also a children’s nursery to the south of the site and a golf driving range to the north of the sports pitches.

Access to the site is currently via a single entrance onto Borrowash Road and there is a large hard surfaced car parking fronting the main building. This is currently used by the sports clubs on the site and the adjacent bowls club and Borrowash Victoria football club.

The proposal is to demolish the former leisure centre building and erect two storey offices in B1 Use, as a headquarters for the applicant’s business. The development includes associated car parking for the offices and landscaping.

There is a history of previous applications on this site, for redevelopment and re-use of the Asterdale building for offices. There is one extant planning permission for change of use and extension of the building to form offices, granted in 2010 (DER/10/09/01267). Commencement of the extension to the building in October 2013, has implemented that permission and this is a material consideration in the determination of the current proposal.

The proposed office development is to be sited in a roughly similar position to the existing building. The floorspace of the existing Asterdale building is stated as being

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1363.5 square metres. The proposed offices would comprise 2126 square metres of floorspace. The floorspace of the new build would therefore be a larger in scale than the existing, by approximately 760 square metres. The extant 2010 permission for change of use and extension of the building would provide approximately 2,250 square metres of floorspace, which is slightly larger than the current proposed new build. The 2009 scheme for proposed new build offices was for approximately 3,300 square metres of floor space and had a larger footprint than the current proposal.

The footprint of the new building would be 1063 sq metres, approximately 58 square metres greater than the existing building.

The proposed building is a contemporary and striking design and form, which takes the form of two separate blocks joined by a glazed atrium. It would be similar in design to the 2009 proposal, but of a smaller scale and footprint. The square block is approximately 25 x 25 metres in area and would have a double mono pitched roofline, with external staircase to three of the corners. The elevations would have horizontal glazing bands with dark coloured rendered panels and brisesoleil to the openings. The rectangular block would have a flat roof, with similar elevational finish and horizontal glazed panels. It would have footprint of approximately 30 x 16.5 metres in area. The overall height of the development is approximately 10 metres to the top of the mono pitched roofline.

In terms of access and car parking, the office development would be served by the existing vehicular access, which is to be altered to provide adequate visibility and a footway. The office's car park includes up to 56 spaces, including 3 disabled bays and a cycle store. The intention is that it would be a secured site and separate from the sports facilities which occupy the rest of the site. An area to the north and east of the existing building would also be enclosed into the curtilage of the office scheme for provision of landscaping and amenity space.

A new vehicular access would be formed towards the southern boundary of the site to serve a car park to the south east corner of the playing fields, for the users of the various sport facilities on the site and the adjacent bowls club and football pitch. The car parking area for the sports facilities would have a total of 133 spaces, including 41 along the access road, 4 coach spaces, 6 disabled bays and cycle storage. There would also be an additional 27 spaces provided on the edge of the playing field by use of grasscrete. This latter car parking element has been revised during the course of the application and is being amended further, by adding more parking bays along the access road to minimise the loss of playing field for car parking. Any further revision to the parking will be reported to the meeting.

The proposals show the retention of the existing changing rooms for the Graham Street Prims football club in situ and the relocation of a portable Terrapin building, for use as changing facilities for the resident rugby club, from the existing car park to the north east of the proposed office building on the sports field. The Terrapin building is intended to be used as a temporary changing room facility pending its replacement with a permanent changing facility in a similar location on the site, as shown on the accompanying drawings. The footprint of the proposed changing facility/pavilion as shown on the layout plan is to be extended by 12.5 metres, to meet the guidelines provided by Sport England and this revision will be reported to the meeting. The permanent changing building is intended to be developed in the proposed location,

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when external funding becomes available to provide the facility. This is likely to be following completion of the office development.

A new training pitch is also included in the scheme, to be located on the playing field to the north of the proposed car park.

**2. Relevant Planning History:**

DER/10/09/01267 –Change of use and extension of leisure centre building (Use Class D2) to Offices (Use Class B1) and formation of access road and car parking, Granted November 2010

DER/10/09/01268 – Change of use of leisure centre building (Use Class D2) and formation of access road and car parking, Granted November 2010

DER/01/09/00084 – Demolition of leisure centre buildings, erection of offices (Use Class B1) and formation of access road and parking, (Resolution to grant permission, subject to call-in by the Secretary of State) Withdrawn.

**3. Publicity:**

Neighbour Notification Letter - 40

Site Notice

Statutory Press Advert

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

**4. Representations:**

Ten objections have been received to date to the original and the subsequent revised layout plans. The main issues raised are as follows:

- The development of offices should not be undertaken in the Green Belt
- The sports facilities are important should be retained on the site
- The traffic increase arising from the office development would cause accidents on the highway.
- The site is too far from rail station to be accessible for the office development.
- Traffic generated by the offices would increase air pollution in local area.
- The second access onto Borrowash Road would cause congestion, noise and pollution.
- Insufficient car parking would be provided for the development and the sports clubs.
- Increase in traffic coming from A52 will be hazard for residents and the nearby school
- Site and building has been neglected by the applicant
- The original site layout proposals do not adequately meet the needs of the existing sports clubs occupying the site.

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Four representations in support of the scheme have also been received following submission of the revised plans. The comments are as follows:

- Security of tenure should be for minimum of 50 year rent.
- Location of future facilities/ pavilion building should minimise loss of playing field.
- The size of future building should meet sport industry guidelines.
- Services for the sport's clubs facilities should be maintained following the commencement of the development.
- Parking and access for sports clubs should be put in place before commencement of the development.
- The proposal facilitates the continued use of the site as a multi- sports facility.
- The proposal would form high quality office accommodation and maintain and promote sports facilities on the site, providing security for the sports clubs.

### **5. Consultations:**

#### **Highways DC:**

Borrowash Road is bounded by residential properties on the west and the Asterdale Leisure centre and outside facilities on the East in the vicinity of this proposal. This road, subject to a 30mph speed limit, provides access to Spondon and direct access from the A52 Derby to Nottingham bypass to the North and access to and from Nottingham Road Spondon and Borrowash to the South.

Based on the speed survey that have been provided as part of the submission the visibility splays provided at the existing access and proposed new accesses are acceptable for the proposed office development and sports uses.

The car parking provision for the size and type of office development appears to be in line with the current Derby City Local Plan standards for B1a Office Use of 1 space per 40 sqm. There are 56 car parking spaces proposed including 3 disabled spaces which is acceptable.

There is car parking provision of 160 spaces, including disabled spaces and 4 coach parking spaces to the south of the development shown for use by the club house and sports uses,. It appears that extra overspill parking has been provided over and above the previous submission.

Any works undertaken to the existing highway including the formation of the new access arrangements will need to be carried out under an appropriate agreement and to the satisfaction of the Highways Section.

An Outline Travel Plan has been submitted but a Full Travel Plan will need to be submitted for approval in writing.

In terms of traffic the expected number of trips generated by the proposed development will be minimal; therefore there will not be any significant highway network problems.

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### **Natural Environment:**

There is a protected lime tree to the front of the site, just south of the main entrance but comments made by the TPO Officer in relation to 10/09/01267 at this site accepted that this tree is diseased, which is why it is identified for removal in the current application. In relation to the proposed new access adjacent 325/327 Borrowash Road it appears that a substantial section of mature hedgerow will be removed. This hedgerow was identified in our Hedgerow Survey in 2003. At the time, over 1300 hedgerows were identified in the city, which are important for wildlife. This hedgerow itself is not species rich; however, it is still important as a landscape feature and is an important habitat, providing homes, route-ways and food for birds, mammals and numerous insects. Therefore, as long as recommendations made in the Arboricultural Assessment (FPCR March 2013) are followed, and reserved matters require the provision of a landscaping plan, which addresses the planting of a replacement hedgerow along the new sightline outside of 325/327 Borrowash Road, no further comment to make other than the usual standard conditions to ensure the protection of retained trees, such as tree protection fencing is in place before and during construction works and, where necessary, no dig solutions are implemented in the root protection area.

### **Environmental Services (Sport & Leisure):**

It's important to highlight that Asterdale Sports Ground is an existing sports facility and performs a vital role in supporting local club sport. The Council's Leisure Facility Strategy promotes a 3 tier framework of facility provision. Asterdale falls in to tier 3 and contributes by providing local community sport provision and therefore is a key strategic site for this area of the city.

The length of lease is an important consideration and encourage a 50 to 60 year lease to a sports association (representing the sports clubs on the site). The City Council would not be prepared to take a lease on the pitches. Any charges proposed need to take into account the on-going maintenance responsibilities by the sport clubs. The terms of the lease should also recognise the future potential of the sports association under the terms of the lease to improve changing, car parking and sports provision as part of future development of sports related facilities on site.

Conditions should ensure that the community use can be maintained during any construction work that is undertaken.

### **Environmental Services (Health – Pollution):**

The proposal will involve some demolition and building works. Given the proximity of residential properties, I advise that contractors limit noisy works to between 07.30 and 18.00 hours Monday to Friday, 07.30 and 13.00 hours on Saturdays and no noisy work on Sundays and Bank Holidays. This is to prevent nuisance to neighbours. There should also be no bonfires on site at any time.

### **ENV Agency:**

The proposed development would be acceptable provided conditions are attached to secure surface water drainage scheme for the site.

### **Derbyshire Wildlife Trust:**

To be reported.



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### **Sport England:**

In response to the revisions to the site layout proposals of 24 March 2014 and 17 January 2014:

The omission of the additional vehicular access, parking and portable building from the northern part of the site addresses the issue of quantitative loss of the playing field (tennis court and redgra pitch) in this area of the site identified in Sport England's letter of objection.

The repositioning of the changing facility and official's parking would reduce encroachment onto the playing field when compared to the previously submitted site layout details. Such ancillary facilities should be fit for purpose and meet current guidelines and a further revision is required to address this. The footprint of the building would need to be extended by 12.5 metres and shifted more to the west to limit projection into playing field.

The amendments to the sport club's car parking would lessen impact on the playing field, but overall there is still a greater encroachment than in the previously approved office scheme. There does appear to be scope to increase the number of permanent (hard surfaced) parking spaces adjacent to access road through rationalisation of the landscaping along the access to deliver a further 6 or 7 spaces thereby reducing the extent of overspill requirement on the playing field.

Shared parking arrangements with the office unit would minimise the extent of additional dedicated sports parking and thereby reduce encroachment onto the playing field whilst minimising the cost of provision, but understand that this is not proposed nor being further considered.

Previous comments concerning shared parking arrangements for offices and sports uses are maintained along with the need for site to be supported by a permanent fit for purpose changing room/ clubhouse facility. Notwithstanding this, if a revised site plan addresses the comments in relation to the footprint of the proposed permanent changing facility and amendments to car parking, then on balance these elements of the proposal could be considered to accord with Exception E2 of the playing field's policy (subject also to recommended planning conditions).

There is support for addressing issues by use of planning conditions rather than an over-complicated Section 106 Agreement. It is understood that progress has been made in this regard with a commitment to a 50 year lease for the sports use in the draft terms of the Section 106. There is also agreement to condition concerning temporary storage facilities for the sports uses.

A plan outlining the precise extent of the sports facilities on site and the office planning unit should also be provided to ensure clarity about the areas to which they refer.

### **Highways (Land Drainage):**

Support the comments of the Environment Agency and recommend conditions to secure surface water drainage scheme for the site.

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### **Erewash Borough Council:**

There would be no significant increase in volume compared with the previously approved scheme and as the scheme involves replacing the existing building with a more contemporary structure. No objections are raised.

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

GD1	Social Inclusion
GD2	Protection of the Environment
GD3	Flood Risk
GD4	Design and the Urban Environment
GD5	Amenity
E1	Green Belt
E7	Protection of Habitats
E9	Trees
E10	Renewable Energy
E17	Landscaping Schemes
E23	Design
EP13	Business development in other areas
L6	Sports pitches and playing fields
T1	Transport Implications of new development
T4	Access, Parking and Servicing
T5	Off-Street parking
T10	Access for disabled people

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

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

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

## **7. Officer Opinion:**

### **Key Issues:**

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

- Principle of B1 office development in the Green Belt.
- Design and layout and impact on visual and residential amenities.
- Access and parking implications for office development and sports facilities.
- Impact on sports use of the site.
- Other environmental considerations.

### **Principle of B1 office development in the Green Belt**

This full application is the latest of four schemes to be submitted for the introduction of an office headquarters on the site of the former Asterdale leisure centre. The applicant has an extant planning permission for change of use of the existing building and extensions to form offices, granted in 2010. A previous scheme submitted in

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2009, was for a new build development, similar to the current proposal, which had a resolution to grant permission by this committee. The application was subsequently withdrawn, following call- in by the Secretary of State. This earlier office development proposal had a larger amount of footprint and floor space, but the building design is comparable with the current scheme. The proposed offices are intended to provide new premises for a Derby based telecommunication's company, with an existing site on Bateman Street.

The application site is located within the Green Belt, which extends along the eastern edge of Spondon to separate this part of the city from Borrowash. Under Policy E1, development is only permitted which falls within specified categories and B1 office development is not one of them. The NPPF gives great importance to Green Belts and their objectives which are to prevent urban sprawl and maintain openness. Paragraphs 87-88 of the NPPF maintains that inappropriate development is by definition harmful to the Green Belt and should only be approved in "very special circumstances". Applications for new buildings should give substantial weight to any harm to the Green Belt and the inappropriateness of the proposal would need to be clearly outweighed by other considerations.

Regard has also been given to para. 89 of the NPPF which lists exceptions to construction of new buildings in the Green Belt. One of these exceptions is for the partial or complete redevelopment of previously developed sites, including redundant sites, which would not have a greater impact on the openness of the Green Belt and on the purpose of including land within it. Since the former Asterdale building does constitute a redundant site and a brownfield site, within the Green Belt, it could be argued that the proposed redevelopment of the building does amount to an exception to the policy, provided that the impacts of the development are no greater than the existing development, as stated in the NPPF.

The appraisal put forward in this section will seek to demonstrate that the proposed office development would not have a significant impact on the openness of the Green Belt or on the purpose of including the land within it, which in this case is to prevent the merging of Spondon and Borrowash. On the assumption that the proposal is inappropriate development and therefore contrary to national and local Green Belt policy, consideration must be given as to whether there are very special circumstances, in which to allow the proposal to be granted permission.

In this case, there are considered to be very special circumstances to support the redevelopment of the former Asterdale building for employment use. On this site, there is the issue of securing a long-term future for the existing sports facilities and playing fields on the wider site, which are allocated under Policy L6 of the adopted Local Plan, which can only be reasonably be achieved by securing a viable use for the redundant site.

The proposed development is for a replacement building sited over the footprint of the existing Asterdale building and of similar overall height to the current building, which would limit the development's impact on the openness of the Green Belt. As such it could be considered to be an exception to the policy.

The sports pitches and playing fields on the site are a long established facility, which are in regular use by the private sports clubs, for football, rugby and archery. The sports clubs do not have any security of tenure to use the facilities and as such the

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recreational use of the wider site could be terminated at any time, by the current land owner. The lack of tenure also limits access to external funding by the sports clubs, inhibiting opportunity to improve the facilities.

As part of the proposal to develop the main building for employment use, the applicant has agreed to secure the long term retention of the existing sports uses, by means of 50 year lease agreement with the clubs, to give the clubs a secure occupation on the site. This is to be secured by means of a Section 106 Agreement. The Heads of Terms of this have been agreed in principle and involved negotiation with the Council's Head of Sport and Leisure Services. This would include a clause to require the owner/ occupier of the site to maintain the existing sports facilities on the site in continuous use.

The application also includes a package of physical measures to improve the ancillary facilities on the wider site for the sports uses. These have been revised and enhanced during the course of the application, in response to objections raised by Sport England and the sport's clubs national organisations. A separate vehicular access is proposed (which was not included in the previous schemes) to serve the sports facilities and provide separate car parking for all the sports uses on the site and the adjacent bowling green and football stadium. A total of 160 spaces are proposed to meet the potential demand for parking on match days. A designated pedestrian route to the sports pitches and designated official's parking is also proposed. The siting of a new changing room facility/ pavilion is also proposed within the scheme, to provide and ultimately enhance facilities for the sports users on the site. Finally a new designated training pitch is proposed to be laid out on the area to the north of the new car parking, which would enhance playing field provision on the site.

The former leisure centre on the site has been a vacant building, since at least 2007, when it was purchased by the applicant for an office headquarters for the business. The long term vacancy of the building and associated land and car parking, give the site a run-down and neglected appearance. The tennis courts to the north of the site have already become disused and are excluded from the application site. The proposed office development would allow regeneration of the site and introduce a permanent active presence and a secure environment, which would benefit the users of the sports facilities on the wider site and provide opportunity for enhancing those facilities and increase their usage.

Securing the existing sports uses on the wider site would have a significant social benefit for the local community and would also accord with the NPPF and Local Plan policies, which promote the provision of sports and recreation facilities, for the health and well-being of local communities. There is understood to be a relatively limited amount of sports pitches within the Spondon area of the city and the Asterdale site is key part of the existing playing field provision in this community. The proposed enhancements and mitigation to safeguard the sports facilities on the site are welcome, although they are only likely to be delivered via the proposed development of the former leisure centre. In the absence of a new development coming forward for the Asterdale site, the sports facilities may become further run down or disused, resulting in a loss of sports use from part or all of the site.

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There are considered to be very special circumstances in this case to permit a departure from Green Belt policy by developing site, to enable the sports facilities and playing fields on the site to be protected and ancillary provision enhanced for the benefit of the local community. The proposal to limit the scale and height of the new office building, to be comparable with the existing building, would also in my opinion minimise the harm to the openness of the Green Belt.

### **Other Policy issues:**

The proposed office floor space to be formed on the site is 2 126 square metres, which is less than the 2 500 sq. m. threshold for new major office development in Policy EP10, although there is no such threshold in the NPPF. Since large scale office schemes should be directed to designated centres and city centre. A sequential test for site selection is normally required for a proposal of this type, although it has not been provided for this scheme. Despite this, there are other factors, in relation to the retention of the sports provision on the site, which are considered override the need for a sequential test in this case.

Policy EP13 allows for business uses outside allocated sites provided that it would not conflict with other policies in the Local Plan, would not lead to a gross over-supply of business and industrial land, where B2 and B8 uses would be likely to adversely affect the amenity of nearby residents, permission is restricted to B1 and that the proposal is well integrated with the existing pattern of development.

Whilst the B1 office proposal does conflict with Green Belt policy E1, there are not considered to be any conflicts with the other criteria in the policy. The scale of the development would not result in a significant over supply of employment land in the city and as replacement for an existing building, the proposal would fit in with the pattern of development in this part of Spondon. The provisions of EP13 are therefore considered to be adequately met.

### **Design and Impact on Visual and Residential Amenity**

The former Asterdale building is of limited architectural quality or visual interest. The main two storey building has a somewhat dated appearance and has been subject to various flat roof additions, which do not contribute to its quality. The proposal is to demolish this building and replace with a modern two storey office development over the existing footprint.

The proposed office building is considered to be of a high quality, contemporary design, separated into two distinctive blocks, linked by a glazed atrium. The development would be striking architecturally and be a prominent and distinctive structure when viewed from the site entrance on Borrowash Road. The building would include extensive areas of glazing to maximise natural daylight to the interior and use of coloured cladding on the facades. The tallest part of the building, which has a double mono pitch roofline is intended to be a lightweight feature, which would break up the overall massing of the building. The overall height of the development is proposed to be no greater than that of the existing building.

The quality and innovative design of the building, layout and its modest scale would add to the distinctiveness of the streetscene in this location and reflect the general scale of the surrounding residential area. The building would fit in successfully into this location and would therefore accord with the provisions of Policies GD4, E17 and E23.

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In terms of proposed floorspace, the new building would amount to approximately 64% increase over the existing building, although it have 6% less floor space than the implemented scheme for change of use and extension to the existing building. Overall, the current development proposal would not in my opinion be of a significantly greater scale or massing, when compared with both the existing building and the existing with the approved two storey extension.

The proposed development would, by virtue of its height, siting and scale have no more significant impact on the openness of the Green Belt than the existing building on the site. The new building would have a greater visual presence from the Borrowash Road frontage and this is due to its orientation, relative to the current building, which faces in a south west direction. It would also be more prominent from the bowling green and football stadium to the south east of the site, than the existing structure. However, in general, the office development, being relatively modest in scale and height would not be clearly visible from the surrounding countryside or even the nearby streetscape, particularly Derby Road.

Tall belts of planting, including established hedges and trees, exist along the site perimeter, particularly on the north and east boundaries and limit long range views into the site. Mature trees and planting along the Borrowash Road frontage, effectively screen the site at present, although there is likely be some thinning to form the new access road. The development would mainly impact on the Borrowash Road street scene and nearby properties to the west of the site, which are outside the Green Belt. The new development, like the existing buildings would be partially screened from the surrounding area by the existing and proposed landscape planting. The vegetation and open space around the site would also help to soften the impact of the development from surrounding vantage points. The visual impact of the development is therefore likely to be mainly localised and would not intrude significantly into the wider landscape. Overall, I consider that the proposal would not be detrimental to the openness of the Green Belt.

The proposal is to incorporate measures into the development to enhance sustainability and energy efficiency. The orientation and design of the building would utilise natural resources and take account of the need to reduce energy consumption. Measures to utilise renewable energy and natural ventilation, rainwater harvesting and low energy construction methods are proposed to be used in the development. Drainage systems to limit surface water run off from the site are also to be included. The overall design and form of the development would make a positive contribution to energy use and minimise flood risk, which satisfies the requirements of Policies GD3 and E10.

### **Residential amenities:**

The development site is relatively self contained and is currently screened from the road by mature vegetation fronting Borrowash Road. The main impact of the office development would be on the amenities of properties on the east side of Borrowash Road, to the south of the site and Stoney Lodge, a dwelling which lies alongside the main entrance to the site. The nearest dwelling to the south of the site, at 348 Borrowash Road, would be a minimum of 45 metres from the south west elevation of the two storey office building. They would be separated from the building by car parking and some proposed landscape planting, which may help to obscure views of the building. The property which would be most affected by the proposal is

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StoneyLodge, surrounded on three sides by the application site. The northwest facing elevation of the flat roof block of the building is to be approximately 30 metres from the rear elevation of Stoney Lodge. This end of the block contains the protection facility and plant room and as such potential for overlooking of the nearby dwelling is considered to be minimal. The overall height of the building is to be approximately 8.5 to 10 metres tall, such that any massing impact or overshadowing effects on the nearest affected properties should be negligible. Normal distances standards for protection of privacy between habitable room windows would be exceeded for all the nearby residential properties.

The properties on the opposite side of Borrowash Road are unlikely to be significantly affected by the siting of the building, although there would be some impact from traffic flows using the two proposed accesses. However, traffic generation arising from the development is not expected to be significant and should not therefore cause unreasonable disturbance to nearby residents.

A satisfactory level of amenity is considered to be provided as a result of the development, which is in line with the requirements of Policy GD5.

### **Access and Parking Implications of the development**

The proposed development is to be located on a main public transport corridor, located off the A52 and Derby Road. It is therefore an accessible location, despite being on the edge of the city boundary, served by various public transport and a national cycle route.

The traffic implications of the proposed office development are unlikely to be significantly greater than that of the previous sports and leisure use. The main differences would be in the timings of the vehicle trips, since the employment use would generate peak periods during normal rush hour. The leisure use would have had most visits at weekends and evenings. The Highways Officer is satisfied that the traffic generation arising from the proposal would not have an undue adverse effect on the local highway network, which accords with the requirements of Policy T1.

The Highways Officer has also not raised any concerns about visibility splays for the existing and proposed accesses onto Borrowash Road. The separation of the sports access and parking from that of the offices is considered appropriate and would avoid any potential conflict between the users of the two sites.

The proposed car parking provision for the offices at 56 spaces is considered adequate to meet the Council's parking standards for outside centre B1 uses. It has been noted that the applicant is not willing to allow the office car park to be used by the sports clubs on days of high weekend attendance. Supporting evidence has been provided by the agent to demonstrate that there are sound operational and commercial reasons for not doing so and these are accepted as being valid.

To address the issue of provide sufficient car parking for the various clubs and activities who use the site, a separate access road and car park with up to 160 spaces is proposed to the south east corner of the site, where there is currently a small parking area used by the on site clubs, the adjacent football club and bowls club. This car parking area, specifically to serve the existing sports facilities would be provided as part of the development. The level of proposed parking should provide an adequate provision to meet the needs of the clubs, including days of high

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attendance and occasions when there are various matches on at the same time. Whilst there may be an odd occasion, with very high demand for parking, when there may be some displacement parking onto the highway. This is likely to be very infrequent and should not cause undue adverse impacts on the public highway. A higher level of car parking for sports users on site, would inevitably lead to further encroachment onto the playing field, which is not desirable or acceptable.

There is cycle parking storage and disabled parking to be provided within both the office and sports club's car parks, which is appropriate for this form of development.

On balance, the proposed access and parking provision for the development and the existing sports uses are considered acceptable and would not give rise to an adverse impact on highway safety in the local area, meeting the provisions of Policies T4 and T10.

### **Impact on sports use of the site**

The provision of new offices on the site is an opportunity to secure the sports use of the whole site and provide improved ancillary facilities for the users of the sports pitches on the wider site. The long term retention of the sports use will be secured through a Section 106 Agreement for which Heads of Terms have been agreed in principle with the applicant. This would ensure the provision of a long lease for the existing sports clubs occupying the site and provide a mechanism to ensure that security of tenure is given to those clubs to enable the continued use and enhancement of the sports facilities on the site.

Under the proposals, the office development would be enclosed as a separate secure site, separated from the sports pitches and playing fields on the wider site with its own gated access. The office's enclosure incorporates a landscaped area to the north east of the main building, which encroaches into playing field, currently not marked out as a pitch. Concerns were raised in regard to the loss of part of the playing field to the office scheme, although the area to be enclosed is on a similar alignment to that of the approved 2010 scheme for change of use and extension to the building, which has been commenced on site. Sport England have now accepted the loss of part of the playing field in return for on-site mitigation enhancements to the proposed sports users car parking provision, provision of access and parking for match officials and pedestrian route to the sports pitches, provision of a replacement training pitch and a new changing facility/ pavilion to be sited alongside the main sports pitch.

Revisions have been made during the course of the application, to address the above issues and a further set of minor revisions are due to be received, which will be reported at the meeting. These changes have been made in response to objections raised by Sport England and on behalf of the resident sports clubs. The amendments which are awaited in addition to those already made, will substitute some of the grasscrete car parking spaces for additional spaces along the access road, increase the footprint of the proposed changing room/ pavilion and designate the pedestrian route shown on the layout drawing for access to the sports pitches. These amendments to the layout of the sports facilities on site, would largely resolve the concerns of Sport England and the sports clubs representatives. Sport England have stated that they will withdraw their objection to the application, if these further revisions are made to the scheme.



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The proposed changing room facility/ pavilion which is to be sited adjacent to the sports pitches, is intended to provide an enhanced facility for the existing clubs on the site and would be carried out, not as part of the office development, but under an agreed timetable, most probably following completion of the development and when funding becomes available. In the meantime, an existing portable “terrapin” building, which is already on the site and used for storage by the sports clubs, would be placed in the same location for use as changing facilities. Whilst this does not meet the relevant standards for changing facilities, it has been agreed with Sport England and the sports representatives, that this is an acceptable interim solution, to provide changing accommodation, until a permanent facility can be brought into use.

In terms of maintenance and enhancement of sports facilities on the site, the current proposal, as revised is considered to provide the best opportunity for securing the long term retention of sports use and improving facilities and access for the sports clubs occupying the site. The measures proposed would be secured by means of a Section 106 Agreement and planning conditions, to ensure that the proposals in relation to the sports pitches are delivered. Subject to these measures been delivered to mitigate for the limited loss of playing field, the development would satisfactorily accord with Policy L6 and para.74 of the NPPF.

**Other Environmental considerations**

There are numerous trees, groups of trees and hedgerows around the whole Asterdale site, which are all located around the perimeter. Abutting the main entrance and the western boundary close to the main building are established hedges and various trees, which appear to be part of the former landscape planting to the leisure centre. Only a Lime tree in this group, which is towards the south west corner is of particular merit. However, it is identified as being diseased and needs to be removed. A group of trees and part of the hedge would need to be removed to form the new vehicular access. However, these features are of limited amenity value and replacement planting as part of a landscaping scheme would mitigate for their removal. Along the southern boundary and on an adjoining property is a group of substantial mature Poplar trees, which are covered by a Tree Preservation Order and which overhang the site. The root protection area of these trees would be affected by the proposed access road and car parking, although the submitted Arboricultural Assessment recommends a no-dig form of construction, which would satisfactorily protect the trees and ensure their long term retention. Tree protection and appropriate construction methods for the trees can be secured by a suitable planning condition.

All the buildings on the site have been assessed for the presence of roosting bats and those to be demolished have been found to be of negligible or low potential. No evidence of bats were found in the buildings. The comments of Derbyshire Wildlife Trust will be reported to the meeting although on the evidence of the Ecological Survey, I am satisfied that the development on the site would not have a significantly harmful impact on protected bat species.

The proposals are therefore considered to meet the provisions of environmental policies GD2, E7 and E9.

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

- A. To refer** the application and all supporting information to the National Planning Casework Unit (NPCU) as development in the Green Belt being a departure from the adopted Local Plan.
- B.** Subject to the application not being called in by the NPCU for determination by the Secretary of State **to authorise** the Director of Planning and Property Services to negotiate the terms of a Section 106 Agreement to achieve the objectives set out below and to authorise the Director of Planning and Property Services to enter into such an agreement.
- C. To authorise** the Director of Planning and Property Services to **grant permission** upon conclusion of the above Section 106 Agreement.

**Summary of reasons:**

The re-development to form offices and associated parking would be of a design and scale which would maintain the openness of the Green Belt and preserve the visual amenities of the surrounding area and would not unreasonably affect the amenities of nearby properties.

**Conditions:**

- 1. Three year time limit for implementation.
- 2. To secure approval of specified plans
- 3. To secure agreement of external materials for use in the office development.
- 4. To secure details of a landscaping scheme for the office development and all car parking areas, including details of all planting and external works.
- 5. Implementation and maintenance of the landscaping scheme submitted under condition 4,
- 6. The interim changing room building to be provided in the location indicated on submitted drawing, to be replaced with the permanent changing room facility shown on submitted site layout drawing, in accordance with agreed timetable.
- 7. The permanent changing facility to be erected under condition 6 shall be developed in accordance with details of precise floor layouts and elevations to be submitted before development of changing facility commences.
- 8. The development to be carried out in accordance with tree protection details and no-dig construction methods and in line with BS 5837:2012 to protect all trees on and overhanging site and hedgerows in the submitted Arboricultural Assessment (March 2013).
- 9. Within 6 months of occupation of office development a full Travel Plan shall be prepared and submitted for approval and implemented as agreed.
- 10. Details of construction of proposed access and alterations to the existing access to be submitted and approved.
- 11. Details of siting and design of cycle parking and of bin storage facilities to be submitted and approved.

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12. Details of a surface water drainage scheme for the site, based on sustainable drainage principles to be submitted and approved.
13. Details of footprint of the proposed changing room facility to show underground services and connections for water, power etc.
14. Pedestrian route, vehicular access and car parking for the sports users to be provided in accordance with details and timetable to be agreed before development commences.
15. Method statement for maintaining current sports uses before and during the construction of the development to be submitted and agreed before development commences.
16. Provision of the interim changing and storage facilities on the site, before development of a permanent facility to be subject to timetable for implementation.
17. Construction management plan to be submitted and agreed, to include details of protection for playing fields during construction.
18. A management plan for sports use car parking provision to be submitted and agreed.
19. Details of boundary treatment and external lighting strategy for the office development to be submitted and agreed.

**Reasons:**

1. To comply with relevant legislation.
2. For avoidance of doubt.
3. To ensure satisfactory appearance of the development in interests of visual amenity – Policies GD4 & E23
4. To safeguard visual amenities of the surrounding area – Policies GD4 & E17
5. To safeguard visual amenities of the surrounding area – Policies GD4 & E17
6. In interests of providing facilities for sports and recreation use on the site – Policies GD1 & L6
7. In interests of providing facilities for sports and recreation use on the site – Policies GD1 & L6
8. To ensure retention of trees in interests of local amenity – Policies GD2 & E9
9. To provide for varied means of transport – Policies T1 & T4
10. In the interests of highway safety – Policies T1 & T4
11. To provide for various means of transport and servicing of the site– Policies T1 & T4
12. To minimise increased flood risk to users of the site and the surrounding area – Policy GD3
13. In interests of providing facilities for sports and recreation use on the site – Policies GD1 & L6

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14. In interests of providing facilities for sports and recreation use on the site – Policies GD1 & L6
15. In interests of providing facilities for sports and recreation use on the site – Policies GD1 & L6
16. In interests of providing facilities for sports and recreation use on the site – Policies GD1 & L6
17. In interests of providing facilities for sports and recreation use on the site – Policies GD1 & L6
18. In interests of providing facilities for sports and recreation use on the site – Policies GD1 & L6
19. In interests of visual amenity and community safety in the local area – GD4 & GD5

**Informative Notes:**

In order to carry out the off-site works required you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order to undertake the works you will need to enter into an agreement under Section 278 of the Act. Please contact: [HighwaysDevelopmentControl@derby.gov.uk](mailto:HighwaysDevelopmentControl@derby.gov.uk)

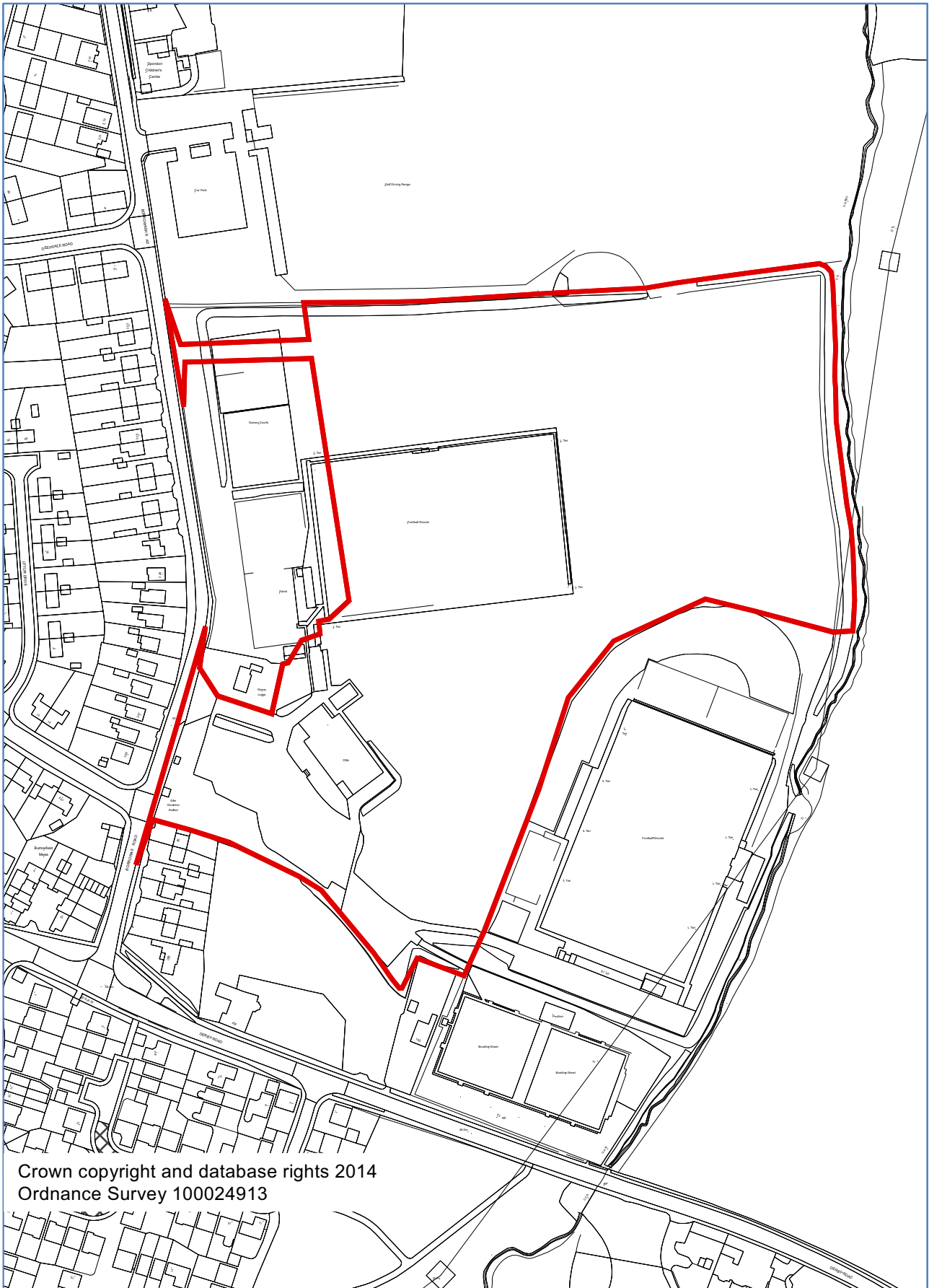
With regards to the Travel Plan Derby City Council have a Travel Plan grant scheme. Applications can be made for funding which could go towards a bus pass scheme or cycle storage provision, as part of the Connected programme. Details can be obtained from Tim Key | Travel Plan Officer.

**S106 requirements where appropriate:**

To secure lease agreements with the sports clubs occupying the site, to secure long term retention of the sports use of the site.

**Application timescale:**

The 13 week target for determination of the application was up on 18 September 2013 and an extension of time is agreed until the end of May.



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

**Application No:** DER/08/13/00984/PRI

**Type:** Full

### **1. Application Details**

**Address:** Land between 12 and 14 Seymour Close

**Ward:** Mackworth

**Proposal:**

Demolition of garages and erection of 4 dwelling houses together with landscaping and vehicular accesses

**Further Details:**

Web-link to application documents –

<http://eplanning.derby.gov.uk/acolnet/planningpages02/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=95186>

The application site is almost rectangular in shape. It sits to the south of the road corner in Seymour Close in a residential area in Mackworth. The site is approximately 938 square metre in area and extends to approximately 24m in width and 38m in depth. The site is currently occupied by 29 concrete sectional garages built in four rows along with their associated parking and turning areas.

Access to the site is via Seymour Close and the surrounding area is residential in character. The streetscene of Seymour Close is dominated by groups of short terraces and semi-detached two storey dwellings. The predominant building materials are brick and tile and the houses have a simple design with gabled and hipped roofs being a part of the established street scene. Land levels increase northwards along Seymour Close and the application site sits at a lower level than many of the houses that extend to its north. Apart from the 6m wide access onto Seymour Close, the site is land locked and it shares its boundaries with the gardens of houses fronting Seymour Close to the north and west, Westleigh Avenue to the east and Lyttelton Street to the south.

Planning permission is sought to demolish the existing garages and erect 4 dwellings on the site. They would comprise two pairs of semi-detached dwellings that would sit in a uniform line with their front elevations facing west. The houses would be two-bedroomed, two-storey houses with hipped roofs. Each house would have a private garden area to the rear of approximately 16m depth and would be served by a single off-street parking space that is proposed to be located to the front of the group of houses at the end of the vehicular access into the site off Seymour Close.

A Design and Access Statement and Bat Survey Report have been provided in support of the application.

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

DER/05/13/00574 – Demolition of garages and erection of 5 dwelling houses and associated groundworks, drainage, boundary fencing, car parking and formation of vehicular access – application withdrawn 02/08/13

### **3. Publicity:**

Neighbour Notification Letters sent to 25 neighbouring properties

Site Notice displayed on street furniture in Seymour Close

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

### **4. Representations:**

Two individual objections have been received in response to this application along with a petition containing 42 signatures of residents in Seymour Close, Raleigh Street, Westleigh Avenue and Lyttelton Street. The nature of the issues raised in objection to the application generally relate to the following;

- The level of parking being provided for the houses being insufficient
- The development resulting in additional on-street parking in Seymour Close and neighbouring streets as a result of the inadequate level of parking being provided for the proposed houses along with the loss of the garage parking on site
- Additional on street parking reducing road safety and causing an obstruction to emergency vehicles needing to access nearby dwellings
- The Seymour Road / Raleigh Street junction being dangerous already given that it is a main throughfare for HGV's, Kingsway Industrial Estate and the Transcylce depot along with it serving as a rat-run for the A38 and safety at this junction being made worse by the development
- The vehicular access into the site being too small and restricted by existing on street parking
- The existing garages being used and needed
- There being other land in the City that could benefit from regeneration without building on land that is in use and provides a use that is impossible to replace
- A loss of privacy for existing residents resulting from the windows in the rear of the dwellings
- The higher land level position of the houses resulting in them overlooking and overshadowing neighbouring houses
- The distances between dwellings shown on the plans not taking into account extensions that have been built
- The demolition of the existing garages removing existing boundary treatments and the replacement 1.8m high fences being inadequate
- The site being in the catchment for student accommodation for Derby University so the houses could be used by up to 20 no. students
- There being inaccuracies within the Design and Access Statement relative to the number of dwellings being proposed in the application, the number of people in the local area using the garages, the number of houses in Seymour Close having on plot parking already and the application site being underutilised and prone to fly tipping.
- A tree survey being required which considers the trees and hedges which adjoin the site on neighbouring land.

**5. Consultations:**

**Highways DC:**

No highway objections are raised to the application subject to conditions being imposed on any planning permission granted which require details of how the refuse bins are to be made available for collection within 25m of the public highway, prior to the dwellings being occupied and which require the proposed parking spaces to be available for use by the residents, prior to the dwellings being occupied.

**Derbyshire Wildlife Trust:**

The Trust considered the information provided in the Bat Survey Report provided by Udall-Martin Associates Ltd dated October 2013. They noted that the survey was informed by a data search with the relevant local nature conservation organisation for bat records in the locality and that a bat scoping survey of the garages had been carried out along with a subsequent dusk emergence survey. The Trust noted that no bats were recorded emerging from the garages during the nocturnal survey and no evidence of nesting birds was found during the survey. They advised that no further survey is required and it is likely that survey that has been undertaken for bats meets Government guidance and as such, sufficient information regarding these protected species has been provided.

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

GD4	Design and the urban environment
GD5	Amenity
H13	Residential development – general criteria
E7	Protection of habitats
E9	Trees
E23	Design
T4	Access, parking and servicing

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

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

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

**7. Officer Opinion:**

**Key Issues:**

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

- The principle of Residential Development
- Design Issues and Impact upon the Streetscene
- Residential Amenity Issues
- Highways Issues/Parking Provision



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### **The principle of Residential Development:**

The application site is not allocated for any particular use within the adopted City of Derby Local Plan Review. It is a brownfield site, located within an established residential area and therefore it is in a sustainable location and in principle, it is a suitable location for the new residential development proposed. It is clear that there is some local concern relative to the loss of the existing garages. They are owned by Derby Homes who have indicated that they no longer require the land for its current purpose and in planning terms, there are no policies that protect the sites use for garaging or would require the garages to be retained.

Local residents have expressed some concern relative to inaccuracies in the Design and Access Statement which indicate an intention to erect 5 dwellings on this site. A previous application for 5 dwellings on the site was withdrawn and it is clear that the reference to the provision of 5 units on the site is an error and is information which related to a previous application. The drawings submitted for consideration with this application are clear that 4 dwellings are now being proposed on the site and this is clarified in the description of development.

### **Design Issues and Impact upon the Streetscene:**

The two pairs of semi-detached properties would sit to the south of 14 Seymour Close. Although their siting would be slightly staggered relative to the front and rear elevations of this neighbouring dwelling, the front of the proposed dwellings would be viewed along the building line that extends along eastern side of the street. Although this building line is currently consistent with all existing properties on the eastern side of Seymour Close siting in a uniform line, the degree of change that would be offered by the proposal is not considered to be unduly harmful to the character of the street.

The overall design and external appearance of the dwellings are considered acceptable. The window openings are modest and along with the small canopies above the doorways, it is considered that the simple elevational treatment of the houses would be acceptable given the simple designs of the existing properties in Seymour Close. The hipped roof design would be consistent with the houses to the north. The degree of pitch to the roofs is greater than those neighbouring houses but is not considered excessive or unreasonable in this domestic context. Land levels are not consistent in this area and the ground level on the application site is slightly raised relative to some neighbouring houses in Westleigh Avenue and Lyttleton Street. However, these are two storey houses that are being proposed of a domestic scale and it is not considered that they would appear visually dominant in views from any neighbouring street scenes. Given these features and the proposed use of render for the walls of the four dwellings, there would be some variation between the style of the new houses and those which sit immediately adjacent in Seymour Close. However, overall I am satisfied that they would integrate satisfactorily with the established character of the area.

It is considered that the proposed layout offers a logical solution to the provision of new dwellings on this site with the parking areas being provided at the end of the main vehicular access into the site off Seymour Close. There are no design objections to the demolition of the existing garage blocks and overall the proposals are considered to comply with policies GD4, E23 and H13 of the CDLPR in respect of their design and impact upon the character of the streetscene.

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### **Residential Amenity Issues:**

The dimensions of the site are considered to be of sufficient size to accommodate the four dwellings without causing undue harm to the amenity of neighbours. The side elevation of the nearest dwelling to 14 Seymour Close would sit some 7m from its nearest side elevation which is a single storey section of this existing dwelling. Such a distance removes any encroachment of the 45 degree line guidance and I am satisfied that the development would not have a detrimental impact upon the amenity of that dwelling in terms of loss of light, or massing. Given the 16m deep rear gardens being proposed for the houses and over 30m distances being achieved between the rear elevations of the houses and those in Westleigh Avenue, any separation distances that we would normally try and achieve are easily met by this scheme. The rear gardens of dwellings on Lyttelton Street are also considered to provide a sufficient degree of separation between the rear elevations of those houses and the flank side elevation of the nearest property proposed on the application site. I have noted that residents who have objected to this application indicate that the submitted plans have not taken into account extensions that have been added to some of those neighbouring houses when these distances have been considered. Concerns have also been expressed that land level changes will result in the creation of an overlooking problem. However, I am satisfied that the separation distances are reasonable and the land level differences are not significant enough to give a cause for concern, given the sizes of the gardens being proposed for the new houses. The windows in the front elevation of the dwellings would sit approximately 13m from the site boundary with 12 Seymour Close and such a distance is considered reasonable to ensure that any undue overlooking or massing concerns do not arise. Overall, a sufficient level of open space is being provided around the four houses proposed to ensure that they do not depend on neighbouring gardens for amenity and outlook. The only first floor side facing windows would serve bathrooms and therefore they should be obscure glazed and I am satisfied that there would not be an unreasonable degree of direct overlooking of neighbours created by any of the upper floor windows.

The vehicular access into the site and the four parking spaces would occupy the western side of the site, close to the site boundary shared with 12 Seymour Close. Some noise and activity associated with the development would therefore be experienced by the occupiers of this property, although it would not result in unreasonable impact on resident's amenity. The scale of the development is also not considered to be excessive and may result in fewer vehicular movements than if the site remained in use as garages. The implications of the development for the amenities of the neighbouring occupiers are therefore deemed to be reasonable.

The submitted plans provide details which show that the existing boundary fences that divide the site from the gardens of neighbouring properties are to be retained. Although this has raised some objection from local residents, the existing fences support mature planting and sections of hedgerow that are located in the rear gardens of many of those neighbouring houses. The fence appears to be in a reasonable condition and is considered to provide a satisfactory screen between residential gardens. It would not therefore be considered beneficial to secure new boundary treatments in these locations. There are some trees in neighbouring gardens which sit close to the boundary with the application site. A tree survey has

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not been provided in support of the application but there are no trees on the site itself. Consideration does need to be given to the trees in the neighbouring gardens but it should be noted that the site is currently fully hard surfaced therefore the implications of the re-development of the site for those trees should be limited. There are no neighbouring trees that are considered worthy of formal protection through a preservation order and it is not considered that any neighbouring trees would unreasonably restrict the outlook and amenity within any of the dwellings proposed. In these circumstances, the submission of a tree survey is considered unnecessary but it would be reasonable to attach a condition which requires tree protection measures to be put in place for any trees that are considered may be affected by the construction phase of the development. The plans show the provision of new boundary fence between the gardens of the new houses and this is considered reasonable to ensure that a satisfactory level of privacy and amenity is created within the site itself.

It is considered that the proposed development would provide a satisfactory living environment for future occupiers in terms of both the internal and external spaces provided. Each property would be served by a sufficient amount of private amenity spaces and adequate bin storage can be provided to the rear of the houses. Accordingly, the proposal would reasonably accord with the requirements of policies GD5 and H13 in terms of its impact upon the amenities of neighbours and the provision of a satisfactory living environment.

**Highways Issues/Parking Provision:**

Subject to conditions, no objections have been raised by the Highways Officer to the location, or dimensions, of the vehicular access into this site which is an existing access that currently serves 29 garages. The levels of off-street car parking provided for the proposed dwellings (1 per property) are also considered to be acceptable in this location.

It is noted that one of the main issues raised in objection to this scheme by local residents are concerns about the amount of parking being provided for the houses along with the loss of the garages and associated car parking within the existing site. These concerns are noted but the Council would have an insufficient case to defend a refusal of the proposed scheme due to the loss of this facility. It is clear in the information provided in the application submission that the applicant Derby Homes, no longer intend to use the site for this purpose. They have indicated that only 3 immediate residents have use of the garages with all other users living over 7 miles from the site. This information is disputed by local residents who clearly feel that the loss of the garages would lead to more on street parking, congestion and a reduction of safety in the area. Whilst there may be some displacement parking as a result of the removal of the parking provision currently provided by the site, it is considered that the proposal would not have such a detrimental impact upon the locality in terms of resultant on-street parking, that the application can reasonably be refused planning permission. It is considered that a sufficient level of parking is being proposed to serve the development which is located in a sustainable location with access to public transport links. On this basis, the proposal is considered to reasonably comply with policy T4 of the CDLPR.

**Conclusion:**

The proposed development would create a satisfactory living environment for future occupiers and provides an opportunity to deliver 4 houses on a brownfield site, without having a detrimental impact upon neighbouring dwellings, or the visual amenity of the streetscene. The proposals would comply with the City Council's adopted parking standards and it is not considered that it would result in any adverse highway safety issues. Whilst the issues raised in objection to this application are noted, particularly those relative to the implications of the scheme for on street parking in the locality, there is no reasonable grounds on which this application could be resisted on that basis. The scheme would comply with the saved Local Plan policies listed above and would make a small contribution to the supply of housing in the City. The NPPF seeks to boost significantly the supply of housing and this proposal would accord with such aims. Accordingly, it is not considered that there are any reasonable grounds on which a grant of planning permission should be withheld.

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

**To grant** planning permission with conditions.

**Conditions:**

1. Standard condition 03 - time limit
2. Standard condition 100 – lists the approved plans
3. Standard condition 27 – details of external materials
4. Standard condition 30 – surfacing and drainage details for hard surfaces and those used by vehicles. The development to be implemented in accordance with the agreed details and the parking spaces to be available for use prior to the dwellings being occupied and not used for any other purpose.
5. Standard condition 20 – approval of landscaping scheme
6. Standard condition 22 – landscaping maintenance
7. The submission of detailed proposals for how bins are to be made available for collection with 25m of the public highway.
8. Standard condition 24A – tree protection during construction, including overhanging trees

**Reasons:**

1. Standard reason E56 - standard time limit reason
2. Standard reason E04 – for the avoidance of doubt
3. Standard reason E14 – to ensure a satisfactory external appearance ...policies GD4 and E23.
4. To ensure the provision of satisfactory drainage arrangements and the provision of off street parking in accordance with policies GD3 and T4.
5. Standard reason E10 – to safeguard visual amenities of the area ...policies GD4 and E23.

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6. Standard reason E10 – to safeguard visual amenities of the area ...policies GD4 and E23.
7. To make provision for satisfactory servicing arrangements in the interests of safeguarding the visual amenities of the area and in the interests of highway safety ...policies GD4, E23 and T4.
8. Standard reason E24 – to protect trees and other vegetation during construction works ...policy E9.

**Application timescale:**

The target date for the determination of this application has already expired.



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

**Application No:** DER/09/13/01133

**Type:** Full

### **1. Application Details**

**Address:** Land adjacent to 3 and 16 Alum Close, Alvaston

**Ward:** Alvaston

**Proposal:**

Erection of 4 bungalows and formation of 12 parking spaces

**Further Details:**

Web-link to application documents –

<http://eplanning.derby.gov.uk/acolnet/planningpages02/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=95342>

**Brief description:**

This application relates to a parking and turning area, with blocks of 15 garages, which lies at the end of Alum Close, Alvaston, Alum Close is located off Branksome Avenue and is a short residential street comprising of post-war bungalows and communal gardens. The site is located in a traditional residential area characterised by modern semi-detached dwellings and bungalows. To the west of the garage blocks is the Yews residential care home, with a single storey accommodation block adjacent to the site.

Full permission is sought for the demolition of the garage blocks on the site and erection of four, one bedroom bungalows in a row adjacent to 14 and 16 Alum Close. The bungalows would be occupied as social housing, managed by Derby Homes. The bungalows would be arranged in two semi-detached pairs with a footprint of approximately 14 x 8 square metres. The proposed design of the dwellings would be traditional in appearance and use of materials, with shallow hipped rooflines and small canopy porches. The bungalows are to be constructed of brick and roof tiles with Upvc fenestration. Each plot would have modest rear gardens and landscaping to the front elevation.

Seven parking spaces would be provided to the front of the bungalows, including one disabled bay. A turning head and footway is proposed to be provided to the front of 14- 16 Alum Close on part of the communal garden. Five additional parking bays, including a disabled bay are also proposed to be formed adjacent to 23 Branksome Avenue, for the benefit of residents in the local area. The parking provision would encroach on a small part of the communal garden and on part of a hard surfaced area, currently used for car parking.

The parking layout to the front of the bungalows and elsewhere on the street has been amended during the course of the application to address issues raised by the Highways Officer. This includes the omission of two of the parking spaces to form the proposed turning head onto Alum Close.

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

None relevant.

### **3. Publicity:**

Neighbour Notification Letter - 22

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**Type: Full**

Site Notice

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

### **4. Representations:**

Three letters of objection and a petition have been received in response to the application. The main issues raised are as follows:

- Loss of garage space and inappropriate use of land.
- Increase in on-street parking
- Increase in traffic in the street
- Insufficient parking spaces for the existing residents

One supporting comment has been received which states that there is a need for more housing for older people.

### **5. Consultations:**

#### **Highways DC:**

In response to the revised proposed layout drawings:

The application site on Alum Close currently has 15 lock-up garages plus room for up to 7 cars to park close to the garages. Alum Close is narrow and lacks a turning head. The open space in front of the garages is not part of the adopted highway, but it is currently used by some vehicles to turn round before leaving Alum Close. There are no parking restrictions on either Alum Close or Branksome Avenue.

The provision of 12 off road parking spaces would provide some parking for both the residents of the proposed 4 dwellings and other Derby Homes residents living in nearby properties and may mitigate to some extent the loss of off-street parking in the lock-up garages. There is a risk that the level of resident on street parking will increase as a result of this scheme proceeding.

The proposal offers 7 marked out parking bays in the vicinity of the 4 dwellings, with 6 metres of clear space in front of them which is satisfactory.

The use of permeable surfacing within the proposed off road car parking areas is satisfactory.

The width the vehicular access at the end of Alum Close would be 4.8 metres which is satisfactory. The visibility splays as indicated on drawing P008B would be satisfactory. The applicant indicates 2 x 2m pedestrian visibility on either side of the parking bays and the access which is satisfactory, but any planting or fencing in these areas should be kept to a maximum of 600mm high.

The refuse bins for the 4 dwellings are to be housed within the space between the 2 buildings and would be satisfactory.

The proposed turning head in front of 14 and 16 Alum Close is satisfactory. The indicated design meets the 6C's design guide standards. The minor revision of the route of the surfaced footpath just east of the proposed turning head is satisfactory.



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The revised footway surfacing close to the point where the adopted highway meets the private access to the car parking area is satisfactory.

Revisions of the proposal made by the applicant to address the highways issues that have been raised by us are satisfactory and in view of this there are no highways objections to the revised proposal.

### **Derbyshire Wildlife Trust:**

A daytime bat survey has been undertaken by a suitably licensed ecologist and the field survey work is supported by a desk study which is welcomed. The garages are assessed as supporting some features which could support roosting bats and a further bat activity survey during the active bat season is recommended with the report.

Because the buildings are to be demolished and have been assessed as being suitable to support roosting bats, further survey work is recommended to be carried out before application is determined.

The optimum survey months for this type of survey work is May-August/September. The latest Bat Surveys Good Practice Guidelines (2012) should be used for guidance.

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

GD4	Design and the Urban Environment
GD5	Amenity
H13	Residential Development
H11	Affordable Housing
E5	Biodiversity
E10	Renewable Energy
E23	Design
T4	Access and Parking
T10	Access for disabled people

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

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

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

## **7. Officer Opinion:**

### **Key Issues:**

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

- Principle of residential development
- Residential amenities
- Access and parking
- Impacts on protected species

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### **Principle of residential development**

This application relates to a parking and turning area at the end of Alum Close, which is currently occupied by blocks of garages. The site is not allocated for a particular use under adopted Local Plan policies and is classed as a brownfield site, which is suitable in principle for redevelopment for housing. The garages are not safeguarded under Local Plan policy for car parking and as such the site is suitable in principle for residential development, subject to compliance with the various criteria in Policy H13.

### **Residential and visual amenity**

The proposal is to erect four small bungalows on the site, which would be arranged in a row fronting onto a new parking area formed at the end of Alum Close. The bungalows would be sited alongside existing bungalows at 14 and 16 Alum Close, positioned approximately 2 metres forward of the front elevation of these dwellings. The design, form and scale of the proposed bungalows would be in keeping with the existing bungalows in Alum Close, although the elevational treatment and roofline is slightly different. Overall I am satisfied that the development would fit in with the general character and appearance of the streetscene in this residential location.

The removal of the garage blocks is considered acceptable, since they are of limited architectural and visual merit in the streetscape.

The design and layout of the proposed development is therefore considered to be in accordance with policies GD4, H13 and E23.

The bungalow development is to be located in a relatively constrained location surrounded on three sides by other bungalows and to the west of the site there are two storey dwellings and the Yews care home.

Due to the orientation of the new bungalows I am satisfied that the occupants of the neighbouring bungalows on Alum Close and Branksome Avenue would not be unreasonably affected in terms of loss of privacy or massing impact. There would be no significant overlooking of the nearby bungalows, since the development would be in line with the adjacent properties at 16 Alum Close and 11 Branksome Avenue. It would also face the side flank wall of 15 Alum Close. The front elevation of 16 Alum Close would see some limited massing effect and loss of light from the forward siting of the new bungalows. However, this is not likely to have a material effect on their living environment.

A single storey accommodation block of the Yews care home is located close to the western boundary with the site, which would be in proximity to the end bungalow on the row at a distance of approximately 6 metres. Having said that both the development and the accommodation block are single storey and would be screened by mature vegetation along the shared boundary. Boundary treatment could also be subject to a condition to ensure that privacy of the occupants is protected. The proposed rear gardens of the bungalows are modest in size and depth up to the western boundary. They would be a maximum of approximately of 5.1 metres, although they are considered to be adequate to provide usable amenity space for the occupants and therefore a satisfactory living environment would be achieved.

The amenities of other dwellings to the west of the site would not be significantly affected by the proposal.

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The proposal is considered to reasonably accord with the provisions of Policy GD5 in terms of protecting residential amenity and providing a high quality living environment for the occupants.

### **Access and parking**

Following the submission of revisions to the parking and access layout for the development and the omission of two parking spaces from the scheme, the Highways Officer is now satisfied with the proposals. The previously proposed parking spaces to the front of 14 and 16 Alum Close have been replaced with a turning head to provide appropriate turning provision for vehicles at the end of Alum Close and satisfy highway safety requirements.

The proposed car parking would comprise 12 spaces in total and is intended to provide parking provision for both existing residents of Alum Close and Branksome Avenue bungalows, as well as for the 4 new dwellings. Whilst the removal of the garage blocks and parking area would result in a loss of existing car parking for local residents, the proposed parking bays to be provided as part of this development should be adequate mitigation for this loss. The proposed parking is considered to be appropriate in terms of meeting a local need for parking and highway safety.

A turning head would also be provided on Alum Close, which the Highways Officer requested during the course of the application. This is required because there is no formal turning space at the end of the street and the development of the garage blocks does not provide opportunity for vehicle turning provision.

Overall, parking and access provision for the development and the existing residents of the locality is considered acceptable in this location and accords with Policies T4 and T10.

### **Protected species**

The garage blocks to be demolished have been examined for evidence of bats and the submitted survey results indicated low potential for roosting of bats in the buildings. Derbyshire Wildlife Trust have indicated that further survey works should be carried out during the active bat season, to confirm whether they are present in the building. No evidence of bats occupying the site were found during the survey and I am satisfied that a further emergence survey for bats can be secured by a suitable condition, to be carried out prior to demolition of the buildings. The proposal would therefore satisfy Policy E5 to safeguard protected species.

### **Conclusion**

The proposed development, as amended, would create a satisfactory living environment for future occupiers and provides an opportunity to deliver 4 affordable homes on a brownfield site, without having a detrimental impact upon neighbouring dwellings or the visual amenity of the streetscene. The proposals would comply with the City Council's adopted parking standards and would not result in an adverse impact on highway safety. Accordingly the scheme, as amended, would reasonably comply with the Local Plan policies listed above and it is recommended that planning permission is granted.

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

**To grant** planning permission with conditions.

**Conditions:**

1. Three year time limit
2. To specify approved plans.
3. To secure hard surfacing material for access and parking bays to prevent unregulated discharge of water onto highway.
4. To secure details of external materials
5. To secure a landscaping scheme for the development
6. To ensure implementation and maintenance of landscaping scheme
7. To secure details of boundary treatment for the development.
8. Before demolition of buildings on site, a bat emergence survey to be undertaken during active season of May to September to establish the presence or not of bats roosting within the buildings. The results of the survey to be submitted and agreed before development commences and any mitigation measure recommended shall be implemented in accordance with the agreed survey details.

**Reasons:**

1. As required under relevant legislation.
2. For the avoidance of doubt.
3. In the interests of traffic safety – Policy T4
4. To ensure satisfactory development in the interests of visual amenity – Policies GD4 & E23
5. To safeguard the visual and residential amenities of the local area – Policies GD4 & E23
6. To safeguard the visual and residential amenities of the local area – Policies GD4 & E23
7. To ensure satisfactory development in the interests of visual amenity – Policies GD4 & E23
8. In the interests of protecting biodiversity and protected species – Policy E5

**Informative Notes:**

The applicant should enter into an appropriate highway agreement with Derby City Council to ensure that the proposed turning head and associated footway could be constructed to a standard that is adoptable by the highway authority.

The introduction of waiting restrictions in the vicinity of the proposed turning head may not be appropriate at this location. If the proposed turning head becomes a part of the highway then both the Local Authority and Derbyshire Constabulary have various powers to tackle parking that is causing significant problems. The applicant could consider placing an unlit sign, up to a maximum size of 0.3 sqm, located close to the turning head, but not on the highway, to advise motorists to not park there.

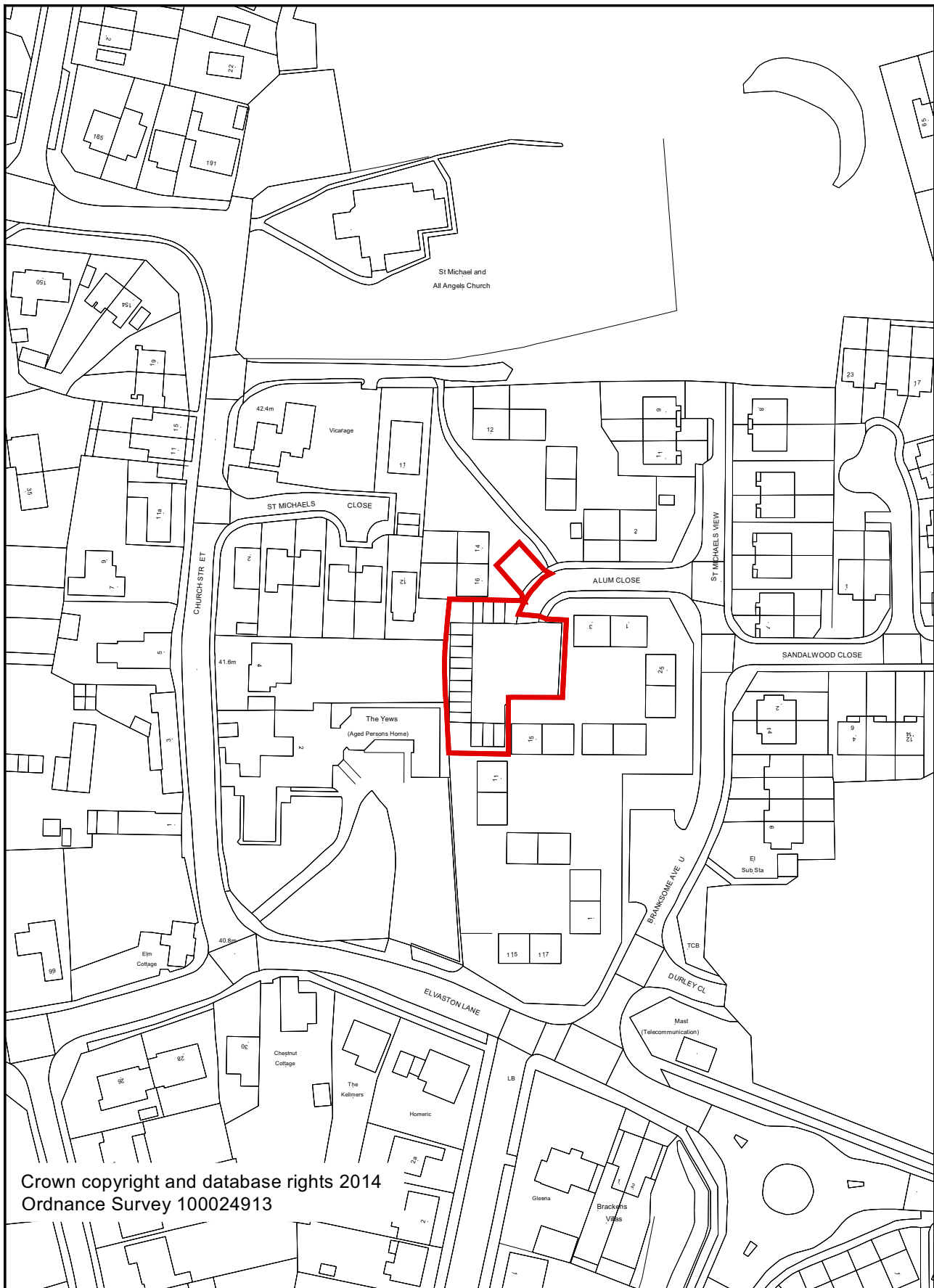
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**Type: Full**

**Application timescale:**

The 8 week target for determination of the application was on 3 December 2013 and an extension of the time limit has been agreed until 29 April 2014.





DERBY CITY COUNCIL

## Derby City Council

### Delegated Decisions Made Between 01/03/14 and 31/03/14

Application No	Application Type	Location	Proposal	Decision	Decision Date
03/13/00323/PRI	Full Planning Permission	Former Clinic, Wyndham Street, Alvaston, Derby, DE24 0EP	Change of use from clinic (Use Class D1) to dance and fitness studio (Use Class D2)	Granted Conditionally	25/03/2014
04/13/00371/PRI	Full Planning Permission	110 Carsington Crescent, Allestree, Derby, DE22 2QX	Erection of detached building for dependent relative	Refuse Planning Permission	21/03/2014
08/13/00887/PRI	Full Planning Permission	123 Manor Road, Derby, DE23 6BS	Two storey extensions to dwelling house (Ground floor bedroom and 2 bedrooms, erection of pitched roof to front projection and erection of canopy)	Granted Conditionally	05/03/2014
08/13/00990/PRI	Full Planning Permission	68 Pastures Hill, Littleover, Derby, DE23 7BB	Two storey extension to dwelling house (kitchen, dining room, two bedrooms with en-suites)- amendment to previously approved permission Code No. DER/03/12/00329 to include detached double garage, garden store and erection of boundary wall	Granted Conditionally	28/03/2014
08/13/01004/PRI	Reserved Matters	Land at side of 64 West Avenue North, Chellaston, Derby, DE73 1SG	Erection of dwelling house - approval of reserved matters under Outline permission Code No. DER/02/12/00148/PRI	Granted Conditionally	24/03/2014
09/13/01124/PRI	Full Planning Permission	47 Blagreaves Avenue, Littleover, Derby, DE23 7NT	Rear extension to dwelling (garage, utility room, lounge/dining room and kitchen) and formation of rooms in roof space (bedroom and en-suite bathroom)	Granted Conditionally	07/03/2014
10/13/01160/PRI	Full Planning Permission	241 Uttoxeter New Road, Derby, DE22 3LJ	Two storey extension to dwelling house (two bedrooms, shower room and enlargement of kitchen/dining room) and enlargement of detached garage	Refuse Planning Permission	07/03/2014
10/13/01169/PRI	Full Planning Permission	Land to the north of Quarndon Heights, Allestree, Derby, DE22 2XN	Erection of three dwelling houses	Granted Conditionally	04/03/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
10/13/01184/PRI	Variation/Waive of condition(s)	Unit 6, Meteor Centre, Derby, DE21 4SY	Variation of condition 11 of previously approved permission Code No DER/09/85/01043 to permit the sale of a wider range of goods	Granted Conditionally	27/03/2014
10/13/01185/PRI	Full Planning Permission	56 Linacres Drive, Chellaston, Derby, DE73 1XH	single storey front and side extensions to dwelling house (store, W.C, and enlargement of sitting room and lounge) with the installation of front dormer window and window to side elevation	Granted Conditionally	20/03/2014
10/13/01192/PRI	Full Planning Permission	2 Rowley Gardens, Littleover, Derby, DE23 7GF	Two storey front extension to dwelling house (sitting room, study, hall, porch and bedroom)	Granted Conditionally	06/03/2014
10/13/01213/DCC	Listed Building Consent -alterations	The White House, 2 New Road, Darley Abbey, Derby, DE22 1DR	Rebuilding of boundary wall - amendment to previously approved permission Code No. DER/05/12/00568	Granted Conditionally	06/03/2014
10/13/01214/PRI	Full Application - disabled People	93A Shardlow Road, Alvaston, Derby, DE24 0JP	Erection of carport to front of property	Granted Conditionally	07/03/2014
10/13/01242/PRI	Full Planning Permission	49 Crompton Street, Derby, DE1 1NX	Change of use from dwelling house to form 2 flats, and installation of rooflight	Granted Conditionally	20/03/2014
10/13/01244/PRI	Full Planning Permission	123 Chaddesden Park Road, Derby, DE21 6HL	Two storey rear extension to dwelling house (kitchen and bedroom)	Granted Conditionally	07/03/2014
11/13/01263/PRI	Full Planning Permission	Land at side of 37 Weston Park Avenue, Shelton Lock, Derby, DE24 9ER	Erection of detached dwelling house	Granted Conditionally	07/03/2014
11/13/01269/PRI	Works to Trees under TPO	Cavendish Court Cavendish Street, Derby, DE1 1UD	Various works to trees protected by Tree Preservation Order No. 547	Granted Conditionally	05/03/2014
11/13/01291/PRI	Full Planning Permission	20 Abbey Hill Road, Allestree, Derby, DE22 2PS	Single storey rear extension to dwelling house (enlargement of kitchen/dining room) and formation of raised patio	Granted Conditionally	06/03/2014
11/13/01296/PRI	Full Planning Permission	J Sainsbury Plc, Kingsway Retail Park, Derby, DE22 3FA	Erection of a free-standing retail kiosk (Use Class A1)	Granted Conditionally	18/03/2014
11/13/01297/PRI	Advertisement consent	J Sainsbury Plc, Kingsway Retail Park, Derby, DE22 3FA	Display of various signage	Granted Conditionally	18/03/2014



Application No	Application Type	Location	Proposal	Decision	Decision Date
11/13/01308/PRI	Full Planning Permission	26 Sundown Avenue, Littleover, Derby, DE23 7GY	Single storey rear extension to dwelling house (lounge)	Granted Conditionally	07/03/2014
11/13/01313/PRI	Full Planning Permission	22 Rowan Close, Chaddesden, Derby, DE21 6ZE	Erection of rear dormer window	Granted Conditionally	05/03/2014
11/13/01351/PRI	Full Planning Permission	Unit, Downing Road, West Meadows Industrial Estate, Derby, DE21 6HA (Former Balfour Beatty Depot)	Change of use from industrial unit to wet road waste and aggregate recycling facility	Granted Conditionally	05/03/2014
11/13/01353/DCC	Local Council own development Reg 3	1 Morledge, Derby, DE1 2AX	Change of use from retail (Use Class A1) to multi functional business hub (Sui Generis use) including internal and external alterations, replacement shop front, replacement windows and safety barrier on roof, rear first floor extension, roof exhibition space and garden	Granted Conditionally	21/03/2014
11/13/01365/PRI	Advertisement consent	Unit 7, Meteor Centre, Derby, DE21 4SY	Display of 1 non illuminated freestanding sign	Granted Conditionally	13/03/2014
11/13/01369/PRI	Works to Trees under TPO	1 Cooper Street, Derby, DE22 3BT	Various works to trees protected by Tree Preservation Order No.133 including felling of Elder	Granted Conditionally	05/03/2014
11/13/01375/PRI	Full Planning Permission	Rebecca Court, Redbury Close, Derby, DE1 1ND	Change of use and external alterations of secure residential institution (Use Class C2A) to form 18 dwellings (Use Class C3) and formation of associated car parking area	Granted Conditionally	10/03/2014
11/13/01380/	Full Planning Permission	Land at Raynesway Park Drive, Derby, DE21 7BH	Erection of two storey restaurant together with associated drive-thru, car park, landscaping and installation of 2 customer order display units and canopy	Granted Conditionally	31/03/2014
11/13/01384/PRI	Full Planning Permission	50 Ashbourne Road, Derby, DE22 3AD	Erection of car port	Refuse Planning Permission	07/03/2014
11/13/01393/PRI	Full Planning Permission	56 South Avenue, Littleover, Derby, DE23 6BB	Two storey rear and side extensions to dwelling house (dining room, bedroom, en-suite, bathroom and enlargement of hall, living room, kitchen, bedroom and bathroom) and formation of rooms in roof space (4 bedrooms)	Granted Conditionally	14/03/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
11/13/01403/PRI	Full Planning Permission	Land at Craddock Avenue, Spondon Derby	Change of use of Public Open Space to allotments	Granted Conditionally	20/03/2014
12/13/01409/PRI	Full Planning Permission	160 Willson Avenue, Littleover, Derby, DE23 7TW	Single storey front extension to dwelling house (porch and cloakroom)	Granted Conditionally	13/03/2014
12/13/01412/PRI	Works to Trees under TPO	Derby Independent Grammar School For Boys, Rykneld Road, Littleover, Derby, DE23 7BH	Cut back Sycamore Tree protected by Tree Preservation Order No. 78 to give 2m clearance of 9 Lakeside Drive	Granted Conditionally	05/03/2014
12/13/01416/PRI	Full Planning Permission	London Road Community Hospital, London Road, Derby, DE1 2QY	Installation of solar panels and associated equipment	Granted Conditionally	13/03/2014
12/13/01420/PRI	Full Planning Permission	21 Kings Croft, Allestree, Derby, DE22 2FP	First floor extension to dormer bungalow (5 bedrooms, en-suite, enlargement of bedroom and alterations to roof)	Granted Conditionally	06/03/2014
12/13/01430/PRI	Works to Trees under TPO	Trees on Public Open Space behind 14-22 Amesbury Lane, Oakwood, Derby, DE21	Various works to Trees protected by Tree Preservation Order No.149	Granted Conditionally	05/03/2014
12/13/01438/PRI	Full Planning Permission	21 Dean Close, Littleover, Derby, DE23 7EF	Single storey extension to bungalow (lobby, bedroom, canopy roof and formation of pitched roof)	Granted Conditionally	27/03/2014
12/13/01440/PRI	Works to Trees under TPO	Woodlands Community School, Blenheim Drive, Allestree, Derby, DE22 2LW	Reduction in height to 12 metres of Oak tree protected by Tree Preservation Order No. 267	Granted Conditionally	05/03/2014
12/13/01447/PRI	Works to Trees under TPO	Patchetts, Broadway, Derby, DE22 1AU (tree at rear of 1 Woodview Gardens)	Remove lowest northerly limb and deadwooding of Corsican Pine protected by Tree Preservation Order No 308	Granted Conditionally	05/03/2014
12/13/01458/PRI	Full Planning Permission	Site of Blue Boy Hotel PH, Wiltshire Road, Derby, DE21 6EZ	Change of use of public house (Use Class A4) to 3 apartments (Use Class C3) on first floor. Installation of shop fronts and extension and alterations. Erection of 6 dwelling houses on land to rear.	Granted Conditionally	25/03/2014
12/13/01468/PRI	Full Planning Permission	14 Lawnswood Close, Littleover, Derby, DE23 6JE	Single storey rear extension to dwelling house (enlargement of lounge)	Granted Conditionally	11/03/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
12/13/01473/PRI	Full Planning Permission	66 Crabtree Close, Allestree, Derby, DE22 2SW	Extension over existing garage to create an annexe	Refuse Planning Permission	17/03/2014
12/13/01477/PRI	Full Application - Article 4	93 Belper Road, Derby, DE1 3ER	Installation of replacement windows to front and side elevations	Granted Conditionally	05/03/2014
12/13/01478/PRI	Full Planning Permission	83 Elms Avenue, Littleover, Derby, DE23 6FE	Two storey side and rear extension to dwelling house (enlargement of kitchen, study, wc, 3 bedrooms and bathroom) and installation of new window to side elevation	Granted Conditionally	27/03/2014
12/13/01484/PRI	Full Planning Permission	20 Albany Road, Derby, DE22 3LW	Erection of boundary wall	Granted Conditionally	13/03/2014
12/13/01497/PRI	Full Planning Permission	89A Borrowfield Road, Spondon, Derby, DE21 7HF	First floor extension to dwelling house (bedroom)	Granted Conditionally	11/03/2014
12/13/01502/PRI	Full Planning Permission	14a Sadler Gate, Derby, DE1 3NF (Blue Note)	Demolition of outdoor bar area and erection of replacement bar	Granted Conditionally	07/03/2014
12/13/01507/PRI	Full Planning Permission	15A Friar Gate, Derby, DE1 1BU	Change of use from retail (Use Class A1) to hot food shop (Use Class A5) and installation of extraction flue	Granted Conditionally	05/03/2014
12/13/01509/PRI	Full Planning Permission	17 Mayfield Road, Chaddesden, Derby, DE21 6FX	Two storey extension to dwelling house (family room, covered way, shower room, bedroom, enlargement of garage and front, rear and side dormers)	Granted Conditionally	20/03/2014
12/13/01510/PRI	Works to Trees under TPO	Tree at rear of 8 Farley Road, Derby, DE23	Felling of Ash Tree protected by Tree Preservation Order No. 279	Granted Conditionally	05/03/2014
01/14/00006/PRI	Full Planning Permission	11 Sunningdale Avenue, Spondon, Derby, DE21 7AE	Two storey and single storey rear extensions to dwelling house (kitchen/familyroom, utility, bedroom and en-suite), erection of front porch, detached garage, boundary wall and gates	Granted Conditionally	20/03/2014
01/14/00008/PRI	Full Planning Permission	122 Green Lane, Derby, DE1 1RY	Change of use of ground, first and second floor Offices (Use Class B1) to House In Multiple Occupation (Use Class C4)	Granted Conditionally	11/03/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
01/14/00009/PRI	Listed Building Consent -alterations	122 Green Lane, Derby, DE1 1RY	Change of use of ground, first and second floor Offices (Use Class B1) to House In Multiple Occupation (Use Class C4) and internal alterations including formation of en-suite shower/bathrooms and kitchen	Granted Conditionally	11/03/2014
01/14/00010/PRI	Full Planning Permission	Nightingale Macmillan Continuing Care Unit, 117A London Road, Derby, DE1 2QS	Change of use of health care unit (Use Class D1) to residential institution (Use Class C2)	Granted Conditionally	11/03/2014
01/14/00013/PRI	Full Planning Permission	19-20 Friar Gate, Derby, DE1 1BX (1st and 2nd Floors)	Change of use from offices (Use Class B1) to Tattoo Studio (Sui Generis Use)	Granted Conditionally	04/03/2014
01/14/00020/PRI	Certificate of Lawfulness Proposed Use	33 Radcliffe Drive, Derby, DE22 3LB	Single storey rear extension to dwelling house (kitchen/dining room and lounge)	Granted	11/03/2014
01/14/00022/PRI	Certificate of Lawfulness Proposed Use	Oakwood Infant School, Waldene Drive, Alvaston, Derby, DE24 0GZ	Installation of sensory pathway, play equipment, entrance gates and alteration to pathway	Granted	10/03/2014
01/14/00026/PRI	Full Planning Permission	186 Blenheim Drive, Allestree, Derby, DE22 2GN	Front and side extensions to dwelling house (study, dining room, hall and shower room) and replacement of flat roofs with pitched roofs	Granted Conditionally	04/03/2014
01/14/00028/PRI	Full Planning Permission	82 Porter Road, Derby, DE23 6RA	Single storey rear extension to dwelling house (shower room and enlargement of kitchen/store)	Granted Conditionally	17/03/2014
01/14/00034/PRI	Full Planning Permission	4 Evergreen Close, Oakwood, Derby, DE21 2SB	First floor front and side extension to dwelling house (bedroom and study)	Granted Conditionally	20/03/2014
01/14/00039/PRI	Prior Notification	19 Forman Street, Derby, DE1 1JQ	Change of use from offices (use class B1) to 6 bedsits (use class C3)	Refuse Planning Permission	05/03/2014
01/14/00041/PRI	Full Planning Permission	2A Marina Drive, Spondon, Derby, DE21 7AF	Two storey side and rear extensions to dwelling house (entrance hall, sun lounge, garage, bedroom and en-suite bathroom) together with raised rear verandah	Granted Conditionally	18/03/2014
01/14/00047/PRI	Full Planning Permission	72 Weston Park Avenue, Shelton Lock, Derby, DE24 9ES	Single storey extension to dwelling (utility room and enlargement of kitchen, living/dining room and bedroom)	Granted Conditionally	17/03/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
01/14/00056/PRI	Certificate of Lawfulness Proposed Use	19 Fairisle Close, Oakwood, Derby, DE21 2SJ	Erection of single storey rear extension to dwelling house (family room and enlargement of kitchen)	Granted	11/03/2014
01/14/00059/PRI	Non-material amendment	Land at Craddock Avenue and Arnham Terrace, Spondon, Derby	Erection of 39 dwelling houses and 16 apartments - Non material amendment to previously approved permission Code No. DER/02/12/00169 to amend layout of plots 6-7 and 8-10	Granted	19/03/2014
01/14/00060/PRI	Full Application - Article 4	11 Marcus Street, Derby, DE1 3SE	Installation of replacement windows to front elevation	Granted Conditionally	11/03/2014
01/14/00064/PRI	Full Planning Permission	46 Windley Crescent, Darley Abbey, Derby, DE22 1BY	Single storey rear extension to dwelling house (dining room and kitchen)	Granted Conditionally	11/03/2014
01/14/00066/PRI	Full Planning Permission	126 Abingdon Street, Derby, DE24 8GB	Single storey rear extension to dwelling house (conservatory)	Granted Conditionally	13/03/2014
01/14/00067/PRI	Local Council own development Reg 3	73 Sinfin Avenue, Shelton Lock, Derby, DE24 9EY	Single storey rear extension to dwelling house (shower room)	Granted Conditionally	19/03/2014
01/14/00073/PRI	Full Application - disabled People	200 Uttoxeter Road, Mickleover, Derby, DE3 5AB	Single storey side extension to dwelling house (bedroom, passageway and shower room)	Granted Conditionally	17/03/2014
01/14/00076/DC5	Prior Notification	Litchurch Plaza, Litchurch Lane, Derby, DE24	Installation of 6 pole mounted antennae, 2 dishes, and equipment cabinets on roof	Granted	11/03/2014
01/14/00077/PRI	Local Council own development Reg 3	61 Shropshire Avenue, Derby, DE21 6EW	Single storey rear extension to dwelling (shower room)	Granted Conditionally	17/03/2014
01/14/00084/PRI	Full Planning Permission	2 Elm Grove, Allestree, Derby, DE22 2HB	Two storey and single storey extensions to dwelling house (garage, conservatory, bedroom and en-suite)	Granted Conditionally	20/03/2014
01/14/00088/PRI	Full Planning Permission	59 Coleridge Street, Derby, DE23 8AB	Single storey extensions to dwelling house (enlargement of bathroom, hallway and kitchen)	Granted Conditionally	17/03/2014
01/14/00093/PRI	Prior Notification	93 Western Road, Mickleover, Derby, DE3 5GQ	Single storey rear extension (projecting beyond the rear wall of the original house by 4.8m, maximum height 3.6m, height to eaves 2.35m) to dwelling house	Granted	06/03/2014
01/14/00101/PRI	Full Planning Permission	49 Cavendish Avenue, Allestree, Derby, DE22 2AS	Two storey side and single storey rear extension to dwelling house (wet room, utility room, 2 bedrooms and enlargement of kitchen and lounge)	Granted Conditionally	17/03/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
01/14/00110/PRI	Local Council own development Reg 3	13 Melfort Close, Sinfin, Derby, DE24 3HW	Ground floor rear extension to dwelling house (lobby, bedroom and shower room)	Granted Conditionally	17/03/2014
02/14/00114/PRI	Advertisement consent	Unit M, Derby Commercial Park, Fernhook Avenue, Derby, DE21 7HZ (Kuehne + Nagel Drinkflow Logistics Ltd)	Display of various signage	Granted Conditionally	21/03/2014
02/14/00129/PRI	Demolition-Prior Notification	50A Hoult Street, Derby, DE22 3NQ	Demolition of workshop	Raise No Objection	05/03/2014
02/14/00139/PRI	Full Planning Permission	14 Springwood Drive, Oakwood, Derby, DE21 2HE	Single storey front and rear extensions to dwelling house (family room and enlargement of kitchen)	Granted Conditionally	27/03/2014
02/14/00144/PRI	Prior Notification	345 Uttoxeter Road, Mickleover, Derby, DE3 5AH	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 3.9m, height to eaves 2.5m) to dwelling house	Approval Not required	11/03/2014
02/14/00145/PRI	Prior Notification	343 Uttoxeter Road, Mickleover, Derby, DE3 5AH	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 3.9m, height to eaves 2.5m) to dwelling house	Approval Not required	11/03/2014
02/14/00146/PRI	Prior Notification	32 Victory Road, Derby, DE24 8ER	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 2.8m, height to eaves 2.8m) to dwelling house	Approval Not required	11/03/2014
02/14/00156/PRI	Prior Notification	11 Ashworth Avenue, Chaddesden, Derby, DE21 6PN	Single storey rear extension (projecting beyond the rear wall of the original house by 3.83m, maximum height 3.7m, height to eaves 2.4m) to dwelling house	Approval Not required	11/03/2014
02/14/00173/PRI	Prior Notification	47 Hollowood Avenue, Littleover, Derby, DE23 6JD	Single storey rear extension (projecting beyond the rear wall of the original house by 8m, maximum height 3.75m, height to eaves 2.5m) to dwelling house	Refuse Planning Permission	17/03/2014
02/14/00174/PRI	Prior Notification	20 West Drive, Mickleover, Derby, DE3 5EX	Single storey rear extension (projecting beyond the rear wall of the original house by 5.3m, maximum height 3.75m, height to eaves 2.5m) to dwelling house	Approval Not required	11/03/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
02/14/00184/PRI	Prior Notification	7 Viola Close, Oakwood, Derby, DE21 2XG	Single storey rear extension (projecting beyond the rear wall of the original house by 5.0m, maximum height 3.2m, height to eaves 2.2m) to dwelling house	Approval Not required	11/03/2014
02/14/00186/PRI	Prior Notification	18 Lomond Avenue, Sinfen, Derby, DE24 3HH	Single storey rear extension (projecting beyond the rear wall of the original house by 5m, maximum height 3.81m, height to eaves 2.25m) to dwelling house	Approval Not required	11/03/2014
02/14/00195/PRI	Advertisement consent	Golden Pheasant P H, 221 Chellaston Road, Derby, DE24 9EE	Display of 1 internally and externally illuminated totem sign	Granted Conditionally	20/03/2014
02/14/00208/PRI	Works to Trees in a Conservation Area	166 Duffield Road, Derby, DE22 1BH	Felling of two Conifer trees within Strutts Park Conservation Area	Raise No Objection	11/03/2014
02/14/00225/PRI	Prior Notification	46 Wilson Road, Chaddesden, Derby, DE21 4HZ	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.75m, height to eaves 2.6m) to dwelling house	Approval Not required	11/03/2014
02/14/00233/PRI	Non-material amendment	Rolls Royce Plc, Wilmore Road, Derby, DE24 9BD	Demolition of ancillary buildings and removal of temporary structures. Extension of PTF building (office and manufacturing space) reconfiguration of internal access roads, erection of gatehouse and formation of additional parking spaces together with landscaping and associated engineering works -non material amendment to previously approved Code No. DER/10/13/01208 to allow gate 7 to remain open until all works are complete.	Granted	18/03/2014
03/14/00252/PRI	Certificate of Lawfulness Proposed Use	23 Glendevon Way, Chellaston, Derby, DE73 5AG.	Single storey rear extension to dwelling house (enlargement of kitchen and family room/dining room)	Granted	24/03/2014
03/14/00375/	Non-material amendment	Rolls Royce Plc, Wilmore Road, Derby, DE24 9BD	Demolition of ancillary buildings and removal of temporary structures. Extension of PTF building (office and manufacturing space) reconfiguration of internal access roads, erection of gatehouse and formation of additional parking spaces together with landscaping and associated engineering works - Non Material amendment to re-align the internal road.	Granted	25/03/2014

