

Applications to be Considered

Purpose

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

Recommendation(s)

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

Reason(s)

- 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.

Public/stakeholder engagement

- 5.1 None.

Other options

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

Financial and value for money issues

- 7.1 None.

Legal implications

- 8.1 None.

Climate implications

9.1 None.

Other significant implications

10.1 None.

This report has been approved by the following people:

Role	Name	Date of sign-off
Legal		
Finance		
Service Director(s)		
Report sponsor	Paul Clarke	16/05/2022
Other(s)	Ian Woodhead	16/05/2022

Background papers:	None
List of appendices:	Appendix 1 – Development Control Report

Planning Control Committee 26/05/2022
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Item No.	Page No.	Application No.	Location	Proposal	Recommendation
1	1 - 67	22/00421/FUL PSI	Sir Peter Hilton Court Agard Street Derby	Erection of an academic building (part five and part seven storey), with associated ancillary uses, accessible parking, infrastructure and hard and soft landscaping	<p>A. To authorise the Director of Planning, Transport and Engineering to seek to resolve the objection from the Environment Agency. If the objection from the Environment Agency cannot be resolved and remains in place, to refer the application to the National Planning Casework Unit (NPCU) for it to consider whether to call the application in for its own determination, pursuant to the Town & Country Planning (Consultation) (England) Direction 2021).</p> <p>B. Subject to either the Environment Agency's objection being resolved and withdrawn, or where in accordance with resolution A above the NPCU, having had the application referred to it, determined not to call it in, to authorise the Director of Planning, Transport and Engineering:</p> <p>i. to negotiate the terms of a Section 106 Agreement to achieve the objectives set out in the report and to authorise the Director of Legal, Procurement and Democratic Services and Monitoring Officer to enter into such an agreement; and</p> <p>ii. to grant permission upon conclusion of the above Section 106 Agreement.</p>

Committee Report Item No: 1

Application No: 22/00421/FULPSI

Type: Full Planning Application

1. Application Details

1.1. Address: Sir Peter Hilton Court, Agard Street, Derby

1.2. Ward: Darley Ward

1.3. Proposal:

Erection of an academic building (part five and part seven storey), with associated ancillary uses, accessible parking, infrastructure and hard and soft landscaping

1.4. Further Details:

Web-link to application:

<https://eplanning.derby.gov.uk/online-applications/plan/22/00421/FULPSI>

Brief description

This full planning application seeks permission for the erection of an academic building comprising of part 5 and part 7 storeys along with associated ancillary uses, accessible car parking, infrastructure and hard and soft landscaping.

The application site is located on the junction of Agard Street and Ford Street in close proximity to the signalised junction. The site is partially accommodated by a surface car park, trees and four storey student accommodation. The student accommodation, Sir Peter Hilton Court, is to be demolished under the details set out in the Prior Approval application 22/00161/DEM. The merits of demolishing the former student accommodation are therefore not considered within this report and does not form part of the description of works.

The application site is in close proximity to the City Centre but direct connectivity to the City Centre is disconnected by the A601, Ford Street a 5-lane public highway. Land levels across the site are relatively consistent. Ford Street and Agard Street bound the site to the south and east. The Markeaton Brook is located to the north along with its weir and a substation d.; the brook culverts at this point as its goes into the City Centre. The Sir Peter Hilton Court student accommodation is located to the west and will be demolished, leaving the Golden Eagle Public House on the junction of Searl Street and Agard Street. The application will see the removal of a number of established trees along the Markeaton Brook corridor, but the application is accompanied by a landscaping proposal that sets out the re-planting scheme.

The application site is located outside of the Friar Gate Conservation Area, the boundary of which runs along the middle of Agard Street. There are a number of designated and non-designated heritage assets within the vicinity of the application site which includes the aforementioned conservation area, Grade II 2-8 Brook Street, Grade II 28 Friar Gate, 29 Friar Gate; there are other designated heritage assets however these are set behind the built forms of Agard Street including the Law School, Agard Court, 8, 10, 12, 14, 16, 18 and Northgate House, Agard Street. It should be noted that Agard Street on the southern side does benefits from a number of planning permission for re-development.

The University of Derby has also indicated that they are pursuing the re-development of their City Centre Hub and have introduced their masterplan vision into the public domain. It should be noted that the masterplan does not benefit from any planning consent and is not included within the accompanying the documentation in any detail.

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That being said, details of the emerging City Hub masterplan can be viewed within Section 3.5 of the submitted Planning, Design and Access Statement pages 20 -21.

The University has approximately 25,000 students and modest student growth is planned in the next 5 years. The University currently has two hubs; the Kedleston Road Hub and the Markeaton Hub and the University's vision is a new hub within the City Centre – the Business School being the first phase strengthening links with the existing One Friar Gate opposite. The proposal will also increase physical capacity to accommodate future student growth and also *“improve research and development opportunities, innovation and enterprise collaboration between students, entrepreneurs, D2N2 businesses and business school staff to enable business growth and unlock new market opportunities internationally”* as expanded within the submitted Planning, Design and Access Statement.

As indicated earlier this full planning application seeks permission for the erection of a business school along with associated infrastructure on the junction of Agard Street and Ford Street. The site forms part of a surface car park and former student halls which will be removed under a prior approval for demolition which stands outside of this application.

In detail the proposed business school, which will be part 5 and part 7 storeys is to be located on the junction where the pedestrian/main entrance will front the highway, secondary pedestrian points are located along Agard Street and within the landscaped area to the rear. The building itself is raised above street level and can be accessed by either a ramped access off Agard Street, the main steps or secondary steps along Ford Street. Access from the rear is level.

Externally, the proposed business school has a robust appearance comprising of double storey ground floor expressed by glazing, the upper 4 floors appear within a red GRC Cladding or pre-cast concrete skeleton forming a feature frame with areas of glazing and fixed panels. The two upper floors are recessed back from the main building and will be screened in interlocking glazed façade with a sand blasted finish and solid wall behind. Green wall infills are also to be inserted into the double storey ground floors on the east and north elevation, along Ford Street and facing the landscaping to the rear. Given the range of materials proposed some elevations could be considered to be more complicated than necessary particularly with the introduction of the horizontal banding which conflicts with the vertical emphasis of the red skeleton. Section 7.5 External Materials of the [Planning, Design and Access Statement](#) provides further narrative on the proposed external materials which reads as follows:

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- **Glass Reinforced Concrete (GRC) or Pre-cast red exoskeleton**

Pigmented red to provide a robust, high quality plinth to the building. Forming colonnade, projecting framing and textured cladding panel.

- **Glazed Curtain Walling**

Glazed curtain walling gives clarity, clearly highlighting the building's entrances and offers an open, inviting and flat aesthetic in contrast to the solid GRC/ Pre-cast cladding element.

- **Glazed Channel Cladding**

The top element of the building is clad in profiled glass cladding to provide a light-weight, contrasting presence for the building on distant views.

- **Bronze Rain-screen Cladding**

High quality infill within the GRC/ pre-cast plinth, highlighting the feature framing.

- **Living Green Wall**

Located at low level along Ford Street, providing a green corridor link to Markeaton Brook and softening the interface with Ford Street.

- **Textured Ceramic Cladding**

Positioned within the colonnade recess at low level to provide quality and interest where visitors are in close proximity to the building.



The application also seeks to re-set the environment around the proposal through engagement and interface with the Markeaton Brook and the re-greening of the site. A footpath connection is also proposed from the north of the site linking to the Markeaton Brook footpath creating a link to Ford Street and the Business School. Areas of landscaping including tree planting, ornamental planting hedgerows, rain gardens and wildflowers amongst other soft landscaping proposals. Areas of formalised seating are also proposed along with ecological measures including bat and bird boxes, bat roosts, reptile habitat construction and proposed insect/bug hotels.

Internally, the double ground floor creates an open atrium straddling the ground and first floor within links to teaching space and café along with ancillary uses include toilets, showers and changing, reception, security and three connection cores linking

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the floors via stairs and lifts. The first floor also comprises of teaching space, virtual reality suits labs, trading room and meeting spaces along with the aforementioned ancillary uses. The second floor provides a series of teaching spaces of various sizes along with staff offices and meeting space. The fourth floor is the first to see a reduction in the built form and the creation of a roof terrace on the rear elevation; again, a series of teaching rooms are proposed along with staff accommodation. The fifth floor is further recessed back from the main building but with no outdoor space. There is a large void over the atrium creating that open expanse of space which is surrounded by teaching spaces and staff accommodation. Stairwell two at these points along provides roof access. The sixth floor has a similar layout to the fifth floor comprising of teaching, staff and meeting rooms. At roof level the photovoltaics are proposed on both roof levels and the raised upper roof would be finished with glazed rooflights flooding light into the atrium below, lift overruns and AOV's (automatic opening vents) are also located at this level.

With the application site a single storey substation is proposed measure 4 metres x 4 metres with a brick and tile construction. It would be visible along Agard Street. To the west of the application site, along Agard Street are 5 accessible car parking spaces are accessed by the existing vehicular access off Agard Street, an eCycle shelter benefiting from a green roof and PV's, a large bin store and sprinkler tank are also proposed in this area of the site.

The application is accompanied by a suite of documents that consider the social and environmental impacts of the proposal. These documents, along with the subsequent submission, have been formally consulted upon. Updated information has been received during the life of the application which relates to land ownership, noise and tree coverage.

Environmental Impact Assessment

Prior to the submission of the full planning application the applicant requested a formal Environmental Impact Assessment – Screening Opinion. This is registered under code no. 22/00113/EIA and can be viewed in full on the Council's eplanning webpage along with the Council's formal response letter dated 25th February 2021. (<https://docs.derby.gov.uk/padocumentserver/index.html?caseref=22/00113/EIA>)

The Council deemed that the proposed development did not constitute EIA development within the meaning of the Regulations and therefore an Environmental Impact Assessment is not considered to be necessary for this proposed development.

2. Relevant Planning History:

Application No:	22/00113/EIA	Type:	Environmental Impact Assessment – Screening Opinion
Decision:	EIA Not Required	Date:	25/02/2022
Description:	The Town & Country Planning (Environmental Impact Assessment) Regulations 2017. Regulation 6(1). Environmental Impact Assessment Screening Opinion Request in respect of the Demolition of Sir Peter Hilton Court and the construction of a new		

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	Business School for the University of Derby on land at the corner of Agard Street and Ford Street, Derby		
Application No:	22/00161/DEM	Type:	Prior Approval – Demolition
Decision:	Approval	Date:	28/02/2022
Description:	Demolition of student accommodation blocks and ancillary structures		

3. Publicity:

Neighbour Notification Letter – none sent

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.

Pre-Application Publicity

Prior to the submission of the application and as part of the applications preliminary application process the applicant has sought consultation with a range of stakeholders in the Council, Local Planning Authority and Historic England along with University Stakeholders and interested parties in various media forms including the use of social media Twitter etc. leaflet drops, posters, website notifications and forums amongst others. The full details of the pre-application publicity are set out within the [Statement of Community Involvement](#). The submitted statement summarises the responses to questions and also details how the applicant has sought to address the points raised. When considering the re-use of this brownfield site for a Business School “Many respondents had positive feedback for the redevelopment of the site. 27% (11) respondents felt that the plans for the new Business School were a good use of the brownfield site. 17% (7) respondents felt the scheme would improve the area. 17% (7) people who responded thought the scheme had good design. The sustainability expectations for the building was considered important by 12% (5) of people who returned feedback.”

When considering the appearance of the building and the proposed materials palette Question 3, the following responses were given: “Positive responses: The majority of the responses were positive with comments supporting the role of the building as a modern, landmark feature, and flagship for the University of Derby and a definite identity for the University's City Hub from 17 (41%) respondents. The sympathetic design response to local heritage assets was also complimented. Neutral responses: There were calls from 2 respondents (4%) to be braver and bolder in the design. One respondent suggested that the glazed roof could be illuminated to create a night time beacon in the city. One respondent (2%) sought more greenery in and around the building. Negative responses: Some criticisms included that the severe edges and angular features could be softened. The large expanse of glass proposed also raised concerns for a number of respondents with 6 people (15%) commenting that the reflections from the glass could cause a nuisance to vehicles or wildlife in the area. 6% of respondents – all University staff – commented that the atrium whilst looking attractive was a waste of valuable operational space. There were also concerns that

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the temperature within the building would be difficult to control, and that the building was being built from brick that is unsustainable, and that the living walls would not be managed long term, by 1 respondent for each concern (2%).”

Overall, the Statement of Involvement concludes that *“It is considered that through the detailed engagement with DCC and the local community, a scheme that demonstrates high standards of design and site planning with a clear appreciation of the local context has developed. This scheme meets the need for a landmark, flagship building at the heart of Derby University’s emerging City Hub and leads the way in the revitalisation and wider redevelopment of the area under the emerging University Masterplan.”*

4. Representations:

In line with the Data Protection Act and associated legislation this appraisal should not include details, or seek to identify through repeating specific comments, the individuals who have objected, supported or made general comments about the application. Therefore, to maintain anonymity, the relevant planning grounds of objection, support or comment have only been included in broad terms. It is important to note that all comments received have been fully considered as part of the application process and included in the overall ‘planning balance’ exercise.

The application has attracted four letters of representation, one letter of comment and three letters of support from a third parties which are set out as follows:

Derby Civic Society

1. We would like to encourage the use of the north-east corner of the site as the start of a pedestrian route into the city centre past the Joseph Wright building and via Sadler Gate.
2. We would like to be assured that the building can be entered from the courtyard (NW) side as well as by the main entrance on the street side.
3. The external cladding materials appear to be specified generally rather than specifically. We would like to be assured that the quality of the external cladding materials will not be compromised and that high standards will be insisted on in the approval of reserved matters.

No further third-party comments have been received.

Marketing Derby and Derby Economic Development Advisory Committee (DEDAC)

Marketing Derby is the Queen’s Award-winning Investment Promotion Agency for Derby and Derbyshire, supported by our 325+ Bondholders.

This letter follows consultation with members of Derby Economic Development Advisory Committee (DADAC) and is written in full support of the planning application being put forward by the University of Derby for the proposed Business School on Agard Street.

The University’s proposal for a new Business School enhances the city’s regeneration prospects and will bring significant economic benefits to a currently underused part of the city.

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The proposed development will contribute to the objectives of the Derby Recovery Plan and fits with the city's core recovery themes; maintain confidence in the city, decarbonisation and diversification of the economy.

The Business School, reviewed in context with the University's wider City Hub proposition, brings the University, staff and scholars alike, closer into the city.

The existing Derby Business School is currently based at its Kedleston Road site. The new location will not only strengthen its links with the Law School (situated at existing One Friar Square), but also the wider Derby business community.

The proposal supports student growth and diversity and increases physical capacity to accommodate the University's future space needs. The Business School aims to improve research and development opportunities, innovation and enterprise collaboration between students, entrepreneurs, D2N2 businesses and business school staff, to enable business growth and unlock new market opportunities locally, nationally and internationally.

The building itself will be a landmark building for both the University and the City. Aligning with the University's sustainability strategies and the city's decarbonisation strategy, the building is aspiring to be net zero carbon in construction and operation.

In our view, this modern net zero, well designed building will have a positive impact on its setting. It will act as a welcome and logical evolution to the area's street scape by filling a site which has laid derelict for over 20 years and complement the historic Georgian gateway of Friar Gate.

The economic benefits of the proposal are also clear. This is demonstrated by early garnered interest from private sector PBSA (Purpose Built Student Accommodation) developers and operators, as multiple developments are already in various stages of progress along Agard Street.

This, in turn, contributes to the regeneration of the city. It will assist to raise the profile of Derby, improve the visitor economy, and ultimately, encourage additional inward investment across the city.

Locally, it will help boost and maintain the confidence of the business community.

Marketing Derby and DEDAC are fully supportive of the proposed University of Derby Business School. Please accept this letter as confirmation of our ongoing support for this project and the economic benefits that the project will provide.

Other points matters raised:

- As a net-zero building, this is also an important development as part of the wider green agenda of the city.
- The University's ability to produce and retain talent in Derby is critical for the city. It will also be positive for the city in general, as the BS will increase footfall directly into the city.

5. Consultations:

5.1. Highways Development Control and Transport Planning:

5.1.1. Introduction

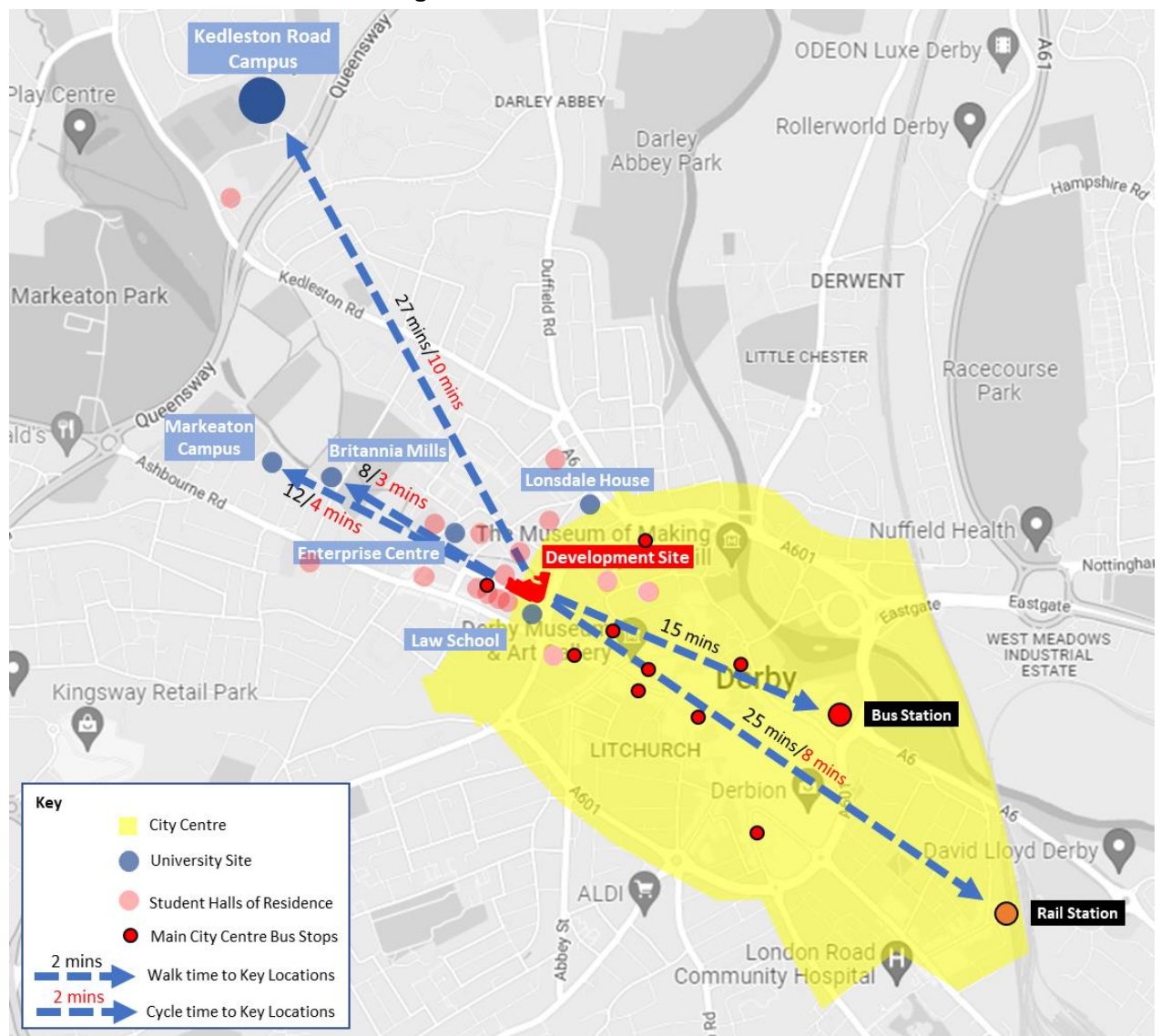
The proposed development is for the construction of a 5-7 storey new Business School with ancillary uses. The scheme will be car-free except for 5 accessible parking bays and a service yard to provide deliveries and servicing. According to the information provided with the submission, the development on average will accommodate around 2214 people, including around 152 staff, across the whole day between 0800 and 2100 hours. This equates to around 1550 during maximum occupation between 0900 hours and 1600 hours when most of the lectures and learning facilities will be open.

This development is part of the University of Derby's strategic ambition for a city centre hub, to develop a greater presence and strengthen links with the existing One Friar Square opposite. This is linked to the University's sustainability ambitions to reduce carbon emissions by reducing the need of staff and students travel by car, by locating their facilities more centrally and within close proximity to other University sites and student accommodation.

As such, the limited parking will severely discourage car trips, other than for those drivers prepared to pay for public parking and encourage the use of alternative modes of transport. As a City Centre location with access to the train station, bus station and convergence of walking and cycling networks, this should be the right location for low car development.

The location of the proposed business school in relation to other university facilities and transport connections is shown in **Figure 1**.

Figure 1: Loaction Plan



5.1.2. Local Planning Policy

Derby City Local Plan Part 1 –general policies under CP23 in the local plan on transport support delivering a sustainable transport network.

The Council will

(a) support proposals that:

1. promote greater travel choice and equality of opportunity for all through the delivery and promotion of high quality and accessible walking, cycling and public transport networks, while maintaining appropriate access for car users and the movement of goods;
2. include initiatives to manage down traffic impacts, promote sustainable transport and the development of accessible sites;
3. contribute to better safety, security and health for all by improving road and rail safety, improving security on transport networks and promoting active travel;

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4. contribute to tackling climate change by developing low-carbon travel and lifestyle choices, including the provision of infrastructure to support the use of low carbon vehicles, active travel and reducing the need to travel through the provision of improved IT infrastructure;
 5. support growth and economic competitiveness by delivering reliable and efficient transport networks that will enhance connectivity to, from and within the City;
 6. ensure that investment in transport contributes to the enhancement of the urban and natural environment.
- (b) actively manage the pattern of development to ensure that new development:
7. is located in accessible locations that are well served by frequent high quality bus services and which help to facilitate walking and cycling;
 8. connects residents to jobs, shopping, leisure, open space, health and educational opportunities
 9. implements, and/or contributes to, appropriate on-site and off-site measures to mitigate the impact of development
 10. contributes to improving public transport, cycle and pedestrian infrastructure and public transport service provision;
 11. includes proportionate Transport Assessments and Travel Plans for all major applications and any proposals where transport issues are likely. Developers will be expected to agree appropriate transport modelling for use in their evidence with the Council
 12. is not permitted where it would cause, or exacerbate, severe transport problems, including unacceptable impacts on congestion, road or rail safety, the rail network, access and air quality – including any cumulative impacts on Air Quality Management Areas (AQMA).

5.1.3.National Planning Policy Framework (NPPF) 2018

The 2010 coalition government introduced the NPPF and set out below is the criteria against which the highway impact of the proposed development should be tested. It is important that this is the criteria used as the Secretary of State would use NPPF to consider the suitability of the above proposal should the application go to appeal.

In assessing sites that may be allocated for development in plans, or specific applications for development, Paragraph 110 of the NPPF says:

- **Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.**
- **Safe and suitable access to the site can be achieved for all users.**
- **Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.**

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Also Paragraph 113 says:

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Paragraph 111 of the NPPF says: **Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.**

Considering the above criteria I have the following comments:

Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

The issue for this application is not its impact on the transport network. It is whether, given the type of development and location that there is sufficient access opportunity by sustainable travel modes, considering its car free design.

The NPPF presumes in favour of sustainable development and consequently is seeking to influence developers to put in place measures to provide opportunity and encouragement for future customers to choose to travel by non-car modes, wherever this is realistic and feasible.

Walking

The proposed development is located within the north-western boundary of the Central Business District and City Centre. As **Figure 1** shows, the proposed Business School is in close proximity to a number of other University sites such as the Law School that is opposite, and the Britannia Mills and Markeaton Campus that are an 8 minute and 12 minute walk time respectively. The main University Campus on Kedleston Road is the furthest site from the proposed Business School. However, it is still walkable within 27 minutes either via Kedleston Road, or via the Markeaton Campus and the route that follows the outskirts of Markeaton Park.

Perhaps it is the location of where students live in relation to the proposed Business School that is more important, as the students will be the main users of the building. There are 15 main student residences within a 10 minute walk of the proposed Business School, providing accommodation for over 3,000 students. **Figure 1** also shows the location of these, which are mainly within a residential corridor between Ashbourne Road and Kedleston Road.

The Institute of Highways & Transportation's publication 'Guidelines for Providing for Journeys on Foot' (2000), suggests that for education or commuting trips, that the acceptable maximum walking distance is between 1000 to 2000 metres, or 11 minutes to 24 minutes. Clearly, the proposed Business School is in a good location in relation to other University Facilities, student accommodation and the services and facilities offered by the City Centre. The Transport Assessment forecasts that 62% of trips to the Business School will be by walking. Based on its location it is agreed that walking is a viable option for this development and that a high proportion of trips are likely to be made by this mode.

Cycling

Cycling is seen as providing for around 6% of trips to the development. Cycling is one of the most sustainable forms of transport, and increasing its use has great potential. To release this potential, highways, public spaces and other rights-of-way need to be organised accordingly

Figure 2 provides an extract from the Derby Cycle map and shows the location of the development to the cycle network. A benefit of the proposed Business School's location is the convergence of the transport network in the City Centre. For cycling this means a network of relatively quiet roads, cycle priority and traffic free routes through the City Centre that link the development to the radial routes beyond.

More locally to the proposed Business School, National Route 54 is located to the west of the site, along Friar Gate, and provides links to Mackworth and Mickleover via a mixture of traffic-free paths and quiet, minor roads. Northwards Route 54 provides a link to Chester Green, Darley Abbey and beyond to Little Eaton. National Route 6 is located approximately 850m to the east of the site, accessed from Derwent Street and takes a route through the City Centre and Pride Park, picking up the off-road riverside route to Borrowash and south via the old canal route to Osmaston, Boulton and Chellaston.

Most of the main student residences and other campuses identified on **Figure 1** are within a 5 minute cycle ride. The furthest destination is the Kedleston Road Campus, which is a 10 minute cycle ride.

The proposals include provision for 80 secure cycle spaces within the site. Further, there are also proposals for 20 electric bike charging spaces linked to the Future Mobility Zone scheme that Derby City Council is currently developing. It is clear from the location of this development that cycling is a viable option, and that potentially more could be achieved. Demand for cycle parking controlled through travel plan.



Figure 2: Cycle Network in Relation to the Proposed Business School

Public Transport

The nearest bus stop is located on Agard Street, approximately 75 metres from the western boundary of the site. Further, bus services are available from Friar Gate Bridge bus stops which are located within 250 metres of the site.

These stops are served by the bus routes Unibus (U1), 8, 9 and Swift. Services provide connections to Mackworth, Kedleston Road Campus, Derby Train Station and outside of Derby to Uttoxeter and Ashbourne. All the routes operate a combined total of 45 two-way services during the morning peak (0730-0930) and 41 two-way services during the evening peak (1600-1800). Routes 8, 9 and Swift all run on Saturdays and Sundays with routes 8 and 9 providing a service at least every 30 minutes during the day.

Further, **Figure 1** shows that most of the main bus stops in the City Centre are within a ten minute walking time from the development. As such, many of the radial services across Derby are accessible to the development, providing links to the suburban area and beyond to destinations such as Belper, Ashbourne, Hilton, Burton and residential areas along the A52 Corridor towards Nottingham. The TA predicts that around 13% of trips to the Business School will be by bus.

Rail Travel

Derby does not have a particularly dense suburban rail network, with only Spondon and Pear Tree stations providing stops for limited services. However, Derby's main rail station is located approximately 1.7 kilometres southeast of the site. This is around

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a 24 minute walk time from the development. Whilst at the upper limit of acceptable walking distance to the station, rail does provide opportunities for longer distance travel such as Nottingham, Birmingham, Sheffield and national services to Glasgow and London. Further, the U1, which stops close to the proposed Business School site, provides a direct link to the train station at a 15 minute frequency in term time.

Travel Plan

The University has an overall 'Sustainable Travel Plan' to manage travel behaviour to and between its Derby sites. As such, there are already initiatives available that will support access to the proposed Business School, such as the University buses that operate between the City Centre and University Sites; negotiated discount season bus tickets for students; salary sacrifice scheme for staff to buy a bike; and controlled parking permit scheme. However, as part of this application the University is proposing a separate Travel Plan for the Business School site that will sit under the University's main Travel Plan, but will include additional travel monitoring to support the operation of the site. The Travel Plan will include the following:

- Separate site Travel Plan Co-ordinator.
- Marketing Strategy including information packs, website, travel campaigns, e-notice boards and newsletters.
- A Walk Buddy Scheme
- Cycle to Work Scheme
- Cycle Facilities
- Cycle Maintenance Facilities
- potential to provide and promote the availability of staff interest-free loans for the purchase of public transport season tickets
- Car-sharing scheme
- Monitoring strategy
- Action Plan

The travel plan will be conditioned as part of the consent and specifically the delivery of the initiatives and monitoring as set out in the framework travel plan.

The University of Derby is also committed to the provision of a Future Mobility Zone (FMZ), to provide appropriate facilities that contribute to the promotion of active and sustainable travel to the site. This could include facilities that promote micromobility options (e.g. E-cargo solutions, e-scooters); Mobility As A Service (MAAS) solutions; digital map and wayfinding allowing for integrated journey planning/ticketing to encourage end-to-end journeys provision. Whilst the University is actively working with DCC on a number of these initiatives, many of these initiatives sit outside the timescales of this development. As such, Future Mobility Zone will be included as an action through the Travel Plan.

It is concluded that the proposed Business School is in a highly accessible location to the City Centre, other University sites and the most of the University's main student residences in the Derby by either public transport or sustainable travel modes.

Safe and suitable access to the site can be achieved for all users;

The proposals do not include a new vehicular access. Vehicles would access the site via the existing access junction from Agard Street, which currently provides access to the Sir Peter Hilton Court student accommodation. The existing access road is 5.5 metres in width and is considered acceptable, based on the standards set out in Delivering Streets and Places Design Guide (2018), and access to 5 parking bays and a service yard area. The general layout of the access, parking and servicing is illustrated on drawing DR-L-09140 and presented in **Figure 3** of this report. The service yard has been designed to take a 11.2 metre refuge vehicle.

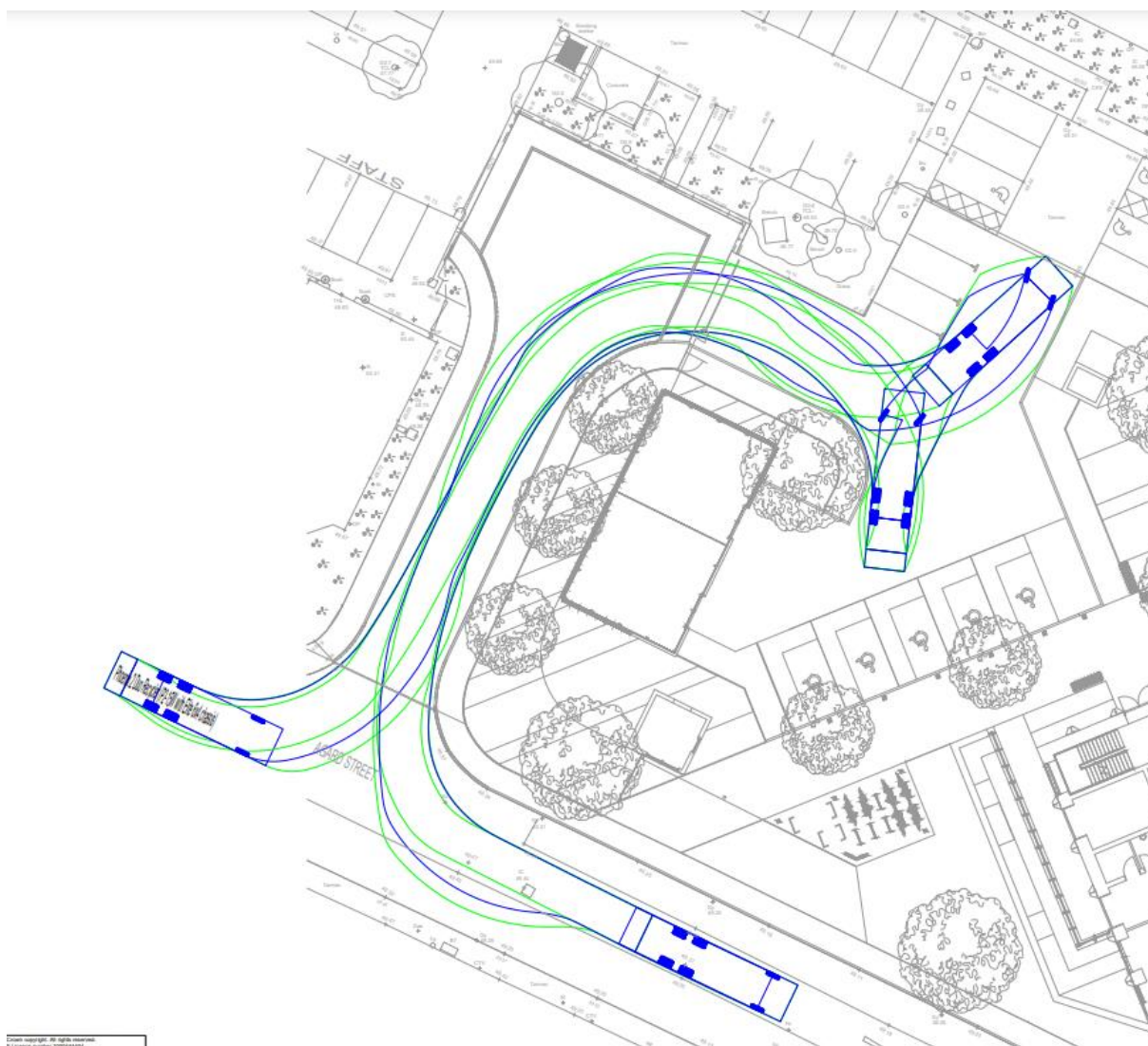


Figure 3: Proposed Access and Car parking Layout

The proposals include a number of pedestrian and cycle access points, providing accessibility from different directions, and permeability through the site. **Figure 4** provides a plan showing the various access points and connections. The main access to the building will be on the corner of Agard Street and Ford Street. In the immediate vicinity of the building, the design includes several graded path access locations from all directions to ensure step-free access is available to all parts of the proposals. **Figure 4** also shows the location of the secure sheltered cycle parking, with one

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located to capture cyclists from Ford Street and the Markeaton Brook cycle link, and the second for cyclists from Agard Street. Further, the second cycle shelter will also provide for cyclists in the future when as part of the larger campus masterplan, a new bridge will be constructed over Markeaton Brook.

It should be noted that the application identifies proposed enhancement works to the Markeaton Brook south bank path. However, this sits outside of this planning application.

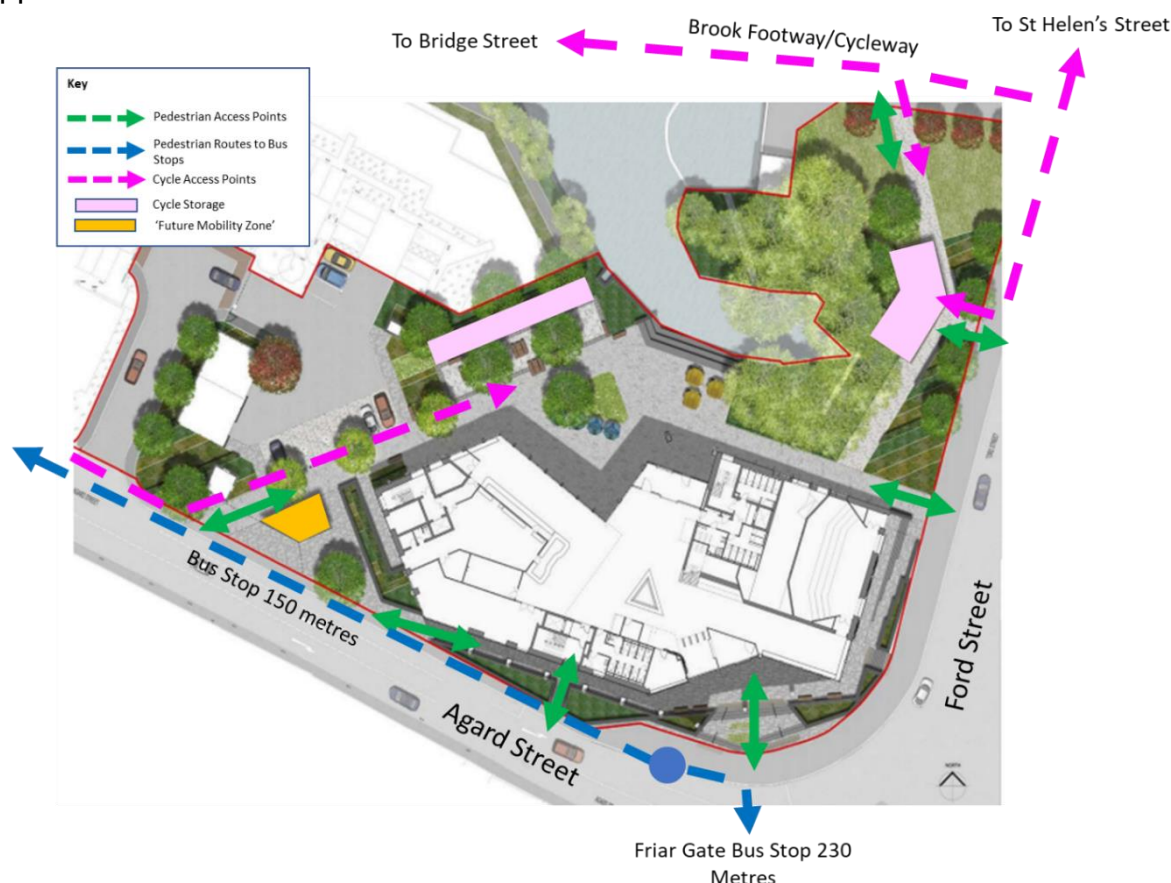


Figure 4: Pedestrian and Cycle Access to Porposed Business School

The University has a longer term Masterplan to develop a City Hub and Campus between Agard Street, Bridge Street and Nunn Street. As part of this there are proposals to provide a major pedestrian/cycle link across Markeaton Brook and the south bank path to create a safe and accessible route. This will open up opportunities to look at how the masterplan will connect to the wider pedestrian and cycle network, and perhaps the existing routes into the area to improve connectivity.

It is concluded that the developer has provided a safe and suitable access for all modes of transport.

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree,

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Transport Assessment

This development is part of the University of Derby's strategic ambition for a city centre hub, to develop a greater presence and strengthen links with the existing One Friar Square opposite. This is linked to the University's sustainability ambitions to reduce carbon emissions by reducing the need of staff and student car travel, by locating their facilities more centrally and within close proximity to other University sites and student accommodation.

The proposed development is for the construction of a 5-7 storey new Business School with ancillary uses. According to the information provided with the submission, the development on average will accommodate around 2214 people, including around 152 staff, across the whole day between 0800 and 2100 hours. This equates to around 1550, of which 106 are staff, during maximum occupation between 0900 hours and 1600 hours when most of the lectures and learning facilities will be open.

However, the scheme will be car-free except for 5 accessible parking bays and a service yard to provide 3 spaces for deliveries and servicing, as shown in **Figure 3**. The limited parking will severely discourage car trips, other than for those drivers prepared to pay for public parking. As a City Centre location with access to the train station, bus station and convergence of walking and cycling networks, this should be the right location for low car development. As such, the expectation is that most trips will be by walking, cycling or public transport.

The transport assessment identifies the following mode share for the business school, and the total daily and peak.

Mode of Transport	Mode Share	Number of Trips	
		Day Time 0900-1600 hrs	Average AM/PM Peak Commuter Hours
on foot	61.38%	951	269
by bus	13.91%	216	61
by car / van (as passenger)	6.23%	97	27
work mainly at or from home	7.00%	108	31
on bicycle	6.32%	98	28
by train	3.79%	59	17
by taxi	0.68%	11	3
by motorcycle / scooter / moped	0.10%	2	0
other methods	0.58%	9	3

Table 1: Predicted Mode Share and Total Day Time, average AM (0800-0900) and PM (1700-1800) Weekday Trips

Table 1 predicts that 61% of people travelling to the proposed Business School will walk, 14% will travel by public transport and 6% will cycle. There is some logic to this mode share as the vast majority of trips to the Business School will be made by students, and most of the University's main student accommodation is within a 10 minute walk.

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Further, there is also likely to be some passengers who will be dropped off, which the transport assessment predicts is around 6.23% or around 97 people across the working day. The applicant proposed a drop-off bay with the curtilage of the development. However, the proposal would mean vehicles would have to cross the footway and the angle of the egress and visibility would have caused a safety problem. However, there are currently on-street parking bays that are not well used in front of the proposed Business School that could offer an informal drop-off facility.

There is no way of validating these predictions, other than using first principles logic. However, logic also suggests that there will always be people who will drive to the Business School, such as short stay visitors or a proportion of the 106 daytime staff. Most streets around the Bridge Street/Agard Street/Nuns Street area are controlled by waiting restrictions, pay and display or permit parking bays. As such, drivers will have to pay on-street or use nearby public parking, such as Bold Lane or Chapel Street at £7.20 per day or £930 per year. As such, it is unlikely that the number of people willing to drive will be large, but the operation of the Business School may add pressure to the surrounding streets and the shared pay and display/permit holder parking bays. In particular, the bays in front of the proposed Business School, which are a maximum of 4 hours stay at a charge of £4.20. If these spaces become well used then problems might start occurring with dropping-off in less appropriate locations.

With some uncertainty around the operation of the proposed Business School it is proposed that the Travel Plan is used to monitor mode share and be used to identify and problems around the local area. Initiatives could include changing the on street pay and display charges to discourage long stay parking. Further, a contribution of £25,000 has been requested to undertake a holistic kerbside review of Agard Street and the immediate surrounding streets. This will potentially include blue badge parking, implementation of formal loading/drop-off bays, changes to parking bays, waiting restrictions and bus stop location. The review will be carried out post development opening, and the costs include construction.

Collision Analysis

A full 5 years of accident data history has been provided in the transport assessment for the area. Data shows that there were 8 collisions reported on Agard Street, which were all slight. Six of the collisions occurred at the Ford Street Junction lights and involved shunts, including two involving emergency vehicles on blue lights. One of the collisions involved a pedestrian using the pedestrian crossing at the northern end of Agard Street, and a driver failing to stop on the red light. The other collision involved a pedestrian crossing Agard Street and failing to see an oncoming vehicle. Eight collisions over 5 years equates to 1.6 per annum and does not represent a high level of significance in terms of frequency or pattern.

Impact Assessment Conclusion

As a development in a City Centre location, within walking distance of the University's main student accommodation and other campus sites, with access to the train station, bus station and convergence of walking and cycling networks, this should be the right location for low car development. As such, the expectation is that most trips will be by walking, cycling or public transport and that car trips will be limited. There may be some changes to the way that kerbside space is used on Agard Street and some of

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the immediate surrounding streets. However, provision will be made by the applicant to deal with this once the development is operational, if necessary.

Conclusion - No highway objection subject to the following conditions and notes.

1) Suggested Conditions and Notes

It should be highlighted that part of the proposed development is located on land that is adopted highway and constitutes part of the highway verge. As such, the land will be required to be stopped up before construction starts. The applicant will need to make a stopping up order application, under the Sections 247 and 248 of the Town and Country Planning Act 1990, to the National Transport Casework Team in Newcastle.

Highway Officers have undertaken a search of utilities and consulted colleagues on the potential highway need of the land, in terms of forward visibility or future changes to the highway alignment. There is no reason from a highway perspective that the verge is required in terms of safety or future alignment. However, the applicant should undertake their own utility search to ensure there is nothing that will prohibit the construction of their development.

Suggested Conditions

1) Prior to development commencing the following shall be provided in accordance with details to be submitted to and approved in writing by the LPA:

- a. The development will require the stopping up of the public highway and no part of that development hereby permitted (or any temporary works or structures) shall obstruct the public highway until the areas of public highway thereon, shown for indicative purposes in **Appendix A**, have been formally stopped up
- b. A construction Management Plan. Such a plan shall consider (but not be limited to), measures to prevent contamination of the highways (wheel washing, sweeping etc), parking for materials deliveries, parking for construction personnel and operatives, delivery times and the routing of vehicles associated with the operations. The construction works shall thereafter be carried out in accordance with the approved plan.

Reason: In the interests of highway safety.

2) Prior to the occupation of the development the following shall be provided and available for use in accordance with details to be submitted to and approved in writing by the LPA:

- a. The servicing and parking access, shown for indicative purposes on Drg No -DR-L-09160, which shall be suitably lit, metaled and drained;
- b. The cycle and pedestrian accesses, designed to an acceptable standard, as shown for indicative purposes on Drg No -DR-L-09160;
- c. The two secured sheltered cycle parking areas, as shown for indicative purposes on Drg No -DR-L-09160, and including provision for electric bikes and cycle maintenance facilities;

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- d. The Electric charging points to be provided in conjunction with the accessible spaces;
 - e. A travel plan based on the Travel Plan prepared by Bancroft Consulting and the requirements set out in the S106 Agreement.

Reason: In the interests of highway safety and to ensure that a sustainable development is delivered and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

Notes to Applicant

The above conditions require works that join the public highway, which is land subject to the provisions of the Highways Act 1980 (as amended) and over which you have no control. In order for these works to proceed, you are required to enter into a suitable legal agreement with the highway authority. Please contact Keren Jones Tel 01332 641757 for details.

For details of the Highways Design Guide and general construction advice please contact Keren Jones Tel 01332 641757.

5.2. Conservation and Heritage Advisory Committee:

Officer notes from meeting 14th April, formal minutes will be available after the Conservation and Heritage Advisory Committee 7th June.

There are concerns about the demolition of the existing buildings and whether this is sustainable. Concerns around the location of the entrance on the junction and the potential impacts on pedestrian and highway safety. Opportunities should be taken to enhance connections with the City centre and the opportunity for a bridge across Ford Street should be explored. The integration of the brook into the development is welcomed.

There are concerns with regards to the external materials and the impact of weathering. The building height whilst acceptable in scale would sit at odds with the recommended 5 storeys of the Tall Buildings Strategy and therefore be considered to be dominant. The range of view analysis is also welcomed.

No objections.

5.3. Historic England:

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

It is not necessary to consult us on this application again, unless there are material changes to the proposals. However, if you would like advice from us, please contact us to explain your request.

5.4. Built Environment:

Designated Heritage Assets affected – The site is located just outside the Friar Gate Conservation Area. There are a number of listed buildings nearby such as the grade II listed 2 – 8 Brook Street, the Wesley Chapel on Brook Street, grade II* listed Rykneld Tean Mills, and grade II listed buildings along Friar gate 21-22 Friar gate, 23 Friar Gate, 47 Ford Street, grade II* 27 Friar Gate, grade II 28 Friar Gate, 29 Friar Gate, 30-31 Friar Gate, 32 Friar Gate, Friar Gate Bridge, 35-39 Friar Gate grade II* Pickford's House at 41 Friar gate, 42 Friar Gate, 43-44 Friar Gate, 45 Friar Gate, 46 Friar Gate, grade II* 47-51 Friar Gate, grade II 56-57 Friar Gate, 58 Friar Gate and those further away such as properties on Bridge Street, grade II* Church of St John and the grade I Derby Cathedral as there is a view across the site of the cathedral highlighted within the documentation. These are all designated heritage assets.

Missing information/clarification, Impact of proposals on Heritage Assets and comments – This application is to seek permission for the construction of an academic building (part five and part seven storey), with associated ancillary uses, accessible parking, infrastructure, and hard and soft landscaping.

Missing information – There does not seem to be an analysis of historic maps as part of the Integrated Heritage, Townscape and Visual Impact Assessment to show the evolution of the site as part of a heritage statement (although note this site is outside the Conservation Area).

- A number of views have been submitted - one looking along the brook at pedestrian level from the bridge has not been submitted and a view from Willow row adjacent to Willows sports centre looking towards the development has not been given. This is a key pedestrian view of the site from the end of willow row as well as a similar view, just adjacent, when driving along the ring road westwards. This is probably the key view that most people will see and experience the building.
- No views have been provided to show the specific impact of the development on the setting of the nearby listed buildings e.g., views from their upper floors looking towards it and whether views of the cathedral are blocked. This will possibly be the case in some instances.
- Verified views are mentioned within the text but it is not clear whether any of the views given are verified. Suggest it would be useful if views 1 and 2 were verified. The views seem to have less visual impact in terms of height than perhaps the elevation plans, and context plan seems to suggest.

Comments on the proposed design of the new build and impact on heritage as follow:

- **Generally welcome redevelopment by the University on this partially vacant site which would demarcate and turn the corner at the junction of Agard Street and Ford Street and address the brook and access along it. No issue with demolition of modern university accommodation buildings of 4 storey.**
- The new building is a large building in plan located towards Agard Street and Ford Street junction and it generally addresses Agard Street, corner of Agard Street and Ford Street and the brook. The main entrance southern terrace, in the visuals, might look better if it could be made more generous. The challenge with

this building is to enable active frontages where possible, even though some are large lecture theatres needing limited light. This has been disguised with green walls to Ford Street but glazing blocked on the inside could also be used to give a lighter visual appearance externally. Suggest to **exterior walls e.g., stair circulation spaces could be improved visually if also glazed** – see side elevation on Agard Street view visual and Markeaton Brook view. These spaces would benefit internally with natural light, rather than with solid walls as proposed. There might also be an opportunity also for wc's adjacent to the stairs to also have modesty/obscure glazing to improve the visual appearance.

- The **height** of the is proposed to be much higher and higher than the current four storey buildings on the site as they are five to seven storeys. Looking at the context drawings they are also much taller than Agard Court, the residential building, opposite. The context views show this, but the visuals give the impression that the new building will look lower in height. Can this be checked, and a verified photo (view 1 and 2) submitted? It would be preferred that the gateway to Agard Street with Agard Court one side and the new University building the other were the same or more similar in height. Perhaps the height of the clear glazed cladding could be reduced (so that the building upper floors look less dominant) and the roof over the atrium could be modified to be part of the top floor, so there are views onto the glazed rooflights instead of the roof projecting higher? The combination of the clear cladding and further projecting roof with rooflights look to be the most impactful when looking at the building from longer distance views (see all four elevation views).
- **Large scale and massing** - As the new building is so much taller and bigger building on a large floor plan it would be clear that the business school was the most important in the hierarchy. Suggest height lowered to reduce the overall scale and massing of this building.
- **Detailed design** - The structure is predominately of **GRC/pre-cast exoskeleton**, which does not relate to the building's context, which is predominantly brick, with a pigmented red colour which looks inappropriate and bright in the visuals. The structure has a **glazed channel cladding** to the top two floors in a grey colour. See discussion on materials below. Concern about form of roof and important that all plant to the roof is carefully considered in terms of location and visual appearance.

This is such a large building in plan a visual vertical emphasis is clearly needed in the detailed design. However, the increased **vertical emphasis in a band** to the Ford Street and Markeaton Brook (see to second floor elevations) seem to emphasise the horizontal nature of the building which is at odds of the verticals which are needed in this location. Suggest this is relooked at to lessen the visual impact.

Entrance and internally Advertisement – Reason for the entrance to be in this location understood, although off a very busy road, but although there is height on this location the entrance in floor plan does not seem to look big enough. the big screen at high level looks out of place on this elevation as it seems to be addressing the traffic rather than pedestrians. Suggest re-think of **large external internally illuminated screen** as has a harmful impact on the setting of the conservation area and setting of nearby listed buildings to Ford Street and Friar Gate (ref view 2).

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- Materials – this building is mainly proposed to be of a **pigmented red GRC/pre-case exoskeleton**. This is a concern and an alien material which does not relate to its context. The visual appearance of this, the glazed channel cladding, and the many other materials; bronze metallic louvre panel, rainscreen cladding, enamel glazed panel and profiled ceramic cladding need to be scrutinise. Strongly suggest the materials palette with samples is submitted for assessment and further comment in this important location.
- It is important to understand the visual appearance of the building during **day and night** and the impact on heritage and the area around it may vary at different times of the day. Suggest this information is submitted along with any lighting strategy. Concern about the visual impact of the grey clear cladding if lit from inside at night.
- No issue with hard or soft landscaping proposed subject to control of materials and detailed design for enclosures etc.

Conclude that although the main frontages of the listed buildings along Friar Gate are the most significant, the views to and from the rear of these buildings from Agard Street and their former garden areas are also important. There has been an assessment on listed buildings within 200m where there is direct visual connection, listed buildings where there is no intervisibility and those beyond 200m from the site where there is a direct visual connection, but the distance minimises the impact (section 4.4.4 Integrated, Townscape and Visual Impact Assessment). It is generally accepted that there will be views of the building from a number of listed buildings along Friar Gate. It is agreed however that there will be an impact, which will be negative, on the setting of the grade II and II* listed buildings on 47 Ford Street and the corner of Friar Gate and Stafford St (grade II* 27 Friar Gate) to the west side of Friar Gate and 23 and 21-22 Friar Gate to the east side at the junction of Stafford Street and Friar Gate due to the visual appearance of the building and illuminated screen from east of junction on Friar Gate/ Stafford St. The impact on nearby listed buildings, those on Brook Street will be limited due to the space between them and the new building. The assessment of impact on setting of the listed buildings hasn't been presented in detail and the impact on views to the Cathedral from the rear elevations of the listed buildings on Friar Gate. It is likely some views to this landmark may be lost, which is negative. It is noted that the heritage value of the cathedral is listed as B in the document but as a grade I listed building - should this therefore be A in the heritage value? The impact on the buffer zone is quoted but this should be the impact on the setting of the Derwent Valley Mills World Heritage Site (DVMWHS).

There is a negative impact on the setting of the Friar Gate Conservation Area due to the size and scale of the building immediately adjacent to it. However, that the open space is proposed to be constructed upon will have a slightly positive impact on the setting. There is limited impact on the setting of the City Centre Conservation Area where the Cathedral is located. There is no impact on the setting of the DVMWHS.

Policies - The Planning (Listed Building & Conservation Areas) Act 1990 sections 16 and 66 regarding the listed buildings is relevant here. As are E18 and E19 of the saved Local Plan Review (2006) and CP20 of the Local Plan – core strategy (2017). Section 16 on Conserving and enhancing the historic environment of the NPPF is relevant, in particular, para 199, 200 and 202. Section 16 on Conserving and enhancing the historic

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environment of the NPPF (2021) is relevant in particular, para 189, 194, 199, 200 and 202. There is harm caused to the designated heritage assets and as regards to heritage policies in the National Planning Policy Framework this proposal's level of harm (classified as less than substantial harm) it is considered to be under para 202. *'...Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use' (NPPF, Para 202).* This means that where there is this level of harm, this harm should be weighed against the public benefits of the proposal. This weighing is undertaken by the Development Management Case Officer.

Suggested conditions – Should you be minded to grant permission suggest conditions regarding roof plant, vents and flues, windows, and doors (how they sit in reveal) and full range of material palette.

Recommendation: Suggest reduction of height, and therefore scale and massing of the building. Suggest review of some elements of detailed design which impact negatively on the historic environment or design – as outlined above. Suggest review of chosen material palette.

Once amendments made the proposal falls under para 202 (NPPF, 2021) as there is harm, this harm should be weighed against the public benefits of the proposal. This weighing is undertaken by the Development Management Case Officer.

5.5. Environmental Services (Health – Pollution):

Air Quality

1. Agard Street is within an Air Quality Management Area (AQMA) due to relatively high concentrations of nitrogen dioxide (NO₂) associated with significant traffic volumes and associated queuing towards the junction of Agard Street/Ford Street.
2. The application proposes the demolition of a block of residential dwellings and replacing this with a University education building. This aspect of the scheme will have the effect of reducing the sensitivity of receptors by removing the current occupants of residential dwellings, thus reducing the perceived air quality impact on site.
3. The land to the immediate corner of Agard Street and Ford Street is currently a car park. The scheme includes a proposal to replace this land for the University education building. This subsequently has the potential to reduce vehicle trips to and from this junction, thus further improving perceived local air quality risks.
4. Conversely however, the creation of any high-rise buildings close to the road along Agard Street, has the potential to increase the 'street canyon' (a phenomenon which can greatly increase air pollutant concentrations due to restricted air flow/dispersion), thus the development has the potential to increase pollutant concentrations.
5. It is clear therefore, that considering the impact of the development on local air quality is relatively complex in this case, due to the need to balance the potential positive and negative effects.

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6. I note the submission of an Air Quality Assessment in support of the planning application (IDOM, Ref: AQA-22377-22-37, Dated: February 2022). I can comment on the report and its implications for the determination of the application as follows.

Air Quality Assessment

7. The assessment acknowledges the potential issue relating to a *street canyon* and uses dispersion modelling to predict future air pollutant concentrations with and without the development in place (using a predicted opening year of 2024).
8. In addition, construction phase impacts on local air quality have been assessed in accordance with IAQM guidance, which results in a requirement for dust mitigation measures (outlined in Section 9 of the report).
9. The assessment confirms that the heat demand of the proposed development will be addressed using roof-mounted air source heat pumps (ASHPs) therefore no point sources of NO_x or PM₁₀ are anticipated.
10. Model verification contained in the report highlights relatively significant variability between monitored and modelled results. Although an adjustment was used in the model, there does not appear to have been any investigation into why the model was performing poorly in this regard. This therefore needs to be borne in mind when considering the modelling results.
11. A number of receptors are modelled, including a sensible inclusion within the model assuming the completion of the residential development at 8-14 Agard Street, which accounts for both the existence of receptors but also the building structure in terms of canyon effects.
12. Table 11 describes the impacts at each receptor, comparing the 'with and 'without' development scenarios. Due to the reduction in vehicle movements combined with the reduced canyon effect created by the removal of Sir Peter Hilton Court, the development is predicted to have either a *negligible*, *slight* or *moderately beneficial* impact on local air pollutant concentrations at the majority of receptors.
13. This is with the exception of receptors at Agard Court, located directly opposite the new University Building where either a *moderate* or *slightly adverse* impact is predicted.
14. The adverse impacts are due to the presence of the new University building creating a canyon effect, which currently does not occur due to there being no building present. The maximum predicted increase in NO₂ concentrations is 11.79µgm⁻³ at receptor AC1.0 (annual average) and whilst this is a significant increase, the overall annual concentrations still remain below the National Objective level in the predicted opening year of 2024 (35.09µgm⁻³).
15. Notably, a sensitivity analysis is also included in the report, which utilises 2019 vehicle emission factors for the modelling in 2024, thereby providing a more 'pessimistic' assumption, namely that vehicle emissions won't improve to the extent that they are predicted to do under the emission factors toolkit (EFT v10.1).
16. This results in even more significant impacts associated with the development at the receptors at Agard Court, with a *substantially adverse* impact expected on

floors 1 and 2 and *moderately adverse* impacts at the upper floors. The benefits arising from the replacement of Sir Peter Hilton Court opposite the 8-14 Agard Street residential development remain however.

17. Notwithstanding all of the above, it is acknowledged that the increases in concentrations associated with the street canyon are unlikely to be as high in practice as those modelled. Whilst all modelling carries varying degrees of uncertainty, in this particular case this is exacerbated by the proposed University building design, which does not conform precisely to the simplified street canyon/building layout under the ADMS modelling software, which assumes that the new University building will be orientated parallel to the road. In practice, this is not the case, as the building extends gradually away from the kerb towards its eastern end, theoretically reducing the canyon effect in practice as compared to the modelling outputs.
18. I further note in relation to the significance of increased air pollutant emissions as experienced by the occupants of Agard Court, that to the best of my knowledge, the residential accommodation was constructed with the provision of mechanical ventilation throughout, which should greatly reduce the impact of the occupant's exposure to traffic-related air emissions associated with Agard Street.
19. The assessment balances this complex mixture of air quality impacts and modelling uncertainties, both beneficial and adverse and concludes that the overall impact is 'not significant'.
20. Nonetheless, Section 9 goes on to offer proposals for air quality mitigation to offset the potential increases in NO₂.
21. This includes proposals for the building to be stepped back away from Agard Street, an intention for the development to be car-free and the use of ASHPs for heating, negating the need for gas/oil/biomass boilers on site which could otherwise contribute to NO_x/particulate emissions.

Conclusions and Recommendations on Air Quality

22. As can be determined from the submitted air quality assessment and the above points, consideration of air quality impacts arising from this particular scheme is relatively complex.
23. In forming a judgement in relation to the overall impact of the development, consideration must be given to balancing a number of factors, including the predicted air pollution reductions versus the predicted increases, the number of receptors who might experience the reductions/increases, the various issues with modelling uncertainty and the proposed mitigation.
24. On the one hand, there is some concern over the notable increases in air pollutant concentrations that could occur at the Agard Court site as a result of the enhanced street canyon to the eastern end of Agard Street, created by construction of the new University building. However, this is balanced by the removal of sensitive receptors (through the demolition of Sir Peter Hilton Court), a reduction in the street canyon effect around this western part of the development (thus also improving conditions for receptors living within the new

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8-14 Agard Street development) and a reduction (albeit only very slight) in traffic flows due to the replacement of the existing car park with a car-free development.

25. I further note that the receptors that could experience the increased concentrations (Agard Court) are afforded a significant degree of protection as a result of the mechanical ventilation system which already serves those dwellings. The over-simplification of the modelling of the canyon (as discussed above) also suggests that impacts are unlikely to be as high as the values stated through modelling.
26. **Consequently, I would agree with the report's assertion that the air quality impacts arising from the development can be considered to be not significant. Therefore, I have no objections to the granting of the application on air quality grounds.**
27. **Due to the mitigation already presented in Section 9 of the report, it may however be prudent to secure those measures via an appropriately-worded air quality mitigation condition. I would also recommend the inclusion of the construction dust mitigation measures (also outlined in Section 9) in a Construction Management Plan, to be secured by a further condition.**

Contaminated Land

I have reviewed the application information and I would offer the following comments in relation to Contaminated Land implications for the development as follows.

Please note that the following comments do not seek to interpret or discuss the suitability, or otherwise, of any of the geotechnical aspects of the site investigation, other than within a land contamination context.

In addition, all comments relate to human health risks and therefore I would refer you to the Environment Agency for their comments on any conclusions made in the report surrounding risks that may exist to controlled waters, since the Local Authority cannot comment on these aspects.

1. The proposal is for the construction of a new Business School for the University of Derby which will involve the partial demolition of existing student accommodation buildings on Sir Peter Hilton Court. The proposal includes areas of soft landscaping and open space amenity areas.
2. The following reports have been reviewed as part of this consultation:
 - i) Geoenvironmental Phase 1 Desk Study (Ramboll ref: 1620009781-RAM-ZZ-ZZ-RP-CL-00001 dated 07/03/2022)
 - ii) Geoenvironmental Ground Investigation Factual Report (Ramboll ref: FS0682-RAM-XX-XX-RP-G-000002 P01 dated 07/03/2022)
 - iii) Ground Investigation Report (Ramboll ref: 1620009781-RAM-ZZ-XX-RP-GT-00001 dated 08/03/2022)
 - iv) Contaminated Land Interpretive Report (Ramboll ref: 1620009781-RAM-ZZ-ZZ-RP-CL-00003 P02 dated 07/03/22)

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3. The Desk Study has identified a number of former land uses that have the potential to have caused ground contamination. Subsequently an intrusive ground investigation was carried out on areas of the site that are currently accessible.
 4. Based on a commercial land use, there was a limited amount of contamination identified although we would also comment that only limited sampling has been carried out with the majority of samples taken at depth so of limited value in terms of the potential human health risk. There are areas of the site where no sampling has been carried out.
 5. Some limited gas monitoring was carried out which indicated that the site is likely to be classified as requiring Characteristic Situation 2 gas protection measures.
 6. I note from the plans submitted that there is a landscaped area in the North/Eastern side proposed for students that is to be grassed/used as a recreation area. We would question whether a commercial land use is the most appropriate land use, particularly as this area is located in close proximity to student accommodation and should be viewed in the context of the overall development plan. **It would also appear that no samples have been taken from this area so further work will be required.**
 7. Whilst there has been limited sampling underneath the footprint of the proposed building, there has not been significant contamination identified within the samples that have been analysed. Asbestos fibres were identified in one surface sample, but the presence of further asbestos cannot be discounted at this stage and further sampling should be carried out due to the low number of surface samples analysed. The existing building on site remains in-situ so there is the potential for contamination to be underneath the building as a result of historical activities or contaminated made ground. **Further consideration of this should be made post-demolition of the existing structure.**
 8. In view of the previous uses of the site and conceptual model within the Desk Study, it is considered that further consideration of the landscaped open space area in the north/east area of the site is required, including evaluation of the most appropriate generic assessment criteria for that area of the site.
 9. We would concur that at this stage, gas protection may be required for the site and further details of the mitigation measures proposed should be provided. Alternatively, a more detailed gas risk assessment should be carried out to determine whether gas protection measures are required. This may require additional gas monitoring to be carried out.
 10. The conclusions of the report are that whilst further sampling is considered to be required under the footprint of the building that is to be demolished, this can be carried out under a watching brief. **We would disagree with this approach as additional information is considered necessary for several areas of the site, but we would agree that this work can be carried out following the demolition of the building.** We would also agree that the criteria for the re-use of any soils within shallow depths or soft landscaping areas needs to be agreed in advance.

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11. I note that some contamination has been identified that may potentially pose a risk to controlled waters but this is not considered to be significant. **Please note, our comments do not relate to the potential risk to controlled waters and we would recommend that the Environment Agency are consulted accordingly for their agreement to the risk assessment submitted.**

Recommendations and Conclusions

12. In view of the additional investigative work that is required for the site, we would recommend that conditions relating to contaminated land are attached to any planning permission granted as follows:
- i) Prior to the commencement of development (other than demolition or site preparation works), further intrusive site investigations are required to supplement the results within the Geoenvironmental Ground Investigation Factual Report (Ramboll ref: FS0682-RAM-XX-XX-RP-G-000002 P01 dated 07/03/2022) and determine the levels of contaminants on site that could pose a risk to the development. A risk assessment will then be required to determine the level of potential risk to end users of the development and to controlled waters, including the risk posed by ground gases. A detailed report of the investigation will be required for submission to the Local Planning Authority for written approval prior to commencement of the development.
 - ii) In those cases where the agreed Phase II Investigation Report has detailed significant contamination risks exist on site, a Remediation Strategy will be required in order to identify measures needed to mitigate the identified risks. The Remediation Strategy shall be submitted for written approval by the Local Planning Authority prior to commencement of the development. This shall include a Discovery Strategy in the event that unexpected contamination is identified throughout the course of the development.
 - iii) The risk reduction measures detailed within the agreed Remediation Strategy shall be implemented in full. A Validation Report shall subsequently be produced which adequately demonstrates that the measures have been implemented in full and that all significant risks to users of the development and controlled waters have been removed. The Validation Report shall be submitted to and approved in writing by the Local Planning Authority prior to the development being occupied.

Noise

I have reviewed the application information and I would offer the following comments in relation to Noise implications for the development as follows.

- 1. The applicant has submitted the following report in support of this application: Noise Impact Assessment (Max Fordham LLP issue 02 ref: 6830-MXF-XX-XX-RP-Y-10003 dated 28th February 2022). This details a noise survey that was carried out between Wednesday 26th May and Friday 4th June 2021. The monitoring is reported as being carried out in line with current guidance.
- 2. Subsequently, noise map modelling was carried out to calculate expected noise levels on each of the facades of the proposed building. This has identified that a significant portion of the building will be exposed to high noise levels from external

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sources and therefore, mechanical ventilation will be required for the majority of the building.

3. Glazing recommendations have been made within the design documents to achieve suitable internal noise levels appropriate for higher education purposes but these are not included within the noise impact assessment.
4. The report identifies that the building is designed to utilise air source heat pumps which will be located on the roof of the proposed building with associated noise screens that will be 0.5m higher than the top of the proposed air source heat pumps. Other plant noise associated with the proposed mechanical ventilation for the building have not been included as this is envisaged to be 10dB below the maximum ASHP noise levels at receptors and therefore will have a marginal effect on the assessment of plant noise. A BS4142 assessment has been carried out accordingly.
5. The proposed plant noise limits have been set at 5dB below the existing background noise levels. These are relatively high and potentially exceed the WHO recommended outdoor amenity standard levels but are not uncommon for a city centre location. The suggested plant noise levels are 52dB(A) $L_{Aeq(t)}$ during the day (07:00-23:00) and 42dB(A) $L_{Aeq(t)}$ during the night (23:00-07:00).
6. The noise modelling subsequently carried out indicates that whilst the proposed noise limits can be achieved during the day, the night-time limit is only just achievable at one of the residential buildings opposite and this is based on only one of the proposed ASHP's being operational at night.
7. No outdoor amenity assessment has been carried out despite several outdoor areas being included within the design of the development.
8. Whilst we do not disagree in principle with the assessment that has been carried out, it is considered that more detail is required before we are able to agree with the level of potential impact for the plant noise. No detail has been provided in terms of the noise screen that is proposed and the potential mitigation that will be provided.
9. The sustainability statement submitted indicates that an overheating assessment has been carried out and acoustics have been considered within the ventilation and glazing schemes. We welcome this type of proactive approach to good acoustic design and details are provided within the Energy and Carbon Statement (Max Fordham LLP ref: J6830-MXF-XX-XX-RP-Y-22000 dated 11th March 2022). This shows that a variety of features are designed into the building, including maximising the amount of daylight through windows whilst limiting the thermal gain and incorporating solar shading. Teaching spaces have been arranged to maximise the use of natural daylight but areas for Computing and Virtual Reality will be located on the Northern side of the building to reduce the cooling loads.
10. The maximum G value for the glazing is proposed to be 0.4 or less which restricts the heat energy transfer through windows to 40%.
11. Mechanical ventilation is proposed for the majority of the building with the exception of the proposed Atrium and associated spaces. An overheating assessment has been carried out to develop an appropriate natural ventilation

scheme to limit the risk of overheating which does include opening windows on the first three floors and through roof windows. However, consideration of the acoustic environment has been made when modelling the internal temperatures and it is identified that the underfloor heating system could be modified to act as underfloor cooling if required, particularly within the ground floor of the Atrium area.

12. There is also extraction proposed for the kitchen ventilation system which will include carbon, UV or electrostatic filtration although no details are provided with respect to the specific system proposed.

Conclusions and Recommendations

13. In general, we agree with the majority of proposals but there is a lack of specific detail within the documents submitted in terms of the sound insulation scheme proposed. The design of the overall building has considered the acoustics in conjunction with the energy performance of the building so we would recommend that, in the event that planning permission is granted, the acoustic requirements are embedded within suitable conditions. This should demonstrate that the noise levels within the teaching areas comply with the requirements set out within Building Bulletin 93 – Acoustic Design of schools: performance standards (Dept of Education 2015).
14. In addition, further details of the plant equipment to be installed, including details of the mechanical ventilation systems as well as any kitchen extraction systems are required before a full mitigation scheme can be agreed. A noise rating level can then be agreed for all plant equipment as well as detailing mitigation measures that will be required throughout the lifetime of the development.
15. Furthermore, an assessment of the outdoor amenity areas should be carried out to ensure that the WHO recommended outdoor amenity limit of 55dB(A) $L_{Aeq(t)}$ can be achieved.
16. Due to the close proximity of residential receptors, we would also recommend that a construction environmental management system be required under condition to ensure that appropriate noise, dust and vibration control measures are in place during all construction phases, including demolition. This should include (but not be limited to) details of working hours, procurement arrangements, stockpile and plant equipment locations as well as details of any communication strategies etc. Further guidance can be found within BS5228-2:2009 +A1:2014 Code of Practice for noise and vibration control on construction and open sites or Guidance on the Assessment of Dust from Demolition and Construction (IAQM 2014).

5.6. Natural England

I can confirm that we have processed this consultation and Natural England has no comments to make.

If you refer to our auto acknowledgement, email it states that If you do not receive a response from Natural England (or communication on a revised response date), we have no specific comments to make. Please refer to our general advice in the Annex above.

5.7. Derbyshire Wildlife Trust:

We have reviewed the following ecological reports submitted in support of the application;

- Preliminary Ecological Appraisal, Middlemarch Environmental, October 2021
- Preliminary Bat Roost Assessment, Middlemarch Environmental, October 2021
- Bat Surveys and Mitigation Strategy, Middlemarch Environmental, October 2021
- White-Clawed Crayfish Survey, Middlemarch Environmental, December 2021

We have also considered the submitted Landscape General Arrangement 153803-STL-XX-XXDR-L-09000 PL_P19

We advise that the suite of ecological surveys have considered the relevant habitats and species likely to be affected by the proposed development and have subsequently put forward appropriate mitigation, compensation and enhancements to address the identified and potential impacts.

No direct impacts on the Markeaton Brook Local Wildlife Site, which is located adjacent to the northern site boundary, are anticipated. The prevention of any indirect impacts should be detailed within a Construction and Environmental Management Plan (CEMP) required by a planning condition.

The bat surveys, carried out in accordance with current best practice guidance, confirm the presence of roosts for low numbers of Soprano Pipistrelle bats in the building that will be demolished to facilitate the development. Although the demolition of the building has been considered under a separate demolition application, the proposed roost compensation required under the conditions of a Natural England licence, is to be provided within the redline of the current application.

As the works will result in the loss of bat roosts and disturbance of a European Protected Species, a Natural England licence will be required to enable the development to proceed without committing an offence, as rightly stated in the Bat Surveys report.

On the basis of the submitted information we advise that the proposed development will affect bats through disturbance of a European Protected Species and loss of resting places. All species of bats are European Protected Species and a licence is required in order to carry out any works that involve disturbance to the animals or destruction of their resting place.

Appropriate broad mitigation measures are outlined in section 6 of the Bat Surveys and Mitigation Strategy report prepared by Middlemarch Environmental dated October 2021.

We therefore recommend that the following is secured by a condition attached to any permission;

“The development shall be carried out in accordance with the bat mitigation measures outlined in section 6 of the Bat Surveys and Mitigation Strategy report prepared by Middlemarch Environmental dated October 2021 unless varied by a European Protected Species licence subsequently issued by Natural England, a copy of which

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shall be submitted to the Local planning Authority. The agreed features for roosting bats shall be permanently installed in accordance with the approved details.”

As the works will need to be undertaken under a Natural England licence to derogate from the offence of disturbance of a European Protected Species and potential impact on a bat roost, we advise the Council that in reaching a decision the Council should demonstrate how the three tests set out at Regulation 55 of the Conservation of Habitats and Species Regulations 2017 have been considered, and state the evidence for conclusions drawn on each test as to whether the test can be met. The three tests set out within Regulation 55 are as follows:

(i) The action will be undertaken for the purpose of preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment (Regulation 55(2)(e))

(ii) That there is no satisfactory alternative (Regulation 55(9)(a))

(iii) That the action will not be detrimental to the maintenance of the population of the species concerned at favourable conservation status in their natural range (Regulation 55(9)(b)) While we are unable to advise on the first two “non-ecology” tests, we would advise that on the basis of the proposed broad bat mitigation and compensation measures outlined in section 6 of the Bat Surveys and Mitigation Strategy report prepared by Middlemarch Environmental dated October 2021 it is likely that the favourable conservation status of the local bat population will be maintained and, as such, test (iii) will be met.

The White-clawed Crayfish Survey report confirms the presence of the native protected Whiteclawed Crayfish and the non-native Signal Crayfish in the adjacent Markeaton Brook. We support the proposed mitigation measures recommended in section 5 of the White-clawed Crayfish Survey report prepared by Middlemarch Environmental dated December 2021 including the submission of a White-clawed Crayfish protection strategy to be agreed prior to any works that may affect white clawed crayfish or their habitat. This should be secured by a planning condition;

“Prior to the commencement of any works which may affect white-clawed crayfish and their habitat, a detailed Crayfish Protection Strategy based on the mitigation measures recommended in section 5 of the White-clawed Crayfish Survey report prepared by Middlemarch Environmental dated December 2021 shall be submitted to and approved in writing by the Local Planning Authority. All works shall then proceed in accordance with the approved strategy.”

While we are broadly supportive of the measures provided by the submitted Landscape General Arrangement, particularly the provision of areas of wildflower meadow, green roofs, green walls and bat and bird boxes, we advise that further consideration should be given to the enhancement of the local swift population through the incorporation of integrated swift boxes within the new buildings.

This declining urban species is known to occur in the vicinity of the proposed development and is specifically targeted in the Planning Practice Guidance. Natural Environment 2019. Details of the provision of integrated swift nesting features, which could also be utilised by house sparrow, should be included on a revised Landscape Plan or within a Landscape and Ecological Management Plan (LEMP) required by a

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planning condition along with a Construction Environmental Management Plan (CEMP: Biodiversity) as follows;

Construction Environmental Management Plan (CEMP)

“No development shall take place (including ground works and vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the local planning authority.

The CEMP (Biodiversity) shall include the following.

- a) Risk assessment of potentially damaging construction activities.
- b) Identification of “biodiversity protection zones”
- c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (to include consideration of lighting) (may be provided as a set of method statements).
- d) The location and timing of sensitive works to avoid harm to biodiversity features.
- e) The times during construction when specialist ecologists need to be present on site to oversee works.
- f) Responsible persons and lines of communication.
- g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
- h) Use of protective fences, exclusion barriers and warning signs

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Landscape and Ecological Management Plan (LEMP)

“A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority prior to the commencement of the development. The content of the LEMP shall include the following.

- a) Description and evaluation of features to be managed.
- b) Ecological trends and constraints on site that might influence management.
- c) Aims and objectives of management.
- d) Appropriate management options for achieving aims and objectives.
- e) Prescriptions for management actions.
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a twenty-year period).
- g) Details of the body or organization responsible for implementation of the plan.
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery.

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The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

The approved plan will be implemented in accordance with the approved details.

5.8. Natural Environment (Tree Officer):

Relevant documents for consultation:

- Arboricultural Impact Assessment A_February 2022
- Hard Landscape Plan
- Landscape General Arrangement
- Outline Soft Landscape Specification
- Planting Schedule
- Tree Pit in Hard Surface Landscape Detail
- Tree Pit in Soft Landscape Detail
- Tree Protection, Removal and Retention Plan
- Depth of Soil Profile Detail
- Soft Landscape plan

Observations:

Existing trees: The submission of the well-produced AIA is welcomed.

The AIA includes:

- Tree Survey Plan (existing layout)
- Demolition Plan
- Tree retention plan (with proposed lay out)

The AIA has identified 15 individual trees to be removed and the partial removal of one group (G1). One of the trees proposed to be removed is a U category tree (unsuitable to be retained). 11 category B trees are proposed to be removed and 3 individual category C are proposed to be removed. G1 which is proposed to be partially removed has been categorised as a C.

None of the trees on the site are protected by a TPO. Although they are not protected by a TPO they are visually significant and do provide amenity value.

The AIA has stated that 25 new trees are to be planted.

The AIA states that a AMS will be required. This must include a final TPP which must be incorporated into relevant subsequent plans, method statements used for design purposes and construction drawings.

The AIA has identified that the proposed cycle shelter will impact upon T12,T15 and T16 . It would have been useful if the tree constraints (RPA) were shown on all plans including the hard landscape plan.

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Landscaping:

I am only commenting on the tree aspect of the landscape.

The Landscape General Arrangement does not show the tree species at the planting locations however Soft Landscape plan does. Although the Tree Pit in Soft Landscape Detail is acceptable I do need to know that the adjacent areas to the trees will provide adequate rooting environments. To this the final landscape plan must, in addition to showing the tree species at the planting locations, show the soil volume target for the tree species and form and actual soil volume available.

Depending on the available soil volume tree crates may need to be utilised in the triangular soft landscape area north of the proposed building (northern plaza). The final landscape plan must demonstrate that there will be adequate soil volume for the tree to fulfil its intended role.

4 trees are proposed to be planted in planters located close to the north boundary. In my experience trees in planters rarely flourish. They require significant irrigation and have limited soil volumes. These should be omitted, and trees planted in adequate soil volumes within the ground. If they are insisted on planting them they must demonstrate that they will be maintained so that they fulfil their landscape function.

The hard landscape plan shows two linked underground tree crate systems on the main boulevard with the detail provided in the Tree Pit in Hard Surface Landscape Detail. This is most welcomed.

I would like to see a net increase in tree canopy cover. If this cannot be achieved on site that it must be provided off site. To this end they must demonstrate that there will be a net increase in canopy cover

Conclusion: In principle I have no objection. Initially there will be a loss of amenity due to the removal of trees. However the documents supplied at this stage appear to show that they have grasped this opportunity to install a high-quality landscape scheme that would benefit students, staff, visitors and provide wildlife habitat. There are a few things that need to be amended/clarified which can be addressed by appropriate conditions.

To be conditioned:

- Final AMS to include final TPP (in accordance with BS5837: 2012). The AMS **must** include the demolition impacts.

The AMS could address some or all of the following:

1. Removal of existing structures and hard surfaces.
2. Installation of temporary ground protection.
3. Excavations and the requirement for specialized trenchless techniques.
4. Installation of new hard surfacing – materials, design constraints and implications for levels.
5. Specialist foundations – installation techniques and effect on finished floor levels and overall height.

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6. Installation of non-dig paths and surfacing including edging and treatment to original ground levels.
 7. Retaining structures to facilitate changes in ground levels.
 8. Preparatory works for new landscaping.
 9. Auditable system of Arboricultural site monitoring, including a specific site events requiring input or supervision.
 10. A list of contact details for the relevant parties.
- Demonstration of predicted net increase in canopy cover, and if not demonstrated on site, mitigatory planting to be provided off site.
 - Final landscape plan and supporting documents to include: soil volume targets for all trees and actual available soil volumes.
 - 1) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted.
 - 2) The scaled plan to show (for each tree) soil volume targets and actual soil volume.
 - 3) Location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - a) permeable paving
 - b) tree pit design
 - c) underground modular systems
 - d) Sustainable urban drainage integration
 - e) use within tree Root Protection Areas (RPAs)
 - 4) a schedule detailing sizes and numbers/densities of all proposed trees/plants
 - 5) specifications for operations associated with plant establishment and maintenance that are compliant with best practise

Second Comments submitted 11th May 2022

Observations:

In response to my previous comments below the applicant has provided a tree canopy coverage calculation plan. This is most welcomed and demonstrates that there will eventually be a net increase in canopy cover. This element is acceptable and would be secured via the landscape condition.

Reasoning for the planting the four trees in planters has been supplied. The applicant considers that the final size and type of planter, its irrigation and species choice can be agreed at discharge of condition. I am concerned that even if an acceptable condition is agreed if the trees fail to thrive there would be a loss of potential canopy cover and green infrastructure. It should be explored that if the trees fail to thrive (and it would not be practicable to plant replacement trees in the planters) that trees could be planted off site nearby within the public realm. The financial mechanism for this

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would need to be explored. Current costs for the Streetpride to supply, plant and maintain a heavy standard tree is £450

5.9. Our City Our River Team:

No comments provided.

5.10. Emergency Planner

To be reported

5.11. DCC Regeneration and Major Projects

The Regeneration and Major Projects Team welcomes the University of Derby's proposed development on Agard Street, noting it is an important component of the shared ambition to increase the University's city centre presence.

The application represents a key first step in delivering the University's City Masterplan, supporting their City Hub development in the Agard Street area. This is part of the University's wider vision to create an Academic Zone linked to a developing Enterprise Zone, with improved connectivity within the University's estate and a stronger relationship with the city centre.

Delivery of the University's masterplan will contribute to the inclusive and regenerative growth of Derby city centre and supports the Growth and Vibrancy ambitions of the Council Plan, increasing the presence and role of the University as an anchor institution.

The proposed Business School will enable teaching, research, innovation and skill development in Derby, aligned to regional, national and global needs. Its aims and location will encourage enterprise and innovation collaboration with local businesses and expert academics. This will directly complement our partnership work with the University on the Ascend programme, in support of high value-added business start-ups alongside existing businesses.

The new business school offers the potential to contribute to the economic growth of the Derby city region and beyond, enabling access to current knowledge and best practice in management and thus increasing the potential for enhanced innovation and productivity in businesses large and small, and across the public sector too.

A centrally located business school with exceptional facilities and additional capacity will attract a diverse range of students who will live, study, and eventually develop careers in Derby. The increased presence of students will contribute significantly to Derby city centre's vibrancy and wider economic recovery.

Critically, and aligned with our own priorities for the city, we are pleased to see that the new business school has green growth innovation and a zero carbon future at the heart of its plans.

This flagship development will contribute significantly to the University's role as an anchor institution in Derby, and Derby City Council is keen to continue to work with the University to realise our shared objective of driving local economic prosperity and growth.

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For these reasons, the Regeneration and Major Projects team fully supports the proposals for the new academic building on Agard Street.

5.12. Police Liaison Officer:

To be reported

5.13. Environment Agency:

Environment Agency Position 6th April 2022

Flood Risk and Drainage

In the absence of an acceptable flood risk assessment (FRA) we **object** to this application and recommend that planning permission is refused.

Reason(s)

The submitted FRA does not comply with the requirements for site-specific flood risk assessments, as set out in paragraphs 30 to 32 of the Flood Risk and Coastal Change section of the planning practice guidance. The FRA does not therefore adequately assess the flood risks posed by the development. In particular, the FRA fails to:

- consider how people will be kept safe from the identified flood hazards
- consider how a range of flooding events (including extreme events) will affect people and property
- consider the potential impacts of a culvert blockage at Markeaton Brook on flood extents and depths at the site
- Consider flood storage compensation
- Consider safe access and egress routes

Overcoming our objection

The proposed development is within the floodplain of the Markeaton Brook, with part of the proposed building's footprint being within Flood Zone 3. This will subsequently reduce the amount of floodplain storage available, and the development could therefore increase flood risk elsewhere. The FRA should propose compensatory flood storage on a level for level and volume for volume basis.

With regards to access and egress, the FRA does refer to the potential flood depths and the likely flood hazard on the roads leading to the development site, such as the A601.

However there is no detail of the access and egress route out of the site. The FRA should provide details on dry access and egress in a 1%AEP 30% climate change flood.

Without this information available the Local Planning Authority will be unable to make an informed decision if the flood management/evacuation procedures are adequate.

The site specific modelling which has been undertaken for this site needs to include model runs including a blockage of the Markeaton Brook culvert to the north of the site, which could increase flood risk at the site.

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The model runs should include the risk of culvert blockage during a severe flood, for example during a 1 in 100 year 30% climate change flood. Blockage scenarios should be included for a range of blockages, for example 33% blockage, 67% blockage and 100% blockage, with accompanying maps showing the potential flood depths at the development site. This will ensure that the residual risk of culvert blockage during a severe flood event is fully considered by the FRA.

Depending on the outputs of the site specific modelling, a full model review with the Environment Agency Evidence and Risk team may be required.

Tree planting alongside Markeaton Brook flood defence wall – trees should be planted in planters or have root ball protection to ensure no damage to the flood defence wall.

To overcome our objection, the applicant should submit a revised FRA which addresses the points highlighted above.

If this cannot be achieved, we are likely to maintain our objection. Please re-consult us on any revised FRA submitted and we'll respond within 21 days of receiving it.

Environmental permit - advice to applicant

The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activitiesenvironmental> permits or contact our National Customer Contact Centre on 03708 506 506 (Monday to Friday, 8am to 6pm) or by emailing enquiries@environmentagency.gov.uk.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Biodiversity

We have reviewed the *Preliminary Ecological Appraisal, October 2021* by Middlemarch Environmental - as long as the recommendations outlined in Section 7 are followed then we have no further comments to make.

We have reviewed the associated species surveys. *Bat surveys and mitigation strategy, October 2021* - as long as the mitigation strategy outlined in Section 6 is followed then we have nothing further to add. *White Clawed Crayfish Survey,*

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December 2021 - as long as the recommendations in Section 5 are followed then we have nothing further to add.

Advisory – LPA/Applicant

Under the NPPF paragraphs 170(d) and 174(b), there is a duty placed upon Local Authorities to minimise impacts and provide net gains in biodiversity. Under the updated Environment Act, all developments are required to deliver a minimum of 10% biodiversity net gains (as calculated using the Defra Metric). Net gains should be delivered on a like-for-like basis in terms of habitat types and arrangements should be made to ensure they are maintained/managed for a minimum of 30 years.

Although BNG is referenced in the PEA there is no official assessment using the DEFRA metric to show how they are going to meet these requirements. We urge the Local Authority to ensure that this assessment is carried out or conditioned as part of the determination of the application.

Updated Position 5th April

The applicant has held a meeting with the Environment Agency following consideration of the Environment Agency's objection. They have agreed the meeting notes and consider that the submission of further/update/amended information will address the Environment Agency's current objection. The points agreed between the parties are as follows:

Concerning the objection to the University of Derby Business School FRA, please see the following:

Further to the project team's meeting with the Environment Agency on 21 April 2022, I can advise that additional hydraulic modelling is being undertaken, the submitted Flood Risk Assessment updated and landscaping proposals will be amended in order to respond to the following items:

- *Development to be designed to the 100 year + 30% climate change event.*
- *Use of volumetric compensation to accommodate displacement of floodwater, likely achieved within the external landscaping through the lowering of levels.*
- *Re-run of the Markeaton Brook hydraulic model for the 100-year plus 30% climate change event for the 33%, 67% and 100% (or as near as model stability will allow) blockage scenarios, (including with and without the proposed building in place). This will be based upon the Derby City Tributaries SFRM Model which includes Markeaton Brook for which the consultants have a licence to re-use this model from the EA. It is assumed that this model is fit for purpose and that no changes are required to the model other than the inclusion of the proposed development.*
- *Further detail provided in respect of the proposed egress direction which has been agreed to be appropriate.*
- *Tree root deflection barriers identified, where necessary.*
- *Reference to environmental permitting included within the FRA.*

5.14. Derbyshire County Council Archaeologist:

The site itself lies on the junction of Agard St and Ford Street. Some 120m to the north-west of the junction of medieval Friar Gate and Ford Street, a little over 100m to the west of the Derby Area of Archaeological Interest (DDR8706) and adjacent to the north-eastern boundary of the Friar Gate Conservation Area. The HER identifies a number of archaeological sites within the area around the PDA, outside the Area of Archaeological Interest, and demonstrates some potential for the preservation of archaeological deposits, features and structures of medieval date.

A revised (30th March 2022) draft Desk Based Assessment has been provided for review and comment. This DBA identifies the preservation of 18th and 19th century remains within the site, flags up the potential for medieval remains to be present on the site as islands of stratigraphy and identifies the potential for earlier archaeological remains to exist on the site also, specifically towards the northern part of the site. Geotechnical borehole sampling has also identified the potential for the preservation of anaerobic deposits, palaeo-environmental evidence and potentially pre-historic activity adjacent to this tributary of the River Trent.

Given this archaeological potential I would recommend a condition be attached to any planning consent in line with paragraph 205 of the National Planning Policy Framework. Appropriate wording for such a condition would be the standard Written Scheme of Investigation condition.

The appropriate archaeological response would be informed by such factors as the depth and impact of development, foundation design, depth of associated services and drainage. The range of response may encompass a suite of techniques including evaluation trenching, scalable watching brief, excavation in detail and environmental sampling, the design and programme of which will be articulated within a written scheme of investigation

5.15. Cadent Gas

Your planning application – No objection, informative note required

We have received a notification from the LinesearchbeforeUdig (LSBUD) platform regarding a planning application that has been submitted which is in close proximity to our medium and low pressure assets. We have no objection to this proposal from a planning perspective, however we need you to take the following action.

What you need to do

To prevent damage to our assets or interference with our rights, please add the following **Informative Note** into the **Decision Notice**:

Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply

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online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linereleasebeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

Your responsibilities and obligations

Cadent may have a Deed of Easement on the pipeline, which provides us with a right of access for a number of functions and prevents change to existing ground levels, storage of materials. It also prevents the erection of permanent/temporary buildings, or structures. If necessary Cadent will take action to legally enforce the terms of the easement.

This letter does not constitute any formal agreement or consent for any proposed development work either generally or related to Cadent's easements or other rights, or any planning or building regulations applications.

Cadent Gas Ltd or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

If you need any further information or have any questions about the outcome, please contact us at plantprotection@cadentgas.com or on 0800 688 588 quoting your reference at the top of this letter.

Attached maps can be viewed on the following link –

<https://eplanning.derby.gov.uk/online-applications/plan/22/00421/FULPSI>

5.16. Drainage and Flood Risk Management:

A FRA (Ramboll: 1620009781-RAM-ZZ-ZZ-RP-WA-00001 Version: 2, 04/03/2022) has been submitted with this application, as has a Drainage Strategy (Ramboll: 1620009781-RAM-ZZ-ZZ-RP-DX-0001 Version: 2, 08/03/2022).

The applicant is proposing a height of finished floor level that will be above flood levels + freeboard. This will be acceptable to the LLFA and the EA.

The Drainage Strategy is preliminary and will be up-dated when the detailed design is undertaken. At present there are proposals for green and blue roofs as well as rain gardens, permeable paving and underground storage, with the runoff rate restricted to 4.5 l/s, which is close to the greenfield runoff rate for the site.

Conditions requesting a surface water drainage scheme to be submitted and approved and an evacuation plan.

5.17. Design review Panel

INTRODUCTION

The Design Review Panel has been invited by the planning department to provide independent design advice during the application process for the above scheme.

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The aim of the panel is to improve the design quality of the City's built environment. Its role is to independently review key development proposals and provide feedback during the planning process. It has an urban presence which sits well in this location.

CONTEXT

The panel confirmed their support and welcomed the nature of the landmark corner building with the active frontages facing Markeaton Brook, the entrance corner and at the junction of Stafford St and Agard Street.

ARCHITECTURAL

The materials palette is the key to the success of this prominent building and the green wall at street level is welcomed. The green wall will need regular maintenance with specialist advice on the suitability of planting given the orientation (N/E facing) and irrigation etc to stand the test of time.

In detail the red concrete building is extremely brutalist / hard and dated.

Red coloured concrete has a 1960s appearance and could end up a newer version of the Assembly room if not carefully considered. The use of materials and their colour is Key, particularly where the amount of concrete is overbearing (ie gable facing Agard St) could be broken up with rain screen cladding or a complimentary pallet. The 2 nd floor could be different to get away from the 'so big' feel. Has brickwork detailing been considered in lieu of the GRC cladding?

CONCLUSION

In conclusion it is felt to be over complicated and contrived with busy elevations and infill panels – it needs more order. It is recognised where this approach is coming from but a more simplistic elevation treatment would get to that graceful 'industrial style'.

The link to the scheme below could be used as a precedent to direct the changes – delicate concrete giving clean and consistent lines, well ordered openings that create an elegant rather than 'bitty' presence.

<https://www.glennhowells.co.uk/project/125-deansgate/>

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6. Relevant Policies:

- 6.1.** The Derby City Local Plan Part 1 - Core Strategy was adopted by the Council on Wednesday 25 January 2017. The Local Plan Part 1 now forms the statutory development plan for the City, alongside the remaining 'saved' policies of the City of Derby Local Plan Review (2006). It provides both the development strategy for the City up to 2028 and the policies which will be used in determining planning applications.

Derby City Local Plan Part 1 - Core Strategy (2017)

CP1(a)	Presumption in Favour of Sustainable Development
CP2	Responding to Climate Change
CP3	Placemaking Principles
CP4	Character and Context
CP16	Green Infrastructure
CP17	Public Green Space
CP19	Biodiversity
CP20	Historic Environment
CP21	Community Facilities
CP22	Higher and Further Education
CP23	Delivering a Sustainable Transport Network
AC1	City Centre Strategy
AC2	Delivering a City Centre Renaissance
AC5	City Centre Environment
MH1	Making it Happen

Saved CDLPR Policies

GD5	Amenity
E12	Pollution
E13	Contaminated Land
E17	Landscaping
E18	Conservation Areas
E19	Listed Buildings and Buildings of Local Importance
E21	Archaeology
E24	Community Safety
E26	Building security Measures
T10	Access of Disabled People

The above is a list of the main policies that are relevant. The policies of the Derby City Local Plan Part 1 – Core Strategy can be viewed via the following web link:

http://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/policiesandguidance/planning/Core-Strategy_ADOPTED_DEC-2016_V3_WEB.pdf

Members should also refer to their copy of the CDLPR for the full version or access the web-link:

http://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/policiesandguidance/planning/CDLPR_2017.pdf

An interactive Policies Map illustrating how the policies in the Local Plan Part 1 and the City of Derby Local Plan Review affect different parts of the City is also available at – <http://maps.derby.gov.uk/localplan>

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

6.2. Non-housing applications:

The Local Plan (consisting of the policies of the DCLP1 and the saved policies of CDLPR) covers the period 2011 to 2028 and was adopted on 25 January 2017. The policies of the local plan were reviewed in December 2021 in line with Regulation 10a of the Town and Country Planning (Local Planning) (England) Regulations 2017 and paragraph 33 of the NPPF, the provisions of which require Local Plan policies to be reviewed at least every 5 years. The officer led review, endorsed by the Council's Cabinet on 8 December 2021, indicated that all of the policies relevant to the consideration of this application are still up to date and carry weight in the decision making process as they remain consistent with the NPPF and there have been no changes in local circumstances that render any of the policies out of date. The application is therefore being considered in terms of its accordance with the policies of the Local Plan and any other material considerations, including the National Planning Policy Framework.

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.

7.1. Principle of Development

7.2. Heritage Impacts

7.3. Design, Amenity and Street Scene

7.4. Highways Impacts

7.5. Environmental Matters

7.6. Statement of Public Sector Equality Duty (PSED)

7.7. Planning Balance

7.1. Principle of Development

The proposal is for an academic building with associated ancillary uses. The building is part 5 and part 7 storeys in height and will provide in the region of 10,000sqm of floorspace (gross internal area) for mainly educational purposes with the exception of ancillary uses such as cafes, toilets and communal areas. Whilst the application site is slightly detached from the core of the City Centre as a result of the Ring Road, this remains a highly sustainable location for a high profile and trip generating use and the DCLP1 provides in-principle support through policies CP22, AC1 and AC2. CP22 specifically encouraging the consolidation and growth of the University within the University District, where the application site is located.

The proposal is partially sited on the Ford Street car park site is located within the designated Central Business District (CBD), the University District and the Cathedral Quarter, policies AC1 and AC2 are therefore relevant in this regard. On this basis, the

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principle of development on this site is warmly welcomed and will be an important development in terms of increasing footfall in the city centre and bolstering overall vitality and viability.

Part of the application site is sited on the former Sir Peter Hilton Court (student accommodation) its demolition has been agreed with the prior approval process under reference number, 22/00161/DEM. Whilst Sir Peter Hilton court is just outside of the CBD and Cathedral Quarter character area, the majority of the proposal falls within them. With that in mind, the principle of development continues to be warmly welcomed. Increasing academic presence in and around the city centre will be a fundamental part of breathing new life into it and bolstering vitality and viability of the more northern and western areas of the centre. This importance of increasing University presence in this area, including the development of a new Business School is recognised in the emerging 'City Centre Vision – Ambition' document, which will be subject to public consultation over the summer.

The demolition of Sir Peter Hilton Court will result in the pro-rata loss of residential dwellings from the housing land supply. However, this has already been accepted through the prior approval application.

The application site has been considered through the emerging tall buildings study work. Whilst the Northern Fringe character area (which the site is within) is not identified as having potential for 'tall' buildings (> 2x context height), the general context height in this area is considered to be in the region of 5 storeys. Therefore, a development of 4-5 storeys would not be considered to be a 'tall' building. It is noted that the proposal is for a part 5 and part 7 storey building and whilst large in form would not necessarily meet the criteria of a tall building as set out in the Council's Tall Building Study. It could be argued that the scale of the proposal is therefore in-keeping with the principles of the Tall Building Study. From a design perspective, development of this gateway location and providing some frontage and activity to the ring road is to be welcomed along with the introduction of further landscaping, green walls and softening the harsh landscaping and opening up the setting of the Markeaton Brook. Development of the brownfield, gateway location, whilst providing activity and a degree to enclosure to the ring road are all welcomed and broadly comply with relevant planning policies CP3 Placemaking Principles, CP4 Character and Context and GD5 Amenity.

The Environment Agency maps identify the site as being within Flood Zones 2 and 3, whereas the Strategic Flood Risk Assessment 1 shows the site to wholly be within Flood zone 3. Therefore, any proposals will need to be considered in detail by the Environment Agency and the Council as Lead Local Flood Authority with regard also being given to policy CP2 Responding to Climate Change. The proposal, as above is embracing green and sustainable credentials and would therefore broadly accord with policies CP16 Green Infrastructure, CP19 Biodiversity and saved policy E17 Landscaping. Further consideration will be given to these matters later in this report along with Environmental Health matters.

Overall, the proposal broadly aligns with national and local planning policy and further consideration will be given to the precise details of the proposal within this report. The indication of a more comprehensive re-development of the wider area is useful and

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identifies the University's ambitions for growth within the City Centre which is both exciting and hugely important to the future of the City Centre, its vitality and viability.

7.2. Heritage Impacts

The consultation responses of Historic England, Conservation and Heritage Advisory Committee, the County Archaeologist and the Council's Built Environment Officer are set out in Section 5 of this report. Historic England have confirmed that they do not wish to provide any comments on this application.

There are no Statutory Listed or Locally Listed Buildings within the application site and the site is not located within a Conservation Area or sensitive area. That being said, the northern boundary of the Friar Gate Conservation Area runs along Agard Street. The proposal will have some impact on the City's Skyline but this is unlikely to be significant due to the scale and height of the building and any impact would be created as a result of the open character and undeveloped nature of the site to the north, along Ford Street. Therefore, any impact on designated heritage assets is likely to be within the direct context of the application site and is not exclusive but will include:

- Friar Gate Conservation Area
- Grade II 2-8 Brook Street
- Grade II 47 Ford Street
- Grade II* 27 Friar Gate
- Grade II 28, 29, 30-31 and 32 Friar Gate
- Grade II Friar Gate Railway Bridge
- Grade II 35-39 Friar Gate
- Grade I 41 Friar Gate (Pickfords House)

The application is accompanied by an Integrated Heritage, Townscape and Visual Impact Assessment, dated March 2022 (Heritage Statement). The submitted Heritage Statement considered relevant local and national planning policy, the context of the site, the significance of heritage assets, description of the proposal and a summary of the impacts on heritage along with a visual assessment. The submitted statement concludes that *"... it is our view that overall the scheme will result in a moderate benefit to the townscape of the Friar Gate Conservation Area. The poor quality of the highways dominated; Ford Street, St Alkmund's Way and Agard Street area of central Derby will be significantly improved by the delivery of the Application scheme and as a consequence the setting of the Conservation Area, although changed, will be enhanced."*

The application is also accompanied by an Archaeological Desk Based Assessment which has been reviewed by colleagues at Derbyshire County Council and their comments are set out in full in Section 5 of this report. They conclude that there is archaeological potential and recommend this can be controlled by a suitably worded planning condition.

Agard Street is currently subject to substantial change through the development of underused site and vacant brownfield sites include the development of the Law School,

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Agard Court 8-14 Agard Street and 18 Agard Street. The schemes are either completed or under construction and will dramatically change, once completed, the appearance of the scene along with the relationship of development on the northern side of Agard Street with the Friar Gate Conservation Area and the designated heritage assets that site within it, predominately those fronting Friar Gate.

The submitted Heritage Statement considers Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 however as the application site is not a designated heritage asset or within a Conservation Area; the provisions of the Act are not invoked.

The proposal must also be considered under the Local Plan – Part 1 (DCLP) policies and those saved Local Plan Review (CDLPR) policies which are still relevant.

The Local Plan – Part 1 policy CP20 seeks to protect and enhance the city's historic environment, including listed buildings and Conservation Areas. CP20(c) requires development proposals which impact on the city's heritage assets to be of the highest design quality to preserve and enhance their special character and significance through appropriate siting, alignment, use of materials, mass and scale.

Saved CDLPR policies E18 and E19 for the preservation and enhancement of Conservation Areas and buildings of historic importance continue to complement the new policy CP20.

Under saved CDLPR policy E19 proposals should not have a detrimental impact on the special architectural and historic interest of listed buildings or their setting.

In terms of general design principles, Local Plan – Part 1 policies CP2, CP3 and CP4 are relevant and saved policy GD5 of the adopted CDLPR are also applicable. These are policies which seek a sustainable and high-quality form of development, which respects the character and context of its location. There is a general requirement to ensure an appropriate design, form, scale and massing of development which relates positively to its surroundings. CP2 in particular seeks to ensure that development is sustainable in terms of its location, design and construction. Saved policy GD5 is intended to protect the overall amenity of occupiers of nearby properties from unacceptable harm.

When considering the impact of a proposed development on the significance of a designated heritage asset (such as a Listed Building or Conservation Area) paragraph 197 of the NPPF states that, in determining applications, local planning authorities should take account of:

- a) *the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) *the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) *the desirability of new development making a positive contribution to local character and distinctiveness.*

Paragraph 202 of the NPPF states that:

“Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the

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public benefits of the proposal including, where appropriate, securing its optimum viable use.”

The NPPF also requires any impact on the significance of non-designated heritage assets to be taken into account in the planning balance.

The full comments of Historic England, Conservation and Heritage Advisory Committee, the Council's Built Environment Officer are set out in Section 5 of this report. The comments of Derby Civic Society are set out within Section 4 of this report.

The formal minutes of the April meeting of the Conservation and Heritage Advisory Committee, at the time of writing the report are not yet available. However, whilst they noted the scale of the building and its height exceeding the parameters set out within the Council's Tall Building Strategy, overall they did not object to the proposal. But recommended further consideration of the “overly complicated” elevations and materials palette.

As set out above the application site is not located within a Conservation Area but will be viewed in the context of a number of designated heritage assets on Friar Gate and Brook Street which is the primary concern of the Built Environment Officer. The Built Environment Officer has suggested a reduction in the overall height of the proposal which would in turn reduce its scale and mass along with re-visiting elements of the detailed design which impact negatively on the historic environment. The main concerns with regards to the building's height are its extension into the skyline above surrounding buildings namely the student accommodation opposite. The Officer stating that *“It would be preferred that the gateway to Agard Street with Agard Court one side and the new University building the other were the same or more similar in height. Perhaps the height of the clear glazed cladding could be reduced (so that the building upper floors look less dominant) and the roof over the atrium could be modified to be part of the top floor, so there are views onto the glazed rooflights instead of the roof projecting higher? The combination of the clear cladding and further projecting roof with rooflights look to be the most impactful when looking at the building from longer distance views (see all four elevation views).”*

There are also concerns with regards to the external materials palette with the use of pre-cast concrete/GRC not relating to the building's historic context. *“This is a concern and an alien material which does not relate to its context. The visual appearance of this, the glazed channel cladding, and the many other materials; bronze metallic louvre panel, rainscreen cladding, enamel glazed panel and profiled ceramic cladding need to be scrutinised”*. Although there is an acknowledgement that materials can be dealt with by way of a suitably worded condition.

Turning now to the comments of the Derby Civic Society these also raised concerns about the materials palette and the need to ensure the materials are of a high quality and not compromised. They also raise matters that will feed into the Masterplan and the applicant has been made aware of these pedestrian link aspirations.

The principle of re-developing this site is not argued however there are conflicts of opinion on the scale, height, mass, design and materials palette of the proposal.

It is accepted that the proposal would be visible from and have an impact on the setting of a number of designated heritage assets however any impact to those within the Friar Gate Conservation Area has been diluted as a direct result of the developments taking

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place along Agard Street. All consented schemes, once constructed will break the relationship of the proposal with those Grade II, Grade II* and Grade I heritage assets. It is acknowledged that some development may not take place however they do benefit from planning permissions and are therefore material in the determination of this application. Agard Street is changing in character and this scheme on the opposite side of the road and unlike its predecessors not within the Conservation Area continues this city growth.

It is noted that from viewpoint 6, Friar Gate/Uttoxeter Road junction the proposal will not be visible at pedestrian level as a result of the scale of the buildings in the foreground. A glimpsed and transitional view is gained from Short Street, between the listed Friar Gate Bridge and no. 32 Friar Gate, viewpoint 3. The views across the eastern edge of the conservation are also broken by the Law Building which sits forward of the proposal.

Viewpoint 4 which considers the Listed Cottages on Brook Street clearly shows a dominating relationship to the cottages in the foreground however the substantial landscaping proposed will seek to break the mass of the proposal and soften its appearance.

Overall, the application has not attracted strong objections from consultees but recommendations for improvement and further detail. *"It is generally accepted that there will be views of the building from a number of listed buildings along Friar Gate. It is agreed however that there will be an impact, which will be negative, on the setting of the grade II and II* listed buildings on 47 Ford Street and the corner of Friar Gate and Stafford St (grade II* 27 Friar Gate) to the west side of Friar Gate and 23 and 21-22 Friar Gate to the east side at the junction of Stafford Street and Friar gate due to the visual appearance of the building and illuminated screen from east of junction on Friar Gate/ Stafford St. The impact on nearby listed buildings, those on Brook Street will be limited due to the space between them and the new building."* As summarised by the Council's Built Environment Officer.

I note requests have been made for further views to be taken from surrounding heritage assts however as these are located behind the built forms of the new developments on the southern side of Agard Street, which provide screening between the proposal and the heritage assets I do not consider these viewpoints are necessary. Furthermore, the Built Environment Officer has offered a recommendation without them. I have also considered the request for historic maps to be included whilst these may be 'nice' to have I question whether these are essential in the determination of this, particular, application which is not located within the Conservation Area, directly affecting a designated or a non-designated heritage asset.

In the context of paragraph 202 of the NPPF, as previously included for members reference, the proposal will have harm to the aforementioned heritage assets. Although the applicant concludes that *"The location of the application scheme means that despite its scale it visual impacts upon setting of listed buildings ranges from neutral (where there is minimal inter-visibility with the site) through to moderate beneficial (where currently visually blighted context is enhanced)"*.

As such the public benefits arising from the proposal need to be weighed in the balance against the less than substantial harm created.

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New development and urban change signify growth and provide urban areas and the City Centre with the opportunity for an urban renaissance. Such opportunities along with the wider public benefits that are attributed to the development proposal can be weighed in the planning balance of the harm they created, as set out in paragraph 202 of the NPPF.

Whilst Heritage consultees have expressed concern with the proposal support has been offered from colleagues in Regeneration and at Marketing Derby. Further support was offered to the applicant during the pre-application consultations as detailed within the submitted Statement of Involvement and as summarised in Section 3 of this report.

The determination of this application must, therefore, weigh in the balance the negative impacts and perceived negative impacts the University of Derby Business School would have on heritage assets with the overarching public benefits the proposal would bring to the site, City Centre and City as a whole.

The public benefits arising from the proposal are summarised as follows:

- The proposal will generate new footfall, additional activity and an uplift in the City Centres vitality and vibrancy, which will significantly boost the city centre economy and provide confidence
- The proposal will support new jobs through local labour, skill and training opportunities would be generated in the operational and construction phases of development
- The proposal would align with the Local Plan policies and align with the objectives set out within the emerging Ambition document
- The proposal will see the re-development of a partially vacant and under used site, bringing the University closer to the City Centre
- The proposal will increase teaching space and facilities at the University and allow their growth as a higher education provider
- Highly efficient use of a brown field site in a City Centre location
- Replacement of under-used buildings with good architecture, landscaping and public realm connection opportunities
- Sustainable design methods and methods of construction have been incorporated to align with the City Council's aspirations as detailed within the [Sustainability Statement](#)
- The site is accessible and highly sustainable

In addition to the above, the application has attracted a letter of support from Marketing Derby and the Derby Economic Development Advisory Committee (DEDAC); Marketing Derby being supported by more than 325 Bondholders within Derby and Derbyshire. The letter of support states that the proposal will *“contribute to the objectives of the Derby Recovery Plan and fits with the city’s core recovery themes; maintain confidence in the city, decarbonisation and diversification of the economy”* and *“this modern net zero, well designed building will have a positive impact on its setting. It will act as a welcome and logical evolution to the area’s street scape by filling*

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a site which has laid derelict for over 20 years and complement the historic Georgian gateway of Friargate”.

It is appreciated that the proposal would satisfy certain local and national planning policy criteria. Policy AC1 states “The Council is committed to delivering a renaissance for the City Centre and reinforcing its central economic, cultural and social role by supporting sustainable economic growth and regeneration, improving the quality of the built environment, creating new residential neighbourhoods and enhancing its standing as a regionally important business, shopping, leisure, tourism and cultural destination.” With the benefits outlined above it is accepted that the proposal would assist in meeting the key objectives of this policy.

Colleagues in Regeneration and Major Projects also support the proposal stating *“It is appreciated that the proposal would satisfy certain local and national planning policy criteria. Policy AC1 states “The Council is committed to delivering a renaissance for the City Centre and reinforcing its central economic, cultural and social role by supporting sustainable economic growth and regeneration, improving the quality of the built environment, creating new residential neighbourhoods and enhancing its standing as a regionally important business, shopping, leisure, tourism and cultural destination.” With the benefits outlined above it is accepted that the proposal would assist in meeting the key objectives of this policy. Critically, and aligned with our own priorities for the city, we are pleased to see that the new business school has green growth innovation and a zero-carbon future at the heart of its plans.”*

In my opinion, the wide range of public benefits associated with the proposal outweigh the less than substantial harm created on the aforementioned heritage assets.

7.3. Design and Street Scene

When considering the design of the proposal it is necessary to have regard to and give weight to the provisions of Policy CP3 (Placemaking Principles) and CP4 (Character and Context) and AC2 (Delivering a City Centre Renaissance) in the adopted DCLP and saved policy GD5 (Amenity).

The proposed development has been assessed within the submitted Heritage Statement and Planning, Design and Access Statement. The evolution of the proposals massing is further explored within this statement. The proposal does have a brutalist appearance and scale and it is accepted that the building would dominate the building plot. However, given the scale and mass of nearby properties including Agard Court, Northgate House and within the wider context the former Mill building on Brook Street (Darley Bank, Brook House etc.), the proposal would integrate and begin to repair the urban fabric of this area.

The proposal comprises of a single building split over 5 storeys and 7 storeys with some plant at roof level. *“The five storeys that form the lower ‘red plinth’ mass of the building are in keeping with the scale and massing of the surrounding context. The mass is reduced on the northern facade of the western extent of the building with the provision on an external roof terrace at level 4, oriented north.”* Relief has been provided within the elevations adding a balcony to the rear, glazing balconies and fixed panels within an exoskeleton frame. Great consideration has also been given to the setting of the proposal through the re-greening of the site, opening views up of the

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Markeaton Brook and biodiversity enhancements. The Planning, Design and Access Statement provides background details on the design evolution of the proposal and the reasoning behind the introduction of the 'beacon' (storeys 6 and 7) and however the mass of the design feature has been minimised. With height reductions being made during the preliminary application process, in advance of the submission of this application as a direct result of officer comment.

The overall, scale, height and mass of the building has been scrutinised and it is noted that the proposal wouldn't necessarily be considered a "tall building" in this context. That being said, the Council's Built Environment Officer remains to be concerned about the height of the proposal and it appearing as the most important building in the hierarchy – this point is supported, in their opinion, by the submitted views.

The proposals incorporate a number of design features to 'break' the scale of the building including different materials, colours, textures and green walls. Consultation responses have raised some concern about the use of the GRC/Pre-Cast Concrete and whether the materials palette is too complicated. *"The red- brown exo-skeleton forms columns that span both storeys. Above this is another giant storey encompassing level 2&3 where the exo-skeleton forms pilasters on a double grid of that below. A string course then separates the small order of level 4. This order is continuous as a banding around the building apart from around the east and north where the rhythm changes to reflect the nature of the fenestration required to spaces behind."*

The Planning, Design and Access Statement also considers the materials palette; there are some varying views around the materials, some consultees considering that the materials palette is overly complicated whereas the application considers it to be a restrained material palette. The applicant considers that "The selection of contemporary materials and building systems that embrace technology and performance reflects the building's use, whilst also providing modern references to the contextual materiality. The efficiency of the facade in regard to durability and environmental performance has been a key driver for the design, along with a strong response to the surrounding context." I consider that the rationale behind the materials palette is accepted but the exact external materials will be secured by condition to ensure that the quality of materials is acceptable along with the exact colour finishes. All elevations are articulated and add interest to that view of the street scene.

The main entrance on the junction has raised some concerns around pedestrian and vehicular conflict. However, I note colleagues in Highways have not objected to this. The entrance is clear and well-signposted creating interest on this prominent junction.

The building has been very much designed on a fabric first basis along with meeting the specific needs of the end occupier with the Planning, Design and Access Statement providing details of the internal configuration which also supports the rationale for the external design.

Of great consideration is the buildings green credentials "At every stage of design development sustainability has been at the forefront of the agenda." With a principal objective, of the applicant to achieve a high performance thermal envelope keeping operation carbon low. The application is accompanied by a detailed Sustainability Statement which confirms the applicants aspiration to *"achieve Net Zero Carbon and*

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adoption of the University's Sustainability Construction Specification – a bespoke set of Key Performance Indicators.”. The Sustainability Statement considers achieving Net Zero Carbon during construction and operational energy along with embodied carbon, material sourcing and transport opportunities. In summary the proposal will include:

- *High performance thermal envelope – high levels of wall insulation and airtightness*
- *Triple glazing – “The areas of glazing have been carefully balanced between limiting heat gain and providing necessary daylight levels to spaces.”*
- *Use high levels of cement substitute (GGBS) as the embodied carbon can be significantly reduced*
- *Mechanical Ventilation Heat Recovery is a low energy approach as extracted air is taken through a central heat exchanger and the heat recovered into the supply air. This works both ways, if the air temperature inside the building is colder than the outside air temperature then the coolth is maintained in the building.”*
- *Blue roof system/attenuation*
- *Photovoltaics will cover the roof*
- *Air source heat pumps*
- *Greenwalls*
- *“Net zero carbon - Construction: This is when the amount of carbon emissions associated with a building's product and construction stages up to practical completion is zero or negative, through the use of offsets or the net export of on-site renewable energy.”*
- *“Net zero carbon - Operational Energy: This is when the building's operational energy on an annual basis is zero or negative. A net zero carbon building is highly energy efficient and powered from on-site and/or off-site renewable energy sources, with any remaining carbon balanced offset.”*

When considering amenity, I consider that the visual amenity of the area will be improved through the extensive landscaping proposals, opening up of the water course, Markeaton Brook and the improvement to the pedestrian and cycle connections across the site and the potential for further improvement as part of the university Masterplan. The internal amenity of the building is supported by the atrium which will be flooded with natural light and open design with the artist impressions indicating the bringing of green into the space through indoor planting – although this cannot be secured through planning. Overall, I consider that the proposal adequately addresses paragraph 174e of the NPPF through the proposal's positive contribution to the natural environment.

The proposal has taken cues from the surrounding context and the applicant has sought to introduce architectural features to assist in designing a fit for purpose building that addresses the surrounding context and keeps sustainable credentials at the forefront.

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The applicant has sought to justify their design decisions within the Planning Design and Access Statement and Heritage Statement. The design has sought to address all elevations and ensure interaction with the streetscape as well as integrate within the new green space to the rear. New buildings have the potential to add interest and variance to a street scene which should be encouraged, particularly in a city centre where vibrancy is key.

7.4. Highways Impacts and Access

In determining this application due regard must be given to paragraphs 110 -113 of the NPPF and policy CP23 of the DCLP. Both national and local planning policy encouraging sustainable modes of travel, promoting a range of travel modes, reducing travel impacts and the provision of safe and suitable accesses to the site along with securing suitable mitigation for any significant impacts. Furthermore, the general thread of the NPPF is a presumption in favour of sustainable development and development will only be refused where it will have a severe impact on the public highway.

The application is accompanied by a Transport Assessment.

The application has been considered by Highways Development Control and Transport Planning and their comprehensive assessment of the proposal and its impacts are set out within Section 5.1 of this report. Overall, they offer no objection to the proposal but recommend conditions are attached to any positive recommendation securing further details relating to the stopping up of the highway, a construction management plan and ensuring certain aspects of the development are available for use prior to the development becoming operational such as EV charge points, cycle parking etc.

Pedestrian access to the proposal is provided at a number of points around the ground floor and further pedestrian connections are proposed within the landscaped area to the rear providing connectivity to the wider area and walking/cycling routes. The proposal is also located in close proximity to a large student population, the Markeaton Street campus and the City Centre. As the projected 62% of trips to the proposal could reasonably be by walking and this point is accepted by colleagues.

The proposal is in close proximity to existing cycle routes and the University encourage and support cycling to their sites. In recent years student accommodation proposals have provided large numbers of cycle parking spaces to encourage cycling. *“A benefit of the proposed Business School’s location is the convergence of the transport network in the City Centre. For cycling this means a network of relatively quiet roads, cycle priority and traffic free routes through the City Centre that link the development to the radial routes beyond.”* The application proposes approximately, 82 secure cycle spaces as well as 20 electric cycle parking spaces within the site which is welcomed.

As discussed, this site is located within a sustainable location; with access to public transport within a reasonable distance to the application site providing links to the University Campus’s as well as the wider City, County and Region.

The vehicular access to the site will be via the existing access on Agard Street and as discussed pedestrian and cycle access to the site is acceptable along with into the building itself. Overall, there are no objections to the proposal from a highway perspective.

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However, there are some uncertainties around the operation of the Business School and how this will interact with the busy surrounding highway network, particularly along Agard Street. Therefore, a Travel Plan is proposed along with a Section 106 Contribution towards a holistic review of Agard Street, for example, to assess the level of on-street parking, blue-badge parking, loading and unloading etc. As discussed overall there are no significant highway impacts arising as a result of the proposal and as such no objection from highways have been received.

7.5. Environmental Matters

Land Drainage and Flood Risk

The application site is located within Flood Zones 2 and 3 and the full consultation responses of the Environment Agency and the Council's Lead Local Flood Authority are set out within Section 5 of this report. The application is also accompanied by a Flood Risk Assessment and therefore regard should be given to policy CP2 of the DCLP.

The Council's Lead Local Flood Authority have offered no objection to the proposal as the submitted details indicate the finished floor levels along with a freeboard which is acceptable. The indicative scheme, as proposed, makes provision for green and blue roofs as well as rain gardens, permeable paving and underground storage. The submitted drainage strategy is indicative at this stage and therefore the precise drainage scheme will be secured by a suitably worded condition.

The comments of the Environment Agency are also included within this report; Members will note that the Environment Agency has initially objected to the proposal as they do not consider the submitted Flood Risk Assessment to be acceptable. They have provided guidance to the applicant as to how to address their refusal.

The applicant and Environment Agency are proactively working together to resolve this matter and as you will note from Section 5.14 of this report both parties have agreed a scope of works. At the time of writing this report the agreed works are still being undertaken and a further update will be presented to Members at the meeting.

Sustainability

Derby University aspires to make this proposal Net Zero carbon and Section 7.3 of this report provides further details how this will be achieved. The introduction of pv's, rainwater gardens, EV cycle parking, cycle parking, the applicants choice of materials, design criteria, blue roof system and green walls are all extremely welcomed and should be encouraged. *"At the time of writing the scheme was achieving Letti 2020 and RIBA 2025 design targets at RIBA Stage 3. RIBA Stage 4 will continue to drive down embodied and operational carbon targets. During construction the proposed development aims to divert 85% (either by volume or tonnage) of all demolition, construction and excavation waste from landfill to be reused and/or recycled. Of this zero non-hazardous construction waste will be sent to landfill".*

In addition, the application is considered to be in a highly sustainable location for both student accommodation, other University Campus's and the amenities of the City Centre. The proposal therefore broadly complies with policy CP1a and CP2.

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Noise Impacts

The application is accompanied by a Noise Assessment which has been fully considered by colleagues in Environmental Health, whose comments are set out within Section 5 of this report. Overall, colleagues agree with the conclusions of the submitted report although further information could have been provided in terms of the sound insulation; although it is noted that the acoustic measures are embedded within the insulation and as such further details will need to be secured by condition.

In addition, colleagues in Environmental Health have recommended an assessment of the outdoor amenity space to ensure this meets World Health Organisation limits along with a construction management plan to protect the amenity of the residential receptors that are in close proximity of the application site. The submitted plan shall consider noise, dust and vibration amongst other matters. The proposal is therefore broadly compliant with saved policies E12 and GD5.

Air Quality

The application site is located within the Air Quality Management Area due to the high concentrations of nitrogen dioxide associated with significant volumes of traffic and standing traffic. An Air Quality Assessment has been submitted in support of this application and this has been reviewed by Environmental Health. The proposal will use air source heat pumps and as such will not introduce further sources of pollution. That being said, given the location of the site, surrounding uses the matter of air quality is rather complex and there are some assumptions made within the submitted modelling/report.

“On the one hand, there is some concern over the notable increases in air pollutant concentrations that could occur at the Agard Court site as a result of the enhanced street canyon to the eastern end of Agard Street, created by construction of the new University building. However, this is balanced by the removal of sensitive receptors (through the demolition of Sir Peter Hilton Court), a reduction in the street canyon effect around this western part of the development (thus also improving conditions for receptors living within the new 8-14 Agard Street development) and a reduction (albeit only very slight) in traffic flows due to the replacement of the existing car park with a car-free development. 25. I further note that the receptors that could experience the increased concentrations (Agard Court) are afforded a significant degree of protection as a result of the mechanical ventilation system which already serves those dwellings. The over-simplification of the modelling of the canyon (as discussed above) also suggests that impacts are unlikely to be as high as the values stated through modelling.” The submitted report identifies air quality mitigation measures which are supported by Environmental Health colleagues and as such a suitably worded condition is recommended to ensure these are implemented. The proposal is therefore broadly compliant with saved policies E12 and GD5.

Contaminated Land

The application is accompanied by a suite of Land Contamination reports which have been duly reviewed by colleagues in Environmental Health, their full comments being set out in Section 5 of this report.

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The desk-based assessment concluded that the site may be potentially contaminated as a result of previous uses on the site and therefore an intrusive survey has been submitted, with limited sampling as a result of the application site still accommodating some building.

Given that limited sampling has taken place further testing is required and therefore the standard contaminated land conditions are recommended securing further intrusive testing, a remediation strategy and validation report. Compliance with these conditions will ensure the proposals is broadly compliant with policies GD5, E12 and E11.

Trees

There are no protected trees on the application site but there is tree coverage. The classification of the trees varies, and further details are provided within the submitted Arboricultural Impact Assessment. There are no category A trees within the site and the majority of trees are category B or C and one is a U. There will be a partial loss of a group of trees and 15 further trees will be felled in order to facilitate the proposal, giving a tree canopy coverage of 810sqm removed.

The applicant proposes to re-plant 25 trees across the site resulting in a tree canopy coverage of 410sqm in Year 1 and growing to 1250sqm in Year 5, approximately. Of course, there are variables within this such as slow growth, death, disease etc. The Council's Tree Officer has reviewed the Tree Canopy Coverage Plan and calculation and offers no objection. Concerns still remain in respect of the longevity of the trees within the planters however it is felt that this matter can be resolved through the recommendation landscaping management condition.

Biodiversity and Ecology

The application is accompanied by a suite of assessments considering the ecology and biodiversity on the site and the impacts the proposal may have on. The submitted assessments include:

- Preliminary Ecological Appraisal, Middlemarch Environmental, October 2021
- Preliminary Bat Roost Assessment, Middlemarch Environmental, October 2021
- Bat Surveys and Mitigation Strategy, Middlemarch Environmental, October 2021
- White-Clawed Crayfish Survey, Middlemarch Environmental, December 2021
- Landscape General Arrangement 153803-STL-XX-XXDR-L-09000 PL_P19

The application and its supporting documents has been duly considered by Derbyshire Wildlife Trust who offer no objection to the proposal subject to consideration of the following:

Colleagues are content that the ecological surveys consider the relevant habitats and species likely to be affected by the proposal. There will be no direct impact on the Markeaton Brook Local Wildlife Site, which is located to the north of the application site and any indirect impacts can be controlled by a Construction and Environmental Management Plan.

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The submitted surveys indicate that there will be an impact on Bats, and the applicant is advised that a Natural England Licence will be required. The submitted Bat Surveys recommended mitigation and this can be secured by condition. As the works will result in the disturbance of a European Protected Species and potential impact on bat roost regard must be given to Regulation 55 of the Conservation of Habitats and Species Regulations 2017; which sets out the following tests:

- (i) The action will be undertaken for the purpose of preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment (Regulation 55(2)(e))
- (ii) That there is no satisfactory alternative (Regulation 55(9)(a))
- (iii) That the action will not be detrimental to the maintenance of the population of the species concerned at favourable conservation status in their natural range (Regulation 55(9)(b))

Derbyshire Wildlife Trust *“are unable to advise on the first two “non-ecology” tests, we would advise that on the basis of the proposed broad bat mitigation and compensation measures outlined in section 6 of the Bat Surveys and Mitigation Strategy report prepared by Middlemarch Environmental dated October 2021 it is likely that the favourable conservation status of the local bat population will be maintained and, as such, test (iii) will be met.”* We have not considered alternative locations for the proposals and as such I cannot confirm that the proposal meets (ii). In respect of (i) in my opinion, the proposal would not generate benefits to the environment, to such a level that would meet this specific regulatory test.

The White-clawed Crayfish Survey report confirms the presence of native e protected White-clawed Crayfish and the non-native Signal Crayfish in the adjacent Markeaton Brook and DWT support the proposed mitigation included within the submitted assessment.

Overall, Derbyshire Wildlife Trust is broadly support of the proposals and mitigation proposals subject to the compliance with their recommended conditions. The proposal is therefore broadly compliant with relevant CP16, CP19 and GD5.

7.6. Statement of Public Sector Equality Duty (PSED)

When the Local Planning Authority is carrying out its function to manage and regulate the development of land and buildings, the Equality Act says, as a public authority, it must have due regard or think about the need to:

- eliminate unlawful discrimination;
- advance equality of opportunity between people who share a protected characteristic and those who don't; and,
- foster or encourage good relations between people who share a protected characteristic and those who don't

In having regard for the intentions of the Public Sector Equality Duty (PSED) to consider impacts on people with protected characteristics and those who are potentially disadvantaged, the application has sought to include level access around

the building, designated accessible parking and level access within the building. Upper floors are connected by stairwells as well as lifts to provide alternative access.

7.7. Planning Balance

The application is accompanied by a suite of documents that have been duly considered by colleagues and third parties; their representations are reproduced in Section 4 and 5 of this report. Overall, the venue is an acceptable form of land use in the city centre, a highly sustainable location and there are no overarching policy reasons to resist the proposal.

The impact of the proposal on surrounding designated and non-designated heritage assets has been rehearsed in Section 7.2 of this report. Whilst concerns have been raised the application has not obtained any overarching objections, relating to heritage matters. These concerns are summarised as resulting in 'less than substantial harm' on the surrounding designated and non-designated heritage assets. In my professional opinion the public benefits arising from the proposal will outweigh the less than substantial harm created.

Opinions on scale, massing, external materials, fenestration and elevational detail are subjective however the applicant has provided robust rationale for the design decision they have made. Again, in my opinion, the design of the proposal has a clear design rationale behind the choices made. The materials and finishes of the proposal will be key in ensuring a high-quality external appearance. I am confident that a recommended condition will ensure precise materials achieve this necessary high quality.

A number of matters relating to environmental impacts will be controlled by suitably worded conditions which will ensure the proposal does not have an adverse impact on amenity, ecology, public health, above and below ground heritage and flood risk. Matters relating to highways will be controlled through suitably worded conditions, also, and further impacts mitigated for through the secured Section 106 contributions.

Matters relating to climate change and energy efficiency are complex but the aspirations of the applicant to achieve a net zero carbon development should be applauded and exceed the criteria of current national and local policy in this regard.

There is a myriad of public benefits associated with the delivery of the business school which, when weighed in the planning balance, decisively outweigh the negative impacts associated with its impact and harm.

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8. Recommended decision and summary of reasons:

8.1. Recommendation:

- A.** To authorise the Director of Planning, Transport and Engineering to seek to resolve the objection from the Environment Agency. If the objection from the Environment Agency cannot be resolved and remains in place, to refer the application to the National Planning Casework Unit (NPCU) for it to consider whether to call the application in for its own determination, pursuant to the Town & Country Planning (Consultation) (England) Direction 2021).
- B.** Subject to either the Environment Agency's objection being resolved and withdrawn, or where in accordance with resolution A above the NPCU, having had the application referred to it, determined not to call it in, to authorise the Director of Planning, Transport and Engineering:
 - i. to negotiate the terms of a Section 106 Agreement to achieve the objectives set out in the report and to authorise the Director of Legal, Procurement and Democratic Services and Monitoring Officer to enter into such an agreement; and
 - ii. to grant permission upon conclusion of the above Section 106 Agreement.

8.2. Summary of reasons:

The proposal has been considered against the following Local Plan Policies, the National Planning Policy Framework where appropriate and all other material considerations.

The impact of the proposal on surrounding designated and non-designated heritage assets has been duly considered and whilst concerns have been raised these are concluded as resulting in 'less than substantial harm'. The wealth of public benefits associated with the proposal outweigh the less than substantial harm created on the designated and non-designated heritage assets. The design of the business school is acceptable, and the agreement of materials and finishes will ensure a high-quality external appearance.

A number of matters relating to environmental impacts will be controlled by suitably worded conditions which will ensure the proposal does not have an adverse impact on amenity, ecology, public health, above and below ground heritage and flood risk. Matters relating to highways will be controlled through suitably worded conditions, also, and further impacts mitigated for through the secured Section 106 contributions.

There is a myriad of public benefits associated with the delivery of the business school which, when weighed in the planning balance, decisively outweigh the negative impacts associated with its impact and harm.

8.3. Conditions:

General Conditions

- 1.** Standard 3 year time limit condition

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

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Pre-Commencement Conditions

3. Condition requiring the submission of all external materials including roof plant, vents, flues, windows, doors and all other materials

Reason: In the interest of visual amenity and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

4. Standard condition requiring the submission of a highways construction management plan

Reason: In the interest of highway safety and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

5. The development will require the stopping up of the public highway and no part of that development hereby permitted (or any temporary works or structures) shall obstruct the public highway until the areas of public highway

Reason: In the interest of highway safety and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

6. Standard Environmental Construction Management Plan (noise, dust, vibration) condition

Reason: In the interest of public health and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

7. Standard condition requiring the submission of a phase II land contamination report

Reason: In the interest of public health and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

8. Condition requiring the submission of a detailed landscaping plan considering soil depths, paving, tree pits, RPA's etc.

Reason: In the interest of preserving biodiversity and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

9. Condition requiring the submission of an Arboricultural Method Statement

Reason: In the interest of preserving biodiversity and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved

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policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

10. Standard condition requiring the submission of a remediation report

Reason: In the interest of public health and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

11. Condition requiring the submission of a construction environmental management plan (considering ecology and biodiversity)

Reason: In the interest of preserving ecology and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

12. Condition requiring the submission of an archaeological written scheme of investigation

Reason: In the interest of preserving below ground heritage and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

13. Condition requiring the submission of a surface water drainage scheme

Reason: In the interests of providing suitable drainage and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

14. Condition requiring the submission of external lighting details

Reason: In the interest of visual amenity and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

15. Condition requiring the submission of the PV layout and consideration of layout and impact of sun paths and roof projections.

Reason: In the interest of sustainability and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

16. Condition requiring the submission of a landscape and ecological management plan (LEMP)

Reason: In the interest of preserving ecology and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

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Pre-Occupations Conditions

- 17.** **Condition** requiring the submission of a:
- a. The servicing and parking access, shown for indicative purposes on Drg No -DR-L-09160, which shall be suitably lit, metaled and drained;
 - b. The cycle and pedestrian accesses, designed to an acceptable standard, as shown for indicative purposes on Drg No -DR-L-09160;
 - c. The two secured sheltered cycle parking, as shown for indicative purposes on Drg No -DR-L-09160, and including provision for electric bikes and cycle maintenance facilities;
 - d. The Electric charging points to be provided in conjunction with the accessible spaces;
 - e. A travel plan based on the Travel Plan prepared by Bancroft Consulting and the requirements set out in the S106 Agreement.

Reason: In the interests of highway safety and to ensure that a sustainable development is delivered and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

- 18.** Condition requiring the further assessment of the outdoor amenity space and the noise impacts of the outdoor space

Reason: In the interest of public health and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

- 19.** Condition securing the implementation of the air quality mitigation proposal within Section 9 of the submitted Air Quality report.

Reason: In the interest of public health and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

- 20.** Condition requiring the submission of a detailed evacuation procedure

Reason: In the interest of preserving flood risk and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

- 21.** Standard requiring the submission of a land contamination validation report condition

Reason: In the interest of public health and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

Management Conditions

- 22.** Condition ensuring the maintenance of the landscaping proposals

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Reason: In the interest of visual amenity and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

23. Condition ensuring that the bat mitigation outlined in the submitted survey is implemented

Reason: In the interest of preserving ecology and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

8.4. Informative Notes:

The above conditions require works that join the public highway, which is land subject to the provisions of the Highways Act 1980 (as amended) and over which you have no control. In order for these works to proceed, you are required to enter into a suitable legal agreement with the highway authority. Please contact Keren Jones Tel 01332 641757 for details.

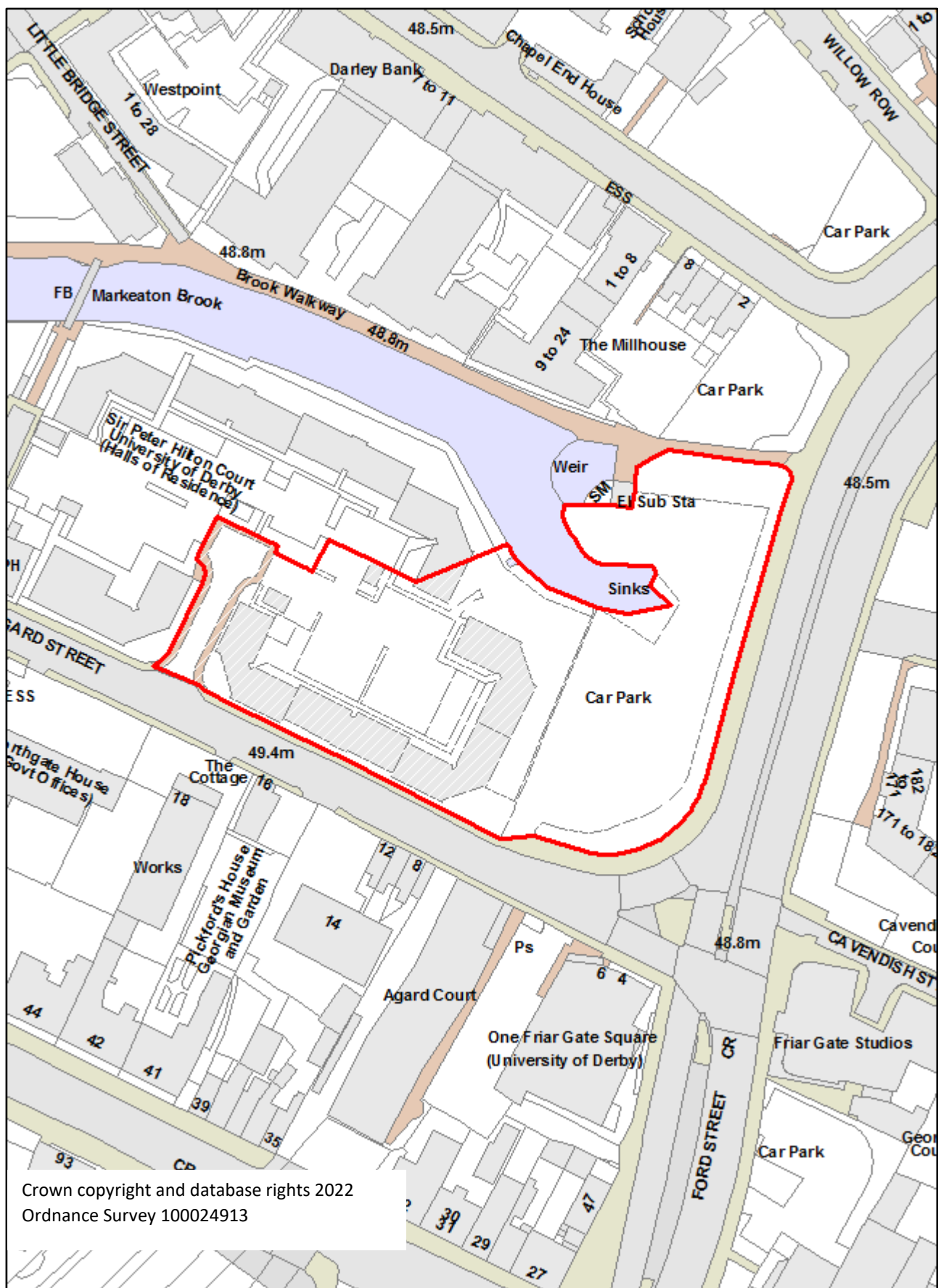
For details of the Highways Design Guide and general construction advice please contact Keren Jones Tel 01332 641757.

8.5. S106 requirements where appropriate:

Section 106 contributions have been secured to allow a kerbside review of Agard Street and surrounding streets once the proposal becomes operational along with securing a Travel Plan.

8.6. Application timescale:

The 10 week determination period of the application expires 26 May 2022.





Delegated decisions made between Between 01/03/2022 and 31/03/2022



Application No:	Application Type	Location	Proposal	Decision	Decision Date
19/01592/LBA	Listed Building Consent - Alterations	30 - 31 Friar Gate Derby DE1 1BX	Installation of a new shop front, painting of the front elevation and windows and erection of a dwarf wall and installation of new windows to the rear elevation	Approval	28/03/2022
19/01594/VAR	Variation of Condition	30 - 31 Friar Gate Derby DE1 1BX	Change of use to mixed use on ground floor (retention of retail use (Use Class A1), and Use Class A2 and A3 Use, with residential units on the upper floors (8 units). Installation of a new shopfront and extensions to form new access to the rear of the existing building. Erection of two storey building to rear to form four further residential units. (12 units in total) - Variation of condition 2 of previously approved planning permission Code No. 02/17/00226 to amend the approved plans	Approval	28/03/2022
19/01776/FUL	Full Application	Brookfields 488 Burton Road Derby DE23 6AL	First floor and single storey extensions to nursing home (sun room/activity room, entrance, store, salon, office, w.c. and additional bedrooms)	Approval	02/03/2022
20/00869/DISC	Compliance/Discharge of Condition	3 Cavendish Way Derby DE3 9BJ	Re-roofing to include raising of the ridge height of the existing roof and installation of a dormer to the front elevation - Discharge of condition 3 of previously approved permission 20/00584	Discharge of Conditions Complete	21/03/2022
20/01376/FUL	Full Application	687 Harvey Road Derby DE24 0EH	Two storey side and rear and single storey front and rear extensions to dwelling house (kitchen/dining area, wet room, utility, covered way, two bedrooms and enlargement of hall and sitting room)	Approval	08/03/2022
20/01533/FUL	Full Application	145 Cotton Lane Derby	Two storey side extension to dwelling house (kitchen, two store rooms, w.c., three	Approval	11/03/2022

		DE24 8GH	bedrooms and bathroom)		
21/00024/DISC	Compliance/Discharge of Condition	2 Menin Road Derby DE22 2NL	Extensions and alterations to bungalow to include a side extension, raising of the roof height and installation of dormers - Discharge of condition no 4 of previously approved permission 20/00734/FUL	Discharge of Conditions Complete	21/03/2022
21/00222/DISC	Compliance/Discharge of Condition	Land North Of Onslow Road And East Of Station Road Mickleover Derby DE3 9FB	Erection of 203 dwellings (Use Class C3) with associated infrastructure, open space and landscaping - Discharge of condition 8 of planning permission 19/00763/FUL	Discharge of Conditions Complete	23/03/2022
21/00250/PNRT	Prior Approval - Telecommunications	Highway Verge Beaufort Street Derby (Close To Junction With Monmouth Street)	Erection of a 20m high monopole, equipment cabinets and ancillary development	Approval	21/03/2022
21/00732/FUL	Full Application	Quarn Lodge Woodlands Road Derby DE22 5JU	Erection of boundary gates and installation of roof lights	Approval	09/03/2022
21/00733/LBA	Listed Building Consent - Alterations	Quarn Lodge Woodlands Road Derby DE22 5JU	Erection of boundary gates and installation of roof lights	Approval	09/03/2022
21/00746/FUL	Full Application	12 Hemlock Close Derby DE21 2NZ	Two storey and single storey rear extensions to dwelling house (office, dining/living area and enlargement of bedroom) and installation of a new window to the first floor side elevation	Approval	08/03/2022
21/00947/DISC	Compliance/Discharge of Condition	Land North Of Onslow Road And East Of Station Road Mickleover Derby DE3 9FB	Erection of 203 dwellings (Use Class C3) with associated infrastructure, open space and landscaping - Discharge of condition 22 of planning permission 19/00763/FUL	Discharge of Conditions Complete	21/03/2022

21/01058/FUL	Full Application	35 Victoria Street Derby DE1 1ES	Change of use of first and second floors from retail (Use Class E) to twelve apartments (Use Class C3)	Approval	04/03/2022
21/01078/FUL	Full Application	99 Sinfin Avenue Derby DE24 9EY	Extensions and alterations to dwelling house (reception room, 2 bedrooms, ensuite bathroom and enlargement of kitchen/dining room, and utility room) and formation of rooms in roof space (bedroom/lounge, snug and bathroom)	Approval	07/03/2022
21/01136/FUL	Full Application	78 Chain Lane Derby DE23 4EB	Front, side and rear extensions to dwelling house (2 bedrooms with en-suites, utility room, w.c., garden room, patio, balcony and enlargement of kitchen), formation of room in roof space (enlarged bedroom with rear dormer) and erection of entrance gate and walls	Approval	31/03/2022
21/01161/VAR	Variation of Condition	Rear Gardens Of 136 - 148 Swarkestone Road Chellaston Derby DE73 1UD	Demolition of 146 and 148 Swarkestone Road and Erection of 15 Dwelling Houses - Variation of condition 2 of planning permission Code No. 03/12/00359 to substitute the house types for plots 10-16 and amend the site layout	Approval	03/03/2022
21/01180/FUL	Full Application	89 Leacroft Road Derby DE23 8HU	Two storey rear and single storey side and rear extensions to dwelling house	Approval	25/03/2022
21/01299/FUL	Full Application	20 Duffield Road Derby DE1 3BB	Change of Use of ground floor from retail (Use Class E) to create three additional residential apartments (Use Class C3) on ground and first floor and erection of single and two storey extensions.	Approval	11/03/2022
21/01305/FUL	Full Application	208 Slack Lane Derby DE22 3EE	Extension to student accommodation - one additional flat.	Approval	31/03/2022
21/01360/PNRT	Prior Approval - Telecommunications	Highway Verge Derby Road Spondon Derby (adjacent To Bank Bar, Aspen	Erection of an 18m high monopole with equipment cabinets and ancillary development	Approval	18/03/2022

		Drive)			
21/01382/FUL	Full Application	11 Radbourne Lane Derby DE22 4LU	Change of use and conversion of part of dwelling house to form a bungalow (Use Class C3)	Refused	11/03/2022
21/01453/PNRIA	Prior Approval - Shop / Bank to Resi	Office 12 - 14 Walton Road Derby DE21 6QE	Change of use of first floor from offices (Use Class E) to one flat (Use Class C3)	Approval	17/03/2022
21/01459/FUL	Full Application	80 Wiltshire Road Derby DE21 6EZ	Change of use from retail (use Class E) to hot food take away (Use Class Sui Generis), alteration to the external elevations and the installation of an external flue	Approval	21/03/2022
21/01487/DISC	Compliance/Discharge of Condition	Land At Rykneld Road Derby DE23 4AN	Installation of surface water drainage infrastructure including attenuation basin - Discharge of conditions 5 and 9 of planning permission 20/00783/FUL	Discharge of Conditions Complete	30/03/2022
21/01496/VAR	Variation of Condition	Land At Rykneld Road Derby DE23 4AN	Installation of surface water drainage infrastructure including attenuation basin - Removal of condition 6 of planning permission 20/00783/FUL in respect of boundary treatments	Approval	29/03/2022
21/01505/CLP	Lawful Development Certificate -Proposed	23 Pear Tree Crescent Derby DE23 8RN	Single storey front extension to dwelling house (porch) and erection of an outbuilding	Approval	08/03/2022
21/01558/FUL	Full Application	8 Duffield Road Derby DE1 3BB	Change of use from a six bedroom house in multiple occupation (Use Class C4) to a seven bedroom house in multiple occupation (Sui Generis) including a single storey rear extension and installation of a dormer to the rear elevation	Approval	02/03/2022
21/01572/FUL	Full Application	28 Manor Road Littleover Derby DE22 3HZ	Single storey rear extension to dwelling house (two bedrooms with en-suites)	Approval	07/03/2022

21/01614/FUL	Full Application	3 Elmwood Drive Derby DE21 4GA	First floor rear extension to dwelling house (two bedrooms) and installation of a new window to the first floor side elevation	Approval	09/03/2022
21/01616/FUL	Full Application	3 Whitaker Road Derby DE23 6AR	Change of use of ancillary accommodation to a dwelling house (Use Class C3)	Refused	18/03/2022
21/01669/FUL	Local Council Development Reg 4	Open Space Adjacent To 62-74 Swarkestone Drive Derby DE23 2PD	Formation of a 4.6m wide vehicle access path	Approval	30/03/2022
21/01674/FUL	Full Application	52-55 Friar Gate Derby DE1 1DF	Alterations and change of use of the second floor to form two apartments (Use Class C3)	Approval	18/03/2022
21/01744/FUL	Full Application	The Standing Order 28 - 32 And 34 Iron Gate Derby DE1 3GL	Change of use from Use Class E (offices) to Sui Generis (public house) and formation of a beer garden	Approval	25/03/2022
21/01745/LBA	Listed Building Consent - Alterations	The Standing Order 28 - 32 And 34 Iron Gate Derby DE1 3GL	Formation of a beer garden. Internal alterations to extend the customer area and kitchen layout	Approval	25/03/2022
21/01762/CLP	Lawful Development Certificate -Proposed	15 Marina Drive Allenton Derby DE24 9DS	Use of part of the dwelling house for part time hairdressing activities.	Approval	02/03/2022
21/01769/FUL	Full Application	21 Cornhill Derby DE22 2GG	Single storey side extension to dwelling house (utility and shower room)	Approval	03/03/2022
21/01775/DISC	Compliance/Discharge of Condition	Land Between Pioneer Way And Sinfin Lane Derby DE24 9SE	Erection of Industrial Unit (Use Classes E (g) iii / B2 / B8), with External Yard incorporating plant, open storage of materials and finished products (with alternative scheme including dock levellers), together with introduction of right turn provision within the adjoining highway and all associated parking, servicing, drainage and landscaping areas - Discharge of	Discharge of Conditions Complete	25/03/2022

			condition nos 8 and 13 of previously approved permission 21/00585/FUL		
21/01794/LBA	Listed Building Consent - Alterations	Dove Cottage 7 - 8 The Hollow Mickleover Derby DE3 0DG	Alterations to include replacement doors and windows, installation of french doors, bricking up works, removal of conservatory, installation of a new kitchen and painting	Approval	24/03/2022
21/01802/TPO	Works to a tree with a TPO	5 Pavilion Road Derby DE23 6XL	Crown reduction by 2m and removal of deadwood of an Ash Tree protected by Tree Preservation Order No. 37	Approval	21/03/2022
21/01808/FUL	Full Application	52 Chapel Street Spondon Derby DE21 7JP	Demolition of existing garage, alterations to existing vehicular access on Hall Dyke and erection of a retaining wall to provide improved parking provision	Approval	22/03/2022
21/01881/FUL	Full Application	Ramgarhia Sabha Sikh Temple 278 St Thomas Road Derby DE23 8SY	Erection of a monumental gate and statue together with alterations to form a new pedestrian access	Approval	01/03/2022
21/01924/LBA	Listed Building Consent - Alterations	Former Derby City Council Middleton House 27 St Marys Gate Derby DE1 3JR	Facade cleaning of all elevations of building	Refused	03/03/2022
21/01925/FUL	Full Application	11 - 12 Friar Gate Derby DE1 1BU	Change of use from Restaurant/Office (Use Class E) to Community/Offices Facilities for Place of Worship (Use Class F), proposed roof over existing passageway and minor alterations to walls to form disabled access ramp between No.11 and No.12	Approval	01/03/2022
21/01926/LBA	Listed Building Consent - Alterations	11 - 12 Friar Gate Derby DE1 1BU	Internal alterations in association with change of use comprising opening and ground floor and first/second floor along party wall between No 11 and No 12, roof over existing passageway and minor alterations to walls to form disabled access ramp between No. 11 and No. 12. New staircase and lift to No12, stud walls and alterations to existing walls to	Approval	01/03/2022

			form openings in No. 12		
21/01933/DISC	Compliance/Discharge of Condition	8 Albert Street Derby DE1 2DS	Change of use from retail (Use Class A1) to artists' studios, art workshop space, cafe, art gallery and arts/crafts materials retail space (Mixed Use - Use Classes D1, A1 and A3) including installation of a new entrance, external staircase and replacement windows - Discharge of condition no 3 of previously approved permission 19/00982/FUL	Discharge of Conditions Complete	04/03/2022
21/01944/FUL	Full Application	Pentire Lousie Greaves Lane Derby DE21 7AU	Two storey side and single storey front and rear extensions to dwelling house (sitting room, shower room, utility, porch, bedroom, study room enlargement of hall and kitchen/diner) including formation of a balcony to the rear elevation and erection of an outbuilding (garage)	Approval	15/03/2022
21/01948/FUL	Full Application	60 Chapel Lane Spondon Derby DE21 7JW	Front and side first floor extension, erection of new pitched roof to replace flat roof to side and rear and over new first floor extension to cover the whole building	Approval	25/03/2022
21/01961/FUL	Full Application	64 - 70 St Peters Street Derby DE1 1SN	Four storey rear extension and reconfiguration of internal space to accommodate four apartments.	Approval	14/03/2022
21/01963/FUL	Full Application	56 Fairway Crescent Derby DE22 2PA	Two storey side/rear and single storey rear extensions to dwelling house (W.C., utility, bedroom, en-suite and enlargement of kitchen/dining area and bathroom.) Alterations to the front bay window and installation of a canopy	Approval	08/03/2022
21/02002/ADV	Advertisement Consent	108 Keldholme Lane Derby DE24 0RY (Tesco Express)	Display of various signage	Approval	29/03/2022
21/02007/FUL	Full Application	23 Derby Road Spondon Derby DE21 7LY	Formation of a vehicular access	Approval	11/03/2022

21/02018/FUL	Full Application	Land Adjacent To Production Test Facility Sinfin C Site Rolls Royce PLC Wilmore Road Derby DE24 9BD	Erection of a test bed storage building with associated excavation works and landscaping	Approval	31/03/2022
21/02023/VAR	Variation of Condition	15 Melbourne Street Derby DE1 2GF	Change of use from dwelling house (Use Class C3) to a seven bedroom house in multiple occupation (Sui Generis Use) including installation of a rear dormer, roof lights to the front elevation and a single storey rear extension - Variation of condition 6 of previously approved planning permission 20/00637/FUL to allow a maximum of nine occupants	Approval	11/03/2022
21/02053/TPO	Works to a tree with a TPO	The Pines. 22 Whitaker Road And 309 Burton Road Derby	Various works to trees protected by Tree Preservation Order No. 278	Approval	14/03/2022
21/02078/FUL	Full Application	16 Birches Road Derby DE22 2HY	Two storey side and rear extension and single storey rear extension to dwelling house (kitchen and utility room, two bedrooms)	Approval	22/03/2022
21/02089/FUL	Full Application	1 Midland Road Derby DE1 2SN	Change of use of ground floor from public house (Sui Generis) to retail (Use Class E) including installation of a staircase and formation of an additional apartment at first floor level (Use Class C3)	Approval	21/03/2022
21/02090/LBA	Listed Building Consent - Alterations	1 Midland Road Derby DE1 2SN	Alterations in association with change of use of ground floor from public house (Sui Generis) to retail (Use Class E) and formation of an additional apartment at first floor level (Use Class C3) including removal of a staircase and installation of a replacement staircase	Approval	21/03/2022
21/02094/TPO	Works to a tree with a TPO	7 Thatch Close Derby DE22 1EA	Felling of a Sycamore tree and crown reduction by 2 metres of a Beech tree protected by Tree Preservation Order No. 154	Refused	08/03/2022
21/02096/FUL	Full Application	14 Welwyn Avenue	Installation of a dormer to the front elevation	Approval	29/03/2022

		Allestree Derby DE22 2JQ	to form rooms in the roof space (bedroom and en-suite)		
21/02106/DISC	Compliance/Discharge of Condition	Former Celanese Site Holme Lane Derby DE21 7BS	Outline planning application, with access details and scale parameters included, for the redevelopment of a previously industrial brownfield site for B2, B8, associated E Class and F1 purposes and ancillary uses to provide up to 209,000 sq.m. of floorspace for facilities for food production; distribution; training and education; associated food support businesses and supporting energy generation/waste disposal - Variation of condition 12 of planning permission Code No. 20/01646/OUT to enable the phasing of the development to be taken into account in the hydraulic modelling exercise required to determine finished floor levels - Discharge of condition 31 of planning permission 21/01033/VAR	Discharge of Conditions Complete	09/03/2022
21/02124/FUL	Full Application	The Lodge Grange Road Derby DE24 0JW	Formation of a new timber pergola, new fixed seating areas, festoon lighting with support posts, timber post fencing and timber planters.	Approval	08/03/2022
21/02126/FUL	Full Application	10 Newlyn Drive Derby DE23 8DP	Two storey front, side and rear extensions to dwelling house	Approval	02/03/2022
21/02147/ADV	Advertisement Consent	Bus Shelter Opposite 115 Chellaston Road Derby DE24 9AF	Display of one internally illuminated double sided digital display screen	Approval	15/03/2022
21/02155/ADV	Advertisement Consent	Bus Shelter Adjacent To Crown Court Morledge Derby	Display of one internally illuminated double sided digital display screen	Approval	21/03/2022
21/02157/FUL	Full Application	14 The Crest Derby	Raising of the roof height to form rooms in the roof space, single storey rear extension to	Approval	31/03/2022

		DE22 2BR	dwelling house and re-roof of existing garage		
21/02158/FUL	Full Application	71 Rykneld Road Derby DE23 4BH	Single storey front and rear extensions to dwelling house and infilling of car port (bedroom, shower room, kitchen and dining room) - amendment to previously approved planning permission 21/01077/FUL to increase the depth of the rear extension	Approval	01/03/2022
21/02160/ADV	Advertisement Consent	Bus Shelter Adjacent 362 -364 Osmaston Park Road Derby DE24 8FB	Display of one internally illuminated double sided digital display screen	Approval	18/03/2022
21/02162/ADV	Advertisement Consent	Bus Shelter In Front Of 69 Kedleston Road Derby DE22 1FL	Display of one internally illuminated double sided digital display screen	Approval	18/03/2022
21/02165/ADV	Advertisement Consent	Bus Shelter In Front Of Liversage Almshouses London Road Derby DE1 2QS	Display of one internally illuminated double sided digital display screen	Refused	18/03/2022
21/02166/ADV	Advertisement Consent	Bus Shelter Adjacent To Premier Inn Full Street Derby	Display of one internally illuminated double sided digital display screen	Application Withdrawn	15/03/2022
21/02167/FUL	Full Application	26 Amber Road Derby DE22 2QA	First floor side/rear and single storey front extensions to dwelling house	Approval	16/03/2022
21/02169/VAR	Variation of Condition	Derby Food Waste Anaerobic Digester Plant Megaloughton Lane Derby DE21 7BR	Erection of anaerobic digestion facility - Variation of conditions 1 and 2 of previously approved planning permission Code No. 21/00076/VAR to permit the proposed reconfiguration of the operational anaerobic digestion facility on land at the Severn Trent Derby Sewage Treatment Works, Spondon, Derby	Approval	08/03/2022
21/02172/VAR	Variation of Condition	Army Reserve Centre	Demolition of existing garages, workshop and	Approval	15/03/2022

		Windmill Hill Lane Derby DE22 3FJ	temporary cabin building. Erection of a new army reserve centre with associated parking, vehicle wash down area and alterations to the existing access - Variation of condition 2 of previously approved planning permission Code No.19/00447/FUL to amend the approved plans		
21/02178/FUL	Full Application	10 Dorking Road Derby DE22 4BU	Two storey and single storey rear extensions to dwelling house (sitting room, utility, shower room, lobby, store and bedroom)	Approval	25/03/2022
21/02181/FUL	Full Application	Site Of 19 Cricklewood Road Derby DE22 4DP	Demolition of existing building. Erection of five dwelling houses (Use Class C3) and associated parking, landscaping and ground works	Approval	02/03/2022
21/02185/FUL	Full Application	Unit 2 Sir Francis Ley Industrial Park Shaftesbury Street South Derby DE23 8YH	Change of use from plumbers merchants with a trade counter (Sui Generis) to a children's indoor play centre (Use Class E)	Approval	16/03/2022
21/02190/NONM	Non-Material Amendment	Land South Of Pioneer Way Derby	Erection of Industrial Unit (Use Classes E (g) iii / B2 / B8), with External Yard incorporating plant, open storage of materials and finished products (with alternative scheme including dock levellers), together with introduction of right turn provision within the adjoining highway and all associated parking, servicing, drainage and landscaping areas - Non-material amendment to previously approved planning permission 21/00585/FUL to include an external door to the South East elevation and opening lights to the first floor full height glazing	Approval	01/03/2022
21/02193/FUL	Full Application	144 Littleover Lane Derby DE23 6JL	Single storey side extension to dwelling house (bedroom and bathroom)	Approval	17/03/2022
21/02195/FUL	Full Application	4 Hastings Street Derby DE23 6QQ	Two storey side extension to dwelling house (covered way and bedroom)	Approval	16/03/2022

21/02197/VAR	Variation of Condition	Former Celanese Site Holme Lane Derby DE21 7BS	Outline planning application with access details and scale parameters included, for the redevelopment of a previously industrial brownfield site for B2, B8, associated E Class and F1 purposes and ancillary uses to provide up to 209,000 sq.m. of floorspace for facilities for food production; distribution; training and education; associated food support businesses and supporting energy generation/waste disposal - Variation of condition 11 (flood risk) of previously approved planning permission 21/01033/VAR	Approval	22/03/2022
21/02198/FUL	Full Application	11 Nicholas Close Derby DE21 7EQ	Two storey side and single storey rear extensions to dwelling house (garage/store, shower room, utility, kitchen/dining area and two bedrooms) and installation of a canopy to the front elevation	Approval	11/03/2022
21/02199/FUL	Full Application	23 Littleover Crescent Derby DE23 6HT	Single storey front, side and rear extensions to dwelling (living room, storage, bedroom, bathroom and enlargement of kitchen/diner)	Approval	08/03/2022
21/02203/FUL	Full Application	13 Pentland Close Derby DE21 2SU	Single storey front and rear extensions to dwelling (hall, three bedrooms and kitchen/diner)	Approval	11/03/2022
21/02204/FUL	Full Application	10 Barnhill Grove Derby DE23 3XS	Single storey rear extension to dwelling house (garden room) Installation of render to the front elevation and alterations to rear garden retaining wall to form patio area	Approval	08/03/2022
21/02205/FUL	Full Application	177 Western Road Mickleover Derby DE3 9GT	Two storey, first floor side and single storey rear extensions to dwelling house (W.C., utility, kitchen/family space, two bedrooms and bathroom)	Approval	02/03/2022
21/02209/FUL	Full Application	Land At The Rear Of 1 Ash Close Derby DE22 2JF (access Off Lockwood Road)	Erection of a dwelling (Use Class C3)	Refused	08/03/2022
21/02212/FUL	Full Application	126 Birchover Way	Two storey side extension to dwelling house	Approval	08/03/2022

		Derby DE22 2DA	(bedroom and enlargement of car port)		
21/02216/DISC	Compliance/Discharge of Condition	Garage Court Paterson Avenue Derby	Erection of six apartments (Use Class C3) in a two storey block and associated ground works - Discharge of condition 5 of planning permission 21/00501/FUL	Discharge of Conditions Complete	29/03/2022
21/02218/FUL	Full Application	94 Stoney Lane Derby DE21 7QG	Two storey side extension to dwelling house (cloakroom, dining room, office, family room, two bedrooms and bathroom)	Approval	15/03/2022
21/02220/FUL	Full Application	3 Russet Close Derby DE21 2LA	Single storey rear extension to dwelling house (garden room)	Approval	22/03/2022
21/02222/DISC	Compliance/Discharge of Condition	93 Belper Road Derby DE1 3ER	Demolition of Garage and erection of two storey outbuilding (garage/annex) - Discharge of condition 4 of previously approved permission 21/00763	Discharge of Conditions Complete	04/03/2022
21/02223/CLP	Lawful Development Certificate -Proposed	39 Nevinson Avenue Derby DE23 1GU	Use of dwelling house to care for one child with two adult carers	Approval	08/03/2022
21/02224/CLP	Lawful Development Certificate -Proposed	9 Larkhill Crescent Derby DE24 9PP	Use of dwelling house to care for one child with two adult carers.	Approval	08/03/2022
21/02229/FUL	Full Application	20 Tivoli Gardens Derby DE1 3SQ	Two storey side and single storey rear extensions to dwelling house (family room, bedroom, bathroom and enlargement of dining room)	Approval	14/03/2022
22/00008/FUL	Full Application	49 White Street Derby DE22 1HB	Single storey side/rear extension to dwelling house (open plan living space)	Approval	16/03/2022
22/00009/FUL	Full Application	26 Field Lane Alvaston Derby DE24 0GP	First floor side extension to dwelling house (bedroom and bathroom)	Approval	28/03/2022
22/00010/FUL	Full Application	Land Adjacent To 151 Warner	Erection of three dwelling houses (use class	Approval	03/03/2022

		Street Derby DE22 3TR	C3), re-engineering of ground levels and removal of trees - amendments to previous approval application Code No. 19/00236/FUL		
22/00012/FUL	Full Application	42 Chellaston Road Derby DE24 9AE	Single storey rear extension to dwelling house (open plan living space) and installation of a rear dormer to form rooms in the roof space (bedroom and bathroom)	Approval	30/03/2022
22/00014/FUL	Full Application	211 Uttoxeter Road Derby DE3 9AX	Two storey and single storey side extensions to dwelling house (living room, bedroom and en-suite)	Approval	02/03/2022
22/00017/TPO	Works to a tree with a TPO	4 Fairview Close Derby DE23 3SF	Crown reduction by 2m in height and 1.5m lateral spread and removal of one branch of an Oak tree protected by Tree Preservation Order no. 30	Approval	08/03/2022
22/00023/FUL	Full Application	10 - 12 Stenson Road Derby DE23 1JA	Alterations to shop front, entrance doors and installation of roller shutters	Approval	14/03/2022
22/00025/TPO	Works to a tree with a TPO	Ladybower House 21E Kings Croft Derby DE22 2FP	Crown reduction to 12m in height and 6m lateral spread of a Sycamore tree protected by Tree Preservation Order No 471	Approval	08/03/2022
22/00027/FUL	Full Application	86 Otter Street Derby DE1 3FB	Installation of replacement windows to the front elevation	Approval	08/03/2022
22/00031/TPO	Works to a tree with a TPO	Trees On Land Rear Of 1 3 And 7 Cascade Grove Littleover Derby	Crown reduction of lateral spread to a maximum of 3m and height to a maximum of 1m to previous pruning points of four Ash trees and reduction in height to a maximum of 1m of a hedge protected by Tree Preservation Order No 333	Approval	14/03/2022
22/00035/FUL	Full Application	1 Cummings Street Derby DE23 6WX	Two storey side extension to dwelling house (kitchen/diner, two bedrooms and bathroom)	Refused	04/03/2022
22/00036/CLP	Lawful Development Certificate -Proposed	7 Milbury Close Derby	Single storey side/rear extension to dwelling house (enlargement of kitchen)	Approval	09/03/2022

		DE21 2JT			
22/00038/FUL	Full Application	3 Bemrose Road Derby DE24 8LP	Two storey and single storey rear extensions to dwelling house (kitchen, bedroom and en-suite)	Approval	04/03/2022
22/00041/FUL	Full Application	4 Camp Street Derby DE1 3SD	Installation of replacement windows and door and re-instatement of stone mullion to the front elevation	Approval	03/03/2022
22/00042/FUL	Full Application	Westside Nursing Home 90 Western Road Mickleover Derby DE3 9GQ	Single storey rear extension to nursing home (sun lounge, bedroom and 2 w.c` s)	Refused	03/03/2022
22/00043/TPO	Works to a tree with a TPO	15 The Hollow Littleover Derby DE23 6GH	Reduction of all lateral branches by 2m and deadwooding of Cedar tree protected by Tree Preservation Order No 513	Refused	14/03/2022
22/00048/FUL	Full Application	10 Stevenson Place Derby DE23 3EX	Two storey side/rear extension to dwelling house (play room, two en-suites, study and two bedrooms)	Approval	11/03/2022
22/00049/FUL	Full Application	300 - 302 Normanton Road Derby DE23 6WE	Erection of an additional storey and rear extensions to form four additional flats (Use Class C3) and two additional retail units (Use Class E)	Approval	07/03/2022
22/00050/FUL	Full Application	40 Huntley Avenue Derby DE21 7DU	Single storey front extension to dwelling house (porch and enlargement of garage)	Approval	29/03/2022
22/00051/NONM	Non-Material Amendment	Site Of And Land At Kingsway Hospital Kingsway Derby DE22 3LZ	Residential Development (580 Dwellings), Erection Of Offices (Use Class B1), Retail Units (Use Classes A1, A2 And A3), Business Units And Associated Infrastructure (Roads, Footpaths, Open Space And Allotments) - Application For Approval Of Reserved Matters In Respect Of Layout, Scale, Appearance Of Buildings And Landscaping Of The Site For The Erection Of 291 Residential Units, Retail Units (Use Class A1, A2 And A3) And	Approval	09/03/2022

Associated Infrastructure (Including Roads, Footpaths, Open Space And Allotments) Made Pursuant To Outline Planning Permission DER/07/08/01081/PRI - Non-material amendment to previously approved planning permission 08/18/01304 to amend the house types					
22/00052/VAR	Variation of Condition	Land At Rykneld Road Derby DE23 4AN	Erection of a 66 No. Bed Care home for elderly people with associated parking, access, landscaping and associated ground works - Variation of condition 2 of previously approved planning permission Code No. 20/00937/FUL to include solar panels and battery store	Approval	10/03/2022
22/00055/FUL	Full Application	10 Woodland Road Derby DE22 1GF	Single storey side/rear extension to dwelling house (dining space)	Approval	07/03/2022
22/00056/FUL	Full Application	8 Osiers Close Derby DE22 2TB	Single storey rear extension to dwelling house (boot room and enlargement of kitchen/dining area)	Approval	16/03/2022
22/00078/FUL	Full Application	17 Laburnum Crescent Derby DE22 2GQ	Erection of an outbuilding	Approval	30/03/2022
22/00083/FUL	Full Application	14 Acacia Avenue Derby DE3 9NL	Single storey front and side extensions to dwelling house (canopy and car port)	Approval	14/03/2022
22/00098/FUL	Full Application	68 Jackson Avenue Derby DE3 9AT	Two storey front and single storey rear extensions to dwelling house (en-suite, living space and enlargement of hall) and installation of render	Approval	04/03/2022
22/00106/FUL	Full Application	Hardwick Primary School Dover Street Derby DE23 6QP	Erection of a single storey classroom building	Approval	23/03/2022
22/00109/FUL	Full Application	25 Glenfield Crescent Derby DE3 0RF	Single storey side and rear extensions to dwelling house (porch, hall, utility, W.C. and dining/sitting area)	Approval	14/03/2022

22/00114/FUL	Full Application	62 Yates Street Derby DE23 8QZ	Single storey side extension to dwelling house (wetroom)	Approval	14/03/2022
22/00117/FUL	Full Application	1 Mundy Close Derby DE1 3PU	Single storey rear extension to dwelling house (sitting room)	Approval	22/03/2022
22/00119/ADV	Advertisement Consent	493 Nottingham Road Derby DE21 6NA	Display of one internally illuminated fascia sign and one internally illuminated projecting sign	Approval	22/03/2022
22/00120/FUL	Full Application	44 Otter Street Derby DE1 3FB	Single storey rear extension to dwelling house	Approval	14/03/2022
22/00122/FUL	Full Application	26 Ford Lane Derby DE22 2EW	Single storey side extensions to dwelling house (W.C. and enlargement of kitchen/dining area). Erection of outbuilding (double garage) and installation of a new pitched roof to the existing outbuilding	Approval	24/03/2022
22/00123/FUL	Full Application	605 Burton Road Derby DE23 6EJ	Two storey and single storey front and rear extensions to dwelling house (hallway, utility, three bedrooms, en-suite and enlargement of sitting room, kitchen/dining area and two bedrooms)	Refused	18/03/2022
22/00125/DISC	Compliance/Discharge of Condition	Former Celanese Site Holme Lane Derby DE21 7BS	Outline planning application, with access details and scale parameters included, for the redevelopment of a previously industrial brownfield site for B2, B8, associated E Class and F1 purposes and ancillary uses to provide up to 209,000 sq.m. of floorspace for facilities for food production; distribution; training and education; associated food support businesses and supporting energy generation/waste disposal - Variation of condition 12 of planning permission Code No. 20/01646/OUT to enable the phasing of the development to be taken into account in the hydraulic modelling exercise required to determine finished floor levels. - Discharge of condition 22 of planning	Discharge of Conditions Complete	08/03/2022

			permission 21/01033/VAR		
22/00126/FUL	Full Application	61 Chellaston Road Derby DE24 9AF	Single storey rear extension to dwelling house	Approval	23/03/2022
22/00127/CLPLB	Lawful Development Certificate -Propd LB	1 Church Street Alvaston Derby DE24 0PR	Installation of a log burner	Approval	17/03/2022
22/00130/FUL	Full Application	24 Bath Road Derby DE3 9BW	First floor side extension to dwelling (hobby room)	Refused	23/03/2022
22/00131/VAR	Variation of Condition	398 Uttoxeter New Road Derby DE22 3HX	Change of use from office (Use Class A2) and extensions and alterations to provide five flats in multiple occupation (Use Class C4) with a combined total of 24 bedrooms, formation of associated car parking area and erection of 1.8m high fencing - Variation of condition 2 of previously approved planning permission Code No. 20/00379/FUL to amend the approved plans in respect of demolition, landscaping, car parking and bike storage	Approval	14/03/2022
22/00132/FUL	Full Application	19 Cavendish Way Derby DE3 9BL	Single storey rear extension to dwelling house (dining area, utility and shower room)	Approval	14/03/2022
22/00134/FUL	Full Application	27 Wimbledon Road Derby DE22 4ED	Installation of a dormer to the rear elevation to form rooms in the roof space (bedroom, en-suite and storage)	Refused	24/03/2022
22/00136/CLP	Lawful Development Certificate -Proposed	78 Harrison Street Derby DE22 3UU	Change of use from dwelling house (Use Class C3) to a house in multiple occupation for six occupants (Use Class C4)	Approval	24/03/2022
22/00138/CLP	Lawful Development Certificate -Proposed	25 Calder Close Derby DE22 2SH	Formation of rooms in the roof space (three bedrooms and bathroom)	Approval	28/03/2022
22/00139/FUL	Full Application	8 Coleman Street Derby	Single storey extensions to dwelling house	Approval	22/03/2022

DE24 8NH

22/00140/FUL	Full Application	Mickleover Sports Club Station Road Mickleover Derby DE3 9FE	Erection of a classroom building	Approval	17/03/2022
22/00145/FUL	Full Application	Abbey Lodge Student Village Lonsdale Place Derby DE22 3NX	Change of use from student accommodation (Sui Generis) to short term let accommodation (Sui Generis) for a temporary period of up to two years.	Approval	23/03/2022
22/00148/FUL	Full Application	53 Kenilworth Avenue Derby DE23 8TZ	Erection of detached garage and store	Refused	14/03/2022
22/00149/FUL	Full Application	39 Cleveland Avenue Derby DE21 6SB	Single and two storey rear extension to dwelling house (kitchen, sitting room, bedroom and en-suite)	Approval	23/03/2022
22/00150/TPO	Works to a tree with a TPO	Tree At Peckerdale Gardens Derby DE21 7SX	Reduction of Eastern lateral branches by up to 1.5m of an Ash tree protected by Tree Preservation Order No 386	Approval	25/03/2022
22/00152/FUL	Full Application	13 Lloyd Street Derby DE22 3ET	Change of use from a six bedroom (six occupant) house in multiple occupation (Use Class C4) to a six bedroom (seven occupant) house in multiple occupation (Sui Generis use)	Approval	29/03/2022
22/00156/PNRH	Prior Approval - Householder	64 Penrhyn Avenue Derby DE23 6LA	Single storey rear extension (projecting beyond the rear wall of the original house by 3.85m, maximum height 3m, height to eaves 3m) to dwelling house	Prior Approval Not Required	04/03/2022
22/00159/FUL	Full Application	401 Mansfield Road Derby DE21 4FT	Demolition of garage. Erection of a single storey residential annexe and single storey utility room together with repositioning of one window	Approval	30/03/2022
22/00164/FUL	Full Application	6 Little Longstone Close Derby DE3 9JE	First floor rear extension to dwelling house (bedroom)	Refused	30/03/2022

22/00167/FUL	Full Application	54 Gilbert Street Derby DE24 0LE	Single storey side and rear extensions to dwelling (bedroom, utility room, garage, garden room and enlargement of kitchen)	Application Withdrawn	17/03/2022
22/00169/PNRH	Prior Approval - Householder	8 Wensley Drive Derby DE21 7PP	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3m, height to eaves 3m) to dwelling house	Prior Approval Not Required	25/03/2022
22/00178/CAT	Works to Trees in a Conservation Area	14 Cornhill Derby DE22 2FT	Reduction of branches of three Cedar trees within the Allestree Conservation Area	Approval	15/03/2022
22/00180/FUL	Full Application	22 Western Road Derby DE23 6SE	Single storey rear extension to dwelling house (kitchen, shower room and W.C.)	Approval	31/03/2022
22/00181/CAT	Works to Trees in a Conservation Area	18 Cornhill Derby DE22 2FT	Felling of Beech and Laburnum trees within the Allestree Conservation Area	Approval	15/03/2022
22/00184/CLP	Lawful Development Certificate -Proposed	3 Farnham Close Derby DE3 0RE	Single storey side extension to dwelling house	Approval	30/03/2022
22/00193/FUL	Full Application	163 Vicarage Road Mickleover Derby DE3 0EF	Single storey rear extension to dwelling (shower room) and ramp	Approval	31/03/2022
22/00203/TPO	Works to a tree with a TPO	15 Hill Cross Drive Derby DE23 3BW	Crown reduction and removal of deadwood of an Oak tree protected by Tree Preservation Order No 36	Approval	29/03/2022
22/00204/FUL	Full Application	2 Sadler Gate Bridge Sadler Gate Derby DE1 3NL	Change of use from retail (Use Class E) to a beauty salon (Sui Generis Use)	Approval	31/03/2022
22/00207/PNRK	Prior Approval - COU to a School	Hawkins And Shepherd Motor Engineers Liversage Street Derby DE1 2LD	Change of use from motor engineers to education (Use Class F1a)	Approval	29/03/2022

22/00210/FUL	Full Application	51 Mile Ash Lane Derby DE22 1DE	Installation of two replacement windows to the front elevation	Approval	30/03/2022
22/00211/DISC	Compliance/Discharge of Condition	8-14 Agard Street Derby DE1 1DZ	Demolition of existing buildings. Erection of student accommodation block comprising of 94 bedrooms within 70 units and associated works - Discharge of condition 6 of planning permission 20/01570/FUL	Discharge of Conditions Complete	25/03/2022
22/00212/DISC	Compliance/Discharge of Condition	Former Celanese Site Holme Lane Derby DE21 7BS	Outline planning application, with access details and scale parameters included, for the redevelopment of a previously industrial brownfield site for B2, B8, associated E Class and F1 purposes and ancillary uses to provide up to 209,000 sq.m. of floorspace for facilities for food production; distribution; training and education; associated food support businesses and supporting energy generation/waste disposal - Variation of condition 12 of planning permission Code No. 20/01646/OUT to enable the phasing of the development to be taken into account in the hydraulic modelling exercise required to determine finished floor levels. - Discharge of condition 19 for Phase 2, Plot 8 of planning permission 21/01033/VAR	Discharge of Conditions Complete	09/03/2022
22/00213/PNRH	Prior Approval - Householder	16 Gisborne Crescent Derby DE22 2FL	Single storey rear extension (projecting beyond the rear wall of the original house by 4.43m, maximum height 3m, height to eaves 2.5m) to dwelling house	Prior Approval Not Required	18/03/2022
22/00219/CAT	Works to Trees in a Conservation Area	Simpsons House 36 St Marys Gate Derby DE1 3JZ	Cutting back of branches overhanging car park by 2m of two Lime trees and one Holly tree within the City Centre Conservation Area	Approval	21/03/2022
22/00222/VAR	Variation of Condition	18 Broughton Avenue Derby DE23 6JA	Two storey side and rear and single storey rear extensions to dwelling house (wetroom, utility, kitchen/dining area/sitting room, bathroom and bedroom) including installation of rear dormer to form rooms in the roof	Approval	31/03/2022

			space (bedroom and dressing room) and formation of a raised patio area to the rear elevation - Variation of condition 2 of previously approved planning permission 20/01326FUL to amend the approved plans in respect of the rear dormer and windows		
22/00224/PNRH	Prior Approval - Householder	6 Brentford Drive Derby DE22 4BN	Single storey rear extension (projecting beyond the rear wall of the original house by 4.5m, maximum height 3m, height to eaves 3m) to dwelling house	Prior Approval Approved	18/03/2022
22/00227/CAT	Works to Trees in a Conservation Area	81 Belper Road Derby DE1 3ER	Various works to trees within the Strutts Park Conservation Area	Approval	25/03/2022
22/00232/FUL	Full Application	13 Belvedere Close Derby DE3 0RW	Two storey side and first floor front extensions to dwelling house	Approval	30/03/2022
22/00239/NONM	Non-Material Amendment	Fireplace Workshop Ltd Wyvern Way Derby DE21 6PS	Demolition of existing retail unit. Erection of a retail unit (Use Class A1), landscaping, revised parking and access and associated works - Non material amendment to previously approved planning permission 19/01582/FUL and as amended by 21/02085/NONM for re-positioning of trolley bays B and C and re-positioning and design changes to two totems	Approval	11/03/2022
22/00242/FUL	Full Application	9 Victory Park Way Derby DE24 8ZF	Installation of solar panels	Approval	31/03/2022
22/00244/PNRH	Prior Approval - Householder	2 Mead Close Derby DE24 9PE	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3m, height to eaves 3m) to dwelling house	Prior Approval Not Required	21/03/2022
22/00256/CAT	Works to Trees in a Conservation Area	51 Mile Ash Lane Derby DE22 1DE	Crown reduction of up to 2.5m of a Cherry tree within the Darley Abbey Conservation Area	Approval	25/03/2022
22/00259/CAT	Works to Trees in a Conservation Area	Hawthorn Court 27 Kedleston Road	Crown removal of an Ash tree at a height of 3m (approx) within the Strutts Park	Approval	30/03/2022

		Derby DE22 1FY	Conservation Area		
22/00267/NONM	Non-Material Amendment	Land North Of Snelsmoor Lane Derby	OUTLINE PLANNING APPLICATION - for up to 800 dwellings (Class C3) with all matters reserved except access; access to be fixed off Snelsmoor Lane and Field Lane, a sustainable drainage system of attenuation ponds/swales, new primary school (Class D1) with playing field, alongside open space including creation of country park (including footpath/cycleways, wildflower meadows, public orchard etc.) and Green Infrastructure network. FULL PLANNING APPLICATION - for 245 dwellings (Class C3) including site roads, Infrastructure, landscaping, attenuation ponds and play areas - Non-material amendment to previously approved planning permission 04/13/00351 to reposition plots 1 and 13, add a sales garage to plots 1 and 2 and plot substitutions to plots 1, 2, 3, 4, 5, 7, 15 and 16	Application Withdrawn	16/03/2022
22/00268/CAT	Works to Trees in a Conservation Area	26 Otter Street Derby DE1 3FB	Crown lift to 5 metres and removal of secondary branches of a Sycamore tree within the Strutts Park Conservation Area	Approval	31/03/2022
22/00279/PNRIA	Prior Approval - Shop / Bank to Resi	Shop 28 Highfield Road Littleover Derby DE23 1DG	Change of use from retail (Use Class E) to flat (Use Class C3) and elevational changes	Approval	18/03/2022
22/00289/DISC	Compliance/Discharge of Condition	Roebuck Court Amy Street Derby DE22 3PH	The reconfiguration of the internal layout to increase the number of flats from 13 to 17 of previously approved application 01/08/00005 (Erection Of 13 Flats and 2 Retail Units and associated car parking, amenity areas and ancillary storage facilities.) (Retrospective Application) - Discharge of condition 2 of planning permission 20/01663/FUL	Discharge of Conditions Complete	21/03/2022
22/00316/DISC	Compliance/Discharge of Condition	Land Between Hollybrook Way And Rykneild Road Derby	Erection of retail unit (Use Class A1) with new access and car parking - Discharge of condition no 21 of previously approved	Discharge of Conditions Complete	10/03/2022

		DE23 4AN	permission 20/00741/FUL		
22/00319/PNRH	Prior Approval - Householder	7 Reginald Road South Derby DE21 6NE	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.15m, height to eaves 2.55m) to dwelling house	Prior Approval Not Required	28/03/2022
22/00323/DISC	Compliance/Discharge of Condition	8 - 14 Agard Street Derby DE1 1DZ	Demolition of existing buildings. Erection of student accommodation block comprising of 94 bedrooms within 70 units and associated works - Discharge of condition 9 of planning permission 20/01570/FUL	Discharge of Conditions Complete	10/03/2022
22/00362/FUL	Full Application	39 Arlington Road Derby DE23 6NZ	Retrospective Application. Extensions to dwelling house (kitchen, utility room, garage, two bedrooms, en-suite and enlargement of kitchen). Installation of a rear dormer. Amendments to previously approved application 20/01616/FUL.	Approval	30/03/2022
22/00404/DISC	Compliance/Discharge of Condition	Former Celanese Site Holme Lane Derby DE21 7BS	Outline planning application, with access details and scale parameters included, for the redevelopment of a previously industrial brownfield site for B2, B8, associated E Class and F1 purposes and ancillary uses to provide up to 209,000 sq.m. of floorspace for facilities for food production; distribution; training and education; associated food support businesses and supporting energy generation/waste disposal - Variation of condition 12 of planning permission Code No. 20/01646/OUT to enable the phasing of the development to be taken into account in the hydraulic modelling exercise required to determine finished floor levels - Discharge of condition 20 in respect of Phase 1, Plot 1 of planning permission 21/01033/VAR	Discharge of Conditions Complete	31/03/2022
22/00432/FUL	Full Application	108 Albert Road Derby DE21 6SG	Change of use of outbuilding (garage) to Beauty Salon (Sui Generis Use)	Application Withdrawn	29/03/2022
22/00494/DISC	Compliance/Discharge of	131 Morley Road	Erection of dwelling house and outbuilding	Discharge of	29/03/2022

Condition	Derby DE21 4QY	(garage), enlargement of vehicular access and associated ground works - Discharge of condition 3 of planning permission 21/01682/FUL	Conditions Complete
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Delegated decisions made between between 01/04/2022 and 30/04/2022



Application No:	Application Type	Location	Proposal	Decision	Decision Date
19/01613/RES	Reserved Matters	North Of Oregon Way Chaddesden Derby (Access From Acorn Way)	Residential development of 270 dwellings with associated infrastructure and public open space - approval of reserved matters of layout, scale, appearance and landscaping pursuant to previously approved outline planning permission 09/14/01216	Application Withdrawn	14/04/2022
21/00193/FUL	Full Application	947 London Road Derby DE24 8PW	Change of use from dwelling house to 2 x 1 bed flats and 1 x 5 person House in Multiple Occupation	Refused	27/04/2022
21/00259/FUL	Full Application	24 Fulham Road Derby DE22 4GB	Change of use from dwelling house (Use Class C3) to an eight bedroom house in multiple occupation (Sui Generis) together with a two storey side extension	Finally disposed of	08/04/2022
21/00523/DISC	Compliance/Discharge of Condition	Chesapeake Community Centre Chesapeake Road Derby DE21 6RD	Demolition of community centre. Erection of 8 dwelling houses and associated landscaping and ground works - Discharge of conditions 3 and 4 of planning permission 19/01140/FUL	Discharge of Conditions Complete	07/04/2022
21/00602/FUL	Full Application	143 Whitaker Road Derby DE23 6AQ	Erection of an outbuilding (garage) and erection of gates	Refused	01/04/2022
21/00845/FUL	Full Application	Land Adjacent To 354 And 356 Sinfin Avenue Derby	Erection of a Scout and Guide hut	Approval	09/04/2022
21/01008/VAR	Variation of Condition	43 Wardwick Derby DE1 1HJ	Works to listed building in association with a change of use from office (Use Class B1) to an eight bedroom house in multiple occupation (Sui-Generis)) at first and second floor level - Variation of condition 2 of Listed Building Consent 20/00486/LBA to amend the approved plans	Approval	28/04/2022

21/01012/VAR	Variation of Condition	43 Wardwick Derby DE1 1HJ	Change of use from office (Use Class B1) to an eight bedroom house in multiple occupation (Sui-Generis)) at first and second floor level - Variation of condition 2 of planning permission 20/00485/FUL to amend the approved plans	Approval	28/04/2022
21/01157/LBA	Listed Building Consent - Alterations	Bonded Warehouse Former Friargate Goods Yard Stafford Street Derby DE1 1JL	Structural stabilisation works to dismantle damaged and unstable construction elements and to make safe the existing external walls. Temporary protection works to the remaining structure to prevent further collapse of residual roof elements and prevent ongoing water ingress.	Approval	22/04/2022
21/01158/LBA	Listed Building Consent - Alterations	Engine House Former Friargate Goods Yard Stafford Street Derby DE1 1JL	Structural works to ensure the lateral stability of the external walls and loose items of building fabric. Erection of scaffold for footpath protection and to allow access to window and roof level and provide restraint to the building. Roof works to include capping beams or reinstatement roofing and remodelling of the external ground levels	Approval	06/04/2022
21/01227/FUL	Full Application	87 Rykneld Road Derby DE23 4DJ	Installation of additional storey to dwelling house	Approval	06/04/2022
21/01228/FUL	Full Application	85 Rykneld Road Derby DE23 4DJ	Two storey and single storey extensions and installation of additional storey to dwelling house	Approval	06/04/2022
21/01241/FUL	Full Application	27 Woodford Road Derby DE22 4EG	Two storey side and rear and single storey rear extensions to dwelling house (garage, snug, kitchen/diner, three bedrooms, two en-suites and balcony)	Approval	05/04/2022
21/01297/ADV	Advertisement Consent	Machine Mart Derwent Street Derby DE1 2ED	Installation of freestanding illuminated D-Poster	Approval	29/04/2022
21/01549/FUL	Full Application	The Manor House Residential Home 137 Manor Road	Change of use from nursing home (C2 Use Class) to day school (Use Class F1) including	Application Withdrawn	20/04/2022

		Littleover Derby DE23 6BU	part demolition and altered parking and vehicular circulation		
21/01596/FUL	Full Application	Telecommunications Mast 78882 Bracknell Drive Derby DE24 0BT	Installation of a replacement 20m high monopole with ancillary development	Approval	07/04/2022
21/01602/DISC	Compliance/Discharge of Condition	Land Adjacent To 48 Cummings Street Derby	Erection of four dwelling houses (Use Class C3) - Discharge of condition nos 5, 6 and 7 of previously approved permission 19/01732	Discharge of Conditions Complete	07/04/2022
21/01684/FUL	Full Application	10 Churchdown Close Derby DE21 2ET	Single storey extensions to dwelling house (entrance hall and utility room), alterations to existing garage to include replacement roof and installation of timber cladding to form living space	Approval	01/04/2022
21/01846/FUL	Full Application	26 Hounslow Road Derby DE22 4BW	Erection of a three metre high boundary fence	Application Withdrawn	08/04/2022
21/01876/PNRT	Prior Approval - Telecommunications	Land On The West Side Of Springwood Drive Derby	Erection of an 18m high monopole with equipment cabinets and ancillary development	Approval	22/04/2022
21/01910/FUL	Full Application	139 Balfour Road Derby DE23 8UR	Extensions to dwelling house (covered way, kitchen/dining room, 2 bedrooms, en-suite and enlargement of bedroom)	Approval	04/04/2022
21/02047/FUL	Full Application	110 Belper Road Derby DE1 3EQ	Two storey rear and first floor side extensions to dwelling house. Construction of new raised platform and external landscaping to rear.	Approval	13/04/2022
21/02062/PNRIA	Prior Approval - Shop / Bank to Resi	33 Dickinson Street Derby DE24 8WJ	Change of use from retail (Use Class E) to residential (Use Class C3)	Approval	25/04/2022
21/02064/FUL	Full Application	295 - 297 Brighton Road Derby DE24 8TE	Change of use from dwelling house (Use Class C3) to a seven bedroom (seven occupant) house in multiple occupation (Sui Generis) including installation of new windows to the	Application Withdrawn	21/04/2022

			side elevation.		
21/02073/FUL	Full Application	97 Sunnyhill Avenue Derby DE23 1JS	Two storey side extension to dwelling house (car port, two bedrooms, bathroom, utility and enlargement of bedroom)	Approval	01/04/2022
21/02086/FUL	Full Application	112A Blagreaves Lane Derby DE23 1FP	Demolition of dwelling house. Erection of replacement dwelling house (Use Class C3) and felling of trees protected by Tree Preservation Order no. 36	Approval	05/04/2022
21/02099/FUL	Full Application	32 St Johns Avenue Derby DE21 6SE	Single storey side extension to dwelling house (bedroom and w.c.)	Approval	01/04/2022
21/02136/ADV	Advertisement Consent	Bus Shelter Near Albany Road Uttoxeter New Road Derby DE22 3HX	Display of one internally illuminated single sided digital display screen	Approval	07/04/2022
21/02139/ADV	Advertisement Consent	Bus Shelter In Front Of 1222 London Road Derby DE24 8QL	Display of one internally illuminated single sided digital display screen	Approval	07/04/2022
21/02142/ADV	Advertisement Consent	Bus Shelter In Front Of Blue Peter Shardlow Road Derby DE24 0JH	Display of one internally illuminated single sided digital display screen	Approval	22/04/2022
21/02143/ADV	Advertisement Consent	Bus Shelter Adjacent To 613 Harvey Road Derby	Display of one internally illuminated single sided digital display screen	Approval	07/04/2022
21/02149/ADV	Advertisement Consent	Bus Shelter Adjacent To Former Rolls Royce Foundry Osmaston Road Derby DE24 8AE	Display of one internally illuminated single sided digital display screen	Approval	07/04/2022
21/02150/ADV	Advertisement Consent	Bus Shelter Adjacent To Royal Derby Hospital Uttoxeter New Road	Display of one internally illuminated single sided digital display screen	Approval	07/04/2022

Derby

21/02151/ADV	Advertisement Consent	Bus Shelter Adjacent To Former Showcase Cinema Site Osmaston Park Road Derby DE23 8AG	Display of one internally illuminated single sided digital display screen	Approval	21/04/2022
21/02154/ADV	Advertisement Consent	Bus Shelter Adjacent To 624 Harvey Road Derby	Display of one internally illuminated single sided digital display screen	Approval	21/04/2022
21/02188/FUL	Full Application	9 Hayes Avenue Derby DE23 6JU	Two storey side/rear and single storey rear extensions to dwelling house (wet room, kitchen/diner, living space, bathroom, bedroom and en-suite)	Approval	08/04/2022
21/02191/FUL	Full Application	14 Ingleby Avenue Derby DE23 8DJ	Alterations to the roof to form rooms in roof space together with dormer extension to rear.	Approval	12/04/2022
22/00013/CAT	Works to Trees in a Conservation Area	13 Lavender Row Derby DE22 1DF	Felling of Willow tree within the Darley Abbey Conservation Area	Approval	21/04/2022
22/00015/FUL	Full Application	64 Allestree Lane Derby DE22 2HR	Two storey side and single storey front extensions to dwelling house (porch, store, shower room, utility, bedroom and bathroom) and installation of a pitched roof to the existing single storey rear extension	Approval	21/04/2022
22/00026/DISCLB	Compliance/Discharge of Condition LB	36 And 37 Friar Gate Derby DE1 1DA	Alterations to include removal of doors and installation of replacement fire doors, new bathroom and kitchen units, roof repairs, sub-division works, removal of partition and enlargement of partition, re-location of radiators and boarding out of boiler and water pipes - Discharge of conditions 3 and 4 of Listed Building Consent application 20/00448/LBA	Discharge of Conditions Complete	05/04/2022
22/00033/FUL	Full Application	463 Nottingham Road	Two storey side and single storey rear	Approval	26/04/2022

		Derby DE21 6NA	extensions to dwelling house (garage, utility, office, kitchen/dining space and bedroom)		
22/00034/FUL	Full Application	84 Otter Street Derby DE1 3FB	Single storey side/rear extension to dwelling house (kitchen/dining area), installation of replacement windows, new door, roof covering and roof lights	Approval	05/04/2022
22/00037/PNRJ	Prior Approval - Shop / Bank to Resi	East Midlands Security Great Northern Court 24A Great Northern Road Derby DE1 1LR	Change of use from offices (Use Class E) to six residential units (Use Class C3)	Refused	27/04/2022
22/00045/FUL	Full Application	103 Ashbourne Road Derby DE22 3FW	Change of use from offices/light industry (Use Class E (g)) to four student cluster flats (Sui Generis Use) including alterations to elevations and installation of dormers	Refused	21/04/2022
22/00046/FUL	Full Application	2 Pear Tree Road Derby DE23 6PY	Sub-division of commercial unit (Use Class E) into two separate commercial units for retail and cafe uses (Use Class E)	Approval	05/04/2022
22/00072/DISC	Compliance/Discharge of Condition	Land At Alfreton Road Derby DE21 4AA	Erection of two new buildings comprising three new trade counter units and associated parking and loading areas and remodelling of part of site access road - Discharge of conditions 3 and 4 of planning permission 21/01386/FUL	Discharge of Conditions Complete	01/04/2022
22/00100/FUL	Full Application	401 Sinfin Lane Derby DE24 9SE	Two storey and single storey extensions to dwelling house together with formation of rooms in the roof space and a raised patio area to the rear elevation	Approval	21/04/2022
22/00104/FUL	Local Council Own Development Reg 3	Bass Recreation Ground Station Approach Derby DE1 2BH	Erection of a motor control centre building, with generator and temporary access track	Approval	29/04/2022
22/00108/FUL	Full Application	27 Woodthorne Avenue Derby DE24 9FJ	Single storey front and side/rear extensions to dwelling (porch, bedroom, en-suite, dining/living space and enlargement of bedroom and living room)	Approval	22/04/2022

22/00111/FUL	Full Application	35 Blenheim Drive Derby DE22 2LD	Two storey side extension to dwelling house (bedroom and enlargement of kitchen and bedroom)	Approval	12/04/2022
22/00115/FUL	Full Application	18 Clipstone Gardens Derby DE21 2HD	Erection of a gazebo (retrospective application)	Approval	04/04/2022
22/00129/DISC	Compliance/Discharge of Condition	Former Celanese Site Holme Lane Derby DE21 7BS	Outline planning application, with access details and scale parameters included, for the redevelopment of a previously industrial brownfield site for B2, B8, associated E Class and F1 purposes and ancillary uses to provide up to 209,000 sq.m. of floorspace for facilities for food production; distribution; training and education; associated food support businesses and supporting energy generation/waste disposal - Variation of condition 12 of planning permission Code No. 20/01646/OUT to enable the phasing of the development to be taken into account in the hydraulic modelling exercise required to determine finished floor levels - Discharge of condition 9 of planning permission 21/01033/VAR	Discharge of Conditions Complete	07/04/2022
22/00157/FUL	Full Application	4 Caldermill Drive Derby DE21 2UB	Single storey rear extension to dwelling house (living space)	Approval	21/04/2022
22/00160/DISC	Compliance/Discharge of Condition	324 Duffield Road Derby DE22 1EQ	Roof alterations to include raising of the roof height, installation of a rear dormer and first floor side elevation window to form rooms in the roof space (bedroom and en-suite) - Discharge of condition 3 of planning permission 21/01525/FUL	Discharge of Conditions Complete	19/04/2022
22/00163/FUL	Full Application	13 Foxdell Way Derby DE73 6PU	Erection of an outbuilding (garage)	Approval	08/04/2022
22/00166/RES	Reserved Matters	Land At The Side Of 20 Radbourne Street Derby	Residential development - one dwelling - (Use Class C3) - approval of reserved matters of access, appearance, landscaping, layout and	Approval	04/04/2022

		DE22 3HB	scale under outline permission Code no. 21/01781/OUT		
22/00168/FUL	Full Application	3 Woodhurst Close Derby DE21 4SG	Two storey side extension to dwelling house (family space, utility. W.C. and two bedrooms)	Approval	20/04/2022
22/00172/DISC	Compliance/Discharge of Condition	Former Celanese Site Holme Lane Derby DE21 7BS	Outline planning application, with access details and scale parameters included, for the redevelopment of a previously industrial brownfield site for B2, B8, associated E Class and F1 purposes and ancillary uses to provide up to 209,000 sq.m. of floorspace for facilities for food production; distribution; training and education; associated food support businesses and supporting energy generation/waste disposal - Variation of condition 12 of planning permission Code No. 20/01646/OUT to enable the phasing of the development to be taken into account in the hydraulic modelling exercise required to determine finished floor levels. - Discharge of conditions 10, 12, 14 and 18 for Phase 2 Plot 8 of planning permission 21/01033/VAR	Discharge of Conditions Complete	07/04/2022
22/00173/FUL	Full Application	Radbourne Unit Royal Derby Hospital Uttoxeter Road Derby DE22 3WQ	Single storey extensions to hospital (additional ward space)	Approval	05/04/2022
22/00174/OUT	Outline Application	Land At The Rear Of 12 Snelston Crescent Derby DE23 6BL (access Off Eastwood Drive)	Residential development (one dwelling - Use Class C3) - all matters reserved	Approval	01/04/2022
22/00177/CLP	Lawful Development Certificate -Proposed	25 Evelyn Grove Derby DE21 6PZ	Single storey rear extension to dwelling house	Approval	04/04/2022
22/00179/FUL	Full Application	22 Maple Avenue Derby	Two storey side and single storey rear extensions to dwelling house (study, utility,	Approval	13/04/2022

		DE23 1QD	kitchen/dining area, bedroom and en-suite)		
22/00185/FUL	Full Application	39 Wilkins Drive Derby DE24 8LU	Single storey rear extension to dwelling house (bedroom and shower room)	Approval	21/04/2022
22/00186/TPO	Works to a tree with a TPO	5 Littleover Lane Derby DE23 6JF	Crown lift to 5.5m, crown thin by 10% and reduction of branches to give 2-3 clearance of the house and the neighbouring property of a Beech tree protected by Tree Preservation Order no. 315	Approval	05/04/2022
22/00189/FUL	Full Application	24 Golf Close Derby DE23 4TL	Erection of an outbuilding (garden room) and boundary fence	Approval	05/04/2022
22/00190/FUL	Full Application	Telecommunications Mast At Junction With Elvaston Lane Shardlow Road Derby DE24 0JP	Installation of a replacement 20m high monopole with three antenna and ancillary development	Approval	25/04/2022
22/00192/FUL	Full Application	113 Marjorie Road Derby DE21 4HP	Single storey rear extension to dwelling house (living space)	Approval	28/04/2022
22/00195/ADV	Advertisement Consent	Land South Of Watten Close And East Of Deep Dale Lane Derby DE24 3HG	Display of one non-illuminated 'v' sign, three non-illuminated flag signs and two swing signs	Approval	05/04/2022
22/00197/FUL	Full Application	Spondon Liberal Club 4 Moor Street Derby DE21 7EA	Single storey extension with roof terrace above and erection of a 2m high acoustic fence	Approval	07/04/2022
22/00199/PNRPV	Prior Approval - PV on Non-Domestic	Morrisons Supermarket Wheatcroft Way Derby DE21 4RY	Installation of 1366 roof mounted solar panels	Prior Approval Approved	05/04/2022
22/00200/FUL	Full Application	286 Duffield Road Derby	Erection of an outbuilding (double garage)	Approval	19/04/2022

		DE22 1EQ			
22/00206/CLP	Lawful Development Certificate -Proposed	15 Seagrave Close Derby DE21 2HZ	Single storey side/rear extension to dwelling house (enlargement of kitchen)	Approval	05/04/2022
22/00208/CLP	Lawful Development Certificate -Proposed	7 Magellan Way Derby DE24 1AD	Single storey rear extension to dwelling house	Approval	12/04/2022
22/00214/CLP	Lawful Development Certificate -Proposed	5 Magellan Way Derby DE24 1AD	Conversion of existing garage to form habitable room (snug)	Approval	07/04/2022
22/00215/TPO	Works to a tree with a TPO	Land South Of 8 Blagreaves Lane (adjacent To Hill Cross Drive) Littleover Derby DE23 1BU	Felling of a Sycamore tree protected by Tree Preservation No. 25	Refused	12/04/2022
22/00216/VAR	Variation of Condition	The Grove 2A Lyndhurst Grove Derby DE21 6RX	Change of use from residential (Use Class C3) to mixed use - chiropractic health clinic (Use Class D1) at ground floor level and residential (Use Class C3) at first floor level - Variation of condition 2 of previously approved planning permission 19/00965/FUL to include an extension	Approval	05/04/2022
22/00223/CAT	Works to Trees in a Conservation Area	Silvertrees Nursery 40 Ashbourne Road Derby DE22 3AD	Crown lift to 5.5m of branches overhanging car park of one London Plane tree and one other tree within the Friar Gate Conservation Area	Approval	01/04/2022
22/00225/FUL	Full Application	2 Margaret Avenue Derby DE21 6PP	Two storey side and rear extensions to dwelling house (play room, snug/lounge, three bedrooms, en-suite and enlargement of kitchen/dining area) and installation of a new first floor side elevation window	Refused	06/04/2022
22/00231/DISC	Compliance/Discharge of Condition	18 Agard Street Derby DE1 1YS	Demolition of 18 Agard Street. Erection of student accommodation comprising 32 Apartments, together with the making good of the rear of No 42 Friar Gate and Installation of an external fire escape. Erection of	Discharge of Conditions Complete	20/04/2022

			separate bin, cycle store and electricity sub-station and setting out of parking and landscaping - Discharge of conditions 4 and 5 of planning permission 21/00571/FUL		
22/00237/FUL	Full Application	28 Ashover Road Allestree Derby DE22 2PZ	Single storey front extension to dwelling (bedroom)	Approval	06/04/2022
22/00238/ADV	Advertisement Consent	2 Siddals Road Derby DE1 2PW	Display of various illuminated signs on the building and 6 no. 4m high flagpoles.	Approval	14/04/2022
22/00240/DISC	Compliance/Discharge of Condition	Former Celanese Site Holme Lane Derby DE21 7BS	Outline planning application, with access details and scale parameters included, for the redevelopment of a previously industrial brownfield site for B2, B8, associated E Class and F1 purposes and ancillary uses to provide up to 209,000 sq.m. of floorspace for facilities for food production; distribution; training and education; associated food support businesses and supporting energy generation/waste disposal - Variation of condition 12 of planning permission Code No. 20/01646/OUT to enable the phasing of the development to be taken into account in the hydraulic modelling exercise required to determine finished floor levels. - Discharge of condition 26 in respect of Phase 2, Plot 8 of planning permission 21/01033/VAR	Discharge of Conditions Complete	26/04/2022
22/00241/FUL	Full Application	85 Haven Baulk Lane Derby DE23 4AD	Change of use from dwelling house (Use Class C3) to residential care home (Use Class C2)	Approval	12/04/2022
22/00250/DISC	Compliance/Discharge of Condition	Land South Of Pioneer Way And Off Infinity Park Way Derby	Formation of a surface water drainage Lagoon and flood attenuation area; raising and shaping of ground levels to create development platforms and associated drainage channels/features; together with associated haul routes, landscaping and ancillary works. - Discharge of conditions 5	Discharge of Conditions Complete	27/04/2022

			and 11 of planning permission 21/00460/FUL		
22/00252/FUL	Full Application	4 Penhaligans Close Derby DE73 5QG	Single storey extension and alterations to outbuilding to form annexe accommodation for a dependant relative	Approval	07/04/2022
22/00258/FUL	Full Application	1 Albion Street Derby DE1 2PR	Change of use of first and second floors to four student flats (Use Class C4) with ground floor managers office	Approval	25/04/2022
22/00261/FUL	Full Application	11 Ronald Close Derby DE23 4RX	Two storey side extension to dwelling house (store, shower room, en-suite and enlargement of bedroom)	Approval	02/04/2022
22/00264/FUL	Full Application	59 Breedon Avenue Derby DE23 1LR	Two storey side and single storey rear extensions to dwelling house (garage, W.C., utility, garden room, bedroom and bathroom)	Approval	02/04/2022
22/00272/FUL	Full Application	74 Willson Avenue Derby DE23 1DA	Single storey rear extension to dwelling house (sun lounge)	Approval	12/04/2022
22/00274/FUL	Full Application	166 Stenson Road Derby DE23 1JG	Single storey rear extension to dwelling (kitchen/dining area)	Approval	21/04/2022
22/00275/FUL	Full Application	32 Bakewell Street Derby DE22 3SB	Single storey rear extension to dwelling house (wetroom)	Approval	22/04/2022
22/00281/FUL	Full Application	75 Reigate Drive Derby DE22 4EP	Conversion of garage to form annexe accommodation	Approval	19/04/2022
22/00282/TPO	Works to a tree with a TPO	11 Daylesford Close Derby DE23 3SX	Crown reduction by 2m in height and 1m lateral spread of an Oak tree protected by Tree Preservation Order no. 30	Approval	21/04/2022
22/00284/FUL	Full Application	34 Dexter Street Derby DE23 8LL	Single storey rear extension to dwelling house (living space and W.C.)	Approval	07/04/2022
22/00285/OUT	Outline Application	Land Adjacent To Pump House Sinfin Lane	Erection of an additional storey to form one additional flat (Use Class C3)	Application Withdrawn	26/04/2022

Derby

22/00288/FUL	Full Application	2A Coronation Avenue Derby DE24 0LQ	Single storey side extension to dwelling house	Approval	25/04/2022
22/00290/FUL	Full Application	4 Boulton Lane Derby DE24 0GE	Formation of a parking bay and vehicular access	Approval	02/04/2022
22/00292/FUL	Full Application	11 Hampshire Road Derby DE21 4EG	Formation of vehicular access and hard standing	Approval	02/04/2022
22/00296/FUL	Full Application	19 Squires Way Derby DE23 3XB	Single storey front/side extension to dwelling house (porch, utility, en-suite and enlargement of dining room)	Approval	05/04/2022
22/00298/FUL	Full Application	45 Moorway Lane Derby DE23 2FR	Installation of a canopy to the front elevation	Approval	14/04/2022
22/00300/FUL	Full Application	10 Gayton Avenue Derby DE23 1GA	Erection of a canopy to the front elevation (retrospective application)	Refused	07/04/2022
22/00302/FUL	Full Application	222 Dale Road Spondon Derby DE21 7DL	Two storey front, first floor side and single storey rear extensions to dwelling house (porch, W.C., utility, plant room, living/dining space, two bedrooms and en-suite) and erection of outbuilding (garage)	Approval	27/04/2022
22/00303/ADV	Advertisement Consent	Kingsway Park Close And 53 Lyttelton Street Derby DE22 3FP	Display of various signage - One non-illuminated sign, one free standing sign and two fence mounted signs.	Approval	27/04/2022
22/00307/FUL	Full Application	52 Drewry Lane Derby DE22 3QP	Single storey rear extension to dwelling house (kitchen and wetroom)	Approval	05/04/2022
22/00308/FUL	Full Application	42 Grosvenor Drive Derby	Single storey side extension to dwelling house (bedroom)	Approval	05/04/2022

		DE23 3UQ			
22/00320/FUL	Full Application	19 Lawnside Derby DE21 7DY	Single storey front and side extensions to dwelling house (bay window, lounge and enlargement of bedroom) installation of render and erection of a canopy to the front elevation	Approval	27/04/2022
22/00321/FUL	Full Application	27 Sutton Avenue Derby DE73 6RJ	Formation of an underground bunker	Approval	22/04/2022
22/00322/FUL	Full Application	25 Kingsmuir Road Derby DE3 0PY	Single storey front extension to dwelling house (porch)	Approval	05/04/2022
22/00327/FUL	Full Application	31 Mostyn Avenue Derby DE23 6HX	Single storey rear extension to dwelling house (living space)	Approval	09/04/2022
22/00328/ADV	Advertisement Consent	Land Adjacent To 2 Siddals Road Derby DE1 2PW	Display of one internally illuminated digital display screen	Approval	09/04/2022
22/00329/FUL	Full Application	10 Cranmer Road Derby DE21 6JL	Installation of three air conditioning units to the front elevation, two louvers to the rear elevation and one louver to the front elevation	Approval	28/04/2022
22/00332/FUL	Full Application	6 Church Walk Derby DE22 2EA	Erection of an outbuilding (garden room)	Approval	20/04/2022
22/00333/LBA	Listed Building Consent - Alterations	Middleton House 27 St Marys Gate Derby DE1 3JR	Installation of a new door to unit 21	Approval	06/04/2022
22/00334/TPO	Works to a tree with a TPO	11 Deer Park View Derby DE21 7TL	Pollarding of an Ash tree to leave a 5m high stem protected by Tree Preservation Order no 76	Approval	20/04/2022
22/00335/FUL	Full Application	11 Moorhead Avenue Derby DE24 0AT	Roof alterations including installation of a rear dormer to form rooms in the roof space (bedroom, en-suite and storage area) and	Approval	28/04/2022

			single storey front extension (enlargement of store)		
22/00337/PNRJ	Prior Approval - Shop / Bank to Resi	192 Duffield Road Derby DE22 1BJ	Change of use from nursery (Use Class E) to single dwelling house (Use Class C3)	Prior Approval Approved	25/04/2022
22/00339/FUL	Full Application	8 Repton Avenue Derby DE23 6JN	Two storey side and rear and single storey rear extensions to dwellinghouse (wet room, utility, kitchen/dining area, bedroom and bathroom)	Approval	25/04/2022
22/00340/FUL	Full Application	22 Darwin Road Derby DE3 9HU	Demolition of garage. Single storey side and rear extensions to dwelling house (garage and enlargement of dining area) and installation of a canopy to the front elevation	Approval	05/04/2022
22/00346/FUL	Full Application	Workshop To Rear Of 17 Camden Street Derby DE22 3NR	Change of use from storage buildings to three flats (Use Class C3) and one six occupant flat in multiple occupation (Use Class C4) including alterations to elevations	Approval	26/04/2022
22/00347/CLP	Lawful Development Certificate -Proposed	2 North Street Derby DE1 3AZ	Change of use from dwelling house (Use Class C3) to a six person house in multiple occupation (Use Class C4) including internal alterations, blocking up of vehicular access and installation of a new window and roof lantern.	Approval	25/04/2022
22/00349/FUL	Full Application	51 Amber Road Derby DE22 2QB	Single storey front extensions to dwelling house (bedroom, wet room, enlargement of hall and living room)	Approval	13/04/2022
22/00353/CAT	Works to Trees in a Conservation Area	4 Welney Close Derby DE3 0NZ	Felling of a Sycamore tree within the Mickleover Conservation Area	Approval	14/04/2022
22/00358/FUL	Full Application	Shop 72 Western Road Mickleover Derby DE3 9GP	Single storey front extension to shop with new stepped access and ramp	Approval	26/04/2022
22/00359/FUL	Full Application	54 Gisborne Crescent	Two storey and first floor front extensions to	Approval	27/04/2022

		Derby DE22 2FL	dwelling house (porch, bedroom and en-suite) and installation of timber cladding		
22/00360/FUL	Full Application	336 - 338 Normanton Road Derby DE23 6WE	First floor rear extension to restaurant (lounge/sitting area) - retrospective application	Approval	28/04/2022
22/00363/FUL	Full Application	21 Hardwick Avenue Derby DE22 2LN	Single storey side and rear extensions to dwelling house (shower room, utility and kitchen/diner)	Approval	27/04/2022
22/00367/CAT	Works to Trees in a Conservation Area	11 Derventio Close Derby DE1 3TD	Felling of a Cherry tree within the Little Chester Conservation Area	Approval	14/04/2022
22/00368/PNRH	Prior Approval - Householder	16 Earlswood Drive Derby DE3 9LN	Single storey rear extension (projecting beyond the rear wall of the original house by 5m, maximum height 3.5m, height to eaves 3m) to dwelling house	Prior Approval Not Required	05/04/2022
22/00370/FUL	Full Application	Manor Kingsway Development Site Kingsway Derby	Erection of garage for use as temporary sales office.	Approval	09/04/2022
22/00374/FUL	Full Application	129A Whitaker Road Derby DE23 6AQ	Change of use from dwelling house (Use Class C3) to a children's care home for a maximum of three children (Use Class C2)	Approval	28/04/2022
22/00375/FUL	Full Application	35 Dean Close Derby DE23 4EF	Two storey and single storey side extensions to dwelling house (living room, lobby, en-suite and enlargement of bedroom)	Approval	28/04/2022
22/00378/FUL	Full Application	3 Haydn Road Derby DE21 4HS	Single storey side/rear extension to dwelling house (playroom)	Approval	28/04/2022
22/00379/FUL	Full Application	38 Prince William Drive Derby DE22 3XF	Erection of an outbuilding (garden room)	Approval	05/04/2022
22/00380/FUL	Full Application	54 Rose Hill Street Derby DE23 8FZ	Single storey side/rear extension to dwelling house (enlargement of dining room)	Approval	05/04/2022

22/00382/FUL	Full Application	35 Valley Road Littleover Derby DE23 6HR	Formation of a raised patio area to the rear elevation - retrospective application and erection of fencing and patio balustrades	Approval	09/04/2022
22/00383/FUL	Full Application	Audrey House Kingsway Hospital Kingsway Derby DE22 3LZ	External alterations to include relocation of external garden, erection of security fence to seclusion garden, removal of doors and installation of replacement windows	Approval	09/04/2022
22/00387/CAT	Works to Trees in a Conservation Area	11 Derventio Close Derby DE1 3TD	Felling of a Prunus (Cherry) tree within the Little Chester Conservation Area	Approval	14/04/2022
22/00392/FUL	Full Application	2 Repton Avenue Derby DE23 6JN	Roof alterations including installation of a dormer to the rear elevation, single storey rear extension to dwelling house (kitchen/dining area and lounge) and erection of outbuilding (garden room) - retrospective application	Approval	21/04/2022
22/00397/FUL	Full Application	25 Atlas Way Derby DE21 7TT	Installation of dormers to the side elevations to form rooms in the roof space (bedroom and en-suite)	Approval	28/04/2022
22/00406/FUL	Full Application	88 Brackensdale Avenue Derby DE22 4AE	Single storey rear extension to dwelling house (enlargement of kitchen)	Approval	29/04/2022
22/00408/DEM	Demolition - Prior Notification	Rolls Royce Plc Raynesway Derby DE21 7BE	Demolition of the Neptune Facility Rooms	Approval	05/04/2022
22/00409/CAT	Works to Trees in a Conservation Area	9A Cornhill Derby DE22 2GG	Felling of Maple tree within Allestree Conservation Area	Approval	21/04/2022
22/00416/DISC	Compliance/Discharge of Condition	Lidl Foresters Way Derby DE23 8BR	Change of use of bingo hall (Sui Generis) to retail (Use Class E) and associated external alterations, construction of external plant compound, reconfiguration of car park and site access and associated landscaping -	Discharge of Conditions Complete	13/04/2022

			Discharge of condition no 7 of previously approved permission 21/00182/FUL		
22/00419/FUL	Full Application	174 Station Road Mickleover Derby DE3 9FJ	Demolition of outbuilding and erection of detached garage and office, and enlargement of raised patio	Approval	21/04/2022
22/00428/FUL	Full Application	35 Muswell Road Derby DE22 4HN	Erection of single storey front extensions to dwelling house (porch and enlargement of living room and garage)	Approval	21/04/2022
22/00430/PNRH	Prior Approval - Householder	79 Wolfa Street Derby DE22 3SE	Single storey rear extension (projecting beyond the rear wall of the original house by 4.5m, maximum height 2.7m, height to eaves 2.7m) to dwelling house	Prior Approval Not Required	12/04/2022
22/00431/PNRH	Prior Approval - Householder	30 Burnside Drive Derby DE21 7QQ	Single storey rear extension (projecting beyond the rear wall of the original house by 5m, maximum height 3.1m, height to eaves 2.75m) to dwelling house	Prior Approval Not Required	19/04/2022
22/00435/PNRH	Prior Approval - Householder	19 Helston Close Derby DE24 0NS	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.4m, height to eaves 2.3m) to dwelling house	Prior Approval Not Required	21/04/2022
22/00440/FUL	Full Application	Land On South West Side Of Barlow Street Derby	Change of use of proposed office approved under planning permission 20/00939/FUL to 1 apartment	Approval	29/04/2022
22/00441/NONM	Non-Material Amendment	Development Land At Kingsway Hospital Kingsway Derby DE22 3LZ	Residential Development (580 Dwellings), Erection Of Offices (Use Class B1), Retail Units (Use Classes A1, A2 And A3), Business Units And Associated Infrastructure (Roads, Footpaths, Open Space And Allotments) - Application For Approval Of Reserved Matters In Respect Of Layout, Scale, Appearance Of Buildings And Landscaping Of The Site For The Erection Of 291 Residential Units, Retail Units (Use Class A1, A2 And A3) And Associated Infrastructure (Including Roads, Footpaths, Open Space And Allotments) Made	Approval	26/04/2022

			Pursuant To Outline Planning Permission DER/07/08/01081/PRI - Non-material amendment to previously approved permission 08/18/01304/FUL to amend materials		
22/00445/NONM	Non-Material Amendment	Site Of Former Celanese Acetate Holme Lane Derby DE21 7BS	Non-material amendment under Section 96A of the Town and County Planning Act 1990 (as amended) for an amendment to the approved plans listed under Condition 1 of the Reserved Matters Approval, reference: 21/01107/RES.	Approval	05/04/2022
22/00449/DISC	Compliance/Discharge of Condition	11 Sadler Gate Derby DE1 3NF	Installation of an extraction flue - Discharge of condition 3 of previously approved application code No. 21/01333/FUL	Discharge of Conditions Complete	05/04/2022
22/00453/FUL	Full Application	9 Seymour Close Derby DE22 3FG	Erection of outbuilding (garage and store)	Approval	21/04/2022
22/00461/PNRH	Prior Approval - Householder	24 Dean Close Derby DE23 4EF	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 3.7m, height to eaves 2.5m) to dwelling house	Prior Approval Approved	21/04/2022
22/00469/DISC	Compliance/Discharge of Condition	Land South Of Pioneer Way Derby	Erection of Industrial Unit (Use Classes E (g) iii / B2 / B8), with External Yard incorporating plant, open storage of materials and finished products (with alternative scheme including dock levellers), together with introduction of right turn provision within the adjoining highway and all associated parking, servicing, drainage and landscaping areas - Discharge of condition 14 of planning permission 21/00585/FUL	Discharge of Conditions Complete	27/04/2022
22/00479/PNRH	Prior Approval - Householder	111 Clarence Road Derby DE23 6LS	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.9m, height to eaves 2.9m) to dwelling house	Prior Approval Not Required	29/04/2022
22/00481/PNRH	Prior Approval - Householder	12 St Johns Close Derby DE22 2PN	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3m, height to eaves 3m)	Prior Approval Not Required	29/04/2022

			to dwelling house		
22/00488/PNRH	Prior Approval - Householder	95 Addison Road Derby DE24 8FJ	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.82m, height to eaves 2.64m) to dwelling house	Prior Approval Not Required	29/04/2022
22/00499/NONM	Non-Material Amendment	Chellaston Infant School School Lane Derby DE73 6TA	Demolition of two temporary classrooms. Erection of teaching block. - Non-material amendment to previously approved planning permission 21/01922/FUL to amend the roof design from mono pitch to dual pitch, omit the plant room and amend the fenestration	Approval	20/04/2022
22/00500/PNRH	Prior Approval - Householder	47 Westbury Street Derby DE22 3PP	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 4m, height to eaves 3m) to dwelling house	Prior Approval Not Required	29/04/2022
22/00504/DISC	Compliance/Discharge of Condition	3 Wyvernside Derby DE21 6RS	Full planning for the change of use from Class E (previously Class A3) to a Sui Generis Use consisting of a coffee shop/restaurant selling food and drink for consumption on and off the premises. Installation of a drive-thru lane and associated engineering works. Relocation of the bin store and minor alterations to car parking and servicing arrangements and associated changes to landscaping. Demolition and alterations to the building and elevations including recladding - Discharge of condition 3 of planning permission 21/00819/FUL	Discharge of Conditions Complete	14/04/2022
22/00507/DEM	Demolition - Prior Notification	Rolls Royce PLC Victory Road Derby DE24 8EJ	Demolition of Rolls-Royce Airlines Building, Sinfon B Campus (Building 18)	Approval	20/04/2022
22/00512/FUL	Full Application	9 Orchard Close Derby DE23 1DP	Single storey rear extension to dwelling house (lounge and W.C.)	Approval	22/04/2022
22/00513/FUL	Full Application	35 Repton Avenue Derby DE23 6JN	Single storey rear extension to dwelling house (kitchen/dining area)	Approval	26/04/2022

22/00521/DISC	Compliance/Discharge of Condition	3 Wyvernside Derby DE21 6RS	Installation of an electrical substation with enclosure - Discharge of condition 3 of planning permission 21/01397/FUL	Discharge of Conditions Complete	14/04/2022
22/00528/FUL	Full Application	28 Leacroft Road Derby DE23 8HT	Single storey rear extension to dwelling house (wet room)	Approval	28/04/2022
22/00537/TPO	Works to a tree with a TPO	20 West Road Derby DE21 7AB	Felling of a Lime tree protected by Tree Preservation Order no. 179	Application Withdrawn	14/04/2022
22/00552/NONM	Non-Material Amendment	3 Wyvernside Derby DE21 6RS	Installation of an electrical substation with enclosure - Non-material amendment to previously approved planning permission 21/01397/FUL to amend the location of the substation	Approval	28/04/2022