

Applications to be Considered

SUMMARY

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

RECOMMENDATION

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

REASONS FOR RECOMMENDATION

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

SUPPORTING INFORMATION

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

OTHER OPTIONS CONSIDERED

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

This report has been approved by the following officers:

Legal officer Financial officer Human Resources officer Estates/Property officer Service Director(s) Other(s)	Ian Woodhead 01/08/2014
For more information contact: Background papers: List of appendices:	Ian Woodhead Tel: 01332 642095 email: ian.woodhead@derby.gov.uk None Appendix 1 – Development Control Monthly Report

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Planning Control Committee 18 September 2014

Appendix 1

Item No.	Page No.	Application No.	Address	Proposal	Recommendation
1	1 - 14	01/14/00099	School House Business Centre, London Road, Alvaston, Derby, DE24 8UQ	Demolition of part of chapel, former school and outbuildings and erection of apartment hotel (15 serviced apartments)	To grant planning permission with conditions
2	15 - 22	06/14/00784	Gatekeepers Cottage, Mickleover Manor, Mickleover, Derby, DE3 5SH	Extensions to dwelling house (conservatory, porch, utility, study, dressing room, en-suite and enlargement of kitchen and bedroom), installation of additional window in dining room, installation of replacement windows and felling of Norway Maple protected by Tree Preservation Order No 305	To grant planning permission with conditions
3	23 - 31	03/14/00304	367 Duffield Road, Derby, DE22 2DN	Erection of veterinary surgery (Use Class D1)	To grant planning permission with conditions
4	32 - 51	02/14/00198	Land North East of North Avenue, Darley Abbey, Derby	Residential development for up to 45 dwellings, formation of access road, car park and open space.	To refuse planning permission.

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Application No: DER/01/14/00099

Type: Full

1. Application Details

Address: School House Business Centre, London Road, Alvaston

Ward: Alvaston

Proposal:

Demolition of part of Chapel and school building and erection of 15 serviced apartments as part of apartment hotel (Use Class C1) and provision of car parking.

Further Details:

Web-link to application documents –

<http://eplanning.derby.gov.uk/acolnet/planningpages02/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=95853>

The application relates to a site located on the northern side of London Road in Alvaston. At present the site is occupied by a chapel building that has been used as a school/children's day nursery in the recent past. An adjoining pitched roof building is located upon the rear of the church which fronts Taylor Street. The Chapel building is of some historic significance (constructed in 1901) being a former Wesleyan Chapel built in a neo-gothic style by the architect John Wills.

To the immediate north of the site are the two storey period terraced residential properties of Taylor Street. To the immediate east is the locally listed 'School House Business Centre' and associated car parking area. To the south of the site on London Road are hipped roof semi-detached dwellings. To the west are the curtilages of properties on London Road and Taylor Street.

Proposal

The proposed development would include the part demolition of the chapel building, with almost the entire principal façade of the London Road elevation retained. In its place, the proposal is to construct a purpose built serviced apartment hotel. The proposed development would include two separate buildings with a parking courtyard situated in between. The proposed development would occupy a frontage onto London Road and a frontage onto Taylor Street. Pedestrian entry to the accommodation will be direct from London Road using the former chapel doorway as well as an entrance accessed via the courtyard. Vehicular access is solely off Taylor Street with 5 parking spaces shown in the courtyard area and 10 parking spaces in the adjoining car park to be shared with the neighbouring Schoolhouse Business Centre. Indicative on-street parking is also annotated on the accompanying layout plan.

The block which fronts London Road would be a three storey building which retains almost the entire main chapel façade. After negotiations with the applicant/agent amended plans have been received which show the retention of the two lower wings either side of the main gable elevation of the London Road façade. Only the roof part of the two wings would be removed to accommodate the rectangular shaped structures, as can be seen within the plan drawings.

This building would measure approximately 15.5m in width by 12.5m depth. The height of the two wings is shown as approximately 8.6m. Windows are shown on all elevations from ground floor to second floor. The exterior materials are grey

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aluminium wall panels and dark grey aluminium windows. A total of six serviced two bedroom apartment units would form this part of the development.

The block fronting Taylor Street would be three storeys in scale and form 9 units. It would measure approximately 22.5m in width and 13m in depth. The height to the roof ridge measures approximately 8.4m and height to the pitched roof gable approximately 9.4m. The Taylor Street elevation would comprise of red bricks and roof slates whereas the rear courtyard facing elevation would utilise grey aluminium panelling. It is positioned hard to the edge of the public footpath in line with the adjacent Victorian terrace.

The business model of 'serviced apartments' include short term rental (a weekend or few days) to longer term rental (up to 6 months) with a 24 hour reception and housekeeping included.

2. Relevant Planning History:

DER/07/13/00835 - Demolition of Chapel and erection of 21 serviced apartments. Withdrawn - October 2013.

DER/03/07/00433 - Change of use from an education use to offices - Granted May 2007.

3. Publicity:

Neighbour Notification Letters sent to neighbouring properties

Site Notices displayed on Taylor Street and London Road

The application has undergone three separate consultation periods in recent months due to the submission of amended plans.

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

4. Representations:

Councillors Tittley and Bayliss object to the application. Former Councillor Winter also raised objections. A total of 25 objections have been received, one letter of support and one letter of comment. The main points raised are listed below:

- Noise and disruption
- The building is part of the heritage of a small area of Wilmorton
- Object to these apartments being rented
- Negative impact on current parking situation on Taylor Street
- The chapel needs to be retained as a complete building
- Grey aluminium cladding is unsympathetic
- Excessive levels of new traffic to the area, in the form of guests, staff and commercial vehicles
- It would not bring any social or economic benefits to the community or Wilmorton

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- The Wilmorton Residents Group would be very happy to take the building on
- Excess capacity already in the area (Pride Park, Derby conference centre)
- No mention of disabled access
- It will add to match day parking problems
- It will add to unhealthy atmosphere
- Construction works will be a major problem on Taylor Street
- Lack of integration within old Wilmorton community
- The supporter is in favour of this application given that part of the old chapel is retained

5. Consultations:

CAAC:

The Committee recommended refusal on the grounds that the proposal would substantially harm a heritage asset. The Committee requested officers to negotiate amendments to the application. The application was reported back to CAAC on 7 August for further consideration and a supporting statement prepared by the agent was delivered by a colleague in the Council's Built Environment Team. Further revisions to the design of the London Road frontage, referred to earlier in this report, were submitted following that meeting.

Highways DC:

Based on revised plans there is now access from Taylor Street for pedestrians via an existing gate. This will reduce the possibility of conflicts between pedestrians and motorists using the same access. As requested the developer has provided cycle parking within the scheme, which promotes sustainable means of travel. The developer has amended the parking layout which is acceptable and has provided a survey which shows that it is possible that the development and neighbouring business centre can co-exist without significant displacement parking. However, if in the future, a resident's only parking scheme is ever introduced on the surrounding streets the property will not be legible for resident/business parking permits. Subject to conditions no objections raised.

DCC Archaeologist:

In commenting on the previous application for the site (DER/07/13/00835), and with reference to the heritage information requirements of NPPF paragraph 128, the applicant should submit a 'statement of significance and impact' compiled by a suitably qualified and experienced heritage professional (IHBC or equivalent), in order to provide a heritage baseline for the site in terms of the significance of the buildings and their different elements, and an expert assessment of the proposed impacts to the chapel and the setting of the locally listed building. Although part of the significance of the building is undoubtedly conserved through part retention of the frontage, there are a number of unanswered questions in relation to the relative significance of other elevations and parts of the building, and also in relation to the loss of part of the locally listed school building to the rear. No objection subject to a 'statement of significance and impact'.

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Derbyshire Wildlife Trust:

Further to our letter dated 19 February 2014, where we highlighted that there was information missing from the bat survey report dated September 2013 we have received further information dated 25 April 2014. The concerns we had in our response dated 19 February 2014 were as follows:

- The number and positioning of the surveyors during the evening emergence bat surveys;
- Determine if the tree and outbuildings within the site boundary were surveyed and if they were what the results are.

The further information states that four surveyors were used during the evening emergence bat surveys and that these were positioned to ensure full coverage of the site. In addition, the letter states that the semi-mature trees on site were assessed during the initial daytime bat survey work and that these did not support features that could be used by roosting bats, and that the outbuildings were covered during the evening emergence bat surveys, and that no bat roosts were identified.

This additional information provides all the necessary information in order for this application to now be determined. Paragraph 109 of The National Planning Policy Framework (NPPF) states that “the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.....”. If the Council is minded to grant planning permission for this development then it is recommended that in line with this guidance that suitable features for roosting bats and nesting birds are incorporated into the new building to enhance the site for bats and birds. We would be happy to provide further guidance on this if required. This should be set as a planning condition. No objection subject to conditions.

Built Environment:

The proposal has continued to evolve and be revised following comments and meetings. This started with application code no. DER/07/13/00835, which involved the clearance of the site and new build throughout. It now retains a more substantial historic façade to the street with a set back at higher level.

The application has moved forward in dealing with the major issue of the impact upon the street frontage and wider streetscape. We continue to believe that a preferred option would be to retain and convert the existing chapel building. However if a heritage asset were not to be retained the government advice is “a balanced judgement will be required having regard to the scale of any harm or loss”.

We now believe that the proposed building would sit comfortably within the streetscape and group when viewed from London Road. The main gable and the brick flank walls allow it to retain its connection with regards to materials, scale and character with the 19th century composition of the surrounding streetscape. This adds to the historic elements previously retained at street level with the walls and gates to the street frontage which are stated to be retained and repaired. The pitched roof and ridge tiles will also help the proposed new building to blend in when viewed from a longer distance. We also believe that the setback contemporary element allows the façade to be read as a mixture of old and new whilst not dominating the character of the original facade or the adjacent 19th century streetscape. As such we believe that

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a successful composition has been reached which preserves the chapels commanding presence within the street and continues to be a local landmark whilst allowing a new use upon the site.

We therefore believe that the scheme has progressed from the proposals as originally submitted and we believe that on balance given that the building is a non-designated heritage asset it is now an acceptable compromise and as such meets the test set out in the NPPF as highlighted above. As such we can support the proposed scheme. Subject to conditions, no objections raised.

The Victorian Society:

We object to the proposed partial demolition of this building, which would deprive it of much of its interest. The proposed extensions would significantly harm the building's aesthetic appeal and dilute the configuration the building makes to its setting and that of the neighbouring locally-listed former board school building. The former Wesleyan chapel was constructed around 1901 in what appears to have been a vacant plot adjacent to the school. It may be that the site had been allocated for the chapel when the school and the rest of the street were laid out. It is a compact design, but well-proportioned and amply decorated. Externally its red brick and stone elevations seem well-preserved, its liturgical west end facing London Road presenting a well-balanced composition of dual portals on the ground floor and a handsome traceried window above. The building also possesses a pair of short, apsidal, western transepts which enhance views of the building from the east and west. The stone mouldings, gabled portals, large west window and finial buttresses add a liveliness to the building's character. It even retains its boundary wall and handsome iron gates.

As an undesignated heritage asset its demolition [or, as in this case, its substantial alteration] is a material consideration in the planning process, as per paragraph 135 of the NPPF. The building forms part of an almost intact Victorian streetscape that begins at the western end with the locally listed Portland Hotel (1878-1884) in a dignified Queen Anne style, and continues some way past the chapel and former Wilmorton Community Primary School. The school dates from 1892 and is included on the Council's local list of significant buildings. Its brick and stone-dressed construction, ball finials, fleche and animated roofline form a good match with the chapel next door and its setting is greatly enhanced by the presence of the former chapel.

We stand by these descriptions. The present proposal would entail demolishing most of the building. Its attractive turret-like western transepts, which contribute greatly to the appearance and character of the building and the streetscape, particularly in oblique views, would be lost. Views of the steeply-pitched roofs of the chapel, which make a positive contribution to the drama of the building and compliment the former school, would be greatly inhibited by the clunky flat-roofed additions proposed. Due to the proximity of these alien extensions to the front face of the chapel they would appear to engulf and overpower its handsomely detailed façade. Furthermore, they would inevitably splinter and fragment the attractive and intact street frontage which has survived otherwise largely intact for over one hundred years.

The quality of the application materials, commented on by the Council's archaeologist, is once more disappointing. Again, it fails to describe the significance of the building and its contribution to the setting of the locally-listed building next

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door. This information would be extremely useful in appraising the application, or any application that proposes any loss of the historic building. The former Wesleyan chapel is a highly characterful building. Like the school, it is certainly worthy of local listing and we recommend the Council consider its designation as such. We would also recommend that the Council consider the area around the chapel for conservation area designation, particularly to the north where its tightly-knit street pattern and largely Victorian buildings contribute to a strong sense of character.

(Please note that no comments have been received in response to the latest amended scheme).

6. Relevant Policies: *Saved CDLPR policies*

GD4	Design and the Urban Environment
GD5	Amenity
H13	Residential Development – General Criteria
H14	Re-use of underused buildings
E19	Listed Buildings and Buildings of Local Importance
E20	Uses within Buildings of Architectural or Historic Importance
E21	Archaeology
E23	Design
EP16	Visitor Accommodation
T4	Access, Parking and Servicing
T6	Provision for Pedestrians
T7	Provision for Cyclists
T10	Access for Disabled People

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

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

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

7. Officer Opinion:

Key Issues:

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

- The principle of development
- The loss of part of the non-designated heritage asset
- Design, scale and layout of the development
- Impact on the amenity of neighbouring properties
- Highway safety, parking issues

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Principle

The application site has no specific land-use allocation within the adopted CDLPR. The formation of an apartment-hotel development falls into a different use class category to the previous educational use. Policy EP16 permits new visitor accommodation in areas that are well served by the public transport network and it is considered that this is a sustainable location for such a use with good links to the network and city centre. The National Planning Policy Framework (NPPF) includes hotels as a main town centre use but given that this proposal is not a hotel in the conventional sense and will be serviced apartments, a sequential test to site selection has not been sought. Paragraph 26 of the NPPF states “When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale”.

Based on the submitted information, it is accepted that the proposal would add to the choice of hotel accommodation within the outer edge of the city and provide additional flexibility with the short/long term rental business model. Given its scale, it is considered unlikely that this proposal would prejudice any city centre sites that have permission for hotel uses. Although the land in question is located between a commercial site and a residential environment the proposed land use would not be significantly alien to the surrounding residential locality. In policy terms, there are, therefore, no over-riding objections to the proposed apartment hotel use.

Loss of a heritage asset

The former chapel building is a non-designated heritage asset, but even though it is not locally listed or statutory listed it does contribute positively to the surrounding built environment. Importantly, the former chapel building frames and provides a bookend form of architecture to the adjacent locally listed School House Business Centre. As stated in paragraph 135 of the NPPF “the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”.

There has been some reasonable attempt by the applicant to demonstrate that other avenues have been explored to retain the building. A brief justification statement accompanies the application, which states: the building has been marketed over the last 7 to 8 years, with no purchase offers; a letter by ‘Gadsby Orridge’ Estate Agents which confirms that the property has been marketed with them since 2008; statements that the building has been offered to the local community without success. As the premises have been unoccupied for approximately 10 years finding a suitable use/investment which retains the existing building has not been possible. While the conservation consult comments highlight the applicant has not pursued any eligibility for external/grant funding for the regeneration of the building, I consider that the applicant has demonstrated a reasonable level of marketing for its re-occupation or purchase potential and due consideration has been given to the possibility of retaining the whole volume of the Chapel building. The agent has explained in the submitted ‘Design Concept’ document how the configuration of the existing building is

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not suitable for conversion to an apartment hotel and the practical impediments of conversion into flats.

In line with saved policy E19 of the adopted CDLPR, I have no reason to doubt that “all reasonable alternatives to demolition have been considered and found to be unrealistic”. Whilst in conservation terms the preferred option is to retain the heritage asset, a balanced judgement is needed to examine if the loss of parts of this non-designated is outweighed by the replacement scheme. In either view, the loss of the historic building must be subject to convincing justification. I consider that the applicant has demonstrated a reasonable level of marketing for its re-occupation or purchase potential and due consideration has been given to the possibility of retaining the whole volume of the Chapel building.

This is consistent with policies in the NPPF which require weighing up the impact of the proposed development on the significance of the designated asset, compared to the harm caused through loss or destruction of the asset. Given that the asset has been somewhat neglected for 10 or so years and the re-use of this building has not materialised in that time it can be concluded that it would not be possible to retain it for a viable re-use in its current form.

Design, scale and layout

London Road elevation

The consultation process has revealed mostly negative responses to the design of the proposed scheme, the Conservation Area Advisory Committee, The Victorian Society and Derby Civic Society. While it may be felt that in conservation terms a more ‘authentic’ approach should be taken, the applicant has adopted a contemporary approach to the redevelopment of the site rather than a reproduction of the historic chapel building. The proposal allows for the retention of the central element and two wings of the Victorian façade in the design of the replacement building, which is welcomed. So, by retaining the large majority of the principal elevation of the London Road frontage, the development could still frame and provide a book-end form of architecture to the locally listed adjacent School House building, as it does at present.

The latest scheme now has support from the Council’s Built Environment team. It is useful to re-iterate the recent comments made by the conservation officer, who states:

We now believe that the proposed building would sit comfortably within the streetscape and group when viewed from London Road. The main gable and the brick flank walls allow it to retain its connection with regards to materials, scale and character with the 19th century composition of the surrounding streetscape. This adds to the historic elements previously retained at street level with the walls and gates to the street frontage which are stated to be retained and repaired. The pitched roof and ridge tiles will also help the proposed new building to blend in when viewed from a longer distance. We also believe that the setback contemporary element allows the façade to be read as a mixture of old and new whilst not dominating the character of the original facade or the adjacent 19th century streetscape. As such we believe that a successful composition has been reached which preserves the chapels

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commanding presence within the street and continues to be a local landmark whilst allowing a new use upon the site.

The architectural language used in the contemporary parts of the redevelopment (the second floor aluminium clad rectangular shaped structures) would juxtapose with the chapel building and surrounding domestic built environment. Yet the proposed grey clad structures ought to be differentiated from the fabric of the Victorian building in order to give it a clear contemporary identity and an architectural statement of its own. The proposed roof design of the second floor component by the incorporation of the flat roof grey clad structures either side of the main central gable would impact the character and appearance of the building and townscape when seen from differing vantage points on London Road. However, given the constraints of the site and practicalities of the internal configuration for residential use, upper level additions are necessary. It is contended that by preserving as much as the chapel façade as is feasibly possible, the rest of the rectangular structure could be justified, in terms of its opposing style, materials and proportions. Moreover, with the design approach taken, the physical character of the townscape, the familiarity of this part of the street scene and landmark status of the Chapel façade would be retained. To that end the amended scheme generally respects the character and presence of both the Chapel building itself and neighbouring locally listed School House Business Centre building.

Taylor Street elevation

The proposed development includes a residential block bordering Taylor Street with a front building line abutting the public highway – mirroring the existing terraced building line. This part of the scheme, although of a modern design, is considered to be appropriate in this location in terms of its scale, massing and overall form. The Taylor Street block is unmistakably large, but its visual impact is broken up by the grey clad central gable feature, the horizontal plinth element, vertical fenestration and the replication of the wider traditional Victorian terrace façade that it would adjoin. The overall scale of the proposed Taylor Street frontage is comparable to the existing dwellings and the proposed central gable, lower ridge line and pitched roof profile, although different, would integrate reasonably well into the streetscape.

The proposed courtyard facing elevations, to both blocks, would be only marginally visible from certain vantage points on both London Road and Taylor Street. Once again, their contemporary form would provide a contrasting design to the local vernacular and rear aspect of the neighbouring locally listed Building. Moreover, the 3 storey scale and distinguished appearance of the courtyard facing elevations would not necessarily compete with or disrupt the composition of the surrounding built environment: rather, these contemporary elevations would be distinct and signify a commercial impression.

Layout and scale

With regard to the layout of the scheme, the positioning of the two separate apartment blocks allows for a central courtyard / parking area that represents good use of the site, without over-intensifying the plot. Even though the central space would primarily be for parking provision it would give some visual relief from the building mass of the development. The orientation of the two blocks reflects the pattern of the adjacent residential properties and front and rear building lines complements the surrounding built form. The commercial car parking area

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immediately adjacent to the application site is utilised and the layout of the parking bays would remain unaltered.

The proposal incorporates both two and three storey elements to the scheme. It is acknowledged that the 3 storey scale would be a substantive change when compared to the predominately 2 – 2.5 storey nearby Victorian terraced environment. However, given the commercial aspirations and economic viability for developing the site, it can be reasoned that the part 3 storey elements are necessary. At present the main chapel building, at 14m in height and 23m in depth dominates the plot and the massing effect of it against neighbouring residential dwellings is quite severe. Whereas the highest part of 3 storey element would be 11m from ground level, at a maximum depth of approximately 12m. Thus, in assessing the scale and layout of the scheme, it is considered that the development would be contextually appropriate in scale and layout terms.

Members are reminded that Officers' have sought to negotiate an appropriate design and layout for this scheme, in what is a challenging site to develop. While the design process has been iterative, focus should be given to what the first version of the scheme was, to what is now presented. The developer has shown due consideration to meet, at least in part, the objectives of conservation interests, by achieving the retention of much of the existing main body of the chapel elevation. Undoubtedly, substantial improvements have been made to the London Road frontage which integrates far better than previous designs. The latest revision is far more sympathetic to the architecture of the chapel building itself and adjoining School House building.

Residential amenity

The nearest residential properties are located immediately adjacent to the site. These are nos.665-669 London Road (2.5 storey) and No's 82-86 Taylor Street (2 storey) to the north west of the application site. A terraced block of dwellings exist directly opposite the northern boundary – nos. 85-99 Taylor Street. The proposed scheme would create a new building frontage upon the Taylor Street elevation with principal habitable room windows facing toward the public highway of Taylor Street. Whilst some of these new windows would be directly opposite nos. 85-93 Taylor Street, the proposed development merely continues the established front building line and window to window distance along the Street and in that regard is entirely acceptable. Likewise, the physical height and width of the Taylor Street elevation is comparable to the existing terraced properties here and so no adverse massing impacts would necessarily occur for the occupiers at nos. 85-93 Taylor Street.

In respect of the dwellings directly adjacent to the north western boundary nos. 82, 84 and 86 Taylor Street, their rear elevations and garden areas are nearest to the application site. Because of the orientation of the proposed two blocks, the rear 'courtyard' facing elevations contain a number of principal windows at ground, first and second floor levels. The architect has sought to minimise potential overlooking from the Taylor Street block of apartments, by orientating the main living room openings to the courtyard facing elevation. Yet, the block sited toward London Road would contain, on its courtyard facing elevation, bedroom windows at ground, first and second floor levels, at a distance of approximately 10m from the nearest rear window at no.86 Taylor Street. While this is relatively close, it replicates the dense

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terrace built environment found here. Whilst there may be some impact on privacy for the occupants of nos. 82-86 Taylor Street from the proximity of the proposed accommodation, the relationship between the openings would be such that possible overlooking should not be significantly adverse. Moreover, because this development is to replace an existing large building, I do not consider that it would introduce any undue massing effects upon neighbouring properties.

The proximity of the development to nos. 665-669 London Road is similar to those properties on Taylor Street with the rear courtyard elevation facing the interior of the site in range of rear principal windows. Overall, I am satisfied that the relationship of the development is acceptable and there would not be excessive loss of privacy for occupants of at nos. 665-669 London Road. Other properties further along London Road and Taylor Street are some distance from the proposed development. Overall, in terms of impact on the amenities of neighbouring residents, the proposed development is considered to be acceptable and therefore accords with Policy GD5.

Highway and parking issues

A number of third party objections raise issue with the potential car parking, traffic and congestion associated with the development. The proposed apartment hotel use is likely to operate differently to a conventional residential use, with vehicles and service facilities accessing the site at different times. The sole vehicular access is off Taylor Street with 5 parking spaces shown in the courtyard area and 10 dedicated parking spaces in the adjoining car park at the Schoolhouse Business Centre. Indicative on-street parking is also annotated on the accompanying layout plan.

The applicant has undertaken a survey to assess the availability and use of parking spaces at the neighbouring business centre over a typical 2 week period. A count was taken of vehicles occupying the 29 parking spaces within the site at four different times of the day on Mondays, Wednesdays and Fridays. The submitted results indicate that at no time were more than 19 cars observed and no more than 2 vehicles were recorded in the car park after 6pm. I have no reason to question the validity of the submitted parking survey which, according to the agent, has utilised CCTV recordings for data gathering purposes. Certainly, the survey shows that it is possible that the development and neighbouring business centre could co-exist without significant displacement parking. It should also be noted that a number of unrestricted parking spaces exist along London Road very close to the application site, which could be used if necessary. Any servicing vehicles would routinely access the site via Taylor Street and given the number of apartments and width of the access point into the site, these are likely to be standard size vehicles rather than large vehicles/lorries/HGVs.

Clearly, the surrounding roads near to the application site are dense Victorian streets which comprise Bowmer Road, Gloster Street and Taylor Street. A large number of consultation comments highlight localised parking issues within the area. Whilst on-street parking for existing surrounding residents might be a source of concern, the information provided with this application suggests the parking requirements for both the apartment hotel and neighbouring business centre can be adequately met within the site itself. Moreover, while the proposed development might lead to some ad-hoc on-street parking at different times, it cannot be concluded that the scheme would create significant adverse impacts in terms of parking and traffic movements. The

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proposal provides good accessibility for pedestrians and cyclists, being in a sustainable location, adjacent to footpath/cycle paths and close to the city centre. The scheme is therefore broadly in line with saved policies T1 and T4 of the adopted CDLPR.

Other matters

The scheme involves the part demolition of buildings and because it has the *potential* to house bat roosts, a bat survey report was submitted. In line with procedure Derbyshire Wildlife Trust were consulted and their assessment concludes that there are unlikely to be any protected species issues associated with this application and that bats should not pose a constraint to the proposed development.

In view of the above, and all material considerations in the determination process, a recommendation to grant planning permission is given.

8. Recommended decision and summary of reasons:

To grant planning permission with conditions.

Summary of reasons:

In summary, the overall design concept of the development, in terms of reflecting the site's historic connections with the chapel building, is accepted. Although the scale of the building is larger than that of the surrounding buildings, due to the overall quality of the design and the breaking down of the massing, through form and façade treatment, the proposal is deemed acceptable in its context. It is considered that the development would provide a positive and contemporary contrast to the neighbouring locally listed School House Business Centre, which would not detract from its setting. The proposed apartment hotel use would provide adequate off-street parking provision and would not result in significant displacement parking onto surrounding residential streets. The impacts of the scheme would not be substantially injurious to the amenities of neighbouring residents. Accordingly, the proposal is considered to comply with relevant CDLPR policies.

Conditions:

1. Standard condition 03 (time limit)
2. Standard condition 100 (approved amended plans)
3. Standard condition 20 (landscaping)
4. Standard condition 27 (external materials)
5. Unique condition (cycle stand details)
6. Unique condition (requirement for construction / demolition management plan)
7. Standard condition 98 (Travel plan)
8. Unique condition (bat/bird nesting boxes)
9. Standard condition 22 (maintenance of landscaping)

Reasons:

1. Standard reason E56
2. Standard reason E04

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3. Standard reason E21
4. Standard reason E14
5. Standard reason E16
6. Standard reason E38
7. Standard reason E17
8. Standard reason E04 and E09
9. Standard reason E21

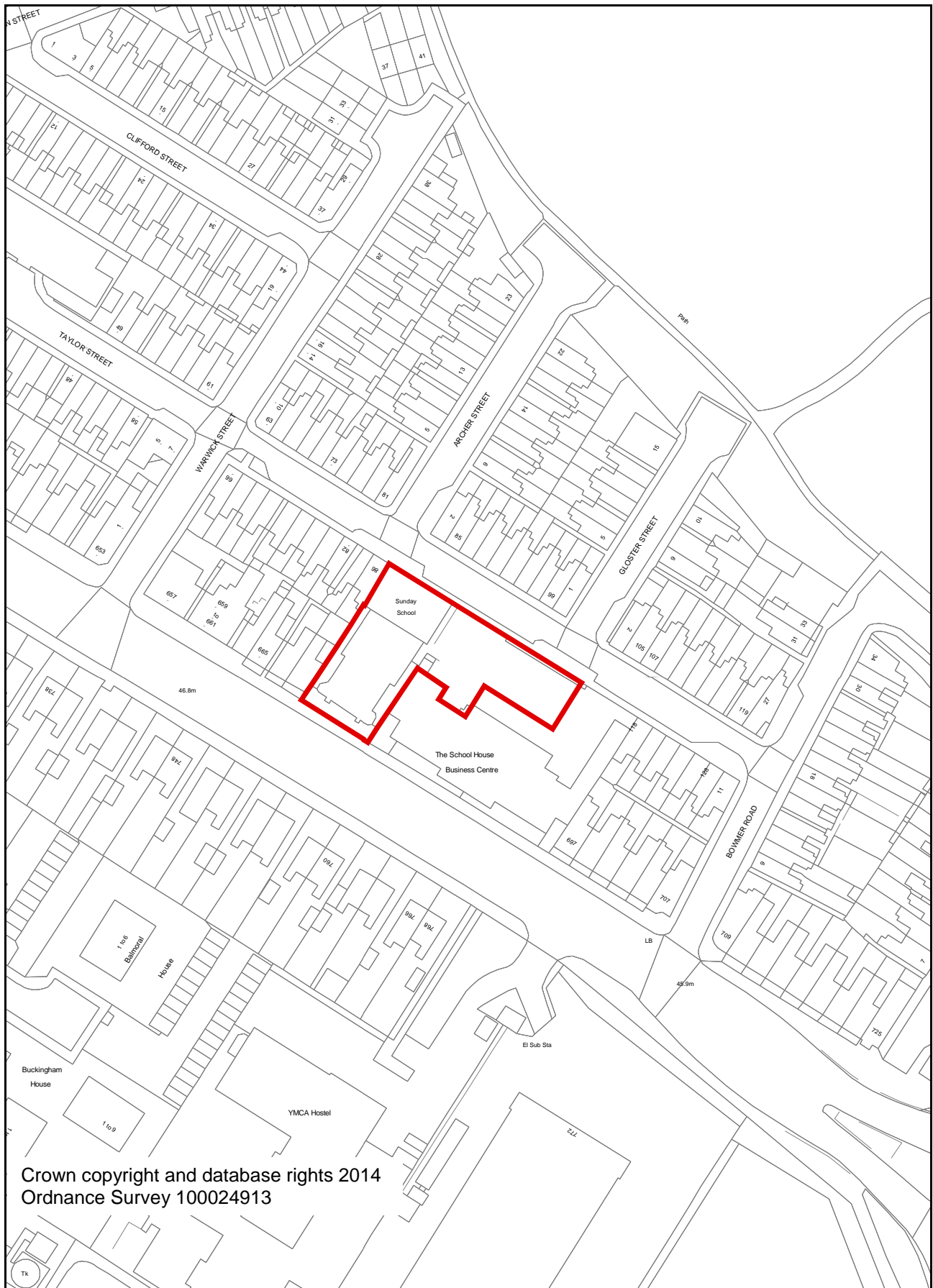
Application timescale:

This target date for this minor application, as amended by the extended site location details, expired on 4 July 2014 and is brought before committee due to the number of objections and ward councillor objections.

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Application No: DER/01/14/00099

Type: Full



Committee Report Item No: 2

Application No: DER/06/14/00784

Type: Full

1. Application Details

Address: Gatekeepers Cottage, Mickelover Manor, Mickelover

Ward: Mickelover

Proposal:

Full planning permission is sought for the erection of a two storey side extension, single storey side extension, porch extension, alterations to the window arrangement and the felling of a Norway Maple tree protected by Tree Preservation Order No 305.

Further Details:

Web-link to application documents –

<http://eplanning.derby.gov.uk/acolnet/planningpages02/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=96584>

The application relates to a site located south east of Mickelover Manor, off Ladybank Road. The site is within the Mickelover Conservation Area. The application building is set within a mature parkland setting, some 60m from the junction with Ladybank Road. A private access leads off Ladybank Road which serves both the application property and the Mickelover Manor complex. To the immediate north is a terraced block of seven dwellings (nos. 21-33 Cumbria Walk), at a distance of approximately 15m from the application property. To the east is an associated pitched roof double garage and beyond that is the extensive Mickelover Manor development. To the south are the private access road and a formal laid lawn area of designated public open space, which is bordered by mature and semi-mature trees. To the west is a mature parcel of trees (within the application red edge) protected by a Tree Preservation Order and beyond that a terraced block of dwellings (nos. 11-19 Cumbria Walk).

The application building itself is known as 'Gatekeepers Cottage', which fronts the private access drive. It is of relatively recent construction dating from the mid 1990's and has an "L" shaped footprint. The dwelling incorporates a forward projecting gable to its principal elevation and is of pitched roof construction. Windows exist on all elevations with only a single landing first floor window upon the rear elevation, facing Cumbria Walk. The private garden amenity area exists to the side (south east side) of the building with a hard stand driveway to the north east side. The hard stand area extends to a stand alone double garage associated with the dwelling. The area immediately south west of the property (between the dwelling and Ladybank Road) is subject to an area wide Tree Preservation Order consisting of 1 Maple, 1 Ash, 1 Elm, 5 Holly and 6 Sycamore trees. The Norway Maple tree is sited in the garden area approximately 7m away from the side elevation of the dwelling.

Proposal

Members should note amended plans have been submitted by the agent. The plans show the removal of the parapet to the conservatory roof.

The proposal includes the erection of a two storey side extension, single storey side extension, porch extension, alterations to the window arrangement and the felling of a protected Norway Maple tree. In turn, the proposal comprises of:

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- The two storey extension would measure approximately 3.7m width, 5.4m depth and 8m height. It would form a study, utility, bathroom and extended bedroom area. Windows are shown on the front and side elevation only.
- The single storey extension would be in the form of a conservatory to the side garden area of the site. It would measure approximately 3.3m in width, 5.5m in depth and 2.9m in height.
- The porch measures approximately 1.5m width, 2.1m depth and 3.6m in height and would be sited where the existing main entrance is.
- The removal of the protected Maple tree in the side garden.

2. Relevant Planning History:

DER/11/05/01890: Felling of Ash tree protected by TPO No. 305 - Determined January 2006.

DER/09/06/01424: Felling of Norway Maple tree protected by TPO No. 305 - Refused October 2006.

DER/08/13/00880: Crown thinning by 30% of Norway Maple protected by TPO No. 305 - Granted October 2013.

3. Publicity:

Neighbour Notification Letters sent to surrounding residential properties

Site Notice

Statutory Press Advert

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

4. Representations:

A total of 15 letters of objection have been received following public consultation. This includes an objection from Councillor Jones. The main points of objection are:

- Proposed enlargement is unsuitable for this site.
- Removal of tree is unacceptable
- The proposed extension will ruin the elegant appearance of this cottage and be out of keeping
- Inappropriate within Mickleover Conservation Area
- It will be overdeveloped and overbearing
- Loss of light
- Loss of privacy
- The extension will considerably affect Cumbria Walk, blocking light and being very overbearing
- Worsen drainage on Cumbria Walk
- No justification to fell tree

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- Domed roof on conservatory is out of character
- Concerns about the boundary hedge that runs alongside the property and public footpath.

Councillor Jones objects to the scheme on the following grounds:

- Object to a protected healthy tree being removed unnecessarily
- The large extension will impact visually on the area. A UPVC conservatory would be out of keeping.
- Increasing its mass would impact on the properties on Cumbria Walk, with loss of light to southern side of Cumbria Walk
- Boundary hedge needs improving
- Concerns over parking vehicles at property, blocking access to Manor development. Insufficient garaging/parking.

5. Consultations:

CAAC:

Resolved to raise no objections

Environmental Services (Trees):

The tree has been badly pruned/topped which is not in line with good arboricultural practice. The tree has now lost its public amenity and is very unsightly.

DCC Archaeologist:

The site is within Derbyshire HER 18966, the grounds of Mickleover Manor, a Victorian garden laid out in 1855. The Manor itself (HER 32360) was built in 1849-62 for the Newton family. However, the Tithe Map of 1840 shows a 'manor' building sitting on a slightly different footprint, and this strongly suggests that there was an earlier building on the site, which, given the proximity to All Saints' Church, may even be of medieval origin. The site of Gatekeeper's Cottage however lies over 100m west of the existing manor building, and appears to be well away from the area of medieval potential. The cottage itself is not shown on historic Ordnance Survey maps as late as 1915, and appears therefore to be of 20th century origin. I recommend therefore that the proposed ground works are very unlikely to have an archaeological impact, and that the application be determined in line with the advice of the local planning authority's conservation with regard to the Mickleover Conservation Area.

Built Environment:

The existing building is modern and was constructed in the latter half of the 20th century. The proposed 2 storey extension would have a minimal impact on the character of the conservation area. The design would be in keeping with the dwelling and the materials should match the existing. However it would be recommended that an additional chimney stack be added to the north east elevation to help break up the North West gable and add to the roofscape of the building. Overall we believe that this element and the proposed porch are acceptable. With regards to the conservatory we would be concerned with the loss of the tree. The character of this part of the conservation area is parkland surrounded by belts of planting and this is evident to the south west of the cottage. We would therefore recommend that the tree should remain. With regards to the design of the conservatory we would recommend

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that the parapet is raised and the proportions of the rooflight are reduced so that when viewed from the roadside this feature is concealed. The coping to the parapet should be in matching stone to tie in with the architectural detailing to the cottage.

6. Relevant Policies: *Saved CDLPR policies*

GD4	Design and the Urban Environment
GD5	Amenity
H16	Housing Extensions
E9	Trees
E18	Conservation Areas
E21	Archaeology
E23	Design
T4	Access, Parking and Servicing

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

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

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

7. Officer Opinion:

Key Issues:

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

- The effect of the design of the proposed extension on the character and appearance of the original dwelling and upon the conservation area
- The impact on the living conditions of the occupiers of neighbouring residential properties by way of any massing, overshadowing and privacy
- The acceptability of the loss of the protected Norway Maple tree
- Access and parking implications

Design

Saved policy E23 of the CDLPR requires all new development to be in keeping with its surroundings, with regard to matters such as scale and design. Saved policy H16 indicates that extensions to houses will be permitted where there is no significant adverse effect on the character and appearance of the dwelling. Consideration must also be given as to whether the development would preserve or enhance the character of the Conservation Area.

The design solution clearly references the original dwelling house as the proposed extension would tie in with the design and form of the host dwelling house and would extend the side profile of the building, together with tying in with the main existing pitched roof arrangement. The window proportions, detailing and positions would integrate well upon the facades of the dwelling, especially upon the principal elevation with the aligned fenestration. Moreover, the upper chimney section provides some visual interest to the proposed north east facing gable end.

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Many of the objectors comment on the extension as excessive in size, over development and out of keeping in its context. Yet, I am mindful that the two storey element has an approximate footprint of 3.7m width, by 5.4m depth, which follows the front and rear building lines of the original dwelling. In assessing the scale of development to the side elevation, it is considered that the proposed two storey extension is not excessive in its footprint, nor disproportionate in its design and not overwhelming within the plot. Rather, it is a reasonably sized addition to the property that would continue the roof and elevation parameters of the host dwelling and tie in with architectural detailing. For example, the roof ridge clay tiles, window stone lintels and cills and chimney section are all contextually appropriate features.

The proposal also includes the incorporation of an orangery/conservatory to the south west elevation of the property. While the conservatory would be positioned to the side, it would be partially screened by the existing 1.7m – 1.9m evergreen hedge which runs parallel to the access road up to the south west gable end of the application building. Only the upper section of the conservatory roof would be appreciable from the public realm from either the Cumbria Walk footpath or the private access road and public open space to the south. Subject to appropriate external materials for the conservatory (matching brick type), this element of the scheme is entirely acceptable in design terms.

Therefore, the proposed two storey and single storey extensions are considered to be acceptable, in design terms, and would not, in my opinion, significantly detract from the character and setting of the original dwelling house or the surrounding conservation area.

Residential amenity

Having visited the site and given the position of the extensions and distance between dwellings, I believe the consideration of impact upon residential amenity relates mostly to nos. 21 – 33 Cumbria Walk. I have balanced the issues of impact on residential amenity, with direct reference to the concerns raised in the letters of objection, and on this basis I offer the following appraisal.

At present, the terraced frontage benefits from an open aspect, consisting of a triangular grassed area, four deciduous trees and a mature evergreen hedge running along the far southern boundary to Cumbria Walk. This outlook will remain unchanged. The terraced row of dwellings sit at a lower land level (approximately 0.5metre) than the application property and consequently the frontage area may feel more enclosed than at present, due to the proposed development. As it is, a large proportion of the application property is screened by the existing trees and mature hedge. So, in terms of massing impacts it is mainly the eaves to roof ridge line that projects above the hedge line, at a width of 3.7m that would present itself to the Cumbria Walk terrace of dwellings. The nearest building edge of the extension is approximately 14m from the nearest building edge of No.31.

While the extension may infill some of the visual gap between the side of the application dwelling and a very tall mature tree, some 10m north east of the side gable, it would not dominate the open aspect and outlook from those nearby properties. I note there are a number of principal habitable room windows upon the front elevation of the terraced block, nos. 21-33, but the extension would not, in my opinion, detrimentally overshadow these frontages to an extent as to warrant a

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refusal. In assessing the effect of massing and amenity, I do not dispute that a degree of loss of openness and skylight may occur if the extension is granted permission and built. Nevertheless, the resulting built relationship here would not be unduly oppressive or significantly different to what it is at present. I expect the outlook from the frontages of nos. 21-33 would not dramatically alter, as part of the eaves and roof of the application dwelling is already visible above the mature boundary hedge. The main difference here would be how much roof profile and upper part of the extension would be seen from Cumbria Walk.

There are no additional rear facing windows proposed, so there would be no significant increase of overlooking or substantial invasion of privacy to the occupiers at nos. 21-33 Cumbria Walk. Finally, I do accept there is likely to be *some* impact upon residential amenity resulting from the proposal, however I am of the opinion the impacts are not significant enough, in terms of *substantial material harm*, to warrant the refusal of the scheme proposed.

Removal of protected Maple tree

The applicant wishes to have the tree removed to enable the construction of a conservatory extension to the side of the property. The tree in question is protected as part of a group order and lies in a conservation area. The tree once provided some visual amenity as part of the wider group particularly for residents of the Mickleover Manor development and for residents of Cumbria Walk and members of the general public. Arboricultural works have recently been carried out on the tree resulting in extensive and inexpert pruning/topping. Importantly, it should be noted the tree works were carried out by the *previous* land owners and *not* the current owner/applicant. The tree in question is now unsightly; its future growing potential compromised and has now lost much of its public amenity value. This view point is shared by the Council's tree officer.

If the tree made a significant visual impact in the locality, there would be a presumption for it to remain. However, the tree has been virtually halved in size and its visual impact greatly reduced. Rather than being an enhancement to the surrounding mature tree belt, it appears somewhat odd against the backdrop of various species of mature trees. On balance, and given the particular circumstances surrounding this particular tree, its removal could be a justifiable course of action, in this instance. As a mitigating measure, a condition is proposed requiring the planting of two quality semi-mature species of trees within or near to the application site. Subject to the above, the proposal would, in my opinion, comply with saved policy E9 of the CDLPR.

Access and parking

The existing detached double garage would remain as it is, as will the driveway area to the side of the application property, in front of the garage. For a single dwelling the off-street parking provision is entirely adequate.

Summary

Following the receipt of amended plans the proposed extensions are considered to be acceptable in terms of the proposed design, layout and scale. I am of the opinion the proposal will have a limited impact on residential amenity, as discussed above. The removal of the protected tree is, in this instance, justifiable. The proposal is therefore considered to conform to the relevant saved policies of the adopted CDLPR.

8. Recommended decision and summary of reasons:

To grant planning permission with conditions.

Summary of reasons:

The proposal has been considered against the saved adopted City of Derby Local Plan Review policies and the NPPF where appropriate, as indicated in Section 7 of this report, and all other material considerations. The proposed two storey, single storey and porch extensions will have a neutral impact on the character of the property and setting of surrounding properties within the Conservation Area. Furthermore, the design and external appearance of the extensions clearly reference the character and external appearance of the original property. The removal of the protected Maple tree is, in this particular instance, justifiable and the replacement planting of quality trees would satisfactorily mitigate the loss of the tree.

Conditions:

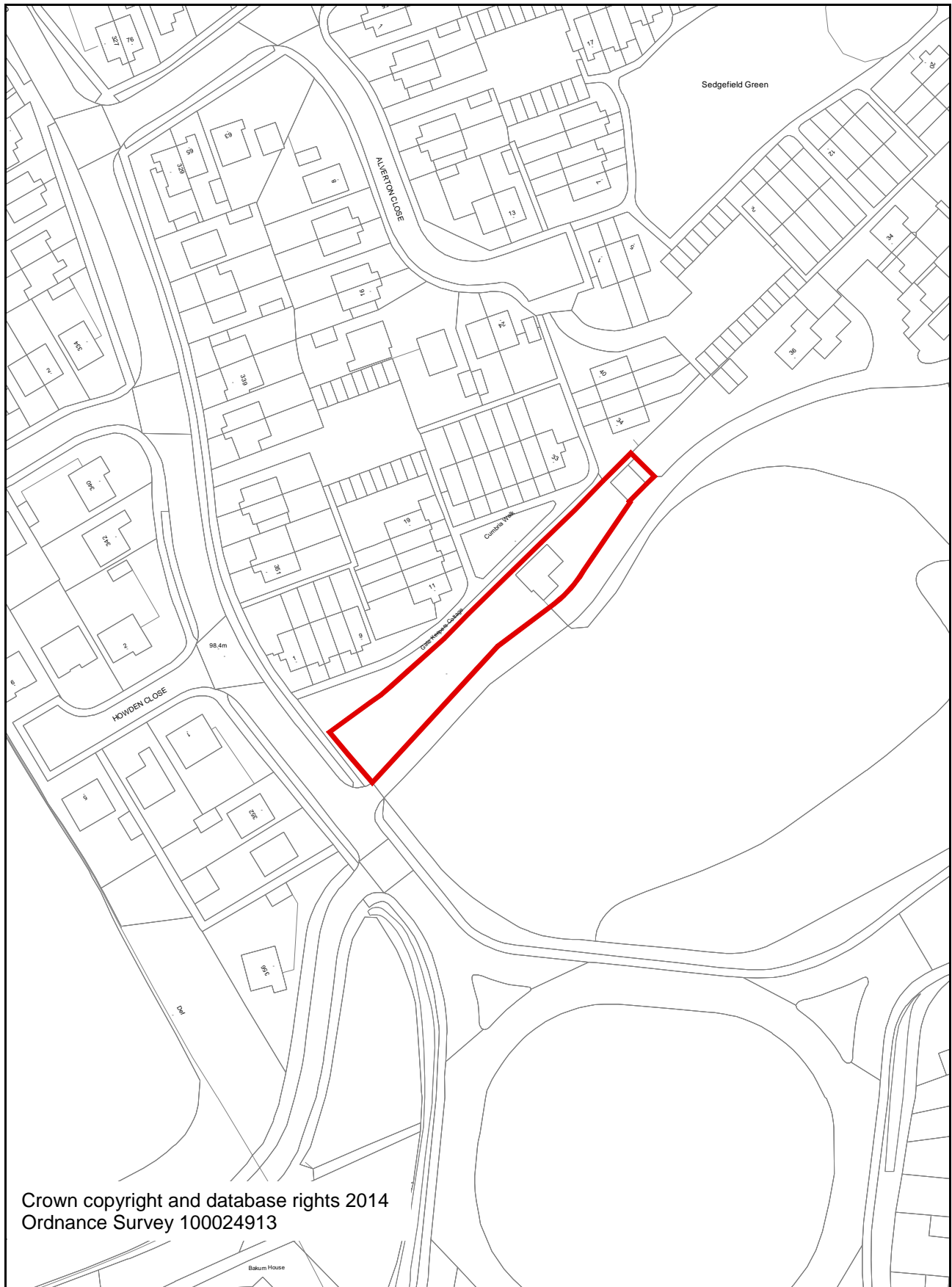
1. Standard condition 03 (time limit)
2. Standard condition 100 (approved plans)
3. Standard condition 27 (external materials)
4. Standard condition 55 (replacement trees)
5. Standard condition 57 (maintenance of replacement trees)
6. Unique condition (no new windows on rear elevation facing Cumbria Walk)

Reasons:

1. Standard reason E56
2. Standard reason E04
3. Standard reason E14
4. Standard reason E04 and E08
5. Standard reason E04 and E08
6. Standard reason E07

Application timescale:

The application expired on 8 August 2014 and is brought before Planning Control Committee due to the receipt of 15 objection letters and a Ward Councillor objection.



Committee Report Item No: 3

Application No: DER/03/14/00304

Type: Full

1. Application Details

Address: 367 Duffield Road, Derby

Ward: Allestree

Proposal:

Erection of veterinary surgery (Use Class D1)

Further Details:

Web-link to application documents –

<http://eplanning.derby.gov.uk/acolnet/planningpages02/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=96068>

The application site is located on the north-western side of Duffield Road close to its junction with Main Avenue and Park Lane. This linear plot is currently occupied by a detached two-storey dwelling with an integral garage. The property is set back from Duffield Road behind a high-level wall and grass verge.

The site lies approximately 50m north of Allestree Neighbourhood Shopping Centre. It is a thriving centre which includes a number of retail units, hairdressers, a doctor's surgery and a dental practice. The centre is served by a parking area at the junction of Duffield Road/Main Avenue/Park Lane. Parking is also available on the opposite side of Duffield Road.

The application site is located in a row of houses and immediate character is residential, but there are commercial uses within the wider locality. Number 2 Main Avenue situated to the west of the application site has been converted from a residential property into a dental surgery.

Permission is sought to erect a detached building to the front of 367 Duffield Road which would be used as a veterinary surgery. The development would involve the closure of the existing vehicle access at the property and erection of a single storey brick and tile building in the south-western corner of the property's front garden.

The building would take the form of detached domestic garage design with a hipped roof. It would be approx. 4.4m in overall height and would have a footprint of approx. 6m by 5.2m. The space within the building would comprise of a reception/waiting area, disabled w.c. and one consulting room. Level access into the building would be provided via entrance doors located on the eastern elevation and a new pedestrian entrance would be created from Duffield Road.

The proposed veterinary surgery would offer clinical examinations and preventative healthcare such as vaccinations to small animals, primarily dogs and cats. Animals requiring more involved procedures would be transported to the main hospital on a daily basis along with any clinical waste from the branch.

The applicant intends to operate the business for 2 hours in the morning and 2 hours in the evening Monday to Friday (0800-1000 and 1700-1900) and 6 hours on Saturdays (0800-1400). It is estimated that consultation would be 10 minutes long and a maximum of 2 clients and 2 animals would be in the waiting room at any one time.

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As part of the proposed development the vehicle access into the property would be relocated to the south-eastern corner of the site. Amended plans have been submitted which indicate 3 car parking spaces would be provided on the site for the proposed business. The plans also demonstrate there is sufficient turning space to allow vehicles to enter and leave the site in a forward gear.

2. Relevant Planning History:

Number 2 Main Avenue, a former dwelling located to the west of the site, was granted permission to be converted in a dental surgery in 2010.

DER/06/10/00744 - Change of use from dwelling house (Use Class C3) to dental surgery (Use Class D1) including formation of car park, alterations to elevations and extension (2 offices and lobby) – granted conditionally – 26/10/2010

3. Publicity:

9 Neighbour Notification Letters

Site Notice

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

4. Representations:

7 letters/emails of objection have been received together with a petition signed by 20 people, and 1 letter/email of support. The issues raised are summarised below:

- Concerns about the lack of parking for the proposed vets and increased parking on Park Lane/Poplar Nook, making visibility when exiting Poplar Nook onto Park Lane poor and therefore dangerous.
- We would no longer be one of a run of domestic dwellings and would be surrounded by operating businesses.
- There is no dedicated parking, putting additional pressure on the small parking area at the junction of Park Lane and Duffield Road.
- The dental practice has not interfered with our lives in any way, but a veterinary practice is inevitably going to involve dogs barking.
- Although the current proposal is for only a small surgery operating for four hours a day, future owners of the house and/or practice may well want to use the whole house as a veterinary practice, including kennels in the back garden. This would cause intolerable disturbance. Once a change of use has been accepted, such an expansion would be much easier to achieve.
- The business will be based within the boundaries of an established residential property. Commercial properties are encroaching further and further.
- Concerns about customer and staff parking which may result in parking on land and verges in front of other residential properties. This is compounded by the proposed change to the access to 367 Duffield Road which will further reduce both parking opportunities and visibility.

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- Concerns about the proposed hours of operation and the location of the site on a busy road.
- If the Council would create a tarmac area over the grass verge outside our units (506 Duffield Road) so car could park face on to the road then this would ease congestion and facilitate small business development in the area.
- Parking is already very difficult as there are numerous other businesses in the area with no, little, or very awkward parking.
- Highway safety concerns.
- Is there are need for the business?

An objection has been received from Councillor Davis who raises the following issues:

'This particular property is unsuitable for a vet's practice and is situated in a dangerous position for parking, pedestrians and other road users. The car park adjacent, which is already at capacity, is for all drivers and businesses in the area and it should not be seen as an addition to this property. It is a residential property and if converted to a business, will make the area into more of a commercial environment, impacting on residents living there.'

5. Consultations:

Highways DC:

Should permission be granted conditions relating to the provision of cycle storage and details of surface water drainage are recommended.

Environmental Services (Health – Pollution):

I note that the proposal involves building a veterinary surgery within a predominantly residential area. As a result, the development may cause a degree of noise disturbance due to animals entering and leaving the surgery and also the treating of animals.

Therefore based on the information available and due to the proximity of residential buildings, I would state that I have some concerns regarding the potential for nuisance to occur, but it may be possible with good management practices to minimise nuisance.

An advisory note relating to construction hours for noisy works and to restrict bonfires on site are recommended.

6. Relevant Policies: Saved CDLPR policies

GD2	Protection of the Environment
GD3	Flood Protection
GD4	Design and the Urban Environment
GD5	Amenity
E10	Renewable Energy
E23	Design
E9	Trees
L11	New Community Facilities
T4	Access, Parking and Servicing

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- T7 Provision for Cyclists
T10 Access for Disabled People

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

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

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

7. Officer Opinion:

Key Issues:

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

Land Use Policy Issues:

The site of the proposal is not allocated for any particular use in the saved policies of the local plan. Policy L11 allows for new community facilities provided that:

- the proposal is well related to the population it is intended to serve,
- takes proper account in design terms of the character of its location and
- allows for adequate access and servicing facilities.

The applicant currently runs a small animal surgery in the south of Derby. The proposal would create a small branch practice to serve the local community in this area of Allestree. Accordingly the development would be well related to the population it is intended to serve and would therefore comply with Policy L11 (a). Issues in respect of character, access and servicing are considered further below.

Parking/Highway Safety Issues:

The application site is in sustainable location adjacent to a Neighbourhood Centre in an area which is well served by public transport. However, it is acknowledged that the nature of the business will mean that the majority of customers will arrive by car.

As the applicant does not reside at the property parking levels need to be acceptable for both the occupiers of the existing dwelling, staff and customers. The proposal, as amended, would see the creation of 3 off-street parking spaces to serve the proposed business including a disabled parking space. There is an existing integral double garage on the site which would be used by the occupiers of the main house.

Based on the amended information which shows an additional parking space and tracks the turning area within the site, the Highways Officer has raised no objections to the proposed parking or servicing arrangements. There have also been no objections raised by the Highways Officer to the location of the proposed new access, in terms of visibility or impact upon the existing highway network. Based on this advice it is considered that it would be difficult to sustain a refusal on highways matter. Overall it is concluded that the proposal would comply with saved policy T4 of the CDLPR.

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Type: Full

Residential Amenity Issues/Impact upon the Character of the Area:

The proposal will clearly introduce a commercial use into what is currently a residential garden and therefore the concerns raised by neighbours are understood. The Environmental Health Officer has some concerns regarding the potential for nuisance to occur, but states that it may be possible with good management practices to minimise nuisance.

The business proposed would be a very small scale facility, with one consulting room which will operate for limited hours Monday to Saturday. It is this small scale nature which is considered key to the acceptability of the proposal. Restrictive conditions are proposed to control the number of consulting rooms, hours of use and prevent further expansion in the main house.

Whilst there would be some impact upon neighbours in terms of increased comings and goings, provided the business is retained as a small scale facility it is considered that the proposal would not result have an unduly detrimental impact upon neighbour amenity. Moreover it is considered that the character of the area would be preserved.

During the course of the application the applicant has agreed to reduce the opening hours for the proposed business. As amended the development now proposed 2 hours in the morning and 2 hours in the afternoon/evening Monday to Friday. The applicant proposes hours of operation between 08.00 and 14.00 on a Saturday.

Subject to suggested restrictive conditions, and given the small scale of the commercial use proposed it is considered that proposal would comply with saved policies GD5 and L11.

Design/Impact upon the Character of the Streetscene:

The building from which the vets would operate has the scale and form of a domestic double garage. As there are similar structures elsewhere along this part of Duffield Road, it would be difficult to resist the development based on its impact upon the character and appearance of the streetscene.

The garage would not be unduly prominent and would be partially screened behind replacement boundary treatment. Subject to the use of suitable materials of construction for both the building itself and the replacement boundary treatment, it is considered that the proposals would be acceptable in terms of design issues and would reasonably comply with policies E23, GD4 and H16.

Impact upon trees:

The proposal would involve the removal of a small tree and vegetation within the site, which are considered to be of limited amenity value. There are no protected trees on or around the site. There is, however, a street tree located adjacent to the site of the proposed new vehicle access and the development would involve the formation of hardstanding within its root protection area (RPA).

The submitted details confirm that a 'no-dig' construction method would be used within the RPA, together with the use of a geotextile layer to protect the tree's roots. Subject to conditions controlling precise details of tree protection measures, it is considered that the proposal would be acceptable in terms of its impact upon the street tree and would reasonably comply with policy E9.

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Type: Full

Conclusion

Taking into account the small scale nature of the proposed veterinary surgery and the recommended restrictive conditions, the proposed development and use are considered to be acceptable in terms of residential amenity generally. Sufficient parking has been provided to serve the proposed development, together with the existing residential property and the proposal would also be acceptable in terms of highway safety and its impact upon the local highways network. The proposed development is also considered acceptable in terms of its impact on the streetscene. Accordingly it is recommended that planning permission is granted.

8. Recommended decision and summary of reasons:

To grant planning permission with conditions.

Summary of reasons:

The proposed development is considered acceptable in terms of its impact on the streetscene, moreover, given the small scale nature of the proposed veterinary surgery, and subject to the restrictive conditions, the proposed development and use are considered to be acceptable in terms of residential amenity generally. Sufficient parking has been provided to serve the proposed development, together with the existing residential property and the proposal would also be acceptable in terms of highway safety and its impact upon the local highways network.

Conditions:

1. Standard time limit for implementation
2. Approved plans reference condition
3. Condition restricting the use to a veterinary surgery only
4. Condition restricting the hours of use
5. Condition restricting limiting the business to one consulting room.
6. Condition restricting external accommodation for animals and overnight accommodation within the building for animals
7. Condition restricting use of the main dwelling in connection with the veterinary surgery
8. Condition controlling materials of construction
9. Boundary treatment to be agreed
10. Condition requiring the access, parking and turning to be provided in a bound material and clearly marked out before the vets is first used
11. Condition requiring the retention of the integral garage in the main house for the parking of vehicles during the life of the development.
12. Condition requiring cycle parking to be provided
13. Condition controlling surfacing materials and surface water drainage details
14. Condition controlling no-dig construction and surfacing within the RPA of the street tree.

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Type: Full

Reasons:

1. Standard reason for time limit
2. For the avoidance of doubt
3. To preserve the amenity of neighbours, to ensure sufficient off-street parking is provided and in the interests of highway safety...policies GD5 and T4
4. To preserve the amenity of neighbours, to ensure sufficient off-street parking is provided and in the interests of highway safety...policies GD5 and T4
5. To preserve the amenity of neighbours, to ensure sufficient off-street parking is provided and in the interests of highway safety...policies GD5 and T4
6. To preserve the amenity of neighbours ...policy GD5
7. To preserve the amenity of neighbours, to ensure sufficient off-street parking is provided and in the interests of highway safety...policies GD5 and T4
8. To preserve visual amenities...policies GD4 and E23
9. To ensure sufficient off-street parking is provided and in the interests of highway safety...policy T4
10. To ensure sufficient off-street parking is provided and in the interests of highway safety...policy T4
11. To ensure sufficient off-street parking is provided and in the interests of highway safety...policy T4
12. To promote sustainable transport...policy T7
13. To ensure sustainable drainage is provided and in the interests of highway safety...policies GD3 and T4
14. Standard reason

Informative Notes:

- 1) Given the proximity of residential properties, the applicant is advised that contractors limit noisy works to between 07.30 and 18.00 hours Monday to Friday, 07.30 and 13.00 hours on Saturdays and no noisy work on Sundays and Bank Holidays. This is to prevent nuisance to neighbours.
- 2) There should also be no bonfires on site at any time.
- 3) The development makes it necessary to construct a vehicular crossing over a footway/verge of the public highway. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact StreetPride at Derby City Council to apply for a vehicle access under Section 184 of the Highways Act 1980 (as amended) to arrange for these works to be carried out. Contact Streetpride@derby.gov.uk tel 0333 2006981
- 4) The development makes it necessary to relocate the street lighting column. These works shall be constructed to the satisfaction of the Highway Authority. You are, therefore, required to contact StreetPride at Derby City Council to arrange for these works to be carried out. Contact Streetpride@derby.gov.uk tel 0333 2006981

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Application No: DER/03/14/00304

Type: Full

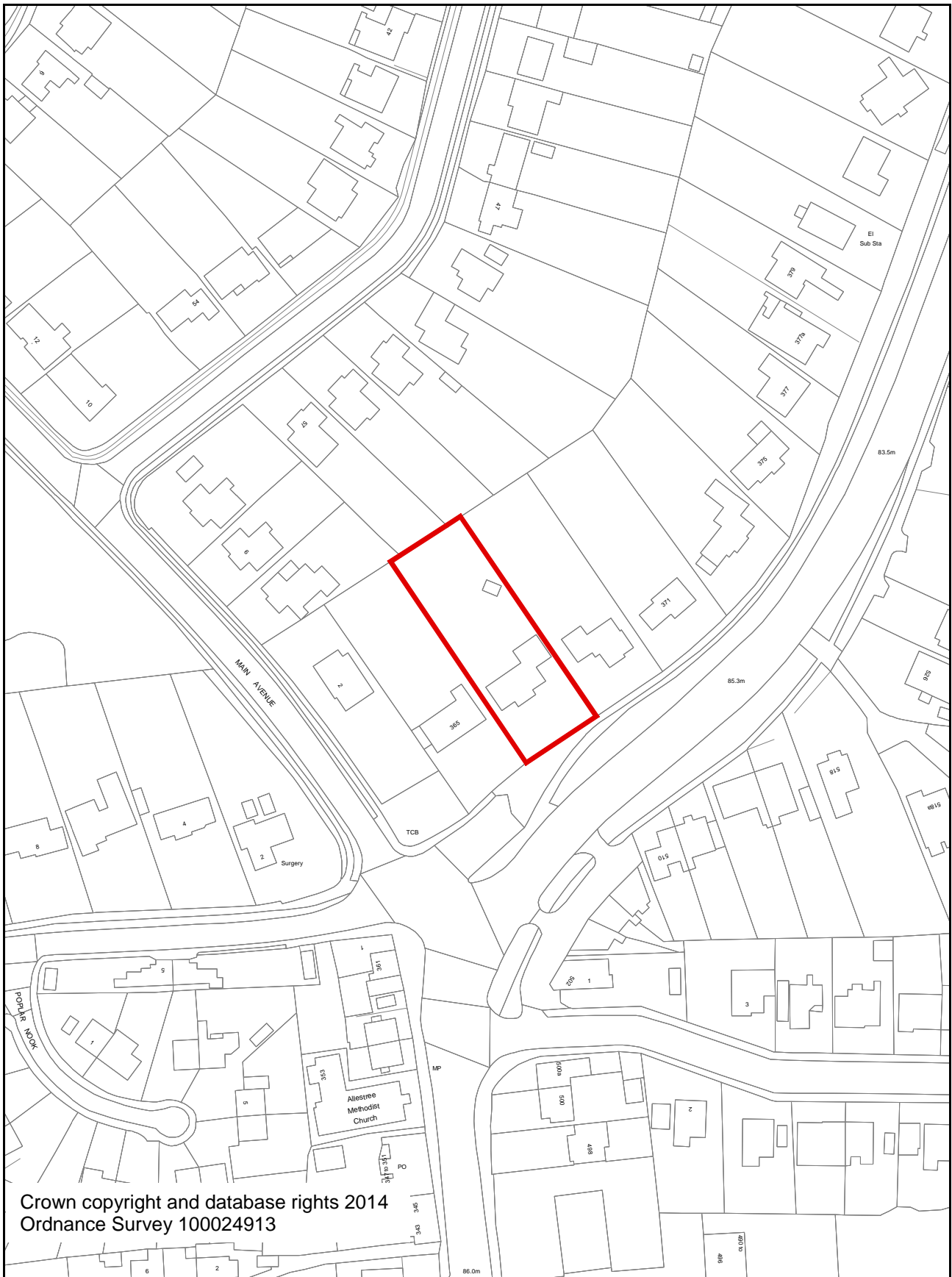
- 5) The applicant is advised that any signage may need a separate advertisement consent application.

S106 requirements where appropriate:

None

Application timescale:

The 8 week statutory target timescale for determination of this application expired on the 29 April 2014. The application is being considered by the Committee because it has been called in by Councillor Davis.



Committee Report Item No: 4

Application No: DER/02/14/00198

Type: Outline (with access)

1. Application Details

Address: Land off North Avenue, Darley Abbey

Ward: Darley

Proposal:

Residential development (45 dwelling), with formation of access road and open space

Further Details:

Web-link to application documents –

<http://eplanning.derby.gov.uk/acolnet/planningpages02/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=95959>

Outline permission is sought for residential development, of up to 45 dwellings and associated access road on agricultural land to the north and east of North Avenue in Darley Abbey. The application seeks detailed approval for means of access to the development, with all other matters reserved for future approval.

The site is approximately 4.1 hectares in area and comprises of open fields with an unmade track running through it from a gated access from the turning head of North Avenue. The fields are subdivided by hedges and individual trees. The site is in an elevated position in the Derwent Valley. The landscape gently slopes away from the A38/ A6 junction, which is on a raised embankment, towards the River Derwent corridor to the east. It is open in character in this location visible from the riverside path. To the south of the site, there is the Nutwood Local Nature Reserve, which runs alongside the river. The residential area of Darley Abbey is located to the south of the site and Allestree is to the north and west separated by the A38. There are also two existing telecom masts on the northern edge of the site.

An indicative housing layout has been submitted in support of the application, which has been subsequently revised during the course of the application. Access is being determined under this application, although all other layout details are only suggestive of the form and scale of development which could be achieved. Up to 45 dwellings are being proposed and these are shown as being sited to the north of properties on North Avenue, with areas of open space around the edges of the application site. Footpath links are also indicated with North Avenue and to River Derwent. The blue edged land in the ownership of the applicant includes open fields to the east of the application site up to the river corridor.

The location of the vehicular access to the development site has been amended during the application, in response to comments made by the Highways Development Control team. The original access was to be located on the 90 degree bend on North Avenue and gave rise to concerns about visibility on the highway. The current proposed access would be sited onto North Avenue close to the junction with South Avenue. The access road also includes a pick-up / drop off area for the Old Vicarage School.

The application is supported by various documents including; a Design and Access Statement, Visual Impact Assessment, Landscape Assessment, Community Consultation Statement, Site Access Appraisal, Flood Risk Assessment and

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Preliminary Ecological Appraisal. Four appeal decisions relating to residential development, on sites elsewhere in England have also been submitted as part of the submission.

2. Relevant Planning History:

None relevant.

3. Publicity:

Neighbour Notification Letter

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.

The applicant has undertaken pre-application consultation with the local community, which involved a public exhibition and meetings with local stakeholder, the head teacher of Old Vicarage School.

4. Representations:

110 comments and objections have been received to date, to both the original and revised indicative layout. These include objections received from both Councillors Repton and Stanton and from the Darley Abbey Society and Derby Civic Society. The main issues raised are as follows:

- Increase in volume of traffic generated on local roads
- Existing problems with parents and staff parking on Church Lane and South Avenue, for the Old Vicarage School, causing traffic congestion and access issues.
- Site is not allocated for development in Local Plan or Core Strategy
- Development would have detrimental impact on the character of the World Heritage Site and its buffer zone.
- Increase in housing in local area will increase traffic and congestion on local roads
- There would be increase traffic danger for children and pedestrians as a result of the development.
- Traffic signals should be installed at junction of North Avenue and parking restrictions introduced.
- Development may increase flood risk from River Derwent
- Loss of Green Wedge
- There would be difficulties with drainage and foul water from the site
- Development would be detrimental to the village and the character of Darley Abbey

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- New playing field is not necessary in this local area and would encourage anti-social behaviour. (Omitted from the revised masterplan)
- Amenities of nearby residents would be harmed by the development
- Development would have adverse impact on the nearby wildlife site at Nutwood Nature Reserve
- Land unsuitable for housing due to steep slope of the site.
- Proposed drop off area for parents of school would not be used and is unnecessary.
- Increase in noise levels will result from this development, causing disturbance to local residents.
- The access would be inadequate for the number of dwellings.
- The local schools do not have sufficient places to cope with the demand from the development
- Scale of development is excessive for this location.

5. Consultations:

CAAC:

Recommend refusal on grounds that the development does not enhance or preserve the Derwent Valley Mills World Heritage Site.

Highways DC:

The site falls away from North Avenue towards the valley bottom and from the A38 towards the valley bottom. The developer has highlighted this in the Site Access Appraisal (Revision B February 2014) paragraph 2.5 where he says the gradient is 1:9. This degree of steepness is likely to prove difficult to meet adoptable road gradients.

The 6C's Design Guidance which is guidance on the standards for adoptable roads and which is used by many authorities across the Midlands region says the following: "In respect of road gradients table DG1 in the 6C's Design Guide sets out the adoptable standards. You will see this table refers to note (h), which says: "Taking into account the needs of people with impaired mobility, we may be prepared to consider a relaxation on sites with particularly difficult topography. However, relaxations should not form the starting point of longitudinal design. The financial cost of cut/fill is not a material consideration when assessing the ability to achieve gradients to aid walking/cycling."

It is important that the developer understands this and that the Highway Authority will be seeking reasonable gradients when it comes to negotiating the highway layout for this site in the future.

Access to the site

The developer has proposed that vehicular access to the site is via a junction on North Avenue close to the existing "turning head" there is no objection in principle to this. The new access road shows parallel parking along side, the developer should be aware that this is unlikely to be adopted. It is felt that this parking is not likely to be used by parents as South Ave has no parking restrictions on it.

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There are no highway objections subject to conditions to control details of the junction and internal road layout and secure a footway/ cycleway access to North Avenue.

Natural Environment:

Trees

The only individual trees of note, identified in the Preliminary Ecological Appraisal, and shown on the Phase 1 Habitat Plan, are trees 2 and 6. Tree 6 is protected by Tree Preservation Order (TPO) 17. Tree 2 is located outside of the application area, within gardens on North Avenue. The mixed plantation woodland and dense scrub, identified on the Phase 1 Habitat Plan along the embankment with the A6 and A38, are again located outside of the application area and are our responsibility and the Highways Agency respectively.

The hedgerows within the application site were identified as species poor in our Derby City Hedgerow Survey in 2003.

Therefore, in relation to trees 2 and 6, and the mixed plantation woodland and scrub along the embankment with the A6 and A38, no further comment to make other than the usual standard conditions to ensure tree protection measures, such as protective fencing is in place before and during construction works and, where necessary, no dig solutions are implemented in the root protection area. The widening of the landscape buffer along the eastern boundary and additional tree planting to the south east of the site, as detailed in the revised masterplan is welcomed

Rights of Way

There are no recorded public paths within the application site. That is not to say though that rights haven't been established through usage.

A proposed footpath link is shown on the submitted site layout plan, which would utilise the existing access to Holme Nook Farm on the western edge of the site, linking in with the existing footpath from North Avenue out on to Church Lane.

The creation of a new footpath, as detailed in the revised masterplan, providing access to the river to the east and Darley and Nutwood Local Nature Reserve to the south, is welcomed, particularly as the existing permissive path through the nature reserve connects to a track alongside the river off Old Lane, providing access in to the heart of Darley Abbey village. To provide a more connected network though, it would make sense to have a link path from the existing footway on South Avenue, opposite Leafenden Close, across our public open space to the existing permissive path through the nature reserve and the proposed footpath loop which leads to the river.

In relation to potential path routes to the north of the proposed development site, our Rights of Way Improvement Plan proposes a walkway / cycleway to the east of the river, rather than the west, following the line of the existing definitive footpath from Haslam's Lane, through water meadow, coming out on to Ford Lane, Little Eaton, having utilised the subway under the A38. Although there is public open space on the western side of the river, north of the A38, with paths running through it, one of which goes under the A38, no desire lines could be identified using Bing aerial maps, or from a site visit, in-between the A38 and the application site on the western side of the river. We believe this is because Holme Nook Farm is positioned at the narrowest

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point of this land between the river and the A38, meaning it would be unlikely that anyone could walk this route without being challenged.

Housing Strategy:

Supports the development, which will provide much needed affordable homes in the area and will be welcome addition to the area.

DCC Archaeologist:

The agent's letter argues that the route of the Roman road known as 'The Street' (HER 99030) now lies within the proposed 'landscape buffer' at the eastern boundary of the site, and will not therefore be impacted.

This is not the case. The alignment shown on the Derbyshire Historic Environment Record appears to be impacted by the access road and easternmost house plots on the revised masterplan proposals. Tree planting shown in the revised 'landscape buffer' would also impact on any remains of the Roman road through root action. Once side ditches, *agger* bank and metalled surface are all taken into account a Roman road can extend 10-15m in width – much broader than the dimensionless line shown on the HER.

Furthermore, as I suggested previously, the HER alignment of the Roman road is not known with certainty. Indeed, the 'reasonable level of trust' we can place in this location might easily extend 100m either side of the alignment shown on the HER.

The route of this road at the Derby end is not known with certainty, but the suggested alignment is based on detailed map and landscape analysis by Farnsworth and Whirrit (2006), and can certainly be accorded a reasonable level of trust.

There is consequently a requirement for archaeological survey (geophysics and trial trenching), as previously recommended, to establish archaeological significance and impact in line with NPPF para 128. I therefore maintain an objection until the results of archaeological evaluation are submitted.

Environment Agency:

Outline permission should only be given subject to planning conditions to control details of surface water drainage scheme for the development.

Land Drainage:

The Flood Risk Assessment is not adequate, due to a lack of information in regard to the surface water drainage proposals, therefore objections to the application.

Natural England:

The site is in close proximity to Kedleston Park SSSI and Breadsall Railway Cutting SSSI. Providing that the development is carried out in strict accordance with the details of the application, the development will not damage or destroy the interest features for which these sites have been notified. We therefore advise your authority that the SSSIs do not represent a constraint in determining this application.

We would expect the Local Planning Authority to assess and consider the other possible impacts resulting from this proposal on the following when determining this application:

- local sites (biodiversity and geodiversity)
- local landscape character

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- local or national biodiversity priority habitats and species.

Natural England does not hold locally specific information relating to the above. These remain material considerations in the determination of this planning application and we recommend that you seek further information from the appropriate bodies (which may include the local records centre, your local wildlife trust, local geoconservation group or other recording society and a local landscape characterisation document) in order to ensure the LPA has sufficient information to fully understand the impact of the proposal before it determines the application.

You should apply our Standing Advice on protected species, which is a material consideration in the determination of applications.

The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure (GI) provision. As such, Natural England would encourage the incorporation of GI into this development. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement.

We note that the development is located within the Green Wedge and you should refer to local and national planning policies with regards to this matter.

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application. This is in accordance with Paragraph 118 of the NPPF.

Derbyshire Wildlife Trust:

In summary Derbyshire Wildlife Trust would advise;

- The application Site sits within an identified Green Wedge which supports some features of biodiversity value. Appropriate weight should be given to this aspect of the Green Wedge's functions when determining the application.
- It is essential that the quantum and location of the landscape buffer zones are protected from change at reserved matters stage and future detailed iterations of the proposal's layout.
- Clarification needs to be sought on the trees which have potential to support bat roosts and additional surveys required if necessary.
- Clarification needs to be sought on the use of a mammal tunnel incorporated into the SUDs swale under the access road.
- Appropriate condition requiring a detailed badger mitigation plan to be submitted as part of any Reserve Matters application should outline permission be granted.
- Additional conditions should be applied to ensure the protection of retained habitats and details of the Ecological Landscape Plan.

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- The LPA should consider the use of the Section 106 for the future management and maintenance of the SUDs attenuation feature and the landscape buffer zones and wildlife area.

English Heritage:

The proposed housing scheme is harmful to the Outstanding Universal Value (OUV) of the Derwent Valley Mills World Heritage Site (WHS) and the significance of the Darley Abbey Mills Conservation Area with highly graded heritage assets within. Recommend refusal of the application.

The contribution of this site to the OUV of the WHS is through the survival of this rural landscape character, clearly defined against the housing development along North Avenue and bounded by the screened A38 above. The site helps to reinforce the strong contrast of the rural landscape with the historic urban settlements and the relationship with the water tributaries, which provides a reminder of how this area evolved and the parameters and arrestment of development. The presence of the buffer zone recognises the need to acknowledge and protect the significance of the WHS as a cultural landscape. Within the WHS the relationship between the industrial mill buildings within the historic settlement, the River Derwent and its tributaries, and the topography of the surrounding rural landscape, with historic roads connecting the settlements, is a key element of the character and significance of the Buffer Zone.

Whilst accepting views of the proposed development is limited in some locations, we believe there would be visible impact at various locations. We are not convinced that new tree planting and landscaping would integrate the new development within this setting. Redevelopment would change both the character and experience of this part of the rural setting further eroding the clear relationship between settlement and rural landscape. The significance and experience of this area is not confined to static views: much of the contribution made by the site to the OUV of the WHS and the setting of Darley Abbey Conservation area, lies in moving along the area which creates a cumulative experience of the overall character of this part of the WHS. As Government guidance advises, setting is not confined to visual factors such as sight lines and views, it is as much defined by spatial associations and by our understanding of the historic relationships between places.

Derwent Valley World Heritage Site Technical Panel:

The proposed development is wholly within the Buffer Zone of the Derwent Valley Mills World Heritage Site (WHS) and immediately abuts the Site itself.

This undeveloped area of open, green countryside was deliberately included within the Buffer Zone to protect the setting of the Site. Any significant development would impact in a negative way on the setting of the Site by introducing housing into this natural rural landscape.

The Statement of Outstanding Universal Value for the Derwent Valley Mills, endorsed by UNESCO, states: "The cultural landscape of the Derwent valley was where the modern factory system was developed and established, to accommodate the new technology for spinning cotton developed by Richard Arkwright and new processes for efficient production. The insertion of industrial establishments into a rural landscape necessitated the construction of housing for the workers in the mills, and the resulting settlements created an exceptional industrial landscape. The change from water to steam power in the 19th century moved the focus of the industry

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elsewhere and thus the main attributes of this remarkable cultural landscape were arrested in time”.

The WHS is characterised at this point as open natural flood plain to the River Derwent, where the only tangible signs of human intervention north of the Darley Abbey Mills complex is the railway, essential infrastructure e.g. strategic roads and sewerage works, and the occasional isolated farmstead, before the Site reaches the historic settlements of Makeney and Milford.

The application site is highly visible from within the World Heritage Site, from Darley Abbey to Breadsall, and just beyond. From the public amenity route of the Derwent Valley Heritage Way that follows the edge of the River Derwent, the lower valley slopes rising from the river meadows of the flood plain, on its western side, retain an undeveloped character; the tower of St Matthew’s Church, Darley Abbey, is almost the only visible built feature within this expanse of tree covered slopes. If the application site were to be developed with housing as proposed, despite its lower level than the existing adjacent housing of North Avenue, it would not be perceived as a natural extension to the existing edge of settlement development, but would appear as a highly visible, isolated development within this, the designated ‘Green Wedge’, consisting of the tree covered valley slopes and the natural meadows of the River Derwent’s flood plain. Furthermore, the housing in North Avenue would be opened up by breaching the existing green screen to form the vehicular access.

Any built development will reduce the open, landscape character of the setting and consequently impact on the Outstanding Universal Value of the World Heritage Site. Screening as a form of mitigation is not of any real help, firstly because such an argument could be used over and over again in such circumstances and the open landscape setting would be lost incrementally, and secondly, tree screening can be lost by felling, thinning or disease.

Loss of that landscape would be damaging to the Outstanding Universal Value. For this reason the Derwent Valley Mills WHS Partnership objects to the proposed development and trusts that its comments will be taken into account in the determination of this outline planning application.

The County Council’s Landscape Architect also comments as follows:

The application does not recognise the overall sensitivity of the site with respect to its inclusion in the Green Wedge and also as part of the World Heritage Site and its Buffer Zone. It also hasn’t taken sufficient account of the WHS designation with regard to its Outstanding Universal Value.

Existing residential development is not a dominant feature in the current views of the site and is not a mitigating factor, particularly given that much of this development pre-dates the designation of the WHS. Although the site is partially screened by existing vegetation within the landscape it is evident that new housing on rising ground will be visible from some vantage points and the development would be visually detached from other dwellings in the area, heightening its impact.

The proposal is clearly at odds with the Local Plan policy for Green Wedge and contrary to the aims of the World Heritage Site Policy E29.

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Even if the proposed development can only be viewed from a small number of vantage points within the WHS, it will contribute to increased urban sprawl and urbanisation of the valley at this locality, consequently impacting on the aims and objectives of both Green Wedge and WHS designation. If a site needs to be screened to the extent suggested in the Visual Impact Assessment, then invariably it is the wrong development in the wrong place; simply hiding the development doesn't necessarily make it acceptable due to a range of other considerations.

6. Relevant Policies: *Saved CDLPR policies*

GD1	Social Inclusion
GD2	Protection of the environment
GD3	Flood Protection
GD4	Design and the Urban Environment
GD5	Amenity
H11	Affordable housing
H12	Lifetime Homes
H13	Residential development – General Criteria
E2	Green Wedge
E4	Nature Conservation
E7	Protection of habitats
E9	Trees
E10	Renewable Energy
E17	Landscaping Schemes
E21	Archaeology
E23	Design
E29	Protection of World Heritage Site and its surroundings
L2	Public Open Space Standards
L3	Public open space requirements in new developments
T1	Transport implications of new developments
T4	Access, parking and servicing
T6	Provision for pedestrians
T10	Access for disabled people

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

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

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

7. Officer Opinion:

Key Issues:

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

- Residential development
- Impact on Green Wedge

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- Impact on World Heritage Site and Buffer Zone and other heritage assets
- Access and traffic implications
- Impact on trees and habitat
- Residential amenity and urban design

Introduction

This outline application seeks permission in principle for residential development on a green field site to the north of North Avenue, Darley Abbey. The site is agricultural land and in an elevated position on the western slope of the Derwent Valley. It also abuts the embankment of A38 trunk road which runs along the northern boundary of the site.

The site is within designated Green Wedge and forms part of the Derwent Valley Mills World Heritage Site and its associated Buffer Zone. It lies clearly outside the built up envelope of Darley Abbey, which in this locality is residential in character, extending along North Avenue and South Avenue.

In the vicinity of the site, there is Nutwood Local Nature Reserve, which is a designated wildlife site, characterised by woodland and riverside habitat. This lies to the south east of the site and would not be directly affected by the proposed development. The River Derwent corridor to the east of the site is also an identified wildlife site.

The site is not identified for development in the draft Local Plan Part 1 (Core Strategy) and is not considered to be strategic in scale.

Residential Development

The National Planning Policy Framework (NPPF) requires all housing proposals to be considered in the context of the presumption in favour of sustainable development. This means that where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole (Paragraph 14).

The Council has accepted that it does not currently have a deliverable 5 year housing land supply. Work is on-going to progress the Local Plan, Part 1 (Core Strategy) which will provide the Council with a 5 year supply; however work on this document is not sufficiently progressed to enable the proposed allocations to be taken account of. In this case, the NPPF is clear that where a 5 year supply cannot be demonstrated, the relevant policies for the supply of housing should not be considered up to date. Therefore, the statement at Paragraph 14 of the NPPF applies to this proposal.

The question to be considered is whether any adverse impacts associated with permitting this proposal would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

The adopted Local Plan has saved policies relating to the provision of residential development which are still relevant to this application. Policy H13 relates to the general criteria by which to assess residential development proposals. The policy seeks to ensure that a satisfactory form of development is provided, which

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safeguards residential amenities and forms high quality living environment, achieves appropriate housing densities and interesting urban forms and townscape design.

Policy H11 requires affordable housing to be provided for the scale of this development, to meet a housing need in the local area. An affordable element of the scheme would be provided on the site, at 30% of the total number of units and this is agreed in principle with the applicant to be secured via a Section 106 Agreement.

Policy H12 seeks provision of 10% proportion of the units to be Lifetime Homes on housing sites of this size.

In regard to the education provision in the local area, there are considered to be adequate school places to meet the estimated need generated by this development. The scale of this development, providing up to 45 dwellings, is relatively small in terms of the number of school aged children generated and there is judged to be sufficient capacity at the present time in local schools to accommodate the development.

Impact on Green Wedge

Green Wedges are a longstanding policy principle in Derby. Their primary function is to define and enhance the urban structure of the City as a whole. Green Wedges create a more attractive and interesting form to the overall pattern of development and bring the countryside closer to the City. The retention of areas of open land between separate parts of the City helps to maintain their identity and reduces the impression of urban sprawl. The underlying principles of Green Wedges therefore relate back to protecting the character of Derby and making it a pleasant place to live and work.

The NPPF is clear that in the absence of a 5 year supply, the only policies that should be considered to be out-of-date are those relevant for the supply of housing. On this basis, Policy E2 is not considered to be relevant to the supply of housing and therefore is not considered to be out-of-date.

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

Through work on the Local Plan, Part 1 (Core Strategy), the Council has identified a number of sites within Green Wedges that are considered to be acceptable in principle for residential development, helping to meet objectively assessed housing needs. The identification of such sites was informed by the Green Wedge Review, published in 2012, which assessed potential housing sites in terms of their impact on Green Wedge function. Sites were only identified as having potential for development where they would not undermine the primary function of a Green Wedge and not prejudice the essential characteristics of being open and undeveloped.

This site was specifically considered as part of the Green Wedge Review, having previously been promoted to the Council as a potential housing site. The Green Wedge Review makes a number of observations about the potential impacts of developing this site on Green Wedge functions. Observations include:

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- The site is remote from the main axis (the most sensitive part of the Green Wedge) and makes minimal contribution to the function of separating residential and commercial areas. Built development would extend into the Green Wedge, roughly continuing the line of South Avenue, causing narrowing, but would have little impact upon the extent to which the Green Wedge penetrates the city
- The topography of the site falls from west to east meaning that the site is significantly lower lying than the built area to the south. This makes the site an obvious part of the Green Wedge rather than a clear extension to the built area of Darley Abbey. Due to the topography of the site, development of this area would appear isolated and unrelated to either Darley Abbey or Allestree.
- Although built development in the location to the north of Darley Abbey would not impact on the openness to the east of the settlement, it would create a very visible and prominent developed area to the south-east of Allestree. Whilst separating Darley Abbey from Allestree is not one of the main functions of the Green Wedge, development of the site would lead to further coalescence of these two areas of the city, closing off an open and undeveloped area.
- The Inspector at the examination of the City of Derby Local Plan stated that there were 'no strong boundaries to this area and that there was no justification for deleting this small area from the Green Wedge allocation'. He went on to say that even if this were not so, 'any residential development would have an unsatisfactory relationship to the adjoining long established group (of houses). It would not be 'rounding off', as was claimed by the promoter, but a clear extension into open countryside'.

The Green Wedge Review concludes that the site does not have capacity to accommodate built development (from a Green Wedge impact perspective) due to the impacts outlined above.

The concerns highlighted by the Green Wedge Review apply directly to this proposal and need to be taken into account in its determination. In considering the cumulative impact of all the points highlighted by the Green Wedge Review, it is clear that the prejudicial impact upon the Green Wedge in terms of its openness and undeveloped character in this location would be significant, indicating a conflict with Policy E2.

The NPPF is clear that the adverse impacts need to be weighed against the benefits, when assessed against the policies in the NPPF taken as a whole. Whilst the NPPF does not make specific reference to Green Wedges, it does state that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions (Paragraph 64). As noted above, the principles that underpin Policy E2 clearly relate back to the need to protect the urban structure of the city and particularly the character of our neighbourhoods.

The open and undeveloped character of this part of Darley Abbey is an important local characteristic that contributes towards the function of the Green Wedge and the character and setting of the adjacent World Heritage Site. On this basis development of the site would fail to take the opportunity to improve the character of the area and is in conflict with Paragraph 64 of the NPPF.

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The NPPF also refers to the need to promote or reinforce local distinctiveness (Paragraph 60). The Green Wedge is an integral part of the character and local distinctiveness of this part of the city. The proposal will undermine the essential characteristics of the Green Wedge and is therefore considered to also be in conflict with this section of the NPPF.

Impacts on World Heritage Site and other heritage assets

The proposed development relates to land which is partially within the World Heritage Site (WHS) and the majority of the site is in the World Heritage Site Buffer Zone. The site is therefore a designated heritage asset of national and international importance, with a high degree of historical significance. It forms part of a rural landscape within the Derwent Valley, which was specifically included in the World Heritage Site and its buffer zone due its association with the industrial buildings and settlements within the valley. For these reasons, the site contributes to the Outstanding Universal Value (OUV) of the World Heritage Site, which is the criteria used in the designation of the Site. The Statement of OUV highlights that “the relationship of the industrial buildings and their dependent urban settlements to the river and its tributaries and to the topography of the surrounding rural landscape has been preserved.” The OUV makes it clear that the rural landscape is important alongside the industrial landscape in the Derwent Valley and the fact that it has survived is of great importance to the WHS. The landscape is a key feature of the setting of the early industrial settlements and has remained largely intact and is therefore afforded a high degree of protection as part of the WHS and its Buffer Zone.

The conservation of heritage assets is addressed in the policies of the NPPF and in considering the impact of any proposed development, a significant level of weight should be given to heritage assets which have a high level of importance (para. 132). The WHS is of international significance and therefore falls into this category and any substantial harm to this heritage asset, should be wholly exceptional.

The NPPF makes it clear that significance can be harmed or lost through alteration or destruction of the heritage asset and as heritage assets are irreplaceable, any harm or loss should require clear and convincing justification (para.132). Harm to the historic environment can be justified under the NPPF, but the public benefits delivered by the development would have to be substantial to outweigh the level of harm to the OUV of the WHS. Paragraph 134 states that where is less than substantial harm, then the public benefit should be weighed against the harm of the development. Paragraphs 137-138 of the NPPF refer to the significance of heritage assets, including World Heritage Sites. The loss of elements which make a positive contribution to the significance of the WHS should take account of its relative significance to the Site as a whole.

The proposed residential development of up to 45 dwellings with associated access road is a major scheme which would cause harm to the significance and setting of the World Heritage Site. Having regard for the NPPF as well as Local Plan policy E29, the main issues to consider are whether the proposed development would cause substantial harm to the WHS and whether there is a public benefit to the scheme, which outweighs the harm to the heritage asset.

The application has generated objections from all of the heritage consultees, English Heritage, World Heritage Site Technical Panel, the Conservation Area Advisory

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Committee and the Council's Conservation Officer on the grounds of its harmful impact on the OUV of the World Heritage Site.

Most of the proposed development would be sited within the Buffer Zone of the WHS, with only the access road and drop-off parking to be located in the WHS itself. I note that the proposal is considered to result in less than substantial harm to the significance of the WHS. However, the public benefit of the proposal is not sufficient to outweigh the harm to the Site, particularly given the considerable importance and weight which should be afforded this heritage asset. The justification provided by the applicant in support of the application is mainly that there is not a five year supply of housing in the city and that there would not be an adverse visual impact on the WHS. This is not a convincing case to outweigh the harm caused, particularly since the submitted Visual and Landscape Assessments indicate that views of the development from elsewhere in the valley would impact adversely on the setting and character of this part of the WHS.

The potential impacts of the housing scheme on the rural character and landscape of the valley, by virtue of key views from around the area, is an important consideration in assessing the harm to the significance of the WHS. The site's character is essentially open fields, with substantial hedge boundaries, in an elevated position above the River Derwent. It is a sensitive landscape, by reason of its historical associations with the industrial mill settlements. The development of housing and associated infrastructure would result in an urbanising effect on the rural character of the site and a loss of open landscape in this part of the WHS and Buffer Zone. It is accepted that some views of the development from across the valley, would be limited due to screening by existing trees and hedgerow features and the addition of further landscape planting. However, this would not necessarily integrate the development into the rural setting and rather it amounts to an attempt to hide the proposal from view. The introduction of housing in this location would change the character of the site and the surrounding landscape and be harmful to the setting of the industrial settlement of Darley Abbey and its rural hinterland.

I am of the opinion that the justification put forward for the development in this location does not outweigh the significant harm to the rural character and landscape value of this part of the WHS. The proposed development does not therefore sustain and conserve the special character and setting of the World Heritage Site and is contrary to the NPPF and the provisions of Policy E29.

The site is also believed to contain archaeological interest in the form of a Roman Road, with its alignment running across part of the site. The NPPF requires the submission of sufficient information to allow the significance of any heritage assets affected to be taken into account. No such information has been provided by the applicant, in terms of a desk top study or an archaeological evaluation. The County Archaeologist has expressed concerns about the lack of any survey work to establish the location and significance of the archaeological remains within the site. The application does not therefore adequately meet the requirements of the NPPF and Policy E21.

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Access and Traffic Implications

Means of access is to be determined as part of this outline application and is to be achieved by the formation of a new access onto North Avenue, close to the junction with South Avenue. The location and alignment of the access road into the development has been amended during the course of the application, as a result of negotiations with the Council's Highways Officers. The originally proposed position of the access was to be on the bend on North Avenue, which had insufficient levels of visibility onto the highway. The revised access arrangement is considered acceptable from a highway safety point of view and the Highways Officer has raised no objections in principle to this.

In terms of traffic generation arising from up to 45 additional dwellings in this location, the Highways Officer has not raised any concerns about the impact of this level of traffic increase on local roads. The traffic impact of the development is considered to be acceptable in this established residential area and the increase in traffic would not therefore be excessive. The existing road network has sufficient capacity to accommodate the additional flows in this area and there is no requirement for any further highway improvements to local roads.

A pick-up and drop-off parking area is indicated on the access road, close to the junction with North Avenue, which is proposed to be for the use of parents of the Old Vicarage School, which is on Church Lane. Due to their distance from the school, it is considered to be unlikely that the parking bays would be used by parents. It is not clear what other purpose the parking bays would serve and I note that this area is unlikely to be adopted by the Highway Authority.

The sloping nature of the site, which falls away towards the River Derwent is also of concern to the Highways Officer, due to the potential difficulties of forming an internal road layout due to the steepness of the gradient across parts of the site. The internal road layout would form part of the site design, which is a reserved matter and therefore is not being determined at this stage.

The masterplan proposals submitted are purely indicative at this stage and as such the design of the road layout and the inclusion of the parking drop-off area are details of the reserved matters, which would form part of the final design. A satisfactory design solution would need to be formed and agreed as part of any reserved matters scheme. The proposed access to the site is the only matter which is being agreed at this stage and the revised access location is considered acceptable in principle. The proposal is therefore considered to satisfactorily meet the requirements of Policy T1 and T4.

The indicative masterplan proposal shows the proposed use of an existing gated access to the turning head onto North Avenue as a pedestrian link with the development and suggests further pedestrian routes towards the River Derwent and to the nature reserve from the eastern side of the development. These are notional at this stage and would form part of a reserved matters submission. However, in principle the pedestrian connections with the surrounding landscape would be acceptable and accord with the provisions of Policy T6 and T10.

Impacts on trees and habitat

The site is predominantly open fields, with areas of trees and hedgerow along the perimeter. A narrow strip of dense woodland on a raised embankment alongside the

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north and west boundary of the site, forms part of highway verge of the A6 and A38. These tree belts should not be affected by the development and would form a buffer from the adjacent highway. There are a small number of other individual mature trees around the edge of the site and on adjacent land which have been identified by the submitted Habitat Survey. Two of these are dead trees and another one, an Oak tree has a Tree Preservation Order on it. The protected tree is located on the eastern boundary of the site on an area identified on the master plan as a landscaped buffer. The proposed development could therefore be carried out without significant harm or loss of woodland or trees on and around the site in line with Policy E9.

The hedgerows around the perimeter of the site are identified as being species poor, which means that they currently contain a limited number of plant species. However, they are features of habitat value, which should be retained wherever possible within the scheme. The indicative master plan suggests that the hedgerows would be largely retained intact around the development, except where the access is to be formed on North Avenue.

In regard to protected species, the Habitat Survey identifies the presence of badgers on and around the site and the potential for bat roosts in some of the mature trees. Both of these animals are protected from disturbance and loss of habitat by wildlife legislation and I note the recommendations of Derbyshire Wildlife Trust that further surveys and mitigation strategy to safeguard their habitat are required in support of any reserved matters application.

Subject to the protection of wildlife habitat and the landscape features of biodiversity value, including trees and hedgerows, during and post- development, I am satisfied that the proposal would meet the requirements of Policies GD2, E4, E7 and E9.

The eastern part of the site is in Flood Zone 2 and land further to the east is Flood Zone 3, which are at medium and high risk of flooding within the River Derwent valley in a 1 in 100 year event. The application is supported by a Flood Risk Assessment, which recommends a Sustainable Drainage scheme (SUDs).for the development, by means of balancing ponds and swales. The details of such a SUDs solution for the proposal would form part of a reserved matters submission. Having regard for the comments of the Environment Agency and the Council's Land Drainage team, any development proposal would need to be subject to an agreed SUDs scheme, to minimise flood risk to occupiers of the development and the surrounding area. This would therefore accord with NPPF flood risk policies and Policy GD3.

Residential amenity and urban design

The proposed housing development would represent an urban extension into the open countryside which lies to the north and east of Darley Abbey. This landscape is rural in character and partially enclosed by tree and hedgerow features. The residential area to the south of the site is suburban in character, comprising mainly of houses and bungalows with modest gardens. The location of the new housing to the rear of North Avenue would be relatively isolated and detached from the existing residential area. Whilst layout and design is a reserved matters, it is clear from the land levels on and around the site and the location of the proposed access, that the new dwellings would not appear connected with the existing street scene or form a continuous built up frontage with the existing urban area. The sloping gradients across the site would also present challenges in terms of forming a road layout and

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built framework which would tie in with the character of existing settlement. The development would not tie in adequately with the existing built up area and is likely to appear as a clear extension of housing development into the open countryside. The proposal would be an intrusion into the rural landscape and is therefore to be contrary to Policies GD4 and H13.

In terms of the impact of the development on residential amenity, the properties most affected would be on North Avenue, in particular those on the north side of North Avenue. The rear of these properties face onto the site and some of these are in an elevated position. There is also a hedgerow along the boundary with the North Avenue properties and some trees, which would provide some screening from the development. Since site layout is a reserved matter, it is not clear where the proposed dwellings would be positioned in the site. However, normal distances between dwellings to achieve sufficient levels of privacy and amenity can be achieved on this site, to safeguard the living environment of the neighbouring dwellings on North Avenue. The amenities of nearby residents would therefore be satisfactorily maintained in line with Policy GD5.

Whilst siting and layout are a reserved matter, the site is capable of forming an appropriate living environment for any future occupants of the development. A relatively low density of housing development is proposed for the size of the site with landscape planting around the site to provide screening. The existing tree buffers on the raised embankments alongside the A6 and A38 slip road highway routes would provide significant screening from noise and disturbance. The indicative masterplan shows an approximate buffer of around 30 metres between the highway and proposed dwellings, largely comprising dense tree cover. This is a greater distance from the road than some existing properties experience on the north side of the A38 and west of the A6. Subject to noise mitigation measures being used in the development, (which could be secured by means of a reserved matters approval) to protect future occupants from unreasonable disturbance from the trunk road, an acceptable standard of residential amenity could be achieved on the site.

Conclusion

The NPPF requires us to consider all proposals for housing in the context of the presumption in favour of sustainable development. This means that in the absence of a 5 year supply of deliverable housing sites, proposals should be permitted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF as a whole.

The proposal is located within a Green Wedge which has for many years received policy protection to resist inappropriate development. Policy protection continues through the provisions set out in Policy E2, which is still a valid consideration in a post-NPPF context. Development that would undermine the openness and undeveloped character of Green Wedges is generally considered to be unacceptable.

This proposal would introduce a significant new build development into a very sensitive part of the Green Wedge that is more part of the rural landscape of the Derwent Valley rather than the built up area of Darley Abbey. The site is within the World Heritage Site Buffer Zone, with a small part in the Site itself. The development

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would have an adverse impact upon the setting of the World Heritage Site and detract from its Outstanding Universal Value.

The proposal would create an isolated and unsatisfactory form of development, creating an obvious intrusion into the open countryside within the designated Green Wedge. It would be a clear extension of the existing urban area, which would have an unsatisfactory relationship with the existing residential area around North Avenue and South Avenue. Development in this location would undermine the open and undeveloped character of this part of the Green Wedge and lead to further coalescence of Darley Abbey and Allestree.

In considering the cumulative impact of all of these points, the proposal is considered to be in conflict with Policy E2 of the CDLPR and subsequently Paragraphs 60 and 64 of the NPPF.

Whilst the Council has accepted the principle of some housing development within Green Wedges in recent times, it has only been where a proposal would make a compelling contribution to meeting housing needs and where the proposal would be in a less sensitive part of the Green Wedge. This has enabled us to conclude that the benefits would outweigh potential adverse impacts of such schemes.

The proposal does provide some limited benefit in terms of boosting the supply of housing and could provide much needed affordable housing. However, it would be a relatively small housing development, which would not contribute substantially to the housing need in the city. The limited benefits of the scheme have been weighed against the cumulative adverse impacts highlighted by the conflicts with Policy E2, E21 and E29 of the CDLPR and Paragraphs 60, 64 and 132 to 138 of the NPPF. These would significantly and demonstrably outweigh these benefits. Therefore the proposal cannot be considered to be a sustainable form of development and it is recommended for refusal.

8. Recommended decision and summary of reasons:

To refuse planning permission

Reasons:

1. In the opinion of the Local Planning Authority, residential development on the application site would be prominent and visually intrusive, leading to the narrowing of the Green Wedge, between Darley Abbey and Allestree, resulting in a loss of openness and undeveloped, landscape character in this highly sensitive part of the Green Wedge. It would lead to further coalescence of the Allestree and Darley Abbey neighbourhoods. As such, the proposal would compromise the role and function of the Green Wedge in this location, contrary to the aims of saved policy E2 of the adopted City of Derby Local Plan Review.
2. In the opinion of the Local Planning Authority residential development on this site would have an unsatisfactory relationship with the prevailing built form of Darley Abbey. Given the topography of the site and its surrounding fields, which falls west to east, towards the River Derwent and the pattern of residential development on North and South Avenues, it is considered that it would be difficult to secure a layout of development that relates well to existing housing in the locality. The existing houses on North Avenue turn their backs to the site and the site is enclosed from the north and west by substantial raised

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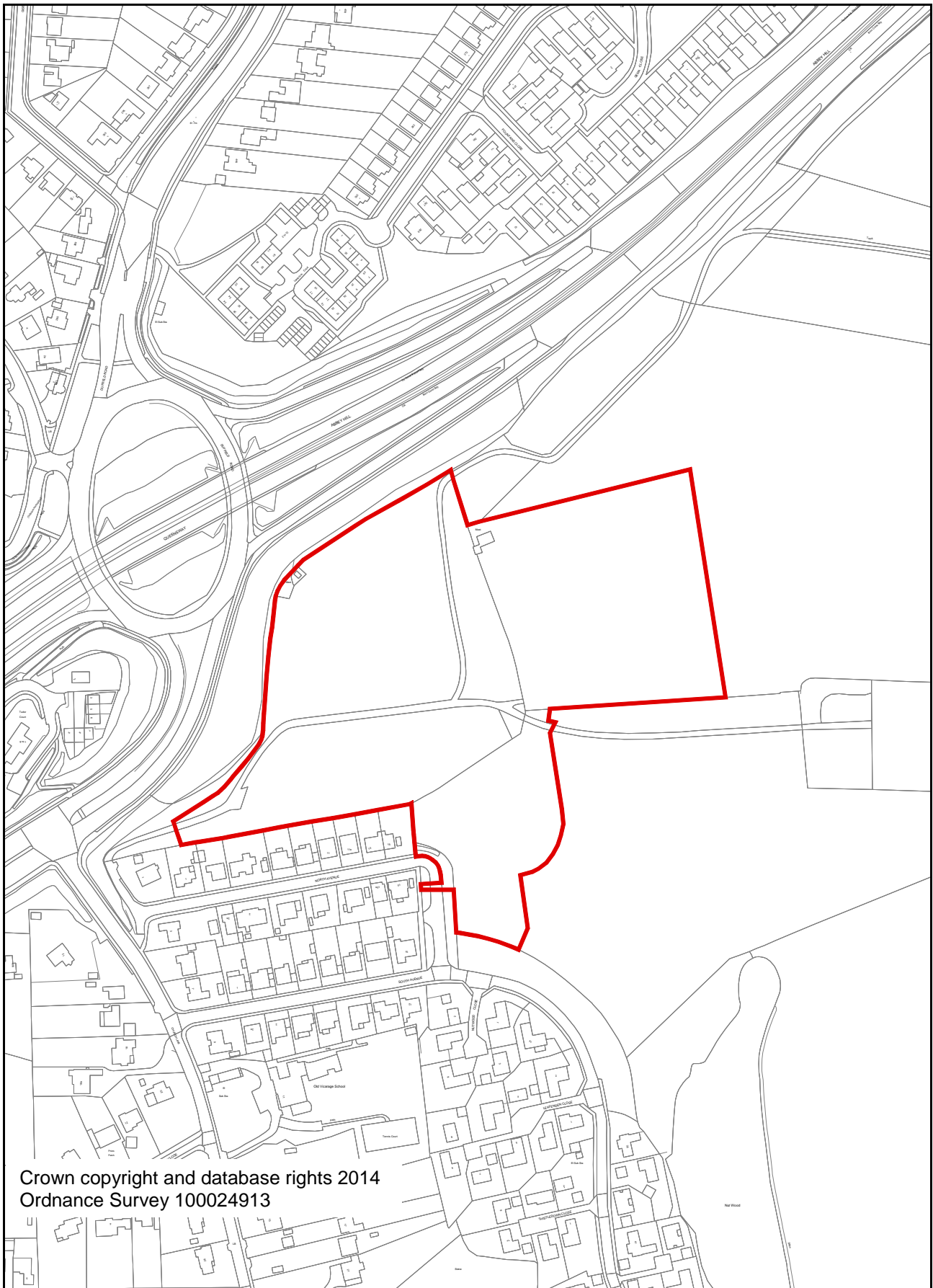
Type: Outline (with access)

embankments to the neighbouring trunk road network; it would virtually be an island of development that would struggle to relate to neighbouring communities. As such, the Local Planning Authority has little confidence that reserved matters submissions could deliver an overall layout that would provide a high quality design that would relate well to existing housing in the locality. The proposal is therefore contrary to saved policies GD4, H13 and E23 of the adopted City of Derby Local Plan Review and the over-arching design guidance in the National Planning Policy Framework.

3. In the opinion of the Local Planning Authority, residential development on this site, which would fall within the Derwent Valley Mills World Heritage Site and its associated Buffer Zone, would be harmful to the Outstanding Universal Value of the World Heritage Site. This is due to the site being an important part of the undeveloped rural landscape providing the setting for the Darley Abbey Mills industrial settlement, which makes a contribution to the significance of the World Heritage Site. The site is therefore highly sensitive and the proposal would result in the loss of the rural character and landscape and would change both the character and experience of this part of the setting of the World Heritage Site, eroding the clear relationship between the rural landscape and the historic settlement, which is an integral part of its contribution to the Site. The proposal is therefore contrary to saved policy E29 of the adopted City of Derby Local Plan Review and the policies in the National Planning Policy Framework.
4. The application is not supported by an archaeological evaluation of the site, to investigate for the potential evidence of a Roman Road, a site on the Historic Environment Record, which is identified as being located within the application site. Insufficient information has therefore been provided to enable the significance of the impacts of the development on the heritage asset to be properly assessed. The application does not therefore meet the requirements of the NPPF para. 128 and is accordingly contrary to saved policy E21 of the adopted City of Derby Local Plan Review.

Application timescale:

There is an extension of time agreement for determination of the application which expires on 3 October 2014 and it is brought to committee due to the strategic nature of the scheme.





DERBY CITY COUNCIL

Derby City Council

Delegated Decisions Made Between 01/08/14 and 31/08/14

Application No	Application Type	Location	Proposal	Decision	Decision Date
04/13/00376/PRI	Full Planning Permission	133 Rutland Street, Derby, DE23 8PS	Demolition of factory and erection of 7 flats (extension of time limit of previously approved planning permission Code No. DER/06/09/00662 by a further three years)	Granted Conditionally	29/08/2014
04/13/00437/DCC	Local Council own development Reg 3	Bromley House, Markeaton Primary School, Bromley Street, Derby, DE22 1HL	Installation of replacement of windows and doors	Granted Conditionally	20/08/2014
10/13/01199/PRI	Full Planning Permission	Land at junction of Longford Street and Bradley Street, Derby, DE22 1GL	Demolition of bungalow and erection of two dwelling houses	Granted Conditionally	29/08/2014
11/13/01335/PRI	Full Planning Permission	Former Egg Unit, Riverside Road, Derby, DE99 3GG	Change of use from Offices/Call Centre (Sui Generis use) to Storage and Distribution (Use Class B8).	Granted Conditionally	08/08/2014
12/13/01490/PRI	Full Planning Permission	Land at side of 32 Peel Street, Derby, DE22 3GH	Erection of 2 dwelling houses	Granted Conditionally	21/08/2014
01/14/00011/PRI	Full Planning Permission	Land to the west of Wilmore Road and the North of Lea Farm, Sinfin Moor Lane, Chellaston, Derby	Proposed Innovation Centre comprising office and workshop spaces, together with seminar rooms and meeting rooms, back of house and welfare facilities, stand-alone data centre, external service compounds, 59 car parking spaces, cycle facilities, soft and hard landscaping and temporary haul road.	Granted Conditionally	07/08/2014
01/14/00089/PRI	Full Planning Permission	16a Osmaston Road, Derby	Alterations and rear extension to form two additional flats	Granted Conditionally	18/08/2014
02/14/00119/PRI	Outline Planning Permission	Land adjacent to 48 Glenwood Road, Chellaston, DE73 6US	Residential development (one dwelling house)	Refuse Planning Permission	01/08/2014
02/14/00121/PRI	Full Planning Permission	Land adjacent to 151 Warner Street, Derby, DE22	Erection of 2 dwelling houses	Granted Conditionally	15/08/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
02/14/00133/PRI	Full Planning Permission	Tesco Stores Ltd, Kipling Drive, Mickleover, Derby, DE3 5NH	Erection of a freestanding retail pod (Use Class A1) and re-location of trolley bay	Granted Conditionally	22/08/2014
02/14/00134/PRI	Advertisement consent	Tesco Stores Ltd, Kipling Drive, Mickleover, Derby, DE3 5NH	Display of 3 internally illuminated fascia signs and 4 non-illuminated fascia signs	Granted Conditionally	21/08/2014
02/14/00177/PRI	Outline Planning Permission	Former Ashfield House Veterinary Surgery, 5 Hall Dyke, Spondon, Derby, DE21 7LF	Demolition of veterinary surgery. Residential development (3 dwelling houses)	Granted Conditionally	28/08/2014
02/14/00180/PRI	Full Planning Permission	25 Horwood Avenue, Derby, DE23 6NX	Erection of garden room and store	Granted Conditionally	01/08/2014
02/14/00224/PRI	Full Planning Permission	652 Harvey Road, Derby, DE24 0EJ	Formation of vehicular access	Granted Conditionally	21/08/2014
03/14/00307/PRI	Reserved Matters	Site of Mackworth College buildings, Prince Charles Avenue, Mackworth, Derby, DE22 4LR	Residential development (up to 221 dwellings) community facilities and access and open space - approval of reserved matters of layout, scale, appearance and landscaping under Outline permission Code No. DER/11/12/01333/PRI	Granted Conditionally	29/08/2014
03/14/00308/PRI	Full Planning Permission	1 Stroma Close, Sinfin, Derby, DE24 9LB	Extensions to dwelling house (two bedrooms and utility room)	Refuse Planning Permission	06/08/2014
03/14/00319/PRI	Full Planning Permission	108 Pear Tree Street, Derby, DE23 8PN	Two storey and single storey rear extensions to dwelling house (lounge, dining room/kitchen, store, bathroom and bedroom)	Refuse Planning Permission	21/08/2014
03/14/00335/PRI	Prior Notification	101-103 Pear Tree Road, Derby, DE23 6QB	Change of use from offices (use class B1) to 4 flats (use class C3) on first and second floors	Approval Not required	29/08/2014
03/14/00341/PRI	Full Planning Permission	Land adjacent Mundy Play Park, Markeaton Park, Derby	Erection of High Ropes Adventure Centre	Granted Conditionally	29/08/2014
03/14/00404/	Full Planning Permission	4 Folly Road, Darley Abbey, Derby, DE22 1ED	Alterations to roof to include rear dormer window and installation of new window to the side elevation	Refuse Planning Permission	21/08/2014
03/14/00405/PRI	Listed Building Consent -alterations	118 Friar Gate, Derby, DE1 1EX (Lorentes)	Retention of non-illuminated fascia sign	Granted Conditionally	04/08/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
03/14/00413/	Full Planning Permission	11 Warner Street, Mickleover, Derby, DE3 5GG	Single storey rear extension to dwelling house (enlargement of kitchen) and installation of rear dormer	Granted Conditionally	01/08/2014
04/14/00459/PRI	Full Planning Permission	Unit 5-8, Newmarket Court, Newmarket, Drive, Derby, DE24 8NW	Subdivision into 4 units and change of use from bank/offices to individual trade counter units (sui generis use)	Granted Conditionally	08/08/2014
04/14/00465/PRI	Full Planning Permission	Reigate Primary School, Reigate Drive, Derby, DE22 4EQ	Demolition of two single storey school buildings and erection of primary school	Granted Conditionally	07/08/2014
04/14/00473/PRI	Full Planning Permission	Land adjacent to 158 Havenbault Lane, Littleover, Derby	Erection of detached dwelling house	Granted Conditionally	07/08/2014
04/14/00519/PRI	Full Planning Permission	31 Welwyn Avenue, Allestree, Derby, DE22 2JR	Single storey rear extension to dwelling (kitchen/diner and games room) and raising of roof and installation of front and rear dormers to form 3 bedrooms, 2 bathrooms and dressing room	Granted Conditionally	13/08/2014
04/14/00523/PRI	Advertisement consent	107-109 St. Peters Street, Derby, DE1 2AD	Display of internally illuminated fascia sign and internally illuminated hanging sign	Granted Conditionally	21/08/2014
04/14/00535/PRI	Full Planning Permission	106 Broadway, Derby, DE22 1BP	Two storey side and first floor rear extensions to dwelling house (lounge/dining area, kitchen, bathroom and dormer) and erection of double garage	Granted Conditionally	21/08/2014
04/14/00536/PRI	Local Council own development Reg 3	Breadsall Hilltop Junior & Infant School, St. Andrews View, Derby, DE21 4ET	Formation of play deck area, installation of two free standing canopies, installation of two doors and a window to infant block and installation of window to junior block	Granted Conditionally	20/08/2014
04/14/00537/PRI	Full Planning Permission	108 Chester Green Road, Derby, DE1 3SF	Change of use from dwelling house (Use Class C3) to office (Use Class B1) with apartment at first floor (Use Class C3)	Withdrawn Application	06/08/2014
04/14/00541/PRI	Advertisement consent	115-117 St. Peters Street, Derby, DE1	Display of halo illuminated fascia sign	Granted Conditionally	21/08/2014
04/14/00544/PRI	Full Planning Permission	64 Manor Road, Derby, DE23 6BR	Change of use of domestic garage to use for storage and distribution of pharmaceutical supplies (use class B8)	Granted Conditionally	08/08/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
04/14/00563/DC5	Prior Notification	Highway verge front of Self storage warehouse, Osmaston Park Road, Derby, DE24	Erection of replacement 15m high monopole, 3 antennae, equipment cabinet and associated works	Granted Conditionally	11/08/2014
04/14/00565/PRI	Prior Notification	Footpath southside of Knightsbridge, adjacent junction with Prince Charles Avenue, Derby	Erection of replacement 15m high monopole, 3 antennae, 2 equipment cabinets and associated works	Granted Conditionally	11/08/2014
04/14/00586/DC5	Prior Notification	Highway verge, southbound A38, Kingsway, Derby, DE22	Erection of replacement 15m high monopole, 3 antennae, 2 equipment cabinets and associated works	Granted Conditionally	11/08/2014
05/14/00600/PRI	Variation/Waive of condition(s)	Site of and land at Kingsway Hospital, Kingsway, Derby	Variation of condition 1 of previously approved planning application Code No. DER/10/12/01240 to accommodate design changes to specific plots.	Granted Conditionally	11/08/2014
05/14/00634/PRI	Full Planning Permission	Land east of The Hudson Building, Locomotive Way, Pride Park, Derby, DE24 8ZS	Erection of three storey educational building (Use Class D1)	Granted Conditionally	06/08/2014
05/14/00654/PRI	Works to Trees under TPO	Land at Pineview Gardens, Littleover Derby	Crown reduction by 3m of 4 Lime trees protected by Tree Preservation Order No 30	Granted Conditionally	05/08/2014
05/14/00657/PRI	Full Planning Permission	1 Orchard Street, Mickleover, Derby, DE3 5DF	Sub-division of dwelling house to form two apartments (Use Class C3) and installation of replacement windows to the front elevation	Refuse Planning Permission	26/08/2014
05/14/00663/DCC	Relevant Demolition in a Cons. Area	Car Park at the rear of Poplar Row, Darley Abbey, Derby DE22 1DU	Demolition of 9 garages	Granted Conditionally	21/08/2014
05/14/00669/PRI	Listed Building Consent -alterations	Land adjacent 1 Abbey Yard, stables and adjacent Bakehouse, Darley Abbey, Derby, DE22 1DS	Various works to listed building including stabilisation work to lean-to, various fitting to external facades including intercoms, CCTV, alarm boxes and external lights. Amendment to layout of bakehouse and works to staircase in stable to include timber treads, first floor lobby and amendment to external door	Granted Conditionally	21/08/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
05/14/00672/PRI	Works to Trees under TPO	Derby Independent Grammar School For Boys, Rykneld Road, Littleover, Derby, DE23 7BH	Crown cleaning and deadwooding of Oak tree and felling of Hornbeam and Sycamore trees protected by Tree Preservation Order No 78	Granted Conditionally	05/08/2014
05/14/00687/PRI	Certificate of Lawfulness Proposed Use	58 Woodford Road, Derby, DE22 4EG	Single storey rear extension to dwelling house	Granted	05/08/2014
05/14/00718/	Variation/Waive of condition(s)	The Kingfisher PH, Lexington Road, Chaddesden, Derby, DE21 6UZ	Single storey rear extension and external alterations to public house to form retail unit and formation of associated parking - amendments to previously approved planning permission Code No. DER/12/13/01428, alterations to the approved elevations and installation of lighting columns	Granted Conditionally	06/08/2014
05/14/00731/PRI	Variation/Waive of condition(s)	Land west of 22 Longbridge Lane, Derby, DE24	Variation of Condition 2 of previously approved planning permission Code No. DER/10/13/01212 to amend elevations	Granted Conditionally	28/08/2014
06/14/00736/PRI	Full Planning Permission	11 Moorside Crescent, Sinfin, Derby, DE24 9PH	Two storey and single storey side and rear extension to dwelling house (3 bedrooms, 2 bathrooms, study and kitchen)	Granted Conditionally	29/08/2014
06/14/00756/PRI	Full Planning Permission	52 Sadler Gate, Derby, DE1 3NQ (The Old Bell Inn)	Change of use to public house (Use Class A4) and function hall (Use Class D2) including alterations to elevations	Granted Conditionally	18/08/2014
06/14/00757/PRI	Listed Building Consent -alterations	52 Sadler Gate, Derby, DE1 3NQ (The Old Bell Inn)	Internal and external alterations including opening of an internal door on the first floor and reinstatement of door on the second floor	Granted Conditionally	18/08/2014
06/14/00758/PRI	Certificate of Lawfulness Proposed Use	16 Hobart Close, Mickleover, Derby, DE3 5LJ	Single storey side extension to dwelling house (WC, bike store and enlargement of kitchen)	Granted	05/08/2014
06/14/00759/PRI	Full Planning Permission	Land at south side of 98, Buxton Road, Chaddesden, Derby, DE21	Erection of two semi-detached dwelling houses	Granted Conditionally	05/08/2014
06/14/00760/PRI	Full Planning Permission	36 Burlington Way, Mickleover, Derby, DE3 5BD	Single storey rear extension to dwelling (bedroom and enlargement of kitchen) and erection of detached outbuilding	Granted Conditionally	04/08/2014
06/14/00764/PRI	Full Planning Permission	5 Walnut Street, Derby, DE24 8GL	Extensions to dwelling house (2 bedrooms, bathroom, cloakroom and enlargement of kitchen)	Granted Conditionally	29/08/2014

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Application No	Application Type	Location	Proposal	Decision	Decision Date
06/14/00765/PRI	Full Planning Permission	7 Walnut Street, Derby, DE24 8GL	Extensions to dwelling house (2 bedrooms, bathroom, cloakroom and enlargement of kitchen)	Granted Conditionally	29/08/2014
06/14/00774/PRI	Listed Building Consent -alterations	The Cottage, Markeaton Village, Markeaton Lane, Derby, DE22 4NH	Installation of 14 replacement window frames	Granted Conditionally	18/08/2014
06/14/00777/PRI	Full Planning Permission	371 Duffield Road, Derby, DE22 2DN	Two storey side and single storey rear extensions to dwelling house (kitchen, utility room, wc, bedroom and enlargement of bedroom) - amendments to previously approved planning permission Code No. DER/03/14/00410	Granted Conditionally	05/08/2014
06/14/00781/PRI	Advertisement consent	Ramada Encore Hotel, Locomotive Way, Pride Park, Derby, DE24 8PU	Display of internally illuminated roof top sign	Granted Conditionally	05/08/2014
06/14/00785/PRI	Certificate of Lawfulness Proposed Use	45 Hollowood Avenue, Littleover, Derby, DE23 6JD	Single storey side extension to dwelling house	Granted	05/08/2014
06/14/00792/PRI	Full Planning Permission	Kelvin House, Railway Technical Centre, London Road, Derby, DE24 8UP	Installation of replacement windows	Granted Conditionally	06/08/2014
06/14/00795/PRI	Full Planning Permission	1 Peet Street, Derby, DE22 3RF	Change of use and extensions to house in multiple occupation (Sui Generis Use) to form 5 flats and 4 bedsits (Use Class C3) and erection of bicycle store and covered bin store to the rear	Refuse Planning Permission	06/08/2014
06/14/00796/PRI	Advertisement consent	Land at Traffic Street, Derby (adjacent M&S, Intu)	Display of internally illuminated freestanding double sided advertising unit	Granted Conditionally	06/08/2014
06/14/00798/PRI	Advertisement consent	Land in front of 14 Albion Street, Derby	Display of internally illuminated freestanding double sided advertising unit	Granted Conditionally	18/08/2014
06/14/00801/PRI	Advertisement consent	Land at Traffic Street, opposite Liversage Street, Derby	Display of internally illuminated freestanding double sided advertising unit	Granted Conditionally	06/08/2014
06/14/00809/PRI	Works to Trees under TPO	1 Mickleross Close, Mickleover, Derby, DE3 5JF	Crown lifting to 5.2m and crown thinning by 25% of 5 Lime trees protected by Tree Preservation Order No 8	Granted Conditionally	04/08/2014
06/14/00814/PRI	Full Planning Permission	298 Burton Road, Derby, DE23 6AD	Retention and completion of timber roof structure on top of single storey flat roofed garage	Granted Conditionally	15/08/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
06/14/00816/PRI	Full Planning Permission	196 Dale Road, Spondon, Derby, DE21 7DL	Erection of detached garage/store	Granted Conditionally	26/08/2014
06/14/00817/PRI	Certificate of Lawfulness Proposed Use	10 Eaton Avenue, Allestree, Derby, DE22 2EZ	Single storey rear extension (orangery)	Granted	12/08/2014
06/14/00823/PRI	Full Planning Permission	130 Kedleston Road, Derby, DE22 1FX	Erection of detached garage	Granted Conditionally	18/08/2014
06/14/00825/PRI	Full Planning Permission	10 Cavendish Avenue, Allestree, Derby, DE22 2AQ	Two storey side and single storey rear extension to dwelling house (w.c., utility room, garage, family space, 2 bedrooms and enlargement of kitchen)	Granted Conditionally	12/08/2014
06/14/00829/PRI	Prior Notification	Wilmot House, St. James Court, Friar Gate, Derby, DE1 1BT	Change of use of first and second floors from offices (Use Class B1) to 4 apartments (Use Class C3)	Granted Conditionally	13/08/2014
06/14/00830/PRI	Works to Trees under TPO	Trees at front of 2, Old Vicarage Close, Littleover, Derby, DE23	Felling of 2 Lime trees protected by Tree Preservation Order No 37	Refuse Planning Permission	21/08/2014
06/14/00831/PRI	Full Planning Permission	Land at rear of 29-31 Ashbourne Road, Derby, DE22	Installation of replacement 17.5m high telecommunications column, 2 equipment cabinets and ancilliary development	Granted Conditionally	12/08/2014
06/14/00832/PRI	Full Planning Permission	The Cornishman P H , Holbrook Road, Alvaston, Derby, DE24 0LX	Extension to Public House (smoking shelter)	Granted Conditionally	12/08/2014
06/14/00838/PRI	Full Planning Permission	96 Carlton Road, Derby, DE23 6HD	Erection of single storey side and two storey rear extension to dwelling house (living room, garage, wet room, 2 bedrooms and enlargement of kitchen) and installation of front bay window	Granted Conditionally	04/08/2014
06/14/00840/PRI	Full Planning Permission	20 Oaklands Avenue, Littleover, Derby, DE23 7QG	Extensions to dwelling house (kitchen, sitting/dining room, utility room, w.c. and bedroom)	Granted Conditionally	04/08/2014
06/14/00842/PRI	Prior Notification	69 South Avenue, Chellaston, Derby, DE73 1RS	Single storey rear extension (projecting beyond the rear wall of the original house by 4.1m, maximum height 3.8m, height to eaves 2.4m) to dwelling house	Approval Not required	19/08/2014
06/14/00843/PRI	Full Planning Permission	82 Derby Road, Chellaston, Derby, DE73 1RF	Single storey side extension to dwelling house	Granted Conditionally	13/08/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
06/14/00849/PRI	Full Planning Permission	Derby Women's Centre, 4 Leopold Street, Derby, DE1 2HE	Extensions and alterations to Women's Centre (playroom, lobby, w.c, office, multi purpose room and enlargement of kitchen) - amendment of previously approved planning permission Code No. DER/ 06/11/00657 to include additional first floor rear extension	Granted Conditionally	26/08/2014
06/14/00853/PRI	Full Planning Permission	15 Queensgate Drive, Chellaston, Derby, DE73 1NW	Front extension to dwelling (enlargement of study)	Refuse Planning Permission	29/08/2014
06/14/00854/PRI	Full Planning Permission	34 Colwyn Avenue, Derby, DE23 6HG	Two storey side and rear and single storey front extensions to dwelling house (study, lounge, bedroom, 2 bathrooms and porch) and formation of room in roof space together with installation of dormer	Granted Conditionally	04/08/2014
06/14/00857/PRI	Full Planning Permission	42 Colwyn Avenue, Derby, DE23 6HG	Two storey side and rear extension (store, utility room, shower room, 2 bedrooms, en-suite bathroom and enlargement of kitchen) and installation of dormer	Refuse Planning Permission	18/08/2014
06/14/00858/PRI	Advertisement consent	2 Pride Place, Pride Park, Derby, DE24 8QR	Display of internally illuminated fascia sign	Granted Conditionally	22/08/2014
06/14/00861/PRI	Full Planning Permission	1 Brookside Close, Derby, DE1 3SR	Single storey rear extension to dwelling house(playroom/guest room, utility room and shower room) and relocation of bedroom window	Granted Conditionally	18/08/2014
06/14/00863/PRI	Full Planning Permission	178 Derby Road, Spondon, Derby, DE21 7LU	Erection of shed to front of dwelling house	Granted Conditionally	04/08/2014
06/14/00867/PRI	Full Planning Permission	52 Chaddesden Park Road, Derby, DE21 6HD	Single storey rear extension to dwelling house (enlargement of kitchen/dining room)	Granted Conditionally	26/08/2014
06/14/00872/PRI	Certificate of Lawfulness Proposed Use	23 Fairbourne Drive, Mickleover, Derby, DE3 5SA	Single storey side extension to dwelling house (utility room and WC/shower room)	Granted	26/08/2014
06/14/00876/PRI	Full Planning Permission	35 Field Rise, Littleover, Derby, DE23 7DF	Single storey front and two storey side extensions to dwelling house (hall, car port, bedroom and en-suite)	Granted Conditionally	04/08/2014
06/14/00877/PRI	Prior Notification	Part of former Quarndon Electronics Ltd, Slack Lane, Derby	Change of use from offices (Use Class B1) to 10 flats (Use Class C3)	Granted Conditionally	22/08/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
06/14/00883/PRI	Full Planning Permission	61 Milton Street, Derby, DE22 3PA	Alterations and single storey rear extension (bedroom and bathroom) to dwelling house to form two flats (Use Class C3)	Granted Conditionally	29/08/2014
06/14/00884/PRI	Full Planning Permission	21-23 Friar Gate, Derby, DE1 1BX (Former Almanac PH)	Installation of replacement plant on roof and external grille and wall fan	Granted Conditionally	22/08/2014
06/14/00885/PRI	Listed Building Consent -alterations	21-23 Friar Gate, Derby, DE1 1BX (Former Almanac PH)	Internal alterations and installation of replacement plant.	Granted Conditionally	22/08/2014
06/14/00886/PRI	Full Planning Permission	7 Max Road, Chaddesden, Derby, DE21 4GY	Two storey side extension to dwelling house (garage and bedroom)	Granted Conditionally	04/08/2014
06/14/00888/PRI	Full Planning Permission	Land at side of 8 Henley Green, Derby, DE22 4JG	Erection of dwelling house	Granted Conditionally	28/08/2014
07/14/00889/PRI	Full Planning Permission	Pentagon Service Station, Chequers Road, West Meadows Industrial Estate, Derby, DE21 6EN	Erection of freestanding ATM	Granted Conditionally	12/08/2014
06/14/00893/PRI	Non-material amendment	Land at Former Tannery, Sinfyn Lane, Sinfyn, Derby, DE24	Construction and operation of Waste Treatment Facility comprising Reception and Recycling Hall; Mechanical Biological Treatment (MBT) Facility; Advanced Conversion Technology (ACT) Facility; Power Generation and Export Facility; Education and Office Accommodation; Landscaping; and Formation of Access. - Non material amendment to show the configuration of the air cooled condenser arrangements, associated infrastructure including car parking.	Granted	05/08/2014
07/14/00895/PRI	Full Planning Permission	23 Brigden Avenue, Allenton, Derby, DE24 8LH	Two storey and single storey side extensions to dwelling house (lounge, utility, bedroom, en-suite and garage)	Granted Conditionally	26/08/2014
07/14/00900/PRI	Full Planning Permission	6 Friar Gate, Derby, DE1 1BU	Change of use from Casino (Sui Generis Use) to Public House/Bar (Use Class A4)	Granted Conditionally	26/08/2014
07/14/00903/PRI	Full Planning Permission	6 Friar Gate, Derby, DE1 1BU	Change of use from Casino (Sui Generis Use) to restaurants/cafe (Use Class A3)	Granted Conditionally	26/08/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
07/14/00909/PRI	Works to Trees in a Conservation Area	The Pippens, Orchard Street, Mickleover, Derby, DE3 5DF	Reduction in height of conifer tree by 1.8m within the Mickleover Conservation Area	Raise No Objection	06/08/2014
07/14/00911/PRI	Full Planning Permission	Co-operative Store, Oakwood District Centre, Danebridge Crescent, Oakwood, DE21 2HT	Installation of refrigeration plant, condensor unit, ATM and alterations to shop front	Granted Conditionally	27/08/2014
07/14/00912/PRI	Full Planning Permission	22 Hillsway, Chellaston, Derby, DE73 1RN	Installation of dormer to the side elevation	Withdrawn Application	08/08/2014
07/14/00914/PRI	Non-material amendment	66 Penzance Road, Alvaston, Derby, DE24 0NH	Two storey side extension to dwelling house (dining room and bedroom) - non-material amendment to previously approved planning permission DER/03/14/00396 to include french doors to the northern side elevation	Granted	06/08/2014
07/14/00916/PRI	Full Planning Permission	42 Murray Road, Mickleover, Derby, DE3 5LD	Single storey front extension to dwelling house (porch) and installation of mono-pitched roof to existing front projection	Granted Conditionally	26/08/2014
07/14/00917/PRI	Full Planning Permission	5 Silverburn Drive, Oakwood, Derby, DE21 2JJ	First floor side extension to dwelling house (two bedrooms)	Granted Conditionally	28/08/2014
07/14/00919/PRI	Advertisement consent	Intu Derby Shopping Centre, Derby, DE1 2PL	Display of various signage	Granted Conditionally	28/08/2014
07/14/00923/PRI	Full Planning Permission	138 Blenheim Drive, Allestree, Derby, DE22 2GN	Two storey side and single storey front extensions to dwelling house (living/kitchen, bedroom with en-suite and porch/lobby)	Granted Conditionally	29/08/2014
07/14/00931/PRI	Full Planning Permission	5 Gema Close, Allestree, Derby, DE22 2UL	Single storey front and rear extensions to bungalow (enlargement of bedroom, orangery and covered way) and alterations and enlargement of garage to form accommodation for dependant relative	Granted Conditionally	29/08/2014
07/14/00939/PRI	Full Planning Permission	5 Park Drive, Littleover, Derby, DE23 6FY	Single storey rear extension to dwelling house (garden room)	Granted Conditionally	12/08/2014
07/14/00940/PRI	Full Planning Permission	19 Arundel Avenue, Mickleover, Derby, DE3 5BX	Two storey side and single storey rear extension to dwelling house	Granted Conditionally	28/08/2014
07/14/00941/PRI	Full Planning Permission	The Honeycombe P H, Ladybank Road, Mickleover, Derby, DE3 5QF	Installation of canopy	Granted Conditionally	18/08/2014

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Application No	Application Type	Location	Proposal	Decision	Decision Date
07/14/00943/PRI	Full Planning Permission	20 Auckland Close, Mickleover, Derby, DE3 5LH	Two storey side extension to dwelling house (kitchen/dining area, bedroom and en-suite)	Granted Conditionally	18/08/2014
07/14/00947/PRI	Full Planning Permission	6 Vicarwood Avenue, Darley Abbey, Derby, DE22 1BX	Single storey side and rear extensions to dwelling (orangery, bedroom/study, en-suite and terrace) and erection of a boundary fence	Granted Conditionally	29/08/2014
07/14/00951/PRI	Prior Notification	34 Breedon Avenue, Littleover, Derby, DE23 7LR	Single storey rear extension (projecting beyond the rear wall of the original house by 5.3m, maximum height 3.6m, height to eaves 2.4m) to dwelling house	Approval Not required	18/08/2014
07/14/00953/PRI	Prior Notification	341 Uttoxeter Road, Mickleover, Derby, DE3 5AH	Single storey rear extension (projecting beyond the rear wall of the original house by 4.5m, maximum height 3.4m, height to eaves 2.7m) to dwelling house	Approval Not required	12/08/2014
07/14/00957/PRI	Certificate of Lawfulness Proposed Use	62 Buxton Road, Chaddesden, Derby, DE21 4JL	Single storey side extension to dwelling house (garage and enlargement of kitchen)	Granted	26/08/2014
07/14/00972/PRI	Advertisement consent	Unit 2, Sinfin District Centre, Arleston Lane, Sinfin, Derby, DE24 3DS	Display of 1 internally illuminated fascia sign, 1 internally illuminated projecting sign and 1 non illuminated fascia sign	Granted Conditionally	29/08/2014
07/14/00976/PRI	Certificate of Lawfulness Proposed Use	56 Windley Crescent, Darley Abbey, Derby, DE22 1BY	Single storey side extension to dwelling	Refuse Planning Permission	29/08/2014
07/14/00977/PRI	Full Planning Permission	161 Pastures Hill, Littleover, Derby, DE23 7AZ	Single and two storey extensions to sides and rear of dwelling house (garage, garden room, dining area, kitchen, utility room, store, 2 bedrooms, en-suite, walk in wardrobe and enlargement of bedroom)	Granted Conditionally	29/08/2014
07/14/00991/PRI	Advertisement consent	845-847 Osmaston Road, Derby, DE24 9BR	Display of internally illuminated fascia and projecting signs	Granted Conditionally	28/08/2014
07/14/00992/PRI	Certificate of Lawfulness Proposed Use	20 Newland Street, Derby, DE1 1JD	Installation of window to front elevation	Granted	29/08/2014
07/14/01009/PRI	Certificate of Lawfulness Proposed Use	40 Chesterton Road, Spondon, Derby, DE21 7EN	Single storey rear extension to dwelling house (dining room)	Granted	26/08/2014

Application No	Application Type	Location	Proposal	Decision	Decision Date
07/14/01025/PRI	Advertisement consent	K F C, Foresters Park Centre, Sinfen Lane, Derby, DE23 8AG	Display of replacement illuminated pole sign	Granted Conditionally	26/08/2014
07/14/01028/PRI	Full Planning Permission	81 Jackson Avenue, Mickleover, Derby, DE3 5AU	Extensions to dwelling house (porch and enlargement of kitchen/dining room)	Granted Conditionally	29/08/2014
07/14/01030/PRI	Advertisement consent	251 Osmaston Road, Derby, DE23 8LD	Display of non-illuminated banner sign	Refuse Planning Permission	26/08/2014
07/14/01042/PRI	Advertisement consent	22 Uttoxeter Road, Mickleover, Derby, DE3 5DA	Display of internally illuminated fascia sign and internally illuminated projecting sign	Granted Conditionally	26/08/2014
07/14/01050/PRI	Prior Notification	5 Tideswell Road, Chaddesden, Derby, DE21 4LE	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.1m, height to eaves 2m) to dwelling house	Approval Not required	26/08/2014

Total Number of Delegated Decisions made during this period: 125