

**CONSERVATION AREA ADVISORY COMMITTEE**  
**Informal Notes of non-convened meeting**  
**deadline date 11.06.20**

Members: Chris Collison (Chair)  
Carole Craven, Georgian Group  
Maxwell Craven, Georgian Group.  
Joan D'Arcy, Derbyshire Archaeological Society  
Ian Goodwin, Derby Civic Society  
David Ling, Derby Civic Society  
Paul McLocklin - Chamber of Commerce  
John Sharpe, Ancient Monuments Society  
Chris Twomey, (Vice Chair) RIBA  
Cllr Mike Carr, Elected Member  
Cllr Jack Stanton, Elected Member  
Cllr Robin Wood, Elected Member

Officer Support: Chloe Oswald, Conservation Officer

Further to the email of Lindsay Stephens dated 02.06. 2020 advising "Chair/Vice Chair to send joint recommendation to CAAC Members by email following this agenda" please see below the recommendation of Chair and Vice Chair

**1. Declarations of Interest**

Chris Twomey declared an interest in the Item to be considered "Demolition of the Former Tram Shed Building, Stores Road 20/00565/DEM" and took no part in the formulation of the Committee recommendation

**2. CAAC Informal notes of non-formally convened meeting  
16.04.2020**

Recommendation of Chair and Vice Chair – That the notes of the non-formally convened meeting 16 April 2020 be approved as a true record.

**3. CAAC Items Determined since last agenda**

The Committee received an update on previous applications that had been determined since the last report.

**Recommendation of Chair and Vice Chair – That the items determined since the last meeting be noted**



#### 4. Applications not being considered following consultation with the Chair

A report of the Strategic Director of Communities and Place, detailing matters not brought before the committee for comment following consultation with the Chair, was considered.

**Recommendation of Chair and Vice Chair – That the items determined since the last meeting be noted**

#### 5. Applications to be considered

The committee received a report presented on behalf of the Strategic Director of Communities and Place on the applications requiring consideration by the Committee.

##### **Friar Gate Conservation Area**

**Application No. &** 20/00447/FUL & 20/00448/LBA

**Location:** 36-37 Friar Gate, Derby, DE1 1DA

**Proposal:** Change of use of first and second floors from residential (Use Class C3) and office (Use Class B1) to one four bedroom and one three bedroom flats in multiple occupation (Use Class C4). Alterations to include removal of doors and installation of replacement fire doors, new bathroom and kitchen units, roof repairs, subdivision works, removal of partition and enlargement of partition, re-location of radiators and boarding out of boiler and water pipes.

**Resolved: No objection subject to Officers negotiating improvements to the scheme regarding use of lime render in elevational repair, and more appropriate selection of an internal door type.**

The limited alterations to 36 Friar Gate are considered to be acceptable. Whilst there are more extensive changes proposed to 37 Friar Gate, including a new kitchen on the first floor and subdivision of the front room on the top floor, it is considered these are acceptable so long as they are implemented with care, and are reversible.

It is recommended that panelled doors, rather than standard flush doors, should be used to reflect the character and appearance of the building.

A note on the submitted drawings states an intention to apply a non-breathable acrylic render to the external elevations, although the heritage impact assessment calls for something more appropriate. It is unclear whether the existing lime-based stucco remains, or whether a modern render has been applied since. It is recommended Officers seek clarification and require a suitable repair strategy to be adopted based on lime render.



## Summary of comments added by Members of CAAC:

- I share the concerns that the frontage is to be re rendered in an artificial through coloured render and that the quite attractive arched stone lintels are to be “impregnated” with a sealant. In both instances this will be detrimental to the original fabric and lead to further deterioration of the building. The frontage needs all of the poor render removing and leaving for a period before it is re rendered using a suitable hydraulic lime mix. The internal alterations are of minimal consequence.
- This application seems to include retrospective elements; if so, we as a committee need to express our disapproval and consider our response: what had already been done and should we recommend the committee ask for re-instatement?

The Heritage Assessment is inadequate. The ringed building on Fig. 4 is Pickford's House, erected prematurely, before the 1768 Improvement Act had passed the Royal Seal (see article in current Georgian Group Newsletter), otherwise the map only tells us that the plot was vacant. Had the second edition of the map been added, it would be clear that this terrace had then been put up already (i.e. by 1701. In other words, it is a Georgian, not early Victorian Terrace.

When the GNR was built in 1876-78, the large house to the E of the terrace was removed and once the line was built, one matching house was added to the terrace, which was at the same time 'facelifted' with the insertion of Gothicising lintels to the fenestration which was simultaneously given plate glass sashes in place of paned ones. The shop-fronting seems to have begun in the 20th century.

All this information is easily available in Local Studies, including the Building Bye-law applications (from 1875) and in published works. Given this information, a more careful survey of the interiors would be essential allowing us to judge the damage done and/or likely to be done. More (and better) information is required before a decision can be made.

## Darley Abbey Conservation Area

**Application No. &** 19/00796/FUL & 19/00797/LBA

**Location:** 1 Mill Cottages, Cotton Mill Yard, Derby, DE22 1DZ

**Proposal:** Single storey side extension to dwelling house, formation of an internal opening, alterations to the kitchen layout and installation of render

**Resolved: No objection subject to Officers exploring minor adjustment in respect of detailing above the front and rear doors and use of structural glass fins.**

The proposed extension with its fully glazed walls and roof will occupy the space between the gable wall of the property and the boundary wall. It has been designed to ensure it is below the level of the boundary wall and, as a result, it will not be visible from the public realm. The proposal is reversible through removal of the transparent extension and making good the connecting doorway. It is considered the contemporary design is appropriate and maintains a very clear distinction between the existing building and the new extension.



It is recommended Officers should explore the use of structural glass fins to further minimise the structure, and also explore the possibility of simplified treatment of the transition between the proposed doors on the front and rear elevations and the shallow pitch of the roof. A shallow glass roof falling from mid-point to front and back with minimal gutter/drip would avoid the need for a 'fillet'.

## **No Conservation Area**

**Application No. &** 20/00565/DEM

**Location:** Tramway Building, Derby City Council Depot, 15 Stores Road  
Derby, DE21 4BD

**Proposal:** Demolition of former tram shed building

The Vice Chair Chris Twomey declared an interest in the Item to be considered 'Demolition of the Former Tram Shed Building, Stores Road' and took no part in the formulation of the Committee recommendation

## **Resolved: Objection**

**Reason: The total loss of a significant heritage asset has not been sufficiently justified**

The former tram shed built in 1908 is an important remaining component of the Derby Corporation Tramways era that had begun in 1904 and which shaped the nature of the development and growth of the City over three decades up to 1934.

The site wide strategic objectives document states "*In order to protect and enhance the highest value heritage assets within the site and ensure continuity of use, it will be necessary to lose the former Tram Shed building which no longer complies with the operational requirements of DCC.*" This statement has not been adequately explained nor justified.

The former Tram Shed building is an important heritage asset both in its own right but also as part of the group of adjacent buildings. The National Planning Policy Framework requires a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset. The proposed demolition is stated to be required to enable efficient continued use of the site. Retention of the building has not been adequately explored. Whilst there is mention of storage and traffic movement issues, the need for demolition of the former tram shed has not been sufficiently justified.

## **Summary of comments added by members of CAAC:**

- This is an important piece of Derby's transport history and it would be a great shame to see it removed without a more comprehensive investigation on its potential reuse. Whilst outside any conservation areas the end gables do contribute quite significantly to the street scene and also to the setting of the Aitons Building which is Listed. Perhaps more so by the marked contrast in styles of industrial architecture albeit only 26 years apart in age.
- The Council depot and the workshops are an important and picturesque group and the sub-committee which added it to the Local List in 2007 considered that, with the



tram shed it made an important Edwardian group of buildings with strong links to the Nottingham Road Conservation Area. We believe that this application should be determinedly opposed.

There has been far too much erosion of the Local List over the past decade as it is, and unless there is an over-riding reason to demolish the whole complex, the Council should be urged to seek a new viable re-use for the buildings. The depot itself is in a handsome utilitarian Arts-and-Crafts style, typical of Alexander MacPherson (who was Borough Surveyor John Ward's executant architect) and the main building with its cupola and turret clock make an attractive set piece.

Even conversion to a residential enclave would seem to be a viable re-use, railway line notwithstanding.

The tram shed would be ideal as a new store for the Museums Trust, too, which is going to need a new storage facility to concentrate their collections adequately, especially in view of the requirement for them to move out of the stores at Rowditch and Allestree Hall. Such a move would also free-up the corporation stables in Bold Lane for imaginative re-use.

The committee should object to the proposal as representing a loss of a designated heritage asset with plenty of scope for viable reuse.

- I agree entirely with the strong concerns about the loss of the Edwardian tram sheds. It seems ironic that some members and officers of the City Council will, no doubt, celebrate and promote the reopening of the Silk Mill Museum but show little concern or respect for more recent transport related industrial heritage; a rapidly diminishing and irreplaceable resource. I am sure we can all think of nationally and locally important structures that have been lost or continue to be at risk in our area but I never thought, until now, that the tram shed was threatened.
- Part of the historic value of the complex is that it offers a clear visual reminder of a mode of transport which was important in the development of Derby. Demolition would result in the total loss of significance of the tram shed and compromise part of the integrity, setting and significance of the associated locally listed buildings. I am unconvinced that the retention of the tram shed necessarily precludes all of the public benefit that might arise from development on other parts of the council's landholding but it is difficult to undertake a meaningful 'balanced judgement', as required by paragraph 197 of the NPPF, without firm proposals.

## 6. Report on recent conservation area street sign thefts

Noted with concern. The Committee is grateful for efforts made to address this issue

**Minutes End**