

Applications to be Considered

Purpose

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

Recommendation(s)

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

Reason(s)

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

Supporting information

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

Public/stakeholder engagement

- 5.1 None

Other options

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

Financial and value for money issues

- 7.1 None

Legal implications

- 8.1 None

Climate implications

- 9.1 None

Other significant implications

- 10.1 None

This report has been approved by the following people:

Role	Name	Date of sign-off
Legal		
Finance		
Service Director(s)		
Report sponsor	Paul Clarke	28/09/2021
Other(s)	Ian Woodhead	28/09/2021

Background papers:	None
List of appendices:	Appendix 1 – Development Control Applications to be Considered Report

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Item No.	Page No.	Application No.	Location	Proposal	Recommendation
1	1 - 28	20/00215/FUL	Land Adjacent to Field Lane Alvaston Derby	Erection of a school with nursery provision (Use Class D1)	To grant planning permission with conditions.
2	29 - 109	21/01312/FUL	Becketwell Development Land Macklin Street Derby	Demolition of unretained buildings and structures, renovation and alterations to retained building, erection of a performance and entertainment venue, service yard, vehicular and pedestrian access, highway infrastructure amendments, landscaping, public realm, and associated works	<p>A. To authorise the Director of Planning, Transportation and Engineering to negotiate the terms of a Section 106 Agreement to achieve the objectives set out below and to authorise the Director of Legal, Procurement and Democratic Services and Monitoring Officer to enter into such an agreement.</p> <p>B. To authorise the Director of Planning, Transportation and Engineering to grant permission upon conclusion of the above Section 106 Agreement.</p>

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Application No: 20/00215/FUL

Type: Full Planning Application

1. Application Details

- 1.1. Address:** Land off Field Lane, Alvaston
[part of the proposed Snelsmoor Grange housing development site].
- 1.2. Ward:** Boulton
- 1.3. Proposal:** Erection of a school with nursery provision (Use Class D1)
- 1.4. Further Details:**

Web-link to application:

<https://eplanning.derby.gov.uk/online-applications/plan/20/00215>

Brief description

The Application Site

The application site (measuring some 1.59ha) comprises an existing fallow field on Boulton Moor. The field is accessed from a track off the end of Field Lane, Alvaston and was formerly the site of Manor Farm, the buildings of which are now demolished. The site forms part of the wider Boulton Moor Strategic Urban Extension. The Snelsmoor Grange development site (application ref: 04/13/00351) includes 800 houses and a country park. The field is bounded by hedgerows and drainage ditches. A public footpath runs along the north boundary, linking Field Lane with Fellowlands Way. An electricity pylon line runs east-west, to the north. The nearest existing houses are in Epworth Drive, some 100m to the north.

The Proposal

The application seeks full permission for a primary school, to be funded by Section 106 contributions relating to the adjoining residential development. The proposal is for the provision of a new one and a half form of entry school including a nursery to serve the proposed new housing development and subsequent local community. The scheme will deliver a considered development intended to retain and enhance the existing character of the site, including the retention of native hedgerows and trees. The provision of a new 1.5 Form of Entry Primary School, will provide a total 354 mainstream pupil places, in addition to 20 new full time (or full-time equivalent) jobs and 16 Part time Staff.

The site layout includes the L-shaped buildings, with access and parking to the northeast. External soft play areas are shown to the northwest of the buildings and adjoining the south site boundary. The main hard play area is immediately to the south of the buildings. A small nursery play area is to the east side.

The proposed building would be a single-storey, 12 classroom building (including a nursery). It would have a Ground Floor Internal Area of some 1767 sqm and the highest roof being 8.4m. The elevational treatment is proposed to reflect a rural vernacular of the former Manor Farm, utilising metal cladding, timber and render external cladding, with deep window reveals and feature windows, to compliment the developing local vernacular of the contemporary housing estate.

The proposed layout is generally stepped back to create protected play spaces and to harness natural daylight. Building height increases towards the site entrance, with the

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main school entrance identified by a deep canopy. The proposed building is of both pitched and flat roof construction set at differing heights.

External walls would be constructed in a mixture of contrasting colour metal cladding, vertical timber cladding and light coloured render. A contrasting stone wall effect base plinth is a continuous feature that links all elevations and varying cladding types. External glazing and doors will be predominantly dark grey. Capping to flat roof parapets is intended to be of a grey aluminium with elements to match the colour of the windows and doors. Any proposed canopies will match the main building fabric in colour and finish.

The school would be accessed by vehicles from the adjacent housing development, when constructed, linking into Field Way. Dedicated pedestrian accesses for both infant and junior pupils will be available, ensuring that pupils are segregated from vehicular traffic.

Amended Information was submitted in July 2021, including a Traffic Management Plan and draft footpath plan. The red line application site boundary was extended to include all the proposed access route from Field Lane. The potential school expansion land (between the east-west public footpath and houses in Epworth Drive) was excluded from the application site. The proposed layout was amended to include a revised car parking area, with a circular route and barriered access.

The footpath plan shows links to the school site from all parts of the Snelsmoor Grange housing development and from the adjacent Fellowlands Way development.

The Traffic Management Plan (TMP) concludes:

This TMP sets out how the School will control access to the site and car park and facilitate vehicle turning at the start and end of the school day to prevent conflict on the adjacent road network.

Some minor amendments have been made to the car park access and layout to facilitate a rise and fall barrier for controlled access to the car park and make the turning area suitable for use.

As the school is situated at the western end of the planned masterplan road (extension of Field Lane) the proposals mitigate the need for school vehicles to turn within the no-through road and provide a safe means of school related traffic movement.

The Transport Assessment and Post Application Technical Note submitted previously, along with the Travel Plan, set out how the school has great potential to be accessed by walking and cycling and how this will be encouraged and facilitated through a range of initiatives. However, while the proportion of pupils being driven to and from school by vehicle will be low, the proposal to allow vehicle turning within the site at the start and end of the school day will prevent any conflicting traffic movements in the road leading up to the school premises.

The applicants have stated:

The footpaths will be finished to an appropriate standard that is required for the any pushchair and wheelchair users, where applicable there will be dropped curbs and the footpaths will be free of any raised ironworks or raised curbs.

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They will be installed and ready to provide a safe route to the school, through the ongoing construction of housing.

The exact details for the above, are also subject to a conditional agreement with the LPA as per a draft condition on Snelsmoor Grange development.

The footpath route from Fellowlands Way to the school will be through the Country Park, the details of which are only indicative at this stage and illustrated on a Landscape Framework plan (currently being updated) and in the attached DFD which accompanies the application at Snelsmoor Grange.

However, what is agreed with the LPA is that a specific condition will be included on the Snelsmoor Grange planning consent, the wording is as follows:

Prior to the new school on the application site (Snelsmoor Grange) being operational, a footpath link across the country park, linking the Fellow Lands Way development with the school, as indicated in the approved Development Framework Document (the latest draft, submitted 17 May 2019 or any later DFD as agreed by the LPA), shall be constructed in accordance with details first approved by the local planning authority, and made available to use.

2. Relevant Planning History:

04/13/00351 – Land between Field Lane, Alvaston and Snelsmoor Lane, Chellaston - Hybrid application for housing development, country park and associated infrastructure. Planning Control Committee resolved to approve in November 2019. Still awaiting final agreement of drainage/flood attenuation matters and signing of Section 106 Agreement.

3. Publicity:

- 2 Neighbour Notification Letters
- 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:

This application has attracted 2 representations from local residents. In line with the Data Protection Act and associated legislation, this appraisal does not include details, or seek to identify through repeating specific comments, the individuals who have made representations about the application. Therefore, to maintain anonymity, the relevant planning grounds of objection have only been included in broad terms. It is important to note that all comments received have been fully considered as part of the application process and included in the overall 'planning balance' exercise. The following broad objections have been raised:

- Proposal is contrary to the local plan / Green Wedge policy, to ensure green space between Alvaston and Chellaston.

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- Field Lane is already in a state of terrible disrepair.
 - Any additional use of Field Lane and parking connected with the school will cause highway danger.
 - Congestion and parking issues caused by the nearby Oakwood Infant and Junior Schools will be exacerbated.

5. Consultations:

5.1 DCC – Strategic Transportation:

Latest Comments, based on revised access arrangements

Introduction

The above application is seeking full planning permission for a primary school, the principle for a school in this location was established under outline planning App No 04/13/00351. The outline application assessed the impact of the wider the 393 pupil primary school and 180 houses proposed off of Field Lane. As a result of the analysis mitigation works to accommodate the Field Lane access have been agreed, which includes the widening and extension of Field Lane, and provision of a footway.

As such, the main issues for this application with regard to the National Planning Policy Framework (NPPF) are that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
- b) safe and suitable access to the site can be achieved for all users; and

The catchment for the school is primarily the 1,500 new houses that will be constructed as part of the Snelsmoor Grange and Boulton Moor 2 consented development sites. Further the school will also provide places for the 200 new houses at Fellow Lands Way to the west.

Opportunities to promote sustainable transport

Access and the sustainable transport links to the school are closely interlinked in this application because of the wider design principles of the masterplan, which has sort to limit car access to the school from the Snelsmoor Grange and Boulton Moor 2 sites to the south of the school.

The school is rather unique from this perspective, in that some pupils from within the likely catchment, particularly phases 1 and 3 of Snelsmoor Grange and Fellow Lands Way (see plan below) will not be able to drive through the estate to the school but rather would have a tortuous journey by either Shardlow Road or Chellaston Road. Also an extensive network of footways and cycleways will be provided within the proposed housing estate to allow these pupils to travel to school by none car modes.

Figure 1 provides an extract from the Snelsmoor Grange Masterplan, which shows the location and three phases of Snelsmoor Grange (SG), Boulton Moor 2 (BM2), the location of the school and the main shared cycleway/footway network.

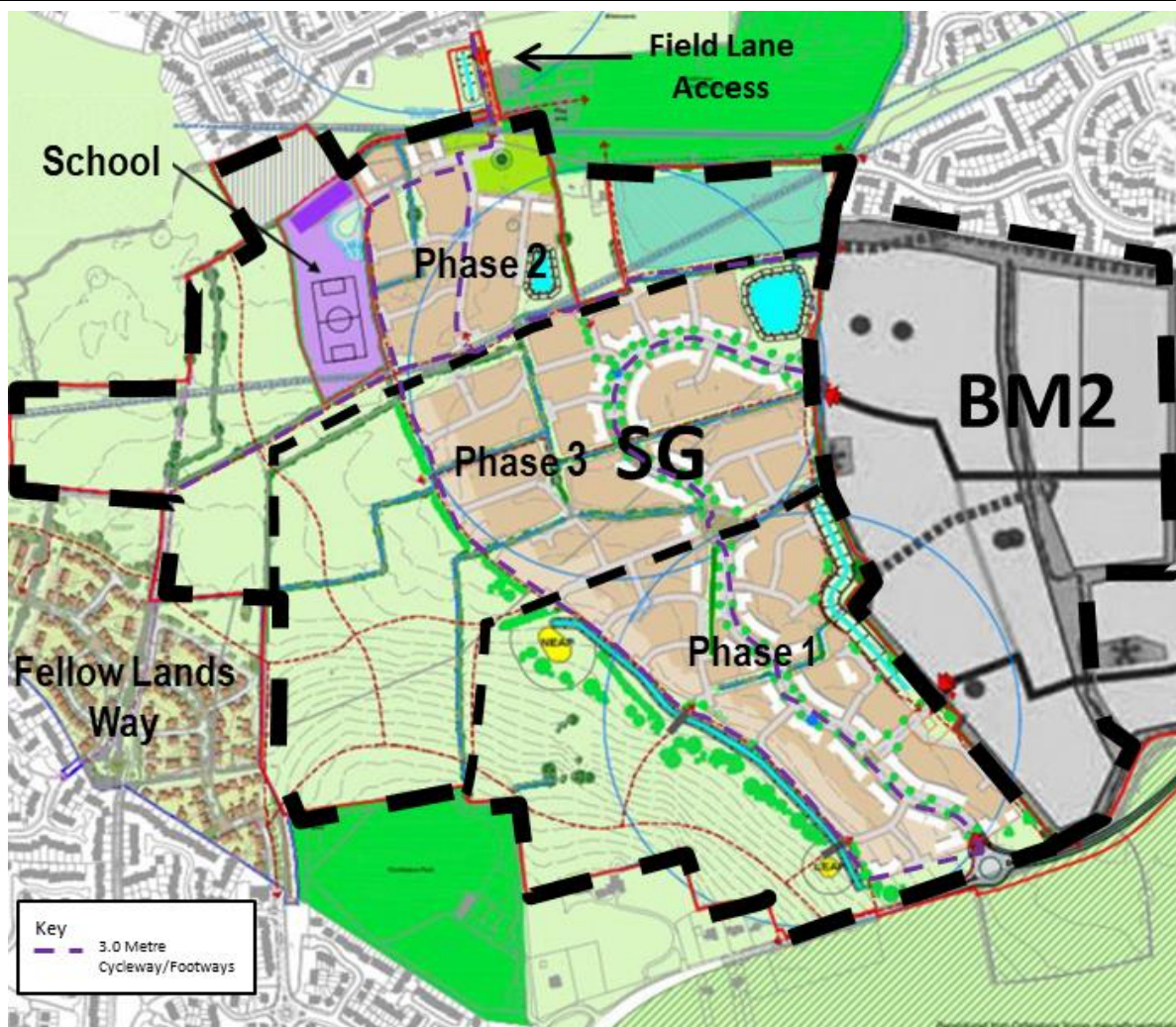


Figure 1: Snelsmoor Grange Masterplan

I understand the following condition has been agreed with Bellway, the Snelsmoor Grange house builder:

Prior to the occupation of any dwelling on any phase of the development, a scheme showing the route of a safe footpath link, from the relevant housing phase to the new school on the application site, shall be submitted to and approved by the LPA. The approved footpath link shall be implemented prior to the first occupation on that phase.

A further condition has also been agreed with the applicant that the cycleway/footway link across the Country Park will be provide before the school opens, linking Fellow Lands Way development to the school.

Framework School Travel Plan - The Framework School Travel Plan that accompanied the planning application for the school, detailed a series of aims, objectives, targets and measures for the school to achieve, in an ambition to encourage and maximise participation of staff, parents, pupils and visitors in active and sustainable modes of transport. The Framework School Travel Plan is an evolving document which will be managed on an annual basis through the form of pupil and staff travel surveys, with refined targets being applied in liaison with Derby City Council. Some of the key initiatives are below:

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1. Walking Buses and Trains to be provided by the school which will pick up children within a 1km route and will be supervised by school staff or alternatively an allocated adult. Typically there is one adult for every six children, with walking bus stops being designated within the Snelsmoor Grange masterplan development, whereby pupils will be picked up on route. Each child will receive a high visibility vest when joining the Walking Bus. The presence of a walking bus will prevent the need for parents / guardians to drive to and from the school, whilst also providing health and social benefits for pupils in the form of exercise and social interactivity;
2. Pupil and Staff Travel Information pack will be provided by the school, which will demonstrate the accessibility of the school development, and how to access the school on-foot, by bike, or by public transport from within Snelsmoor Grange and surrounding developments. The Travel information pack will place an emphasis on road safety and examine suitable crossing points and pedestrian infrastructure within the masterplan development;
3. Participating in Living Streets national events such as Walk on Wednesday, Five Day Walking Challenge, Month-Long Walking Challenge, Happy Shoesday, Walk to Work, Walk to School, Walk once a Week and Road Safety Week;
4. A pedometer challenge will be set up by the Travel Plan Co-ordinator and Travel Plan Working Group, with parents and staff encouraged to participate. Prizes will be issued based on the most steps walked in a week / month;
5. The school will engage in Bikeability Cycle Training programmes, and also balance bike training for Nursery School Pupils. Further cycle training will also be sought in liaison with Derby City Council;
6. The website of Snelsmoor Grange nursery and primary school will provide information in respect of how to access the site by sustainable modes of transport. Visual routes will be provided, demonstrating appropriate and safe walking and cycling routes to and from the site;
7. Cycle and Scooter parking is provided on-site, in line with the adopted parking standards. The current proposals include a total of 24 cycle / scooter spaces for pupils which are to be provided in the form of a mini-pod storage solution. For staff cycle parking, it is proposed to provide 4 spaces in the form of two Sheffield stands within the hardstanding plaza area in proximity to the school building entrance points. The cycle parking will be monitored by the Travel Plan Co-ordinator on a monthly basis, with additional cycle and scooter stands to be installed in accordance to demand.

Safe and Suitable Access

The Snelsmoor Grange masterplan (Drg No 500_07 Rev A) submitted as part of the outline planning application, indicatively shows the school including a substantial internal drop off/turning space. A more detailed plan that also accompanied the outline application showed the general layout of the housing for Phase 2 and a turning head and staff car park for the school (Drawing AAH5137 015).

A similar facility was provided at the Bemrose primary school on Radcliffe Drive. The original Snelsmoor Grange masterplan and school extract is shown in Figure 2 below.



Figure 2: Snelsmoor Grange Masterplan

The initial proposal submitted by the applicant did not include any provision for a parent drop off zone, or access to the school car park for parents to turn around. The lack of a turning head on the public highway is a particular problem and without the use of the car park, parents would have to make a three point turn on Field Lane. This would be compounded by the likely high level of parents parking on Field Lane to drop off or pick-up their children.

To put the demand into context, the mode share of pupils driven to primary schools in Derby is around 60%, of which around 50% share a car with a sibling. So in a school of 393 pupils this equates to around 118 vehicles. The location of the school and severance from the main housing catchment by road access will discourage parents driving children to school. However, on wet cold days or where the school drop off is part of a longer trip to work some parents will inevitably drive. Even if the car share of pupils driven to school is less, for example half that of other primary schools in Derby, it would still equate to around 59 vehicles. A school drop off would not be able to provide for all parent vehicles, but it would at least help manage the demand.

Figure 2 shows the general proposed layout of the school.

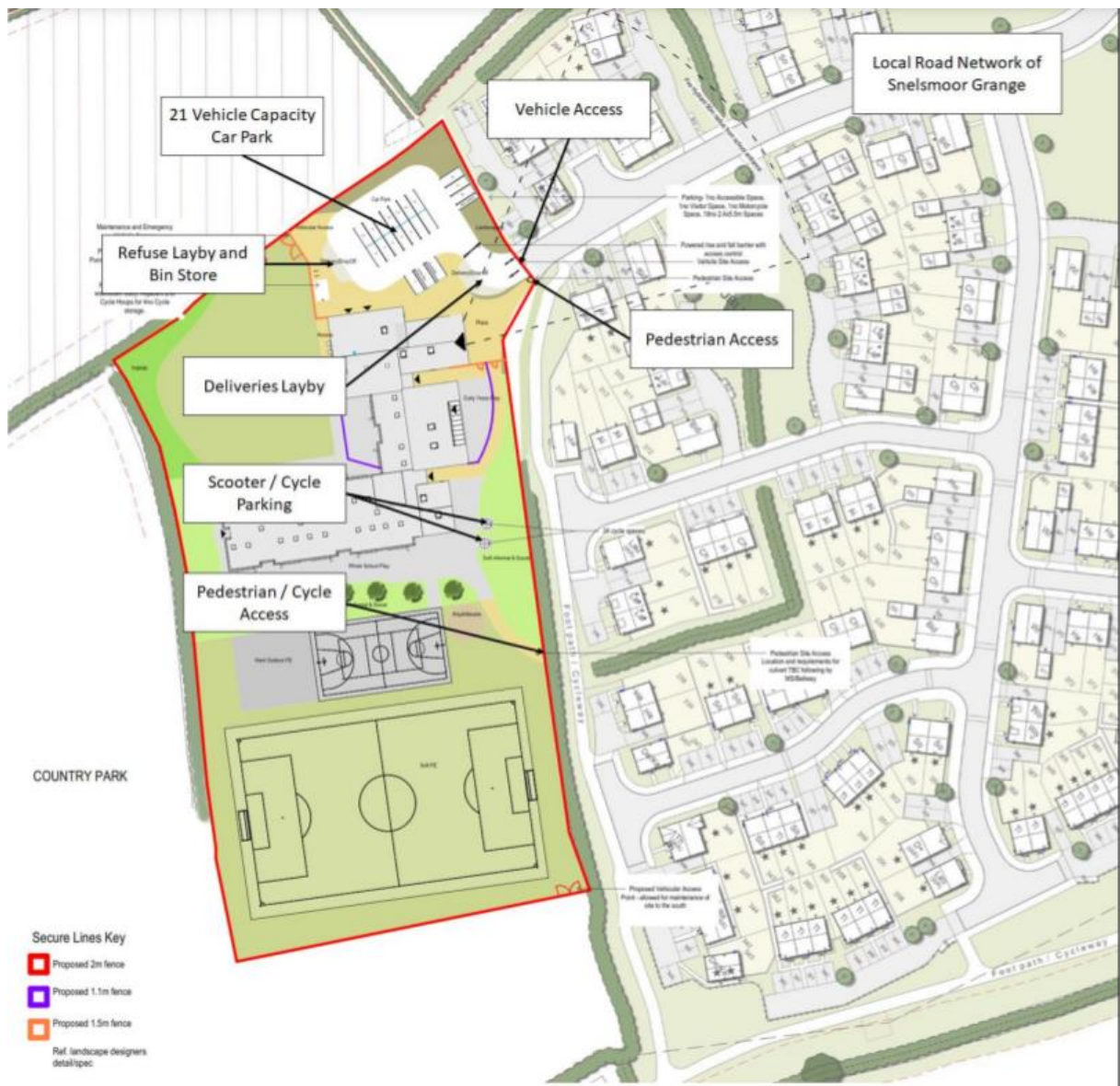


Figure 2: Proposed School Layout Plan

This change in the design of the school was raised with the applicants, who have set out their position in a Transport Technical Note (Addendum to Transport Assessment) for Snelsmoor Grange Primary School. The report is split into a number of sections which I will precis below:

The report provide detail justification about why there is no vehicle / pupil pick up and drop off facility at the School, they suggest:

The school is well located to be accessed by non-car modes;

- Providing a pickup and drop off facility would contradict the sustainable transport aims of the Derby LTP3 i.e. tackling climate change and promoting travel by non-car modes;

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- As a mitigation, the School will implement 'Walking Buses'. These are supervised walking routes with pick up points within 1km of the school so that parents do not have to bring their children to the school site;
 - A pupil pick up and drop off facility provided within the site would encompass a significant amount of hard standing area to be effective;
 - As is typical with primary school developments, pupils are not 'dropped off', with parents of pupils required to park and then walk pupils to the school playground or building;
 - The provision of a pupil pick up and drop off would have a negative effect on air quality for pupils,

The technical note goes on to say that the applicant proposes to manage school parking using the following techniques:

- Letters will be sent out to parents (or via email) to show the walking and cycling routes, information about Walking Buses and also to advise of parking etiquette such as not blocking residential driveways, not parking on pavements, turning safely in the road. Parents will be advised to park and walk from Field Lane and not to park adjacent to the school gates.
- A campaign to create a 'Safe Zone' in front of the school (i.e. free of parked cars).
- Staff will supervise the entrance to the school. Junior Road Safety Officers can also join staff and issue 'fake parking tickets' to vehicles that are not parked in a safe manner near the school. This will also include the road leading up to the school and also the cul-de-sac that is located to the south of the school entrance.
- The School will discuss the opportunity to implement 'School Streets' or Play Streets' where the immediate roadway leading up to the school is closed at school start and finish times (except access for residents emergency vehicles etc). This can be investigated and implemented when the school is at or near its capacity.

All of the above will be drawn together in a school Travel Plan, which was outlined in the last section of this report.

The applicant has subsequently agreed to allow parents to use the staff car park as a turning head. As such, the applicant has submitted a Traffic Management Plan that sets this out and the drawing below shows a slightly revised car park layout. The layout includes 20 spaces for staff and visitors, which meets Derby's parking standards for Primary Schools. The standards, which are for guidance only, recommend 1 space for 2 staff normally on duty and one space for visitors. The school will employ 20 full time staff and 16 part time staff. We know from travel surveys from other schools in the city that staff mode share by car is around 80%, and that part time support staff like cleaners and lunch monitors will not be on site for long periods.

A condition will need to be agreed that defines the operating time and opening of the gates to allow parents to use the car park as a turning circle. Further, staff parking will need to be managed so that it does not obstruct this operation.



Figure 3: Proposed Access and Car Park Layout

It seems that in developing the design for the school that a number of other constraints have emerged, which have limited the land available to provide a turning circle and parent drop off zone. These include flood risk land that can't be developed. A public footpath across the original application area that for safeguarding reasons can't be included within the site and further limits the layout of school. Finally, design criteria from the DfE that has to be met and defines the footprint of the buildings and site.

Conclusion - In planning and sustainable travel terms, the school and its integration with the proposed housing development, severance by road to the main pupil catchment, and travel plan are very comprehensive. However, even if the car share of pupils driven to school is less, for example half that of other primary schools in Derby, it would still equate to around 59 vehicles. A school drop off would not be able to provide for all parent vehicles, but it would at least help manage the demand. As such, there will be times when the cul-de-sac will be congested. This is perhaps no different to many residential areas that are located near a school. Indeed, this is a problem that perhaps only exists for 20 minutes either side of the school day.

However, it is clear that the masterplan for Snelsmoor Grange showed a turning circle, parking and drop off area, and consequently it was on that basis that outline planning permission was given.

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In the detailed design of the school the applicant has not been able to provide the turning circle and drop off area. The applicant has agreed to use the staff car park as a turning circle for parents and it seems this is the best that can be achieved within the constraints of the site. As such, from a Highways perspective the proposal is considered to be acceptable with the following conditions.

Suggested conditions and Notes

1. Construction of the school shall not commence until:
 - a. a suitable access to the public highway has been provided in accordance with details to be submit to and approved in writing by the LPA.
 - b. The layout and alignment of the internal access road car park been provided in accordance with details to be submit to and approved in writing by the LPA, and shown for indicative purposes on Drawing TBK012 as submitted with the Traffic Management Plan. These details need to include details of how the school access fits with the design of access road and in particular the Inter visibility between drivers emerging from the school car park and a driver on the driveway to plot 230 of the Snelsmoor Grange housing development off Field Lane.
2. The school shall not become operational unless or until:
 - a. The details of framework travel plan have been agreed with the LPA and the plan and all proposed measures are operational;
 - b. All parking, servicing and access within the school are in place and are hard surfaced, lit and drained to the satisfaction of the LPA;
 - c. A footpath link across the country park, linking the Fellow Lands Way development with the school, as indicated in the approved Development Framework Document, shall be constructed in accordance with details first approved by the local planning authority, and made available to use.
 - d. The car park is made available, for perpetuity, as a turning circle for parents at the beginning and end of the school day, as set out in the Traffic Management Plan submitted with this application. The final details of the timings to be submit to and approved in writing by the LPA.

Further Notes

The building the school is dependent upon a third party providing a suitable access through the Snelsmoor Grange application. As such, Further a condition will need to be agreed with Bellway to secures the phasing of the house building such that it does not conflict with parents taking and collecting their children from school. I suggest Field Lane should be complete before the school opens and ideally any dwelling which cannot be built off side roads should also be in place. We will have to consider conditions to control only building the remainder of the site when the school is open and times when construction can proceed. However, none of this is in the gift of this application. If we cannot secure these points, there is a risk that house building in close proximity to the school entrance could be taking place when parents are trying to walk their children to school. At worst it may be difficult to make it safe, but parents taking their children to school could also find their routes to school muddy dependent

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upon the time of year. In the event that the sustainable proposals do not work there could be conflict between parents and builders/residents in such a tight space at the end of the cul-de-sac.

5.2 DCC – Highways Development Control

Initial Comments (other than matters covered by Strategic Transportation above)

Inter visibility will need to be provided between drivers emerging from the school car park and a driver on the driveway to plot 751. This can be conditioned on this application.

Further Comments (following receipt of amended plans)

No comments received.

5.3 DCC – Land Drainage

Latest Comments

As and in addition to previous comments made on 13/03/2020 and the 20/08/2021;

This application follows many phases of drainage and flood risk assessments, the latest of which being the JBA Consulting Hydraulic Modelling Study and Groundwater Study. Cumulatively, these have identified this site as at high flood risk from multiple sources, including fluvial flooding (Thulston Brook and other tributaries) surface water flooding, groundwater flooding and a combination of the three.

This has resulted in the wider site, including this school site, being raised on a plateau above flood risk, alongside the construction of a number of floodplain storage areas to balance out the loss of floodplain as a result of ground-raising.

The Schools drainage is not included within the wider site's drainage and as such the proposed connections into the road at S112 is not available. Equally the Applicant will need to consider and demonstrate the acceptability of their arrangements for foul drainage.

The submitted flood risk assessment sets out these details in relation to the school site. Consequently, we can accept this development proposal only with the following conditions imposed:

1. Finished floor levels of the habitable building associated with the hereby approved primary school shall be set at or above the highest of the following values:
 - 600mm above the 100-year with (+30%) climate change fluvial flood levels;
 - 150mm above the highest surrounding proposed ground levels.

Associated flood levels shall be determined with reference to the JBA Consulting Hydraulic Modelling Study 2019, or any subsequent updated information, should it become available prior to construction.

Reason: To enable the school to be operation in all events up to and including the 1 in 100 year plus climate change flood event and to ensure the development is safe for occupants. This is in relation to Paragraph 163 of the NPPF and Core Policy CP2.

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2. The development plateau forming the external functional areas of the hereby approved primary school shall be set at or above the highest of the following values:

- 300mm above the 100-year with (+30%) climate change fluvial flood levels;
- 300mm above the 100-year with (+40%) climate change surface water flood levels;

Associated flood levels shall be determined with reference to the JBA Consulting Hydraulic Modelling Study 2019, or any subsequent updated information, should it become available prior to construction.

Reason: To enable the school to be operation in all events up to and including the 1 in 100 year plus climate change flood event and to ensure the development is safe for occupants. This is in relation to Paragraph 163 of the NPPF and Core Policy CP2.

3. No development shall take place until a surface water drainage scheme has been submitted and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development. The scheme shall include, as far as reasonably practicable:-

- A sustainable drainage solution, including engineering details, drawings, cross sections and computations.
- Proposals to comply with the recommendations of the Non-statutory technical standards for sustainable drainage systems (March 2015) and The SuDS Manual (CIRIA C753),
- Restriction of surface water runoff from the whole site to maximum 6.9 litres per second,
- Provision of appropriate levels of surface water treatment defined in Chapter 26 of The SuDS Manual (Ciria C753) or similar approved.
- Appropriate ability to maintain the system in a safe and practical manner and a securely funded maintenance arrangement for the life of the development.
- Confirmation from the adjoin development that the wider drainage system can accommodate the proposed discharge rate.
- Demonstration by way of index approach or other suitable assessment that the that the quality of surface water at the point of discharge is of appropriate quality. The approved drainage infrastructure is to be maintained for the lifetime of the development to ensure that the required drainage standard and water quality is maintained.
- Details of the required schedule of inspection and maintenance to ensure the functioning of the designed drainage system.

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Reason: To comply with the NPPF, Planning Practice Guidance for Flood Risk and Coastal Change and Core Policy CP2. In order to minimise the likelihood of drainage system exceedance and consequent flood risk off site and to ensure reasonable provision for drainage maintenance is given in the development.

It is possible that to achieve the required drainage standard for treatment of surface water runoff and prevent contaminants being passed downstream it will be necessary to reduce the proposed discharge rate and provide additional SuDS components to protect surface water discharge quality from contamination.

The use of SuDS components such as permeable paving, rain gardens, tree pit drainage or proprietary devices, in various combinations is likely to help achieve a satisfactory proposal.

5.4 DCC – Environmental Protection

Contaminated Land Comments:

I can confirm that a review of the following documents has been undertaken:

- HSP Consulting Engineers Ltd: Phase I Geo-Environmental Desk Study Report C3164-Proposed Primary School Snelsmore Grange, Derby, December 2019.
- HSP Consulting Engineers Ltd: Phase II Geo-Environmental Assessment Report C3164-Snelsmore Grange, Derby-Rev A January 2020.
- Email from Laura Jones HSP Consulting 26.3.2020.

Conclusion

1. The Email from Laura Jones of HSP Consulting seeks to clarify acceptable sampling to check for farm sourced chemicals. This is an acceptable explanation, and I am satisfied with the clarification.
2. I have also reviewed the reports noted above relating to this development and I am satisfied that all issues have been addressed.
3. As a precaution due to the extremely sensitive end use of this site I am making one conservative condition recommendation.

Ground Contamination

Recommended Condition: The proposed use of this site has been identified as being particularly vulnerable if land contamination is present. No potential on-site sources of contamination have been identified by the supplied contaminated land reports relating to this application. Conditions requiring contamination assessments to be submitted are therefore not required on this occasion.

However, should any discoloured or odorous soils be encountered during development works or should any hazardous materials or significant quantities of made ground be found, then all development works should be stopped, the Local Planning Authority contacted and a scheme to investigate the risks and / or the adoption of any required remedial measures be submitted to, agreed and approved in writing by the Local Planning Authority prior to the recommencement of development works.

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Following the completion of development works and prior to the first occupation of the site, sufficient information must be submitted to demonstrate that any required remedial measures were satisfactorily implemented or confirmation provided that no unexpected contamination was encountered. A letter to note no further contamination was discovered would be an alternative to satisfy this condition.

Reason: It is the responsibility of the developer to ensure the safe development of the site and to carry out any appropriate land contamination investigation and remediation works. The condition is to ensure the risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

Noise Nuisance Comments:

The following documents have been submitted in support of the above Application.

- dBx acoustics Noise Impact Assessment Snelsmoor Grange School, Derby Report No. 19085 Snelsmoor Grange School R01 dated 7 November 2019.
- The Design and Access Statement has been used to provide further details of the proposed development.
- Previously submitted documents have also been reviewed to provide further context and background - RPS Acoustic Design Statement Snelsmoor Grange Report JAE9254-REPT-01-R0 dated 09 February 2018.

Intro and Site Description

The report conclusion is consistent with the assessment that the site would be suitable for a school made in the RPS Acoustic Design Statement, which considered the school alongside the residential development.

Conclusion

The noise report submitted is considered sufficient to determine that this site is suitable for the proposed development as a school from a noise perspective. The criterion for minimising adverse effects from building services on residential properties of a rating level of 'background-5 dB' using the BS4142 methodology is considered acceptable, tending towards precautionary in this context.

Recommendation

It is recommended that no objection be made to the Application on noise grounds without Condition.

5.5 Environment Agency

The development is situated in flood zone 1 with parts of the site situated in flood zone 2. From a flood risk perspective, the development falls within our flood risk standing advice (FRSA) which can be found on the Flood risk assessment: standing advice pages of the gov.uk website. It is for the Local Planning Authority to ensure planning submissions adhere to this advice. There are no other environmental constraints

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associated with the application site which fall within the remit of the Environment Agency.

5.6 DCC – Tree Officer

Observations:

The proposed removal of the small section of hedge for the pedestrian path is acceptable. In this instance there would be no requirement for the short section of path to be of non-dig construction type. However severed roots must be cut with clean saw or bypass secateurs.

I have no objection to the proposed development subject to conditions to protect the hedgerows in accordance with BS3857 and the implementation of the proposed tree planting. Further details are required regarding the tree species and size of stock (this can be conditioned).

I suggest the CEZ's are formed to also protect the soil structure of the proposed hedgerow grass mix areas and the proposed 6 native tree locations (south of the proposed school block). To this end it must be conditioned that a tree protection plan is submitted and approved prior to site works.

5.7 DCC – Rights of Way Officer

The main vehicular and cycling/pedestrian accesses to the school are proposed to be on its north east side.

A section of the public footpath (Chellaston no. 6 & Alvaston no. 13) which runs from Back Lane in a northerly direction to Field Lane, however, passes by the northern side of the school. The footpath will form part of the path network around the school and provide an important off-road route from Back Lane to Field Lane. I'd like, therefore, to see the surface of all or part of this path upgraded as part of the overall masterplan if that hasn't already been stated.

The proposed path network which forms part of the Snelsmoor Grange development will provide the primary off-road access to the school and is composed of cycle paths and footpaths. It looks to offer good access and is well connected to the existing path network, so this is welcomed. I'd like to make sure that appropriate directional signage (particularly for pedestrians) is included as this is one of the biggest criticisms we get about paths these days.

Please note that I've had a request (not an application) from British Horse Society reps to upgrade the Back Lane-Field Lane public footpath to a bridleway and also allow horse riding on some of the other paths. I've requested evidence to justify this use.

5.8 Derbyshire Wildlife Trust

The application seeks permission for the erection of a new primary school with nursery provision. The site was earmarked for a school as part of the Snelsmoor Grange development under application reference 04/13/00351.

An Extended Phase 1 Habitat Survey report prepared by Fpcr dated February 2018 is submitted with the application. The report was produced as part of the development of the wider site. During the update surveys carried out during February 2017 and

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January 2018 the site was identified to comprise arable land with native hedgerows on the boundaries and a wet ditch. No buildings or structures remain on the site. Although no information on the current ecological value of the site has been provided and we are satisfied that it is unlikely that any substantive nature conservation interest will have developed on the site since the earlier surveys. From the submitted plans it is understood that the existing hedgerows will be retained apart from the removal of a small section to enable access. This is welcomed and advise that a condition is attached to secure the protection of the hedgerows during any site preparation and construction works;

“No development, including preparatory works, shall commence until protective fences have been erected around all hedgerows shown to be retained on the approved plans. Such fencing shall conform to best practice as set out in British Standard 5837:2012 and ensure that no vehicles can access, and no storage of materials or equipment can take place within, the root protection areas. The fences shall be retained in situ during the course of ground and construction works, with the protected areas kept clear of any building materials, plant, debris and trenching, and with existing ground levels maintained; and there shall be no entry to those areas except for approved or landscape works.”

We note and welcome the provision of habitat areas together with the creation of wildflower grassland and new tree planting as shown on the submitted Soft Landscape Plans. Provided the development is carried out in accordance with the submitted Landscape Plans the scheme should provide a welcome overall net gain for biodiversity in accordance with policy CP19 of the Derby City Local Plan Part 1.

5.9 Derbyshire County Archaeologist

Initial Comments

The site forms part of the wider housing site ‘Land north of Snelsmoor Lane, Chellaston’, granted outline consent under DER/14/13/00351.

The outline site is subject to archaeological conditions requiring trial trench evaluation in the first instance, with further work to mitigate impacts where significant archaeological remains are encountered. The current site is a relatively small area lying SW of the southern end of Field Lane, and adjacent to a larger phase of the housing development. This area has just been subject to archaeological evaluation (University of Leicester Archaeological Services). Although the report on this work is not yet available, I have visited the site and have been given a summary of results by the excavators. A group of trenches was excavated in the area of the proposed school, with negative findings.

I therefore recommend that there is no need for further archaeological response in relation to the current application.

Revised Comments

The current application is part of a much wider scheme which has involved extensive archaeological investigation including geophysical survey, trial trenching and excavations.

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There is a comment from Steve Baker, dating from March 2020 in relation to this application, in which he advises 'This area has just been subject to archaeological evaluation (University of Leicester Archaeological Services). Although the report on this work is not yet available, I have visited the site and have been given a summary of results by the excavators. A group of trenches was excavated in the area of the proposed school, with negative findings. I therefore recommend that there is no need for further archaeological response in relation to the current application.

At this point the only archaeological information in support of the application is an archaeological desk-based assessment which appears to have been produced in 2013. Given that the site has been archaeologically evaluated I would ask that the applicants request their archaeological consultants to supply a brief interim report on the work that has occurred to date on this site. This will confirm that the applicants have demonstrated an understanding of the significance of any heritage assets which might be affected by the scheme in line with NPPF para 194 (new numbers). The very out of date desk-based assessment submitted is not adequate in this respect given that this is a stand-alone application.

5. Relevant Policies:

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

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

- CP1(a) Presumption in favour of Sustainable Development
- CP1(b) Placemaking Principles for Cross Boundary Growth
- CP2 Climate Change
- CP3 Placemaking Principles
- CP4 Character and Context
- CP16 Green Infrastructure
- CP19 Biodiversity
- CP21 Community Facilities
- CP23 Delivering a Sustainable Transport Network
- AC23 Boulton Moor
- MH1 Making it Happen

Saved CDLPR Policies

- GD5 Amenity
- E13 Contaminated Land
- E17 Landscaping Schemes
- E24 Community safety
- E25 Building Security Measures
- E30 Safeguarded Areas around Aerodromes
- T10 Access for Disabled People

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

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http://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/policiesandguidance/planning/Core_Strategy_ADOPTED_DEC_2016_V3_WEB.pdf

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

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

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

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

6. Officer Opinion:

Key Issues:

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

7.1 Principle of the Development

7.2 Highways / Access / Parking

7.3 Design/appearance

7.4 Flood Risk

7.5 Technical Amenities

7.6 Residential Amenities

7.7 Biodiversity

7.8 Heritage

7.9 Conclusion

7.1 Principle of the Development

The majority of the application site is located within the Alvaston/Chellaston (Boulton Moor) Green Wedge while a small proportion to the north of the site is covered by the Boulton Moor housing allocation. Consequently, the primary focus of this consult will focus on Policies CP18 and AC23.

The Council recognises that community facilities are essential in creating thriving communities and Policy CP21 sets out the Council's aspirations. Given the quantum of development occurring around Boulton Moor and the need to provide new facilities, this application is welcomed.

Through the preparation of the Derby City Local Plan Part 1 (DCLP1), the Council identified land at Boulton Moor which would deliver, along with land with South Derbyshire, a cross-boundary allocation. Policy AC23 was informed by the Council's Green Wedge Review and allocated land on the periphery of the wedge; this

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designation was considered to be the most suitable solution which would deliver two strategic housing sites whilst retaining the form and function of the wedge itself. The Council considered that all built development would fall within the allocation and this aspiration was reflected in the masterplan submitted as part of the outline application (04/13/00351) with the supporting text stating that the school would be situated on land occupied by Moor Farm. However, the current application shows that the school building is located outside of the designated area, in the Green Wedge which is in conflict with Policy CP18.

The applicant has submitted a written response which seeks to address the issues raised.

It was always envisaged that the school would be located within the developable area shown in Policy AC23 and this aspiration was reflected in the Masterplan submitted with the outline application. Given that this was a deviation from the Council's objective, clarification was provided by the applicants to justify the alternative location of the school building in this application. In response the applicant highlighted a number of factors which necessitated moving the school away from the intended location into the Green Wedge; factors which include the amount of land required to accommodate the building, potential land contamination, the proximity of a Public Right of Way and the risk of flooding. Whilst all the issues provided by the applicant are all important, it is recognised that the limited space available to accommodate the school on the original site is a significant factor in moving the building into the wedge and justifies moving the building south to its proposed location. The Design and Access Statement also shows that, by moving the building south allows safe access and egress, maximises natural light and passive heating/cooling and ensuring that the building positive responds to the topography of the site.

It is apparent that, based on the evidence provided, moving the school building into the Green Wedge is a logical solution. However, there remain concerns over the appropriateness of the use in a Green Wedge. Policy CP18, criterion (a) lists all of the uses that the Council considered to be acceptable, and my initial thought are that while small-scale development associated with existing educational establishments was acceptable, the construction of a new school was contrary to policy. However, the applicant pointed towards criterion (a2) which stated that a community use is considered to be acceptable under the policy. Policy CP21 contains a list of the uses which are considered to be a community use and an educational use falls within this category. Therefore, in policy terms it is considered that the construction of the school is acceptable in the Green Wedge.

Given that the principle of development has been determined, further consideration should be given to Criterion b) which states that the Council will ensure that development does not endanger the open and undeveloped character of the Wedge, its links and green infrastructure value; taking into account scale, siting, design, materials and landscape treatment and would not lead to an excessive increase in numbers of people, traffic or noise. Taking this criterion into consideration, the proposed school is situated on the periphery of the wedge and the proposed building lies close to a number of new residential properties therefore it is considered that it will not have a detrimental impact on the openness of the wedge.

Further consideration must also be given to last part of the criteria which states that development will not lead to an excessive increase in the numbers of people, traffic or noise. Given the nature of the development it can be assumed that the implementation of the development would result in an increase of people and traffic, both of which are contrary to Policy CP18. In this instance, a more pragmatic approach should be taken. It is acknowledged that there is some conflict with CP18, Criterion (b). However, there is a need to provide a school for the new residential development in a sustainable location which outweighs the adverse impacts.

Finally, CP18, criterion (j) states that the Council will ensure that development in or adjacent to a Green Wedge provides opportunities to improve the remaining Green Wedge. The applicant has highlighted that the master planning of the site includes a forest school, outdoor classrooms and natural habitat areas. Whilst it is recognised that these are all located within the school grounds, the proposals are welcomed as they help to integrate the school within the landscape and provide an element of biodiversity net gain.

Based on the additional information provided by the applicant, it is concluded that locating the school building in the Green Wedge is the only logical solution. The construction of a school building is acceptable in a Green Wedge, however it should be recognised that there is some conflict as, by its nature, the school will lead to an increase in people and traffic, but this has to be balanced against the benefits the new school will bring to the local community. Locating the building on the periphery of the wedge will not have a detrimental impact on its openness. Finally, while not providing improvements to the wedge itself, the landscaping proposals which include formation of new habitats within the site are welcomed.

Of overarching importance is the need to provide a school for the adjoining housing development in a sustainable location. It is considered that the benefits of both the school and the housing delivery would outweigh the potential harmful impact on the Green Wedge. Consequently, it is considered that there are no over-riding planning policy objections and that the proposed school is acceptable in principle.

7.2 Access/parking

The submitted transport assessment considers the impact of the proposed development in relation to the wider Snelsmoor Lane masterplan, which was considered by Planning Control Committee in November 2019. The location of the school provides strong opportunities to promote access by sustainable means. The residential development will provide a network of paths and accesses along key desire lines through the site. The catchment of the school is confined to the new residential developments of Snelsmoor Grange, Fellow Lands Way and Boulton Moor Phase 2. This reduced catchment area, with the addition of the pedestrian-only link from the southern end of the Snelsmoor development, will deter access to the development by car and promote localised walking and cycling. Other mitigation measures have been identified, including the widening and extension of Field Lane and works to improve the junction of Field Lane and Shardlow Road.

The submitted Travel Plan includes measures to promote and facilitate walking, cycling, public transport use and car sharing. A Travel Information Pack will be distributed to all parents / guardians and staff at the school once operational. This pack

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will include travel information for the main modes of sustainable transport to the site. Other general initiatives include the distribution of a Travel Awareness Pack, the display of a Travel Plan Noticeboard, working groups and junior travel ambassadors.

Amended Information was submitted in July 2021, including a Traffic Management Plan and draft footpath plan. The proposed layout was amended to include a revised car parking area, with turning and barriered access. The footpath plan shows clear links to the school site from all parts of the Snelsmoor Grange housing development and from the adjacent Fellowlands Way development.

The Traffic Management Plan sets out how the School will control access to the site and car park and facilitate vehicle turning at the start and end of the school day to prevent conflict on the adjacent road network. Some minor amendments have been made to the car park access and layout to facilitate a rise and fall barrier for controlled access to the car park and make the turning area suitable for use.

As the school is situated at the western end of the planned masterplan road (extension of Field Lane) the proposals mitigate the need for school vehicles to turn within the no-through road and provide a safe means of school related traffic movement.

The Transport Assessment and Post Application Technical Note submitted previously, along with the Travel Plan, set out how the school has great potential to be accessed by walking and cycling and how this will be encouraged and facilitated through a range of initiatives. However, while the proportion of pupils being driven to and from school by vehicle will be low, the proposal to allow vehicle turning within the site at the start and end of the school day will prevent any conflicting traffic movements in the road leading up to the school premises.

The thrust of the sustainable travel approach is that although a limited car turning facility will be provided within the school grounds, parents will not be encouraged to drop their children off outside the school, rather use a series of footpaths and cycleways through the Snelsmoor Grange and Fellowlands Way housing developments. Suitable conditions will be imposed on the main housing development permission (ref: 13/00351) to ensure that a safe footpath link to the school from each housing phase, and across the County Park, are in place prior to the opening of the school. Further conditions are to be imposed on the housing permission to ensure that there is no conflict between construction traffic (using the access from Field Lane) and routes to be used by school children.

Highways Officers initially expressed concern that the development Masterplan, as submitted as part of the outline housing application, included a turning circle within the school curtilage and showed that as the principle means of the access to the school. The original scheme excludes this proposal. However, the latest amendments include a limited turning facility and increased staff parking.

The Transportation Officer concludes that, in planning and sustainable travel terms, the school and its integration with the proposed housing development, severance by road to the main pupil catchment, and travel plan are very comprehensive. However, even if the car share of pupils driven to school is less, for example half that of other primary schools in Derby, it would still equate to around 59 vehicles. A school drop-off would not be able to provide for all parent vehicles, but it would at least help manage the demand. As such, there will be times when the cul-de-sac will be congested. This

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is perhaps no different to many residential areas that are located near a school. Indeed, this is a problem that perhaps only exists for 20 minutes either side of the school day.

However, it is clear that the masterplan for Snelsmoor Grange showed a turning circle, parking and drop off area, and consequently it was on that basis that outline planning permission was given.

In the detailed design of the school the applicant has not been able to provide the turning circle and drop off area. The applicant has agreed to use the staff car park as a turning circle for parents and it seems this is the best that can be achieved within the constraints of the site. As such, from a Highways perspective the proposal is considered to be acceptable with the imposition of appropriate conditions.

In taking a balanced view, it is considered that the sustainable travel approach should be encouraged and that suitable conditions imposed on both this application and on the wider housing development permission (including the implementation and monitoring of the Travel Plan, provision of safe footpath and cycleway links to the school and addressing conflict with construction activity and traffic) should adequately ensure that the preferred sustainable approach is achievable.

7.3 Design/Appearance

The proposed building would be a single-storey building. The proposed elevational treatment reflects the rural vernacular of the former Manor Farm, utilising metal and timber cladding, render and a stonework plinth. The proposed contemporary aspects of the design would also compliment the proposed adjoining housing estate.

The Design & Access Statement confirms that the scheme's massing and sense of enclosure has been developed with consideration to the historic land use as farmland. A distinctively agricultural aesthetic provides a tangible link to the previous Manor Farm, intended to create a landmark educational building within the network of new streets and community spaces. The rooflines and building heights have been carefully selected to provide excellent internal learning environments while minimising interruption to the rural landscape that surrounds the site.

The proposed design and appearance will result in a landmark structure, juxtaposed between the proposed country park and the new housing development. The buildings would have a good degree of separation from the nearest dwellings and the relatively low roofs will ensure that the school does not visually dominate the surrounding area. The detailed materials and colours will add an innovative contemporary feel to the school. It is considered that the proposed design and appearance of the building is therefore acceptable in this context.

7.4 Flood risk

This application follows many phases of drainage and flood risk assessments (FRA), which have resulted in the wider site, including this school site, being raised on a plateau above the flood risk level, alongside the construction of a number of floodplain storage areas to balance out the loss of floodplain as a result of ground-raising. The submitted FRA sets out these details in relation to the school site. The Council's Land Drainage officers accept this development proposal subject to the recommended

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conditions relating to finished floor and ground levels and an agreed surface water drainage scheme for the development.

7.5 Technical amenities

Environmental Protection raise no objections to the development in regard to noise impacts and contaminated land. Appropriate conditions are recommended.

7.6 Residential Amenities

The nearest existing houses in Epworth Drive are some 100m to the north, separated by a footpath and another field. The nearest new house (as part of the Snelsmoor Grange development) will be approx. 10m from the east site boundary. All new houses will be separated by a road, drive or cycleway. The school layout has been designed to ensure that the noisiest play areas are located away from the east site boundary and therefore from the nearest new dwellings. The prospective developers of the new housing have not raised any objections to the siting or layout of the school. It is therefore considered that the proposed school will not have an overriding adverse impact on any residential amenities of nearby properties.

7.7 Biodiversity

DWT raise no objections to the development and are satisfied that it is unlikely that the site benefits from any substantive nature conservation interest. The proposed scheme aims to retain the boundary hedgerows and a suitable condition is recommended to protect the existing hedgerows during construction.

7.8 Heritage

The County Archaeologist has recommended that there is a need for a further interim archaeological report in relation to the current application. This is recommended by way of condition.

7.9 Conclusion

The proposed site is on the periphery of the Green Wedge and the proposed school building lies close to a number of new residential properties; therefore the proposal would not have a detrimental impact on the openness of the Green Wedge. It is considered that the benefits of both the school and the delivery of the wider housing development would outweigh any harmful impact of increased traffic and activity in the Green Wedge.

Consequently, it is considered that the proposed school is acceptable in principle and the proposed elevational treatment reflects the rural vernacular of the former Manor Farm, whilst the proposed contemporary aspects of the design compliment the future adjoining housing development. The proposed design and appearance of the building are considered to be satisfactory and subject to the imposition of appropriate conditions, there are no technical objections in relation to noise, biodiversity, site contamination, flood risk and heritage. The sustainable transport approach to the highway impacts of school pick up and drop off, should, on balance, be acceptable in this location, subject to use of conditions and having regard for the proposed layout of the wider housing development on the site.

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8. Recommended decision and summary of reasons:

8.1. Recommendation:

To grant planning permission with conditions.

8.2. Summary of reasons:

The proposed site is on the periphery of the Green Wedge and the proposed building lies close to a number of new residential properties, such that the proposal would not have a detrimental impact on the openness of the Green Wedge. It is considered that the benefits of both the school and the delivery of the wider housing development would outweigh any harmful impact of increased traffic and activity on the openness of the Wedge and consequently, it is considered that the proposed school is acceptable in principle in this location. The proposed elevational treatment reflects the rural vernacular of the former Manor Farm, whilst the proposed contemporary aspects of the design compliment the future adjoining housing development. The proposed design and appearance are considered to be satisfactory. Subject to the imposition of appropriate conditions, there are no technical objections in relation to noise, biodiversity, site contamination, flood risk and heritage. The sustainable transport approach to the highway impacts of school pick up and drop off, should, on balance, be acceptable in this location, subject to use of conditions and having regard for the proposed layout of the wider housing development on the site.

8.3. Conditions:

1. Standard Time Limit Condition.
2. Approved Plans Condition.
3. Approval of Construction Management Plan – particularly to set out work programme and to ensure no conflict between construction activity/traffic and school children.

Reason: In the interests of pedestrian safety.

4. Approval of Materials.

Reason: In the interests of visual amenity.

5. Approval of Boundary Treatment.

Reason: In the interests of visual amenity.

6. Landscaping/hedgerow scheme – Approval of tree species and size of stock.

Reason: In the interests of visual amenity and character of the surrounding area.

7. Implementation of landscaping scheme.

Reason: In the interests of visual amenity and character of the surrounding area.

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8. Construction of the school shall not commence until:
- a) a suitable access to the public highway has been provided in accordance with details to be submit to and approved in writing by the LPA.
 - b) The layout and alignment of the internal access road car park been provided in accordance with details to be submit to and approved in writing by the LPA, and shown for indicative purposes on Drawing TBK012 as submitted with the Traffic Management Plan. These details need to include details of how the school access fits with the design of access road and in particular the Inter visibility between drivers emerging from the school car park and a driver on the driveway to plot 230 of the Snelsmoor Grange housing development off Field Lane.

Reason: In the interests of highway safety.

9. The school shall not become operational unless or until:
- a) The details of framework travel plan have been agreed with the LPA and the plan and all proposed measures are operational;
 - b) All parking, servicing and access within the school are in place and are hard surfaced, lit and drained to the satisfaction of the LPA;
 - c) A footpath link across the country park, linking the Fellow Lands Way development with the school, as indicated in the approved Development Framework Document, shall be constructed in accordance with details first approved by the local planning authority, and made available to use.
 - d) The car park is made available, for perpetuity, as a turning circle for parents at the beginning and end of the school day, as set out in the Traffic Management Plan submitted with this application. The final details of the timings to be submit to and approved in writing by the LPA.

Reason: In the interests of highway safety.

10. Grampian Highways Condition to secure the phasing of the house building such that it does not conflict with parents taking and collecting their children from school. The route from Field Lane and any dwellings accessed from this route shall be complete should be complete prior to the school being brought into use.

Reason: In the interests of pedestrian safety.

11. Operation of the school to be in accordance with the submitted Traffic Management Plan.

Reason: To promote sustainable transport and in the interests of highway safety.

12. Construction of the school shall not commence until a suitable access to the public highway has been provided in accordance with details to be submit to and approved in writing by the LPA.

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Reason: In the interests of highway safety.

- 13.** The school shall not become operational unless or until all parking, servicing and access within the school are in place and are hard surfaced, lit and drained to the satisfaction of the LPA.

Reason: In the interests of highway safety.

- 14.** Highways Standard Condition - Cycle parking provision.

Reason: To promote sustainable transport and in the interests of highway safety.

- 15.** Highways Standard Condition - Surface Water discharge onto highway.

Reason: In the interests of highway safety.

- 16.** Highways Standard Condition – Electric charging point provision.

Reason: To promote sustainable transport and in the interests of highway safety.

- 17.** Details to be approved to demonstrate acceptable Inter visibility between drivers emerging from the school car park and a driver on the driveway to plot 751.

Reason: In the interests of highway and pedestrian safety.

- 18.** Drainage Condition – finished floor levels.

Reason: To protect the site from flood risk.

- 19.** Drainage Condition – external development plateau.

Reason: To protect the site from flood risk.

- 20.** Sustainable drainage Condition.

Reason: To protect the site from flood risk and to promote sustainable drainage.

- 21.** Unexpected ground contamination Condition.

Reason: To protect public health.

- 22.** Hedgerow /tree protection Condition.

Reason: In the interests of biodiversity, visual amenity and character of the surrounding area.

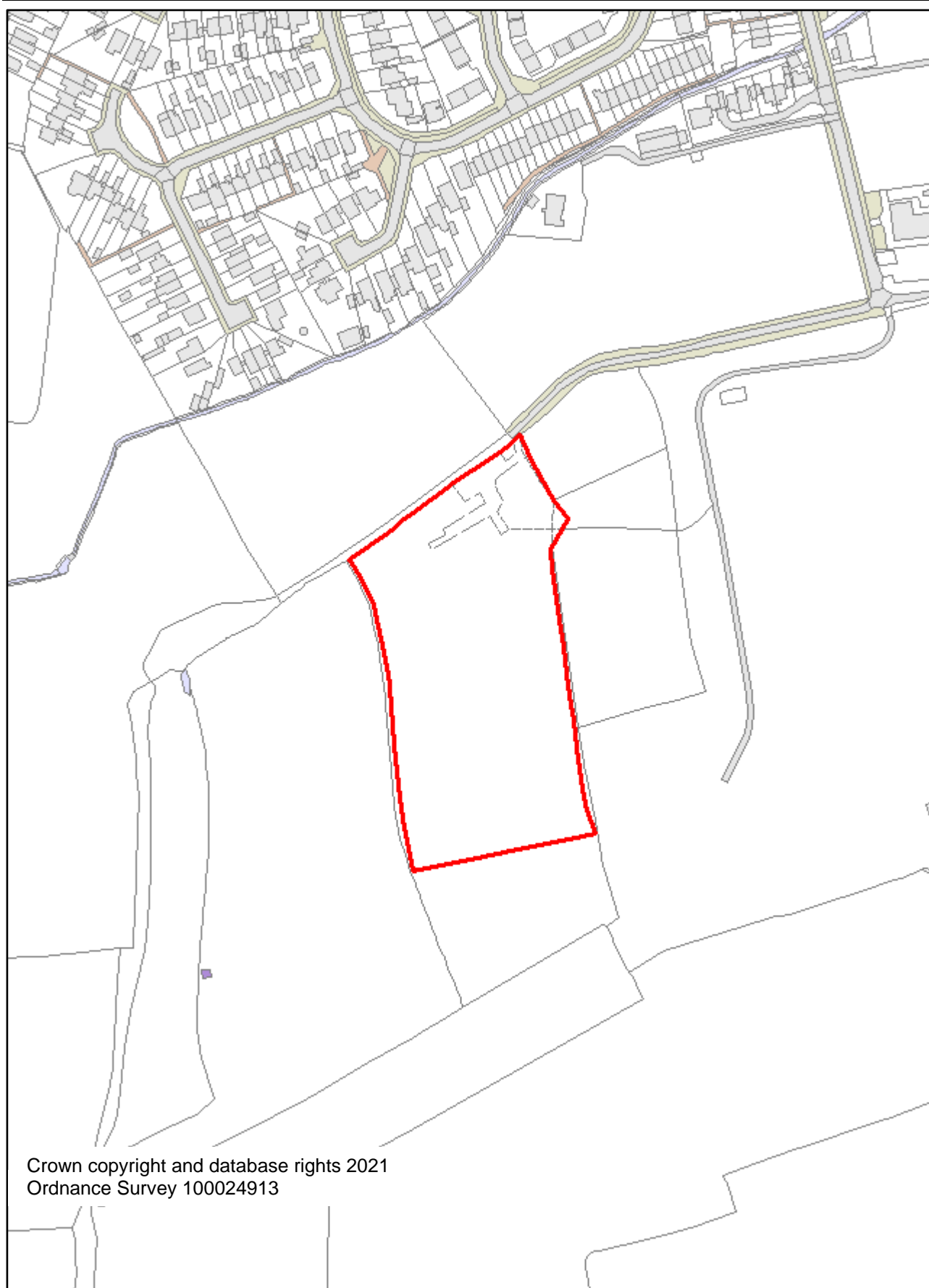
- 23.** Approval of interim archaeological Report.

Reason: To protect the heritage of the site.

8.4. Application timescale:

The 8-week determination period expired on 22 May 2020. This proposal is being reported to Planning Control Committee, as it is a Major Application and to ensure that Members are content with the proposed sustainable travel approach.

An Extension of Time has been requested.



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Application No: 21/01312/FUL

Type: Full Planning Application

1. Application Details

1.1. Address: Becketwell Development Land, Macklin Street

1.2. Ward: Arboretum Ward

1.3. Proposal:

Demolition of unretained buildings and structures, renovation and alterations to retained building, erection of a performance and entertainment venue, service yard, vehicular and pedestrian access, highway infrastructure amendments, landscaping, public realm, and associated works

1.4. Further Details:

Web-link to application:

<https://eplanning.derby.gov.uk/online-applications/plan/21/01312/ful>

Brief description

This full planning application seeks permission for the demolition of unretained buildings and structures, renovation and alterations to retained building, erection of a performance and entertainment venue, service yard, vehicular and pedestrian access, highway infrastructure amendments, landscaping, public realm and associated works.

Whilst this application is a full planning application it will underpin the vision and objectives set out in the outline masterplan application, under code no. 19/01245/OUT which seeks to regenerate the wider Becketwell Area through the redevelopment of this brownfield site and the introduction of a range of different complimentary land uses.

The application site is in the heart of the City Centre and is bounded by Colyear Street to the east, Becket Street to the west, the Telephone Exchange building to the north and Macklin Street to the south along with a small number of existing buildings including Wilkins Memorial Hall, The Excelsior Restaurant, 8 and 10 Becket Street and 80 Macklin Street. In order to facilitate the proposal the existing buildings on site will be demolished; the principle of demolishing Laurie House, the NCP Car Park, Nightclubs and Pennine Hotel were secured under the outline planning application, 19/01245/OUT. This planning application therefore seeks to demolish the Padley Centre and no.6 Becket Street. These buildings range from 2 to 10 storeys in height.

The surrounding area is a mix of commercial, retail and residential uses with the City Centre Conservation Area boundary on the north-western corner of the site. The Green Lane Conservation Area is located on the southern side of Macklin Street. The initial phases of development of the Becketwell Area have commenced; these being the new public square and Built to Rent residential scheme on the former Debenhams site. The site is in an extremely sustainable location in the heart of the City Centre within walking distances of many of bus stops, the bus station and its shuttle bus to the train station and existing car parks.

The proposed Becketwell Performance Venue (BPV) extends the width and length of the application site with the exception of a pedestrian link to the north between the site and the Telephone Exchange building linking Colyear Street with Becket Street. The main site area is 0.5911 hectares with changing land levels which are shown on

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the submitted site sections. The proposal comprises a new indoor performance venue of 8,163sqm (GEA) of floorspace with service yard, vehicular and pedestrian access, highway infrastructure amendments, landscaping, public realm and associated works.

The BPV has been designed to allow maximum flexibility, as set out in the submitted Planning Statement (page 14) it must:

- *“Bring people to Derby City Centre – developing the day and night-time economy to generate new footfall for the city centre.*
- *Bring a comprehensive range of shows, performances and events to the city centre.*
- *Provide greater choice for live entertainment for the city.*
- *Put Derby on the tour map – raise the profile of Derby nationally and internationally.”*

Whilst the BPV will be a City Council asset the venue will be operated and managed by a third party, AMS Global. *“ASM Global’s business plan for Derby projects 218 events and c. 250,000 attendees per annum in a mature year, across a broad range of event types – from concerts and stand-up comedy to family shows and touring theatre, and from conferences and exhibitions to product launches and events.”*

Internally, the venue will hold up to 3,500 attendees with the capability to hold a variety of different event types through the use of retractable seating and curtain walls. Page 14 of the Planning Statement shows a variety of internal arrangements and the versatility of the internal layout within the main arena. The internal layout of the BPV is split across a number of floors. The main event floor occupies the centre of the building and is shown across the ground, first, second, third and fourth floor plans. The ground floor accommodates the main entrance, foyers, horizontal circulation space, toilets, catering/food and drink/merchandise outlets, information desk, cloaks, box office and VIP Lobby. Backstage facilities are also provided which include sound locks, bin stores, cycle storage, changing rooms, general storage, staff accommodation, security and first aid room. For reference a sound lock is a vestibule or entranceway which has highly absorptive walls, ceilings and carpeted floors and are used to reduce the transmission of noise from auditoriums, studios etc. The ground floor and upper floors are linked by vertical circulation spaces in the form of stairwells and lifts. The first floor accommodates toilets and backstage facilities such as dressing rooms, dining, production office, green rooms, plant and storage. The second floor accommodates the VIP Lounge/second performance space with further foyers, horizontal circulation space, toilets, catering/food and drink/merchandise outlets along with backstage accommodation such as directors office(s), meeting rooms, offices and toilets. The third floor shows the roof plans of the secondary elements of the building and the upper seating of the main event floor with access to stairwells and lifts. The fourth floor accommodates the lighting gantry, seating and vertical circulation space. The roof plan identifies how the different elements of the external design are joined and how they relate to the street scene. The internal configuration has been designed to allow a multiple of uses such as dressing rooms, can be re-configured to provide meeting rooms. An event floor can be inserted to

allow exhibitions. Therefore, the BPV can be a performance venue, exhibition space, conferencing facility and dance hall all in one.

Externally, the proposal is relatively boxy in its form, finished in a palette of materials that are black, dark grey and grey in colour with transparent glazing to the main entrance. The simplicity of the external form allows for maximum internal flexibility for the end user and has been designed around the internal layout, function and requirements. The BPV will appear on a platform, when viewed from the new public square and respects the building heights of neighbouring properties as it sits within the scale/mass of the former buildings that sit on this site, as delineated on the elevations plans. The main entrance to the proposal is to be located on the eastern side elevation but will envelope the north-eastern corner in glazing flooding light and views into the entrance concourse. The eastern elevation is relatively rectangular in form with the exception of the high-level projecting totem which provides a break both at roof level and across the elevation between the openness of the concourse and the solid form of the main arena. The northern elevation, that runs alongside the pedestrian link, continues with the entrance glazing with a forward projection that will accommodate the VIP areas within. This projection is broken by vertical cladding in grey and dark grey with 6 narrow yet long windows and 6 narrow and short windows. The projection at the north-western corner, that will be visible from Becket Street and will be finished in dark grey cladding. The western elevation, that accommodates the service yard is largely designed to be fit for purpose with docking doors and service access. The upper floor will accommodate windows of a narrow and short proportion with double pedestrian doors at ground floor. The southern elevation is blank as the adjacent site is earmarked, as part of the wider masterplan, for future development.

The service yard is located to the rear, western elevation, on Becket Street. The yard provides parking for two tour buses at the northern end. To the southern end of the service yard are two dock loaders which are enclosed to provide screening and acoustic benefits to neighbouring uses. The service yard is bound by black railings. Highway infrastructure amendments are required, which include a Traffic Regulation Order(s) to change the direction of the movement of traffic along Bramble Street and the closure of Colyear Street to traffic in a major event scenario. Whilst these are fundamental to the operation of the BPV they will be dealt with under the Highways Act and do not form part of the planning application.

Due the changing land levels of the application site, access at the north-eastern corner will be provided by a series of steps leading to the raised platform and pedestrian link to Becket Street. As the land levels change level access will be provided along the eastern elevation where the queuing zone is provided which is facilitated by the narrowing of this section of public highway. The queuing zone is facilitated by the set back of the BPV and protected from the public highway by benches, planting, cycle parking and bollards along Colyear Street. The narrowing of Colyear Street will also assist in discouraging the use of the public highway by vehicles and encourage a more pedestrian friendly environment.

The proposal is relatively hard landscaped with a limited planting to the front elevation along Colyear Street.

The submitted elevations indicate the insertion of advertisements and signage on all elevations. These will be subject to Advertisement Consent, if deemed necessary.




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The proposed external materials are from a monochrome palette which is considered to be *“ideal for a venue”* as it *“creates a neutral backdrop that can be accented to suit individual events through colour change lighting or by temporary installations within the corner atrium.”* The proposed external lighting scheme will, as stated in the submitted *Design and Access Statement* *“bring the building to life at night.”* The monochrome palette has been chosen as a nod to the City’s heritage of Derby County Football Club and Rolls Royce. Furthermore, this proposed colour palette allows for contrast and a bold statement without introducing strong colours. In addition, *“Quite often the function of the venue will be different in the day compared to evenings and the cladding and lighting can combine to allow the appearance to vary to match. Day time uses will most likely be business related in terms of exhibitions, conferences etc. Night-time uses will more likely be concerts and events with music.”*

The totem features will be finished in perforated metal panels which will allow the feature lighting to shine through creating interest to the signposting totem. The main body of the venue, along Colyear Street, will be finished in mesh feature cladding fixed to a Eurobond background with a gap for lighting effects with transparent glazing to the corner. The material and colour palette proposed, from Section 7.2 of the [Design and Access Statement](#) are as follows and further details of the lighting scheme features are summarised in Section 7.3 on page 89;

1. Tata Colorcoat Prisma - Kronos (Metallic Black) or equivalent. 30-year guaranteed powder coating to steel and aluminium metalwork. To be used on rainscreen elements and curtain wall framing.	
2. Tata Colorcoat Prisma - Anthracite (RAL 7016 Dark Grey) or equivalent. 30-year guaranteed powder coating to vertically orientated 1000mm wide Eurobond panels and associated trims and copings. Also, to be used on window frames. External doors to colour match the host wall panel. Same colour to be used for doors in brick cladding.	
3. Tata Colorcoat Prisma - Sirius (RAL 9006 Metallic Silver) or equivalent. 30-year guaranteed powder coating to vertically orientated 1000mm wide Eurobond panels and associated trims and copings. Also, to be used on window reveal panels and feature trims. External doors to colour match the host wall panel.	

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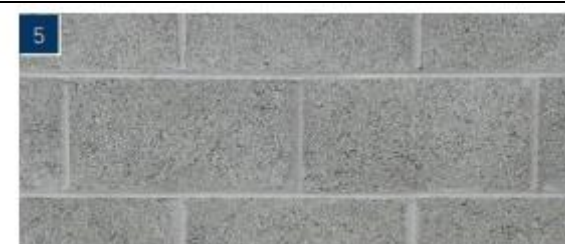
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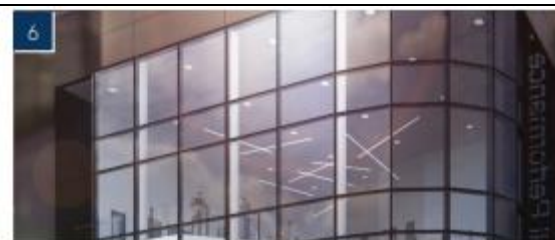
4. Blockleys Black Smooth Faced Brick or equivalent. Intention is to match the brick specified on Phase 1 BtR scheme. To be used on lower-level public realm facing walls for robustness and tactile quality. Also required in certain areas to increase the mass of the wall for noise reduction. Also, to be used at base of Eurobond clad walls with two courses above external ground level.



5. Fair-faced Blockwork natural colour. To be used on the lower level of the south elevation on the boundary to Site 4B where additional mass is required for noise reduction. The expectation is that this wall will not be visible once Site 4B has been developed.



6. Glazing. Capped stick system curtain walling. Colour Kronos black to match rain-screen panels on caps and back boxes. Secondary steelwork behind the framing to be light grey to differentiate and maintain thin sightlines. Glazing to the atrium can have minimal tint as orientation mitigates risk of solar gain. This will allow maximum transparency. West facing windows to Back of House areas may require solar control tint to manage solar gains in smaller rooms. Doors in curtain walls to be glazed with matching colour aluminium frames.






7. Feature Cladding - Expanded Metal Mesh silver powder coated. Either matching RAL 9006 or shade darker if contrast is required, mock-up sample to test during construction. Spaced off facade by minimum 150mm to create depth. Suggest Madrid pattern which is a mid-scale pitch with approximately 45% transparency. Fences to boundaries to use the same mesh.



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8. Totem Feature - Perforated Powder Coated Metal. Colour Kronos black to match the rain-screen cladding. Folded panels to create repeating geometric pattern. Downward facing panels to have small perforations and have low percentage transparency. Upward facing panels to have matching pitch but larger perforations for a high percentage transparency to let more light through.	
9. Flat Roofs for Plant Access - Inverted roofs with gravel ballast and walkways for access to airhandling mechanical plant located on roofs. These roofs are all screened from view.	
10. Main Auditorium & Minor Roofs - Single Ply Membrane - Colour Grey TBC. Due to height and low pitch these roofs are not visible from public areas.	

Amendments have been made during the life of the application which relate to increasing cycle parking along Colyear Street, widening the public realm and changes to the step formation outside the main entrance. The following report is therefore based on these amended plans. The application is accompanied by a suite of documents that provide further information about the design rationale to the proposed scheme, its operational requirements, appearance, and interaction with the wider Becketwell Masterplan. The suite of documents includes but is not exclusive to Planning Report, Design and Access Statement, BREEAM Travel Plan, Ecological Report, Energy Statement, Flood Risk Assessment, Heritage Statement, Noise Assessment, Operator and Benefits Statement, Phase I Site Investigation, Public Realm Strategy, Sustainability Design Note, Statement of Community Involvement and Transport Statement.

2. Relevant Planning History:

Application No:	19/01245/OUT	Type:	Outline Application
Decision:	Granted Conditionally	Date:	04/09/2020
Description:	Hybrid application for: Full Planning permission - Demolition of United Reform Church and associated ground floor units and the creation of a new public square with associated works. Outline Planning Permission - Phased demolition of remaining buildings		

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	and structures (with the exception of those fronting Green Lane and the former stable block to the rear of Green Lane). Erection of a phased mixed-use development (Use Classes A1, A2, A3, A4, A5,B1,C3,D1, D2 - or equivalent Uses Classes, for any Uses that have been re-classified under the Use Classes Order 2020), with all matters reserved for future consideration with the exception of access.		
Application No:	20/01076/RES	Type:	Reserved Matters Application
Decision:	Granted Conditionally	Date:	26/01/2021
Description:	Erection of building providing 259 residential units (Use Class C3) together with internal and external resident amenities, car parking and servicing plus two commercial units at ground floor level (Use Class E and sui generis (pub or drinking establishment, or hot food take away)) - approval of reserved matters of appearance, landscaping, layout and scale pursuant to application Code No. 19/01245/OUT.		
Application No:	20/01665/NONM	Type:	Non-Material Amendment
Decision:	Granted Conditionally	Date:	19/01/2021
Description:	Hybrid application for: Full Planning permission - Demolition of United Reform Church and associated ground floor units and the creation of a new public square with associated works. Outline Planning Permission - Phased demolition of remaining buildings and structures (with the exception of those fronting Green Lane and the former stable block to the rear of Green Lane). Erection of a phased mixed-use development (Use Classes A1, A2, A3, A4, A5,B1,C3,D1, D2 - or equivalent Uses Classes, for any Uses that have been re-classified under the Use Classes Order 2020), with all matters reserved for future consideration with the exception of access - Non-material amendment to previously approved planning permission 19/01245/OUT to reconfigure the layout of the public square		
Application No:	21/00438/NONM	Type:	Non-Material Amendment
Decision:	Granted Conditionally	Date:	20/04/2021
Description:	Hybrid application for: Full Planning permission - Demolition of United Reform Church and associated ground floor units and the creation of a new public square with associated works. Outline Planning Permission - Phased demolition of remaining buildings and structures (with the exception of those fronting Green Lane and the former stable block to the rear of Green Lane). Erection of a phased mixed-use development (Use Classes A1, A2, A3, A4, A5,B1,C3,D1, D2 - or equivalent Uses Classes, for any Uses that have been re-classified under the Use Classes Order 2020), with all matters reserved for future consideration with the exception of access. - Non material amendment to previously approved permission 19/01245/OUT to amend conditions 4, 6 and 14		

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Application No:	21/00439/NONM	Type:	Non-Material Amendment
Decision:	Granted Conditionally	Date:	23/04/2021
Description:	Erection of building providing 259 residential units (Use Class C3) together with internal and external resident amenities, car parking and servicing plus two commercial units at ground floor level (Use Class E and sui generis (pub or drinking establishment, or hot food take away)) - approval of reserved matters of appearance, landscaping, layout and scale pursuant to application Code No. 19/01245/OUT - Non-material amendment to previously approved permission 20/01076/RES to amend Condition 1 and 2		

3. Publicity:

Neighbour Notification Letters sent to 15 households

Site Notice

Statutory Press Advert

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

Pre-Application Publicity

Prior to the submission of the planning application and as part of the applicant's design development they have sought consultation with a "range of local community and town centre stakeholders." The main stakeholder and public consultation exercise ran from Monday 14 June – Friday 25 June with a virtual exhibition on a dedicated consultation website (www.becketwell.co.uk). "The applicant has held, and attended, various individual stakeholder briefings and workshops to discuss the proposals and provide a platform for the community to engage. Members of the public have also been invited to provide detailed comments via an online feedback form. The proposals have received an overwhelming level of support. For instance, in total, 93% of respondents who completed a feedback form agreed that Derby needs a new concert and entertainment arena whilst 91% agreed that such a facility will benefit other city centre businesses." Individual briefings were also held with nearby businesses and stakeholders with the submitted Statement of Community Involvement detailing how the applicant has considered and sought to address the points raised but concludes with "It is clear that there is overwhelming support for the next stage of regeneration of this important brownfield site, which will not only benefit the immediate area, but Derby city centre as a whole."

4. Representations:

This application has attracted letters of support and a letter of objection. In line with the Data Protection Act and associated legislation this appraisal should not include details, or seek to identify through repeating specific comments, the individuals who have objected, supported or made general comments about the application. Therefore, to maintain anonymity, the relevant planning grounds of objection, support or comment have only been included in broad terms. It is important to note that all

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comments received have been fully considered as part of the application process and included in the overall 'planning balance' exercise. The following have been reproduced in agreement within the writer.

Letters of Objection

The third-party objections are summarised as follows:

- Concerns relating to fire assembly and evacuation points,
- It would be safer for the Arena to be built on the Assembly Rooms site as people could gather on the Market Place,
- Its not clear where people will gather if the building were evacuated,
- Where will people park?
- Traffic will be bad around Macklin Street,
- The performance venue would be better located on the Market Place.

- **Derby Civic Society:**

I am writing on behalf of Derby Civic Society to comment on this application.

It is vitally important for the future of the City that the whole of the Becketwell Area be redeveloped as it has been a blight on the centre of our city for far too long.

Whilst we welcome the proposal to build an entertainment venue (we had proposed this ourselves in our own strategy plan) we feel that it would be a grave mistake not to build it on the Duckworth Square site. This new building should be a prestigious building and the key building to show case the City's cultural offer. As such it needs to be in a prominent position overlooking the new square where audiences could spill outside in good weather during intervals in performances.

It should also operate in tandem with a rebuilt Hippodrome. The Pennine Hotel/Laurie House Site would be better suited to a new four star hotel, car parking, and further residential or commercial development.

On this point we strongly endorse the comments made by the independent Design Review Panel.

The Theatres Trust have made a similar comment. In their submission they "consider the main entrance to lack prominence and visibility, with indicative images showing the arena to be shielded by other developments within the wider site. By their nature arenas tend to be large with unadorned facades so it should be considered whether the proposed design and cladding appropriately corresponds with its setting and the wider city centre context and streetscape."

Apart from the main entrance, it would be dull and dark and obscured by any new building on Duckworth Square. Pedestrian access to it would be poor. The access from Becket St is too narrow and from Macklin Street the entrance wouldn't be obvious at all, bearing in mind that a lot of visitors on foot would approach from the Bus Station, train station and car parks at the Derbion Centre walking up St Peter's Churchyard, past the Hippodrome and along Macklin St and struggle to find the way in.

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It would also be divorced from any newly rebuilt Hippodrome theatre. If it were on the Duckworth Square site one corner could face the Hippodrome and be easily visible to those approaching along Macklin St.

The short comings in the design have been highlighted by the Theatres Trust. Of particular concern is the lack of disable access, and the lack of exits from the balcony.

The proposed box office is far too small.

The proposal lacks a stage door with associated security and logging in facilities for staff and performers.

The disabled access to the main entrance from Victoria Street means a trek half way to Macklin Street to avoid the steps.

We sincerely hope that the developers will re-think this scheme.

I would add that we have a renown expert in the field of Theatre design who is willing to offer his expertise to this project. We would also like to speak to the Planning Committee when they discuss this application.

Letters of Support

- **D2N2**

I am writing on behalf of the D2N2 LEP to offer our Strong support for Derby City Councils plans to develop the Becketwell site through the Performance Venue project. The project closely aligns with the core themes for investment being proposed through Levelling Up Funding and will help to revitalise Derby City Centre through a comprehensive package of regeneration and cultural investment. By offering the new 3,500 seat venue in the heart of Derby's City Centre we believe this will help to transform the city's cultural offer and enable a renewed sense of vibrancy through the project.

The D2N2 LEP has invested in the upfront infrastructure and development works for the site and hope that our contribution to these works shows our support to the project going forward. Through this development there is potential for a significant contribution towards the economy of Derby and the D2N2 LEP area as a whole. The project fits within the strategic objectives of the LEP and will help to create a more prosperous and inclusive offer to local people through the multi-faceted regeneration approach being targeted. We are confident that the proposals being offered for Levelling Up Funding will only strengthen the initial funding provided by D2N2 and assist in the support of the redevelopment of a key site in the city centre to enable a true flagship development.

Please accept this letter as a strong confirmation of our ongoing support of the Becketwell development as a whole and in particular the Becketwell Performance Venue.

- Derbion

As General Manager of the major shopping & leisure venue the city, Derbion, I wish to put on record my support for new performance venue and entertainment centre which represents the Phase 2 of the Becketwell redevelopment.

Derbion is a 1.3m sq ft shopping centre with over 150 stores including M&S, H&M, Zara, Next, Tommy Hilfiger, Hugo Boss, Whistles and Hobbs, a large food court, 12-screen Showcase Cinema de Lux, Hollywood Bowl and 640-seat Derby Theatre. We are one of the major employers in the area, with the centre employing over 8,000 people.

At Derbion we work closely with many local partners such as Derby City Council, Marketing Derby, Quad, the BIDs to make Derby a better place. We firmly believe for our city to be a success we need a more vibrant arts and cultural scene to attract more visitors and spend to the city.

The performance venue will bring significant economic benefits to the city centre, acting as a catalyst for further jobs and investment as well as improving the perception and reputation of Derby as a place to live, work and visit.

It is projected that the venue will host over 200 cultural and commercial events each year which will attract an additional circa 350,000 visitors to Derby who will visit the retail, food and leisure offer across the whole city and provide a much-needed boost to the evening economy in the city centre.

It is particularly pleasing to see the announcement of the operator ASM Global, who have a fantastic reputation in delivering entertainment, sports and exhibition venues across the globe, and gives us further confidence that the performance venue will bring quality entertainment to the city centre.

Alongside Grainger plc's announcement that they will be funding and operating the residential development, the future of the St Peter's Quarter area of the city which is on our doorstep, looks much brighter.

- The University of Derby

I am writing to express the University of Derby's support for the Becketwell Performance Venue bid.

The proposal provides an excellent opportunity for the City to deliver a new, state of the art, 3,500 capacity performance venue in the heart of Derby's city centre - a flagship, transformational regeneration opportunity for both the city centre, the wider community. The proposal brings a renewed confidence in Derby as a place and making a significant contribution to the cultural life and vibrancy of the city which in turn will attract Students to study here.

We recognise this is a major part of an ambitious vision for the city of Derby and we are keen to work with the city council and its partners on plans to create a city that is attractive for living, working and visiting. The increased business presence in the City will benefit our own new business school proposition. The Becketwell performance venue, following the successful delivery of the Museum of Making, is a crucial point on this journey and an opportunity to transform the city centre.

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The University of Derby are keen to support the City Council on this proposal, which aligns with our own strategic aims of being a force for positive impact on the on the economic, social, cultural, educational and environmental prosperity of our “home” - Derby.

- **Marketing Derby**

Marketing Derby is the Queen’s Award-winning Investment Promotion Agency for Derby and Derbyshire, supported by our 300 Bondholders.

This letter is written in strong support of the planning application being put forward for a new state of the art performance and entertainment centre in Derby city centre, which represents phase 2 of the redevelopment of Becketwell.

The proposed development will be a key contribution to the delivery of the objectives of the Derby Recovery Plan and fits with the city’s core strategy by maintaining confidence, diversifying the employment base and decarbonising the city.

The performance venue will bring significant economic benefits to an underused part of the city acting as a catalyst for further jobs and investment as well as improving the perception and reputation of Derby as a place to live, work and visit.

The proposed location has lain dormant for more than two decades and has attracted misuse, such as fly-tipping and repeated anti-social behaviour. The new venue will redefine the area, transforming the local landscape into a vibrant, safe environment, where locals and visitors want to come to enjoy what's on offer.

The benefits to the surrounding St Peter’s Quarter are immeasurable.

The venue sits alongside the new Build-to-Rent scheme, which will bring quality residential living and inevitable increased footfall into the area. As this scheme is brought forward, the area has already seen some tangible improvement by local business owners who are actively and independently increasing the desirability of property in the immediate vicinity, and therefore improving the area.

In addition to the increase in residential footfall, the Performance Venue will attract further commercial foot traffic and enhance the visitor economy to the city, significantly increasing Derby’s cultural offering and the overall profile of the city.

It is projected that the venue will host over 200 cultural and commercial events each year which will attract an additional circa 350,000 visitors to Derby. It will create over 200 new local jobs and generate more than £10 million per year for the area.

Furthermore, levels of investment in surrounding areas of the city centre are expected to increase. This is already apparent in certain streets surrounding Becketwell.

The recent online consultation drew significant interest and the community was overwhelmingly in support of the development. It is pleasing to see that public perception is positive, and that the impact a state-of-the-art events and entertainment venue will be entirely beneficial to the city.

The announcement of operator ASM Global - the world’s leading provider of entertainment, sports and exhibition experiences - demonstrates commercial confidence in the scheme. When this is viewed alongside Grainger plc’s

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announcement that they will be funding and operating the residential development, the demonstration of commercial confidence in the city and its future is very apparent.

Our local economy will be strengthened and diversified by this ambitious venue. It will be a great addition to Derby as a destination and to support local businesses. It will be popular with the local community and wider hinterland. The people of Derby have been crying out for an investment such as this for decades.

Marketing Derby is therefore incredibly supportive of the proposals and please accept this letter as confirmation of our ongoing support for the project and the obvious economic benefits it will provide.

- **East Midlands Chamber of Commerce**

I am writing from East Midlands Chamber (Derbyshire, Nottinghamshire, Leicestershire) to offer our full support for the above planning application to develop a new art performance and entertainment centre in Derby city centre. We believe that a state of the art venue as proposed will support the economy of Derby and its surroundings as it continues its recovery from the impact of the past 24 months and build resilience into the local economy for future years.

Investment leads to further investment. Creating what would be a destination attraction for local communities and visitors alike will not just create direct jobs and growth, projected to be 200 roles and more than £10 million for the area per year, but will also lead to further business and jobs creation in and around the city centre area. It will give a new lease of life to the Becketwell area which for years now has been significantly underutilised and has gained a reputation for anti-social behaviour, which unfortunately can damage the prospects of the wider city centre.

As the part of the city's plans for future success, growing football will be key. We recognise the ambition for the new venue to host 200 cultural events a year and attract over 35,000 visitors into Derby, all of whom will bring with them the potential to linger and spend.

For a long while now, Derby has been crying out for a venue such as the one proposed and has become something of an anomaly among similar sized cities with regards to its lack of such a destination. These plans are exciting, timely and we believe can play a major part in achieving the shared vision for a vibrant, thriving Derby. For these reasons we are happy to support the proposal and look forward to seeing how it progresses.

- **Quad, Derby**

I am supportive of this proposal as part of the wider Becketwell developments as the new performance venue will play a key role in the cultural life of Derby as a city and also be a key contributor to our ambitions for Derby's bid for City of Culture in 2025.

- **Derby College Group**

Please accept this letter as support for the above application to develop the former Pink Coconut at Becketwell as a 3,500-seat performance and entertainment venue.

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We are aware of the many development plans for Derby, all of which are much needed and the addition of a venue of this nature will compliment these and support the essential regeneration of our City, as well as placing Derby as an attraction for those outside of our City. This development will bring tremendous economic benefit, will improve the appeal of this current run-down area which has been dormant for many years and in serial decline, and will offer the potential to attract visitors to our City with a destination venue to compete with our neighbouring cities.

- **Grainger PLC**

I am writing to lend our support to St James Securities planning application for a new Performance Venue at Colyear St, Derby.

Grainger plc is the largest listed residential landlord in the UK with a portfolio of in excess of 9,000 built and operational homes and with a further 8,800 homes in our pipeline. As a business we target dynamic and growing city centre locations for our new purpose built and purpose designed for rent assets.

Earlier this year we agreed to purchase the first phase of the Becketwell development from St James Securities who are now on site building us a 259-unit apartment building. This building is significant because it is the first Build to Rent apartment building to be developed in Derby.

We chose to invest in the city because we see it as a dynamic centre with strong growth prospects. Indeed, we see the Becketwell development as key to attracting new residents and businesses into the city centre to fuel this growth.

The Performance Venue sits at the heart of the Becketwell masterplan acting as an anchor to create an exciting destination which will drive economic and physical regeneration. This regeneration is crucial not only to us now as a significant investor in the city centre but also to the city in light of market shifts following the growth of on-line retail and Covid-19.

Bringing a venue to Becketwell to be run by a world leading operator (ASM Global) is a not to be missed opportunity to make giant strides in the city's renewal and we fully support St James Securities proposals.

- **Baby People**

I am writing to show our support for the new venue on the Becketwell site. We feel any addition to the city's cultural offer will help build the local economy and improve the offer to the city's residents.

- **ASM Global**

I write to express ASM Global's wholehearted support for the planning application for the proposed new Becketwell Venue entertainment and conference facility being developed in Derby city centre.

We are delighted to be partnering with St James Securities (SJS) and Derby City Council as the long-term operators of the Venue. It will be the latest addition to ASM Global's renowned portfolio which is anchored by the most iconic arenas, convention centres and stadiums across five continents. In the UK, our collection includes first

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direct Arena (Leeds), AO Arena (Manchester), SSE Wembley Arena and Bonus Arena (Hull), along with a number of theatres and smaller venues.

Through the progression of the project to this point we have contributed to the development of the building's specification, which has been based on incorporating best practice from a series of other venues to create the foundations for success. The new Venue has been designed to maximise its flexibility, scalability and operational efficiencies, to enable us to attract and host a wide range of events including concerts, stand-up comedy, family shows, musical theatre, conferences and exhibitions. We expect that the venue will host over 200 cultural and commercial events each year and attract an additional 250,000 visitors to Derby.

We applaud the ambition and vision of St James Securities and Derby City Council in putting the new venue at the heart of the regeneration of Becketwell and the future growth of the city and region.

We look forward to bringing world class concerts, entertainment and business events to Derby, in an innovative new venue which is perfectly placed to benefit from the demonstrable growth in the 3,000-4,000 capacity show market in the UK, and to working with the Council as long-term partners on the development of Derby as a destination, as we have done so successfully with City Councils across the UK and globally.

- **DEDA**

I am delighted on behalf of Déda, Derby's centre for dance and movement and creativity, to offer the support of our organisation to the Becketwell Performance Venue planning application.

Déda's aim is to bring people together, utilising its organisational strengths of artistic, educational, and financial excellence and bold accessible outdoor activity. Déda seeks to merge and expand these skill sets with a programme that is innovative, educational, diverse and outward facing. Fully able to embed Déda in the hearts and minds of the people of Derby and Derbyshire, enriching the lives of our close communities with a programme that blurs the lines between art, organisation, internationalism and neighbourhood.

As such, we share an interest in creating a city with culture at its heart, fully able to address the needs of its people to be more creative, healthy and diverse in the enrichment of everyone's lives.

I know our support of the Becketwell Performance Venue planning application will bring considerable benefits to businesses, residents and communities across Derby - from all walks of life, through visitor numbers, job creation, civic pride and a sense of renewed identity - as well as firmly locating creativity at the centre of people's lives.

Déda, as a regional leader in the field of dance, performance and outdoor circus and street arts, is part of a well-connected network of Derby based arts organisations; and as such we look forward to utilising our talents and resources to engage in an effective collaboration with the Becketwell Performance Venue that will result in a truly inspiring and unique cultural programme.

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I am reminded of a new commission for this year's Festé by the artist and director Tim Etchells (who grew up here in Derby) – a large neon sculpture installation which will be placed atop a building in the city centre which simply reads “To See Better Days” - a fitting phrase of encouragement for this city with so much still to offer.

- **Cathedral Quarter BID**

Cathedral Quarter Business Improvement District (BID) would like to place on record its support for Phase 2 of the Redevelopment of Becketwell, representing the construction of an art performance and entertainment centre in Derby city centre – planning reference 21/01312/FUL.

First established in 2007, The Cathedral Quarter BID is now part-way through its third term. The BID represents almost 600 levy-paying businesses, all of whom invest in projects and activities for the benefit of the area.

The site covered by the proposal is located just outside of the BID area but is vital to it, and its continued dereliction over the years has been detrimental to businesses not just in the immediate vicinity but throughout the Cathedral Quarter.

Since the closure of the Assembly Rooms, Derby's city centre has lacked a large performance venue which is essential to a city centre's cultural and night-time economy sustainability.

According to numerous studies on post-COVID impact, consumer patterns have changed which has renewed the emphasis on 'experience' which brings convenience, valuable services and a powerful sense of the community to the fore. There is an emphasis on a high level of social interaction in places which could be an important driver of growth in local economies. The proposed application seeks to fill this gap by bringing in a much-needed larger space for entertainment performances to the residents of Derby and visitors from further afield.

We believe that the proposal would be a fantastic addition to Derby's city centre and indeed, would be a welcome boost for local businesses and organisations by increasing footfall and trade in the area and attracting further investment into the city. This development, alongside the Derby city centre plan for recovery has the potential to support the rejuvenation of this part of the city and beyond.

Based on the above considerations, Cathedral Quarter BID would like to express its support for the project and the positive impacts that it would bring.

- **Pauline Latham OBE MP**

This proposed development is key to bringing strong economic benefits to the City including creating a wealth of jobs as well as contributing to the objectives of Derby's Recovery Plan including the decarbonisation of the city. The site has been an underutilised area of the city for 20 years and currently attracted anti-social behaviour.

It is anticipated that the venue will host over 200 cultural and commercial events each year which will attract c350,000 visitors to Derby, create over 200 new jobs and generate over £10 million per year for the area. This development is crucial to the development of the city and will improve its reputation attracting visitors and

commercial investment. The venue will create a vibrant and exciting environment and will increase footfall to an area which is currently not utilised.

I therefore strongly support this planning application.

- **St Peters Quarter BID**

This letter is written by St Peters Quarter Business Improvement District (BID) in support of the planning application, with reference 21/01312/FUL, put forward for the erection of a performance and entertainment venue and associated works, as part of Phase 2 of the Becketwell redevelopment.

St Peters Quarter BID was first established in 2011 and is now in the last year of its current term, running until the end of March 2022. It is part-way through its renewal process with a ballot to be held later this year. St Peters Quarter is often referred to as the heart of the city centre, situated between Cathedral Quarter and Derbion. Home to more than 200 levy paying businesses, St Peters Quarter aims to further improve the trading environment and appeal of the area by delivering projects funded by businesses within the BID.

For more than two decades, the Becketwell area, located within the St Peters Quarter BID area, has been inactive and has become a home to a significant amount of anti-social behaviour and other ill use. We believe that the new performance and entertainment venue will bring much needed vibrancy to the area and will assist the regeneration of the area as a whole. The proposed development will play a vital role in the delivery of the objectives of the BID by bringing more footfall to an underused area, creating new job opportunities and providing a large performance venue which Derby has lacked since the closure of the Assembly Rooms.

The Becketwell performance and entertainment venue would play a catalytic role in Derby's regeneration. Numerous studies demonstrate that towns and cities rest on a balanced mix of use, and this redevelopment provides a real opportunity to showcase Derby as a place that allows for city living, working and cultural entertainment.

In a post-Covid environment this redevelopment brings reassurance and confirmation of the strong market interest and confidence in Derby and promises a vast number of economic benefits to boost the local business community. An entertainment venue of this scale, together with a world-class commercial operator, ASM Global, will help significantly in reviving Derby's cultural and night-time economy and help attract visitors from further afield.

The recent consultation clearly demonstrates that the local community is in support of the proposal. The approval of the application will be a declaration of the city's vision, working towards a city serving the needs of both current and future residents.

St Peters Quarter BID believe that the proposed works would be of huge benefit to residents and the local business community and therefore lends it support to this proposal.

5. Consultations:

5.1. Highways Development Control and Transport Planning:

This application is part of a wider masterplan and outline planning application (19/01245), that was granted planning permission in September 2020. The outline consent included the demolition of the United Reform Church, Debenhams building and creation of a new public square.

The outline application and masterplan included 469 flats, 17,981 sqm GFA of B1 Office, 1058 sqm GFA of retail ancillary, 400 sqm GFA Church and 205 bedroom hotel.



Figure 1: Outline Masterplan from Planning Application 19/01245

However, there was no certainty over the masterplan and it was conditioned in the outline consent that the different phases would come forward through separate reserved matters applications. This includes the S106 agreement and wider works. As such, the cumulative implications of any elements of the scheme delivered or committed will be dealt with through an extant Reserved Matters (RM) approval. The S106 agreement will enable a comprehensive review of potential obligations at each RM stage.

As such, reserved matters (20/01076/RES) has subsequently been granted for Site 1 and Site 1b of the masterplan and 259 residential units together with car parking and servicing plus two commercial units.

This planning application seeks permission to construct a Performance Venue on part of Site 4, shown in **Figure 1** by the black dashed line, on what was identified for leisure/hotel/office or residential use. It is not specifically part of the masterplan but replaces a large proportion of Site 4.

The main issue in highways terms for this application is the access strategy and physical changes to Colyear Street and Becket Well Lane. The impacts on the wider network, in terms of traffic, will be as a result of the daily function of the venue as a conference centre, and evening and weekend events such as sports events like darts or snooker. The application for the venue does not include any parking and as such will rely on the existing public car parks situated across the City Centre, such as Bold Lane, Abbey Street, the Assembly Rooms and private car parks like Derbion.

As such, the impacts of this development are likely to be intermittent, depending on the frequency and scale of events. They will to some extent be spread across the City Centre and be off-set from the main commuter peaks. Notwithstanding this, it is likely that the major events will cause some disruption but as identified in the Highway Comments for the outline application, physical improvements on the Inner Ring Road are limited and have already been provided by Connecting Derby. Further, providing improvements to solve intermittent problems on the network would be difficult to justify. It is better that a mechanism is introduced, such as an Operational Management Plan, to work with the Derby Performance Venue to manage issues first through means such as adjusting event timings or communication with the public to provide them with the knowledge to inform their travel decisions.

1) National Planning Policy Framework (NPPF)

The principle of the development in terms of transport, has been assessed and comments, in relation to local planning policy and the National Planning Policy Framework (NPPF), already made with regard to the outline application (19/01245).

NPPF sets out three main criteria, against which the highway impact of proposed development should be tested against. NPPF says the following.

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*
- ***the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;***

The NPPF has a presumption in favour of sustainable development and consequently seeks to influence the developer to put in place measures to provide opportunity and to encourage future residents to travel by non-car modes, wherever this is realistic and feasible.

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The highway comments to the outline application concluded that Becket Well is located in the City Centre and as such is highly accessible by walking, cycling and public transport. It is connected by a high-density network of footways.

Further the masterplan, seeks to enhance access to the site by sustainable modes of travel by providing a new public square and two proposed pedestrian routes linking Becket Well Lane and Green Lane.

A number of measures to reduce single-occupancy vehicles (SOV) have been proposed and it is noted that not all measures will be appropriate for all groups of people visiting the venue i.e. staff/event visitors/conference visitors. Proposed measures are as follows:

- Appointment of Travel Plan Coordinator (TPC)
- Eight secure cycle parking spaces for staff
- Shower facilities for staff
- Cycle to work schemes
- Cycle/pedestrian signage outside the venue
- Cycle repair kits kept at reception for staff use
- Application form for free six-month bus pass for staff
- Real time information about public transport in the foyer of the venue
- Travel information packs for staff
- Travel information noticeboards
- Travel information on the website highlighting sustainable options for visitors
- Promotion of car sharing
- Personalised journey planners for staff

These are good measures which should help to reduce SOV use. The offer of a six-month bus pass for staff is an excellent measure which should help staff trial bus travel to see if it is a viable option instead of car travel.

However, there are a couple of areas that need addressing:

- The Travel Plan states that secure cycle parking of eight spaces will be provided for staff, but visitors will have to use nearby cycle parking facilities. 26 cycle parking spaces within a five-minute walk of BPV have been identified. The Travel Plan states that it is unlikely that concert visitors would cycle to the venue which is a likely scenario. However, local visitors to a conference may choose to cycle but would have to leave their cycle at an unsecure parking space. With cycle theft a risk this could be a deterrent. We would like to see some secure cycle parking for visitors at the BPV.
- An event management plan needs to be in place for large events that are likely to lead to an increase in traffic to the venue. The Travel Plan predicts that trip generation for a worst-case large event could be around 1,000 one-way trips, this type of event would need traffic management.

●● safe and suitable access to the site can be achieved for all people;

Access to the development is the main issue with the proposed development. This is in terms of the physical changes to Colyear Street and Becket Well Lane, but also the changes that are being proposed to resident parking and reversal of the one-way on Bramble Street to allow HGV access to the venue from the rear.

Colyear Street and Becket Well Lane

It is proposed to narrow Colyear Street from its existing width of 6.5m to a 3.65m single lane, one-way (northbound) carriageway. This is based on the need to maximise public space outside of the Performance Venue and provide a largely traffic free link with the nearby public square and is considered by the applicant as an essential design feature. This allows the area in front of the Venue to be given over to around 3 metres of footway. Further the area immediately in front of the venue, approximately 3 metres wide, will be given over to public realm and protected by bollards and plant boxes. This area will be used by the venue to queue around 500 customers. As a note to the applicant, the treatment of this area in terms of pavement material and kerbs needs to take into consideration kerb heights and the ability of a broken-down vehicle not to physically obstruct the one-way highway.

It is proposed that, subject to the necessary TRO process, the existing taxi rank and Pay & Display parking spaces are to be removed, and the double yellow line parking restrictions on both sides of the carriageway are proposed to be retained for the entire length of Colyear Street. The northern section of Colyear Street, in front of the existing BT Exchange, will be raised to complement the public square space and create more of a pedestrian friendly area. It is proposed to extend the public square “restricted waiting zone” up to the change in surfacing point on Colyear Street.

It should also be noted that enhancements to the public realm on the eastern side of Colyear Street will be incorporated into the future design work for Site 3 (Duckworth Square) as and when that site comes forward.

It is proposed to make Becket Well Lane two-way in order to ensure that an alternative access and egress route is provided during the event overlay closure of Colyear Street. This is to provide access to the BT Exchange, the Warwick and the new residential dwellings being constructed as part of Phase 1 of the masterplan. Becket Well Lane’s existing width is not suitable for 2-way traffic and does not meet the minimum 5.5 metre standard. However, at its narrowest point it is 5.25 metres and considering the likely volume of traffic will be acceptable in the short term. However, DCC will pursue an increase in the width of the carriageway to 5.5 metres when Site 2 is redeveloped. The applicant is proposing to offer a section of the access road to the residential development off Becket Well Lane for adoption to create a turning head. This will be required when the Event Overlay temporary traffic management closes Colyear Street.

Figure 2 provides a summary of the changes to the highway network around Colyear Street and Becketwell Lane providing access to the front of the Performance Venue.

In addition to main Colyear St access, a pedestrian link between Colyear Street and Becket Street is proposed along the Performance Venue's northern boundary. This link will be approximately 4 to 5m wide and will facilitate access to existing and proposed additional disabled parking spaces located on Becket Street. This link is not on the adopted highway and will remain private.

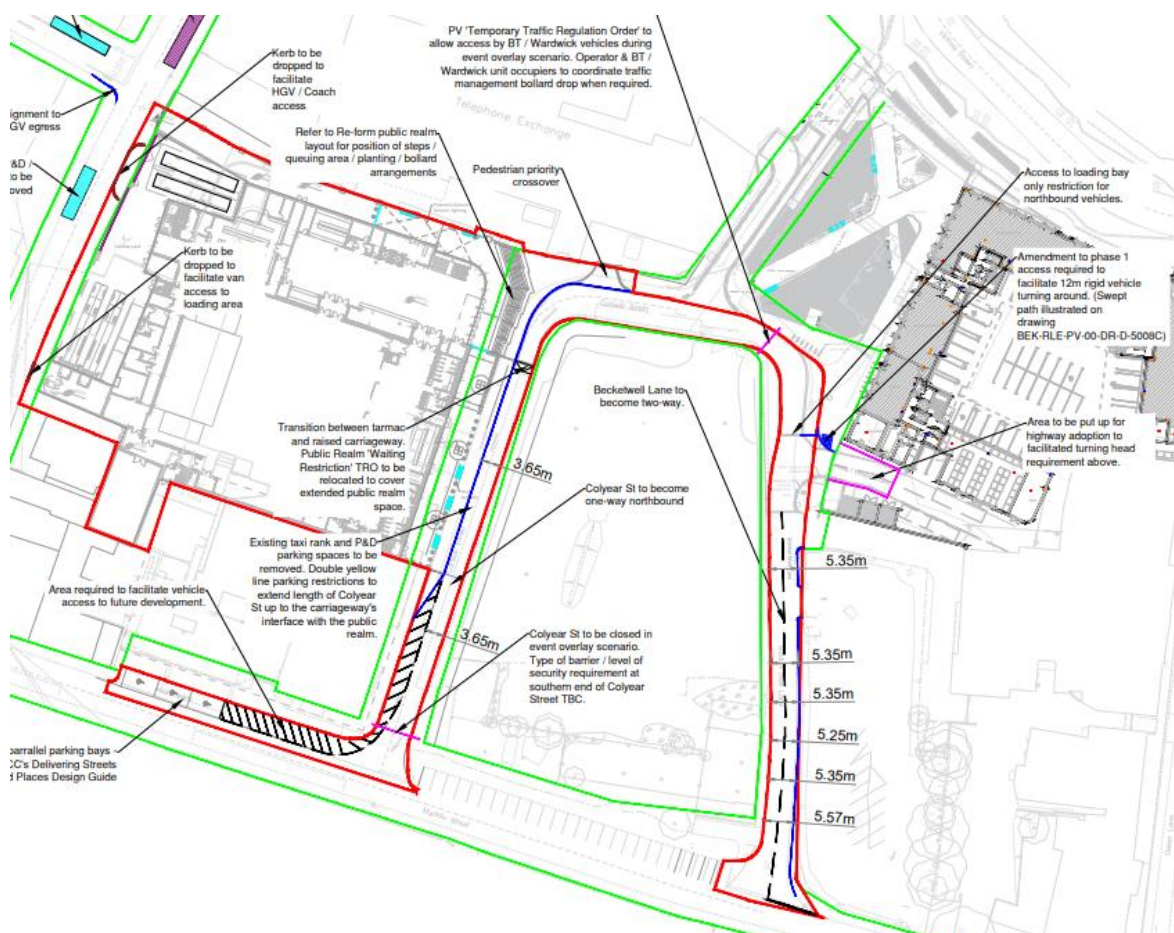


Figure 2: Proposed Highway Changes to Colyear Street and Becket Well Lane

Bramble Street and Newland Street

The Performance Venue will be serviced via Becket Street, on the site's western frontage. The proposed service yard includes space for two HGVs and two "tour bus" coaches (for use by performing artists) in separate areas with their own lockable gates.

Figure 3 provides a plan of the proposed changes to accommodate the HGV and coach swept paths to / from the service yard and access for vans into the loading area. In summary, the following highway alterations are proposed:

- Installation of dropped kerb outside HGV service yard gates;
- Installation of dropped kerb for van access into loading area in south-west corner of the service yard;
- Flip the Bramble Street one-way direction from its current west to east to an east to west direction;

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- Amend / alter existing parking bays and replace with double yellow line parking restrictions on Becket Street, Bramble Street and Newland Street;
- Small sections of kerb line alterations at the Becket Street / Newland Street and Becket Street / Bramble Street junctions.
- Give-way Road markings and associated signage at the Bramble Street / Curzon Street junction.
- Ban right turners from Bramble Street towards the City Centre.

It is not predicted that the reversal of the Bramble Street one-way will significantly change traffic movements in the area. The most likely impact is in the PM Peak at the junction of Macklin Street/Abbey Street. From traffic surveys undertaken in 2019 before the Covid pandemic, around 140 vehicles turn right at this junction, and most likely the majority will then turn left at the Abbey Street/Curzon Street Junction towards the Inner Ring Road. If traffic queues form at the Macklin Street/Abbey Street junction then the reversal of the one-way provides the potential for 140 vehicles to use Bramble Street to take the route to the Inner Ring Road via Curzon Street. However, this number of potential vehicles is not large. The proposed right turn ban from Bramble Street towards the City Centre will stop vehicles from using Bramble Street as a potential rat run through the City Centre.

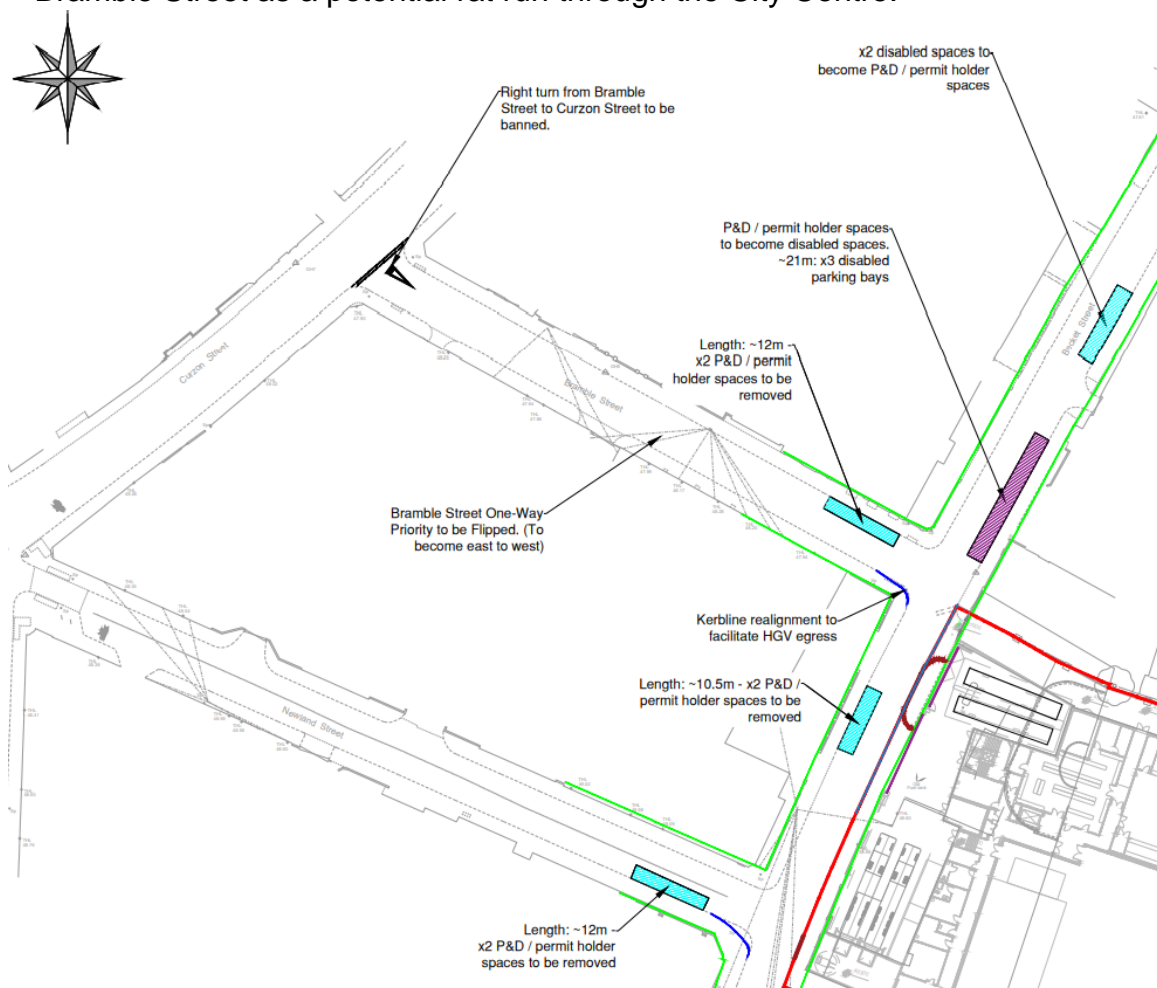


Figure 3: Proposed Highway Changes around Newland Street and Bramble Street.

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Colyear Street Events Overlay

For some events, it is proposed to implement an “event overlay” scenario where temporary traffic management would close off Colyear Street to all vehicular traffic for a period of time in advance of the event starting, during and after the event finishes in order to ensure that the area in front of the Performance Venue can be given over to pedestrians, providing a safe a secure area for them.

It is proposed that the road closures would be controlled by a standalone lock-and key telescopic retractable bollards that will be accompanied by associated signage. The specific type and number of bollards to be provided is subject to further discussion and agreement with DCC. These bollards would be lifted/dropped by a Performance Venue operator at set times and in accordance with the overlay or ‘moving’ traffic regulation order that would be needed to implement the overlay scenario.

The applicant hasn’t identified the number of times that a temporary road closure would be required. However, they are assuming around 29 large concerts per year where there is an average attendance of around 3,000 people, and it is assumed that it is only these events that will require the closure of Colyear Street. The large events will all generally be in the evening, with the exception of Saturday afternoon performances. As such, it is likely that the Colyear street will be closed around 2 hours before the start of the event and 1 hour after, around 17:00 to 00:00.

The details and management of the event overlay need to be finalised with the Traffic and Transportation Section, including the moving traffic regulation order. As such, it will be conditioned that an Operational Management Plan is prepared that sets out the management of large events.

Parking

No on-site vehicle parking is proposed as part of the application, apart from the service yard HGV’s and two tour buses spaces.

DCC advisory parking standards link disabled parking provision to the amount of standard parking spaces provided. Whilst there is no standard parking proposed as part of the development proposal, the applicant is are proposing an increase in the on-street provision of 11 disabled spaces in the surrounding area. In summary, these include:

The introduction of three disabled parking bays on Becket Street to the north of the service area entrance. These spaces would replace a short section of P&D / permit holder parking bays.

- To compliment the above, two P&D / permit holder spaces will replace a section of the existing disabled provision further north on Becket Street.
- Three disabled parking bays on Macklin Street to the south of the Former Pennine Hotel;
- Two new disabled spaces on St James’s Street to the north-east of the site (formalising the DCC trailed disabled parking bays at this location).

As part of the Performance Venue proposals, 3 Sheffield cycle stands (x6 bikes) are to be installed directly outside the building’s Colyear Street elevation and 8 wall

mounted cycle racks (for staff use only) to be located securely inside the “Main Event Store” building which is accessed from Becket Street. In addition, a total of 10 Sheffield stands (x20 bikes), all well within a short walk of less than 100m of the performance venue are proposed as part of the public square development.

Conclusion

In consultation with Traffic Management and Parking colleagues, the principle of the physical changes to the network and the access strategy, including the proposed changes to the one-way system on Bramble Street, are considered acceptable. However, reversing the one-way on Bramble Street, and the associated removal of resident parking spaces to allow HGV's to manoeuvre and access the Performance Venue, will be subject to a separate traffic regulation order (TRO) making process, which sits outside of the planning system. Residents and businesses in the area may object to the changes, although, ultimately the decision to make the TRO sits with the Strategic Director for Communities and Place. The operation of the Performance Venue relies on the TRO changes around Bramble Street, and Members of Committee need to be aware that in granting planning permission to this application that they are endorsing the principle of the access strategy.

●● *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

NPPF is suggesting the impact of the residual trips (i.e. the remaining car trips after travel by other modes has been taken into account) should be mitigated as long as it is affordable in the context of the value of the development. The Government does not define ‘severe impact’. DCC takes the view that in this context ‘severe’ can relate to congestion, but definitely relates to safety.

The application for the venue does not include any parking and as such will rely on the existing public car parks situated across the City Centre, such as Bold Lane. As such, the impacts of this development are likely to be intermittent, mostly off peak (evenings and weekends) and spread across the wider City Centre network.

Transport Assessment

To provide an idea of trip generation and the likely time of day that the development will generate traffic, the Transport Assessment (TA) considered a first principles assessment, based on seating capacity, event type, mode share and car occupancy. The transport consultant that prepared the TA used information from historical surveys undertaken at venues in Manchester, Leeds, Brighton and Hull. The Hull Bonus Arena is similar in size and operation to proposed Derby Performance Venue.

Traffic Generation – The gross internal area (GIA) of the Performance Venue building will be around 8,000m² spread over a ground floor and a further four upper floors. The venue will have a maximum capacity to accommodate up to 3,500 attendees, (2,600 standing and 900 seated). However, the venue will provide for a range of event functions with different configurations that will provide different levels of capacity. **Table 1** below provides a summary of the types and scales of events

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including the likely frequency over an annual period, once the venue is fully functional.

Event	Number of Events Per Year	Average Attendance (People)
Large Concert	29	2,907
Medium Concert	35	1,574
Small Concert	16	926
Sporting Event	2	1,000
Entertainment	29	1,671
Family Show	10	1,093
Banquets	18	371 to 550
Conferences	13	600
Exhibition Trade	3	1,375
Exhibition Consumer	8	804
Product Launch	6	500
Meetings	35	18 to 71
Other	14	53
Total	218	-

Table 1: Predict Event Type and Scale

Most performance events will take place in the evenings on weekdays and weekends, with the exception being occasional weekend matinee performances. In these instances, doors typically open around 90 to 120 minutes before showtime, which in the case of evening shows is usually around 7pm and in the case of matinee performances is usually around 2-4pm.

Conferences and exhibitions will be primarily daytime events, with the former primarily held on weekdays (typically within a “standard” working day, i.e., start times around 09:30 and finish times around 16:30.

Using travel survey information from comparable city centre, mid-size venue projects, the applicant projected the following mode share for major performance events and conference & trade events summarised in **Table 2**.

Mode	Mode Share Concert Events	Mode Share Conferences & Exhibition Events
Car	78%	80%
Bus	7%	0%
Coach	2%	0%
Rail	3%	20%
Taxi	5%	5%
Walk	5%	0%

Table 2: Predict Mode Share for Concert Events, Conferences & Exhibition Events

However, perhaps the important factor when considering the trip generation for the Derby Performance Venue is vehicle occupancy, which is generally high for leisure

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events as families and friends travel together. Based on car occupancy surveys undertaken at Manchester Arena for event concerts, a car occupancy of 2.7 people per car was used. For conferences the transport assessment took data from the 2019 National Travel Survey, and the car occupancy rate for business travel, which was 1.2 occupants per car.

	Event Capacity (People)	Car Mode Share	Car Occupancy	Number of Cars
Large Performance Concert	3500	78%	2.7	1,011
Medium Concert	1500	78%	2.7	433
Small Concert	1000	78%	2.7	289
Conferences	600	80%	1.2	400

Table 3: Predict Trip Generation for Concerts and Conferences, based on Capacity, Mode Share and Car Occupancy

The total predicted trip generation for large concerts is around 1000 vehicles and for conferences around 400 vehicles. These two examples represent the largest events of their type.

The Derby Performance Venue operator has identified that around 20 full time equivalent (FTE) staff would be employed. The majority of staff required for shows are casual staff or contractors providing event-specific services such as security, ticket staff, ushers, event set-up, food and drink, merchandise sales and post-event cleaning. During a 3,500-capacity event, the operator has indicated up to 170 staff would be working at the Venue, this would drop to 100 for a 1,500-capacity event.

Traffic Impact and Distribution

Using the example of a large concert event and conference event, **Table 4** and **Table 5** set out how the total trip generation that each event will load onto the network. People will not arrive at the events all at the same time. Concert events will generally take place in the evening and the operator for the Derby Venue has identified that people will arrive across a two-hour period leading up to the start of the concert.

Arrivals Prior to Event Start (19:00)					Departures After Event Ends (23:00)	
17:00pm - 17:30pm	17:30pm - 18:00pm	18:00pm - 18:30pm	18:30pm - start	Event Start 19:00pm	23:00pm - 00:00am	00:00am - 00:30am
15%	30%	30%	20%	5%	80%	20%
152	303	303	202	51	809	202

Table 4: Major Concert Percentage Arrival and Departure Profile and Number of Cars

Conferences represent the more business type of functions that the Derby Venue will provide for. They will tend to be held over a normal working day with the start of the event around 9:30 am. Again, the operator has provided information from other venues they manage and predict a profile with people arriving mainly over an hour period between 8:30 and 9:30.

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Arrivals Prior to Event Start (9:30)			Departures After Event Ends (16:30)	
8:30am - 9:00am	9:00am - Event Start	Event Start 10:00am	16:30pm - 17:00pm	17:00pm - 17:30pm
35%	60%	5%	40%	60%
140	240	20	160	240

Table 5: Large Conference Percentage Arrival and Departure Profile and Number of Car

The application does not specifically include any new parking, as such the impacts from the development will be spread across the wider city. The transport assessment identifies 5,543 parking spaces within the City Centre, so there is ample parking to cope with the potential demand for large concerts generated by the Derby Venue. This includes private NCP and the Derbion Centre car parks. It is likely that car parks close to the Performance Venue such as Abbey Street (190 spaces), Chapel Street (524 spaces), and Bold Lane (331 spaces) will be popular because of their geographical location to the venue and the bars restaurants around Friar Gate. **Figure 4** provides a plan of car park locations in the City Centre.

To put the traffic impact into a broad context, **Figure 4** plots the predicted peak traffic arrivals (455 vehicles) for a concert event over the hour 17:00 to 18:00, shown by the red arrows. The event flows have been proportional assigned to the nine corridor routes into the City Centre, based on their background traffic flows. The diagram shows that the number of vehicles on each corridor is relatively small, between 20 vehicles on London Road to 103 vehicles on the A52 Brian Clough Way.

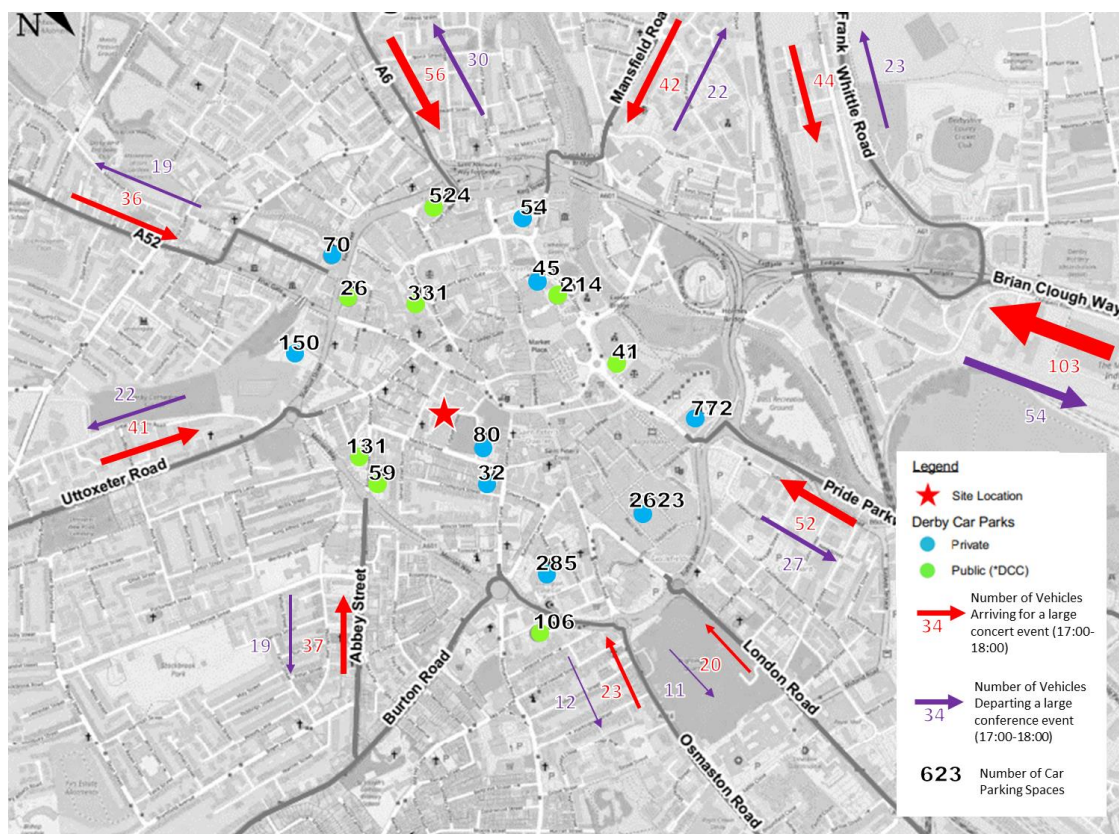


Figure 4: Car Park Location, Car Parking Spaces and Major Concert Event Vehicle Arrivals and Conference Event Vehicle Departures.

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There may be occasions when there will be a significant demand for certain car parks, particularly during Large Concert Events when attendees are arriving. This could potentially cause some additional congestion during the evening commuter peak (17:00-18:00) on the Inner Ring Road. However, this will not be a daily event and the operator for the Derby Venue is predicting a maximum of 29 of these large events per year. Most other performance events, around 92 events (See Table 1), will be between 1,000 and 1,500 attendees, so at most half the size of a major concert.

Figure 4 also broadly plots the predicted peak traffic departure, around 245 vehicles for the largest conference event. The operator is predicting around 17 such events where the attendance numbers will be around 600 people. The timing of these events (see Table 5), is predicted to be arrivals between 8:30 and 9:30 and departures between 16:30 and 17:30. Again, the impacts will be spread over the wider network and will be slightly off peak. There is a choice in parking across the City Centre, although, Abbey Street, Chapel Street and Bold Lane are likely to be popular.

Conclusion

The application does not include any parking for the Performance Venue. As such, the impacts from attendees arriving and departing events are likely to be spread across car parks across the City Centre. Some car parks are likely to be more popular than others because of their geographical location to the Performance Venue. The important point is that the arrivals will not funnel into one car park location in the immediate location of the Derby Performance Venue, which from previous comments on the outline planning application (19/01245) was identified as a major constraint.

The largest concert events are likely to attract around 1,000 car trips into the City Centre. The arrival build-up may converge with peak PM commuter traffic and add to delays and congestions. However, these events will not be a daily occurrence with around 30 events predicted per year. The departures will occur outside of the peak traffic period late at night. Most performance events, the remaining 92 from the operators predicted programme, are at most half the size of the largest concert events.

Conference events are predicted to generate around 400 cars and the operator has predicted around 17 such events with attendance of about 600 people. Event traffic is more likely to interact with Peak AM (08:00-09:00) and PM (17:00-18:00) commuter traffic. However, the likely event start (09:30) and finish (16:30) will be slightly off-set from the commuter peaks, which will reduce their impacts. For conferences it is predicted that peak arrivals will be around 140 cars between 08:00 and 09:00 and 240 between 17:00 and 18:00. Again, the impacts will be dispersed across the City Centre network, however, the arrival and departure build-up may converge with commuter traffic and cause additional congestion around the locations on the Inner Ring Road of popular car parks.

It is uncertain if and at what location any problems on the network might occur. However, it is likely that it will be on the Inner Ring Road where development traffic converges. This will depend on the car parks that venue attendees will choose to use and the scale and frequency of the final programme that the Derby Performance

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Venue operates. The Inner Ring Road is already under pressure and the Highway comments on the Outline Application identified that in re-developing the Becket Well area that there will have to be some acceptance of impacts on the network. Further, we know through the design of the Connecting Derby Scheme that further physical improvements to the Inner Ring Road are very limited.

However, in order to ensure that major events and conference are managed efficiently, the conditioned Operational Management Plan needs to identify how it is going to communicate and manage access to the venue for major events. Further, the plan also needs to identify how the event overlay will be communicated to the public and stakeholders. It is proposed that the generic S106 contribution, which for this application is around £80,000, also allows for its use to support the Operational Management Plan if necessary. For example, to adjust signal timings or change lane markings once the venue is operational.

Suggested Conditions and Notes

Conditions will need to be agreed with the applicant and these are likely to include the following.

1. Prior to any development commencing within the application area;
 - a. a suitable access to accommodate construction traffic into the site shall be provided in accordance with the Highways Design Guide, details to be submitted to and approved in writing by the LPA;
 - b. A wheel washing facility designed in accordance with details to be submitted to and approved in writing by the LPA shall be fully operational;
 - c. Details of the Construction Management Plan, including the information identified in Section 9.4 of the Transport Assessment (See document EK-RLE-PV-XX-RP-D-5004), has been submitted to and approved in writing by the LPA.

Reason: In the interests of highway safety.

2. Prior to occupation of the development, the following shall be provided and available for use in accordance with details submitted with the planning application:
 - a. The access layout on Colyear Street, Becket Well Lane, Bramble Street, Newland Street and Becket Street as shown for indicative purposes on Drg No BEK-RLE-PV-00-DR-D-5010 (Rev B);
 - b. Secured covered cycle parking for staff and visitors;
 - c. The travel plan based on the initiatives and monitoring as set out in the Travel Plan prepared by RLRE and submitted as part of this application, (See document EK-RLE-PV-XX-RP-D-5003).
 - d. Operational Management Plan to be submitted and approved in writing by the LPA and to include information on:
 - Details of the Event Overlay Traffic Regulation Order.
 - Pre-event consultation and communication plan of the closure of Colyear Street.

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- Physical management/protocol of the Event Overlay such as closure of Colyear Street, security measures and operation of bollards, and bagging of one-way signs on Becket Well Lane.
 - Emergency Service access strategy.
 - Review process of network operation and identification of measures to reduce issues.
 - A procedure to review events timings to reduce the impact on peak traffic periods, such as the AM (0800-0900) and PM (17:00-1800) weekday commuter peaks, and other simultaneous large scale events.

Reason: In the interests of highway safety and to ensure that a sustainable development is delivered.

Notes to Applicant

- 1) The above condition 2(a) will require works to be undertaken in the public highway, which is land subject to the provisions of the Highways Act 1980 (as amended) and over which you have no control. In order for these works to proceed, you are required to enter into a suitable legal agreement with the highway authority. Please contact Keren Jones Tel 01332 641757 for details.

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

5.2. DCC Lead Local Flood Authority:

The site is part located within flood zone 2 according to the Environment Agency Flood Maps and within flood zone 3 according to the Council's SFRA.

Mapping from the EA also shows the access roads to be subject to a medium risk of surface water flooding in parts and a wider area subject to low risk.

The nature of the development is intended to attract large numbers of people to its venue, as such the developer will need to demonstrate how they will be protected from the effects of flooding whilst at and on egress from the development as well as consideration to manage access should a flood occur or be predicted.

The developer will need to ensure that there are sufficient and effective measures in place to prevent the contamination of surface water runoff and ground water as a consequence of the development and its construction. A construction management plan should provide details of the procedures and equipment to be made available during the demolition and construction phases.

The development should use practicable technology and methods to manage and treat surface water and its quality and also seek to tackle the affects of climate change and ensure the inclusion of measures to promote Biodiversity.

It is evidenced by Arup's amongst others that the inclusion of Living Walls can significantly help address issues in relation to climate and environment as well as providing treatment of surface water runoff.

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The use of rainwater harvesting to both manage attenuation and provide a source of 'free' water for irrigation would help conserve the water asset and protect its quality. As well as providing a source of water for sanitation within the Development. Particularly if solar energy were to be used to power any associated pumps.

The original Master Plan for the wider development included a number of green roof areas / terraces

The gravel and paved areas on the roof could also contribute to the treatment of surface water runoff, without adding additional loading to the structure. Thus, providing an economic component to the treatment train of surface water runoff.

There is scope on the grounds of wider sustainability to accept a higher run off rate where such runoff is demonstrated to be appropriately treated.

It is also noted that the FRA submitted with this application includes out of date, plans which do not reflect the current proposals and those elements already approved.

The FRA should ideally be updated to ensure the Public Record and Consultees are appropriately informed, with current drawings which represent the wider development.

The drainage layout included with in the FRA, Drainage Layout Stage 2 Conceptual design drawing number SIV SK001, appears to place proprietary components at inappropriate locations however it is noted that this is a conceptual drawing, the appropriate components would undoubtedly be presented at detailed design.

The FRA also discusses and rejects the use of living walls, however the many benefits of living walls are shown to far outweigh any perceived disadvantages, as such the conclusion with in the FRA in this respect are not accepted as there is insufficient evidence to support the claims made in this particular matter. It is also noted that the use of rainwater harvesting would provide a means to ensure available water in dry periods as well as providing additional attenuation capabilities by discharging stored water ahead of predicted pluvial events.

The treatment benefit of rainwater harvesting is enhanced by arrangement to channel the shorter and less intense runoff whilst allowing the higher and subsequent flow, which will contain less contamination to the main attenuation and discharge system.

The inclusion of a living wall would help address the loss of the roof terraces from the original Master Plan.

Conditions

For this reason, I would therefore recommend conditions are placed on any consent to secure the required drainage.

5.3. Environmental Services (Health – Pollution Contaminated Land):

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

Contaminated Land

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

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

1. The proposals are an extension to a wider regeneration scheme 19/01245/OUT that has already been granted planning permission subject to various conditions including the need for further contaminated land site investigations. The applicant has submitted a further Phase 1 report for the additional land covered by this new application.
2. Environmental Protection have reviewed the Technical Note – Addendum Phase 1 Desk Study (RL Consulting Engineers ref: 18567-RLE-21-XX-RP-O-004 Revision P02 dated 28th June 2021) that has been submitted in support of the application.
3. This has identified that there were former garages adjacent to the Northern section of the site where there may have been fuel tanks. In addition, the site currently has a number of existing structures that require demolition and is covered in hard standing. There is a high likelihood that made ground may be present that may be a source of contamination although, there is a limited amount of landscaping proposed which will limit the potential contamination pathways on the site.

Conclusions

4. The addendum report has recommended further intrusive investigations across the site in line with the wider site requirement. This is stated to include further ground gas monitoring. We would be in agreement with these recommendations and would recommend that conditions, such as the following, be imposed on any planning permission granted to ensure that the further investigation and remediation (if required) is carried out and validated:
 - i. Where the previously submitted Phase I geo-Environmental Assessment has identified potential contamination, a Phase II Site Investigation shall be carried out to determine the levels of contaminants on site that could pose a risk to the development. A risk assessment will then be required to determine the level of potential risk to end users of the development and to controlled waters. A detailed report of the investigation will be required for submission to the Local Planning Authority for written approval prior to commencement of the development.
 - ii. In those cases where the agreed Phase II Investigation Report has detailed significant contamination risks exist on site, a Remediation Strategy will be required in order to identify measures needed to mitigate the identified risks. The Remediation Strategy shall be submitted for written approval by the Local Planning Authority prior to commencement of the development.
 - iii. The risk reduction measures detailed within the agreed Remediation Strategy shall be implemented in full. A Validation Report shall subsequently be produced which adequately demonstrates that the

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measures have been implemented in full and that all significant risks to users of the development and controlled waters have been removed. The Validation Report shall be submitted to and approved in writing by the Local Planning Authority prior to the development being occupied.

I have no other comments to make on the application regarding contaminated land at this time. Please note, my colleague will be commenting separately regarding the noise report that has been submitted.

5.4. Environmental Services (Health – Pollution Air Quality):

1. I have reviewed the application information and I would offer the following comments in relation to air quality implications for the development as follows.
2. I note the submission of an *Air Quality Note* in support of the application (*Quod, September 2021*).

Air Quality Note

3. The note provides a very brief outline of evidence on air quality impacts, concluding that impacts are considered to be insignificant and further detailed assessment is not deemed to be necessary.
4. The justification for this position surrounds the relatively low volume of traffic generated by the development which is assumed to be spread across the road network and unlikely to affect peak traffic flows due to the timing of large events (generally in the evenings).
5. The conclusions are based on an assumption that the maximum traffic volume generated by large-scale events would be around 1000 vehicle trips.
6. Under relevant IAQM guidance, such a number of vehicle trips concentrated on one section of road within an AQMA, as an average increase per day over the year (otherwise known as an Annual Average Daily Traffic or AADT), would exceed the threshold requiring further assessment.
7. However, it is noted that such events would be far less than a daily occurrence (estimated at only 20 to 25 events per annum) and the trips associated with each event would not be concentrated onto one road and would instead be spread across the network as visitors park in any one of the large number of city centre car parks.
8. Consequently, the maximum volume of traffic caused by the development on average across the year would be relatively small and since it is annual averages that the main air quality standards are based upon, it is likely that air quality impacts arising from the development would be insignificant.

Conclusions and Recommendations

9. While the development has the potential to generate a relatively large number of vehicle trips when holding large events, the frequency of events combined with the spread of traffic across a relatively wide section of the road network suggests that air quality impacts at any particular point, would be expected to be insignificant when considering annual average concentrations.

10. Consequently, the Environmental Protection Team has no objections to the application on air quality grounds and air quality mitigation is not deemed necessary.

5.5. Environmental Services (Health – Pollution Noise):

1. I have reviewed the application information and I would offer the following comments in relation to Noise implications for the development as follows.
2. The development has the potential to impact upon local residential amenity from noise associated with the performance and entertainment activities. In this regard, I note the submission of a Noise Assessment for Planning (Neill Woodger Acoustics and Theatre Design, Rev B, Dated: 29 June 2021), provided in support of the application.
3. I can comment on the Report and its implications for determination of the planning application as follows.

Noise Impact Assessment

4. The assessment considers the main potential sources of noise from the development, namely:
 - Noise from the main auditorium during concerts/events;
 - Noise from mechanical plant; and
 - Noise from servicing activities.
5. It is important to note that the calculations used in the report to estimate noise impacts are based on relatively high-level estimates and assumptions, since detailed design and specification information is not yet known. However, it is noted that the assessment includes design targets in order to ensure that certain noise criteria are met.
6. The assessment and designs are based around the following aims:
 - Event noise – the ambient noise levels, LAeq,15min , from any amplified music events should not exceed NR20 within the living rooms and bedrooms of the nearest noise sensitive receptors;
 - Plant noise: Applying BS4142:2014 criteria, aim for a Rating Value equal to or less than background (but possible allowance for up to +5dB); and
 - Service Yard noise: the aim for the activities related to the loading bay is to not exceed +5dB in accordance with BS4142:2014 methodology.
7. Background/ambient noise measurements used in the assessment are based on measurements undertaken in 2019. These are deemed appropriate as they were taken pre-Covid and probably reflective of a more typical situation.

Noise from Main Auditorium

8. Although not specified in detail, the main auditorium design is to incorporate a double-skinned construction for both the walls and roof, with an air space in between each skin.

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9. An estimate of the level of noise from live music events is provided in the report (outlined in octave frequency bands). This is based on levels assumed from other performance venues as measured at the mixing desk and at the upper walls. The estimates seem reasonable.
 9. Based on the closest sensitive receptors to the performance venue building, Table 10 sets out the required transmission loss for the building in order to achieve the target of an NR20 rating within the closest dwellings. The assumptions used in the calculations appear to be robust and conservatively assume single-glazed windows for some dwellings.
 10. Further comfort is provided by the fact that sound levels associated with music performances are largely controllable through volume and EQ management.
 11. I do note however that the calculations seem to assume that the residential dwellings on the corner of Macklin St/Becket St (Receptor No. 4) only have front facing windows out onto the street. If these dwellings have rear facing windows facing towards the proposed performance venue, then it is likely that the impacts will be much greater than those estimated in the report.

Plant Noise

12. Mechanical plant is expected to consist of a series of air source heat pumps and air handling units located on the roof of the building.
13. A provisional plant layout is provided in the report, however this is only identified as being indicative at this stage and therefore may be subject to change.
14. As a result, plant noise emission limits are provided in the report, based upon the nearest sensitive receptors and in combination with the measured background sound levels measured in 2019.
15. Outline calculations are provided which suggest some mitigation is likely to be needed. Although the data is not sufficiently detailed at this stage to draw confident conclusions, the calculations are indicative of impacts being able to be effectively managed.
16. Again, consideration of rear facing windows at receptor No. 4 needs to be included in the calculations to determine the greatest impacts from plant as this appears to have been excluded from the calculations.

Servicing Area Noise

17. The main sources of noise in this area are expected to be a parking provision for up to two tour buses and more notably, two loading bays. The loading bays are noted to be enclosed docks such as those used in supermarkets and warehousing, which should help significantly with reducing loading/unloading noise.
18. Calculations are provided to predict noise levels from loading/servicing activities. These calculations are deemed to be more accurate since HGV and loading activity noise data is relatively well-known and unlikely to change significantly, assuming that the proposed loading bay and parking areas do not change significantly as the design develops.

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19. Loading/unloading is assumed to take place on a 24/7 basis, thus assuming a worst case scenario.
 20. The report concludes that the noise target (i.e. a Rating Value of no more than +5dB over the measured background using BS4142:2014) can be achieved.
 21. Further details prescribing the input data and calculation methods would have been preferred for clarity, so it is hard to fully judge the accuracy. I also note that no penalties have been applied under BS4142:2014, which may have been appropriate due to intermittent/impact noises associated with loading/unloading activities.

Conclusions and Recommendations

22. The development is located close to residential dwellings and will unavoidably create a degree of impact from noise, however the proposed design principles and noise targets stated in the submitted noise assessment are considered to be robust.
23. When considering the extent of noise impacts arising from the development, the planning application needs to be viewed within the context of a site which was previously occupied by a nightclub, functioning in an older and more poorly insulated building and operating at hours later into the night than would normally be expected for a performance venue such as that being proposed.
24. The development site is also within a central location in Derby, which already experiences relatively high levels of noise associated with the city centre night-time economy, arising from the operation of local pubs and clubs, with a high footfall late at night throughout the week and especially at weekends.
25. Within this context, the Environmental Protection Team does not object to the planning application on noise amenity grounds in principle, however it is important that the development is designed and managed in such a way as to mitigate noise impacts as far as possible.
26. In this regard, a suitably-worded noise condition is recommended, should consent be granted, committing the developer to compliance with the noise targets set out in the submitted Noise Assessment, as confirmed through further noise assessment once the detailed design of the building, mechanical plant and servicing area have all been confirmed.

5.6. Police Liaison Officer:

As mentioned previously during determination of the hybrid outline/phase 1 applications, in principle we are very supportive of wider regeneration of the Becketwell area in anticipation of bringing ownership and activity back into this neglected portion of the city.

We note point 6.48 of the supporting planning report and the applicants intention to continuously liaise with both CTSA and DOCCO.

This is welcomed and needless to say we will make ourselves available at any reasonable time.

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The content of this response includes views of both myself and the allocated CTSA from the East Midlands Special Operations Unit.

In respect of specific elements of detail for this proposal :-

The provision for hostile vehicle mitigation around external pedestrian movement areas is acceptable other than the position of bollards which restrict access from Beckett Street, which are situated some distance into the pedestrianised area close to the box office room. Other than an alternative delivery point at the circulation corridor on this elevation we don't see any reason for leaving the passageway open to vehicles because of the associated danger to pedestrians from hostile vehicle use. Consequently it is very strongly recommended that the bollards proposed are located as far to the western edge of the passageway as possible.

The three cycle stands positioned on Colyear Street at the southern edge of the development site are too far removed from the main movement hub. It's unlikely that cycles would be left in this area for any length of time, certainly not for the duration of performances because of the inherent risk of theft or damage. Placing them remotely from the site entrance increases this risk, and also makes use less convenient/secure for occasional visitors calling into the building. They should be relocated to the most active corner of the building, probably close to the bench proposed closest to the access steps.

It's not clear as to whether the cycle storage located in the main event store is intended for public or private use. We would certainly encourage a more secure provision for extended stays such as internal lockers or external boxes as opposed to just Sheffield Stands.

The straight step handrails proposed linking the site entrance to Colyear Street are at risk of being abused by street skaters. Their final design should include raised sections or nodes to discourage this.

In respect of further detail which isn't at present included within the submission:-

It's accepted that the external appearance of the building is constrained by use, leading to very little outward looking aspects over the street. This places more emphasis on other forms of formal surveillance, principally CCTV. Both CCTV and lighting are mentioned specifically at point 6.7 of the supporting Planning report.

Both need to be set out within approved plans or as a condition of approval, ideally to be drawn up and discharged under protective cover.

There needs to be extensive curtain cover of all external areas and vulnerable points, internal coverage of all movement routes and public gathering points, together with an assessment of how CCTV/lighting will work in unison, an integration plan of how the BPV system will dovetail with the current and extended city centre CCTV provision, and how CCTV positions will integrate with soft landscaping in anticipating future height and spread of trees.

5.7. Historic England:

Thank you for your letter of 23 July 2021 regarding the above application for planning permission. On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

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

5.8. Derbyshire County Council Archaeologist:

As you are aware this development is within the Archaeological Alert Area established in the Local Plan in relation to the extent of the medieval town of Derby. In recognition of this fact the outline application for the development of the wider Becketwell site (19/01255/OUT) has an overarching archaeological condition attached (condition 18).

Phase 1 of the area, the north-eastern area of the site (fig 2 in the agreed WSI for archaeological investigation) was the subject of archaeological field evaluation in February and March. This work revealed that, whilst some area of the site had been truncated by 20th century development, further away from the street frontage archaeological remains survived. These features were pits and ditches relating to the back plots of medieval houses and have produced pottery of 12th to 14th century date. Further analysis of deposits is on-going and a final report on this phase of evaluation and recording is expected soon.

The current full application is supported by an archaeological desk-based assessment which has been updated in the light of the work on phase 1 of the scheme and a slight change to the footprint of the development area. The development falls within two areas, the southern- most is assessed as having low potential and the northern- most section as moderate potential.

In line with condition 18 of the outline permission for the wider site, and in the light of evaluation of phase 1 revealing archaeological remains I would recommend that this site be archaeologically evaluated, and any remains be recorded, as a condition of permission for this application. In discussions with the applicant's archaeological consultants it was suggested that monitoring of any geotechnical investigations of the site would be a helpful method of assessing its archaeological potential. If this work has not been undertaken already, we would recommend that archaeologists be involved at this stage as it is possible that this input will preclude the requirement for trenching. If geotechnical investigation has been completed however the site should be archaeologically evaluated by means of trial trenching following demolition of any buildings on the site down to slab foundations. The standard condition requiring the submission of a written scheme of investigation is recommended.

5.9. Conservation Area Advisory Committee 2nd September:

Resolved: Objection

CAAC felt that the Baptist Chapel should be retained as it was adaptable for re-use. The Chapel also forms a good focal point when looking down Newland Street and the

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proposal turns its back to the street scene and neighbouring listed buildings. The service yard on Becket Street lacks animation and articulation and was of poor quality in terms of its architecture, appearance, and materials. CAAC suggested that the venue should be on the main Duckworth Square/public square. The proposal was a poor-quality building, and it would be lost in a side street if or when the wider development was built out. It was the wrong building in the wrong place and there also should be connectivity to the Hippodrome. This proposed site should be residential in nature. A Level 2 building recording exercise should be undertaken.

CAAC objected to the demolition of the Baptist Chapel heritage asset due to its positive contribution to the area, despite not being listed, and the negative impact of proposals on the setting of nearby listed buildings and the setting of the conservation area. They had concerns regarding the architecture and design of the proposal. CAAC felt that whilst the Performance Venue was welcomed for the City the proposed location was thought to be wrong as it lacks prominence and could lead to the sterilisation of Becket Street due to the building's poor and unwelcome blank façade.

5.10. DCC Built Environment:

Heritage conservation comment - These comments are made in the light of the Planning (Listed buildings and conservation areas) Act 1990, and the relevant National and Local Planning Policies and Guidance (including the National Planning Policy Framework (2021), Historic England guidance, the relevant Local Plan Review January 2006 saved policies, Derby Local Plan - core strategy (2017) and other relevant guidance.

Designated Heritage Assets affected – The proposal site runs just outside part of the southern boundary of the City Centre Conservation Area, which runs along Bramble street and crosses Becket street. It is located near to several listed buildings within the conservation area; the 1893 grade II listed Former Derby Education Department Offices, the late nineteenth century grade II Former Derby Education Department Annexe on Becket Street and on the corner of Becket Street and Wardwick is grade II 41-47 Wardwick and II* Jacobean House, 33 Wardwick. Grade II listed Museum and central library is at the end of the view when looking north along Becket Street and stops the view. Slightly further away is the Green Lane and St Peter's Conservation Area and the grade II listed former Hippodrome Theatre on the corner of Macklin Street and Green lane. These are designated heritage assets in National Planning Policy Framework terms (NPPF, 2021).

The application site also contains buildings that are proposed to be demolished to form part of the building and its service yards. One a former Methodist chapel and other buildings at number 6 Becket Street, which include Dubrek studios. The former Chapel that then became a United Methodist Free Church can be classed as an undesignated heritage asset as it is ‘... a building identified as having a degree of significance meriting consideration within planning decision, because of its heritage interest.’ (NPPF, 2021). Within the Impact of proposals on Heritage Assets and comments – This application is for the demolition of unretained buildings and structures, renovation, and alterations to retained building, erection of a performance

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and entertainment venue, service yard, vehicular and pedestrian access, highway infrastructure amendments, landscaping, public realm, and associated works.

This key landmark building is to be principally accessed off the new public square and is to the west of the area rather than being on the central Duckworth square site directly onto the new square. The reasons given are noted for not being in this location.

There are a few buildings and structures that are now proposed to be demolished and these will now be assessed.

Demolition of buildings –The former Methodist Chapel, then United Methodist Free Church building, is a distinct grand building, both in terms of its surviving Victorian symmetrical frontage, its scale, massing, and volume. It is a landmark within the area and provides a closed vista when looking down Newland Street where it ends the view. The Heritage statement of significance gives a narrative of the evolution of Methodism within the city and the buildings use since being constructed in the 1850's, the changes to the roof including the removal of the pediment (also the stone parapet and cornice) and states that it is suspected that the whole building except the frontage was rebuilt. There seems to be no analysis of the interior of the building within the HS. Having visited the building and looked inside there have been many alterations and although there is a central space much of the ground and first floor plan has been altered and subdivided, there are many suspended ceilings, and it is likely that the building has been reroofed since it's construction. However, an assessment including the following evidence suggests that the building, albeit altered and foreshortened may not have been completely rebuilt in 1947 but remodelled; looking through the loft hatch in the centre of the building a lath and plaster ceiling is visible below the main roof structure, there is a structural support (located within the current dining room), there are some simple dado rails and joinery to masonry walls. It is possible that there may be original ceilings obscured above the current suspended plasterboard ceilings and bulkheads, although the building has been much altered.

6 Becket Street consists of a small modest brick building running in parallel to the road and has an unusual slate a-symmetrical roof form. This building looks to have been constructed between 1883 and 1901 as it can be seen on the 1901 OS Map. The submitted heritage statement mentions the building but does not give an analysis of the building inside nor any explanation for the plaster cornices within it or why this ceiling seems to be at odds with the building. It has an extension to the rear, which is canted with a hipped roof and a much larger two storey warehouse structure which has a timber vertical sliding sash window which looks to date from the early 1900's and isn't seen in the historic photo in the late nineteenth/early twentieth century photograph within the heritage statement. It would have been helpful if a more detailed analysis of these buildings had been submitted.

The above shows that the proposal is harmful to the existing buildings and the former Methodist chapel as a non-designated heritage asset as it is directly impacted and proposed to be demolished.

Proposed new performance venue - There will be a limited view of the proposed performance venue building's front entrance through the new public square due to its

location. It is noted that the height, scale, and massing of the proposed building to the east, off the public square is generally more modest than the previous buildings on this site and is taller and larger in scale and massing set back from Becket Street. An analysis of the longer views of the development has used the City's skyline study to show that the impact on the Derby skyline would be limited. However, the new building will be seen in medium distance views from the City Centre Conservation Area and listed buildings on Victoria Street but more clearly in medium to short distance views from the City Centre Conservation Area and listed buildings located on Becket Street and The Wardwick. The submitted Heritage Statement does not look at the impact of the proposals on these nearby designated heritage assets – such as the setting of the nearby conservation area or setting of listed buildings. This will now be considered.

As well as the loss of the chapel, as outlined above, the 'back of house' service yard to the proposed Performance Venue on Becket Street impacts negatively on the street scene as a result. The building, and service yard, looks utilitarian and doesn't relate to its context due to the proposed layout, detailed design, and materials. Due to the nature of a service yard, it does turn its back on Becket Street and there may be ways of trying to improve the visual appearance of the building, boundary treatments (perhaps to include brick walls) and the areas visual relationship with the street to address it better. It is unclear whether a more modest building running along Becket Street along the back of footpath, to reinstate the building line, to enclose the service yard.

The impact on the setting of the City Centre Conservation Area, by looking at views from the conservation area from the junction of Bramble Street and Becket Street, as well as views from the grade II former education building and annex, looking from Warwick down past the grade II* Jacobean House down Becket Street and from the Museum and former central library building former has a negative impact. The contemporary design of the rear of the building, in a dark grey block, and entrance could be improved if it related visually better to the street and its context. It is an engineered vehicular access, with utilitarian gates which do not address the street well or side views of it from the conservation area and listed buildings. Suggest looking at improving the visual appearance of the proposal from important views from the conservation area, listed buildings and the view along Newland Street to the site.

In National Planning Policy Framework terms, the current proposals are harmful designated heritage assets as regards the setting, as part of significance, of the nearby listed buildings and to the conservation area. They are directly harmful to an undesignated heritage asset.

Policies - The Planning (Listed Building and Conservation Areas) Act 1990 section 66 as regards the statutory duties regarding listed buildings is relevant here. As are policy E19 of the saved Local Plan Review (2006) and CP20 of the Local Plan – core strategy (2017).

Section 16 on Conserving and enhancing the historic environment of the NPPF is relevant, para 189, 194, 199, 200 and 202. There is harm caused to the designated heritage assets and as regards to heritage policies in the National Planning Policy Framework this proposal's level of harm (classed as less than substantial harm) it is considered to be under para 202. *'...Where a development proposal will lead to less*

than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use' (NPPF, Para 202). This means that where there is this level of harm, this harm should be weighed against the public benefits of the proposal. This weighing is undertaken by the Development Management Case Officer.

In addition, as there are non-designated heritage assets directly affected by the proposal '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 directly or indirectly affect 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.' (NPPF, Para 203).

Recommendation: Suggest improvements to the Becket Street frontage and views of developments from nearby Conservation area and listed buildings.

5.11. Design Review Panel

Introduction

The Design Review Panel has been invited by the planning department to provide independent design advice during the application process for the above scheme. The aim of the panel is to improve the design quality of the City's built environment. Its role is to independently review key development proposals and provide feedback during the planning process. The Design Review Panel are in full support of the principal to develop a New Performance Arena as part of the Becketwell Regeneration Development but have some fundamental concerns about the approach taken noting that this will be the most significant public building to come forward in the City in the past decade.

Context

The scheme does not respond well to the urban design and placemaking opportunities that have been set up in the masterplan. In terms of the urban design and placemaking opportunity, you have to question if this is the right site for the development in the masterplan. If located on Site 3, the development would be a central focal point with an open and direct connection with the external square and the City. Not only would this adjacency aid passive supervision of the external square in an area which is currently littered with anti-social behaviour but the sense of arrival and visitor experience would be far more fitting for a development the locals and the City are keen to be proud of. On site 3, the venue would have the ability to breathe on all sides and thereby provide an opportunity to create an iconic architectural landmark that raises the bar for the whole City. The opportunity is lost when the venue will be a hidden building or 'tucked away' once 'site 3' is built. It is not readily visible, even with the 'art deco' entrance concept, it will not be an inclusive building for daily city life and interaction. The design says little about Derby with no local context and appears to have been designed in 'isolation' of the other buildings or schemes around it. There doesn't appear to be any local precedent studies or references which give it local distinctiveness.

Architectural

The design approach for the form consists of a series of square boxes. It's not very adventurous or playful enough for the type of building it is. It could be more playful in form if located on site 3. The elevations are uninspiring, and the colour palette unfortunately plays to the notion of, 'Grey Derby'. Becket street elevation is a poor relation to Colyear Street. The narrow pedestrian link to Becket Street is poor for general circulation with limited passive surveillance of potential anti-social behaviour, offered through the solid wall elevations. It was suggested by lifting the theatre, you could have a public circulation link space beneath it. The street level environment needs much improvement which is critical to the whole building and its success. The approach should feature more glazing at street level – to make it a more friendly building allowing a safe / welcome setting for the public. Internal activity is insular presenting mainly solid walls and no active frontage or visual connectivity to the external realm.

Sustainability

As a building of key local importance has any consideration been given to a net carbon building strategy and/or the use of green technologies or to aid the climate change initiative? The Breeam rating of very good is noted as a funding requirement. It could be a green building using green technologies from local green industries.

Conclusion

Fundamentally this proposal does not add to the City's built environment in the way it should. The quality has to be right and good enough for Derby. This proposal could be described as detrimental due to its location/appearance/setting and the limited circulation space around it. This may well be as a result of the brief given to the designers and the DRP would be happy to engage with written briefs for such schemes in the future to be proactive at the start rather than giving very critical comments at the planning stage but getting in at the start to help shape the future growth of our City in a coordinated and joined up approach.

5.12. DCC Estates

The Council's property team have been consulted throughout the design stages of the new venue. The Council is actively seeking ways to reduce its climate impact and achieve (net) zero carbon emissions for the Council.

The energy strategy for the Becketwell Performance Venue is based on the Derby City Council (DCC) local plan and climate emergency policies (Derby's Climate change strategy and D2N2 Energy strategy 2019-2030), which promote adaptation and use of renewable energy and low carbon technologies.

Key measures which contribute to the building's overall sustainability targets include:

- highly efficient LED lighting and high efficiency heat recovery for the ventilation system.
- low and zero carbon technologies along with electrification of building systems energy sources - the heating, ventilation and air conditioning (HVAC) strategy is based on using high coefficient of performance (COP)/energy efficiency ratio (EER) heat pumps (low carbon technology) for heating and cooling for major

occupied spaces, plus air source heat pumps for water heating. Such design adds to the building resilience with the ability to uplift the building performance throughout its lifetime and provide a true capability for the project for climate change adaption.

- Efficient water usage throughout the building operation by using efficient features and water consuming equipment, coupled with monitoring and metering systems
- Proposed cladding solution is recyclable
- Orientation of the glazed areas of the building to minimise solar heat gains

By these and other measures, the estimated energy saving reaches 16% (meeting Derby's energy strategy minimum energy savings of 15%).

The project is targeting a BREEAM 'very good' certification and an energy rating of B.

It may be desirable to build in extra climate impact reducing measures where possible and viable, such as Solar PV panels, rainwater and or grey water harvesting and potentially a "green feature wall". These measures may make the running more efficient for the operator in the long term as well as being a positive statement of intent for the users seeking to perform or visit the facility. However, it is recognised that any such features are likely to result in increased capital costs.

5.13. DCC Climate Change

Derby City Council declared a Climate Emergency in May 2019 as a clear commitment to raise the profile of the importance of climate change and the UK Government's 2050 net zero carbon commitment. To demonstrate its commitment the Council is working to a target of net zero carbon for its own operations and estate by 2035 which is also the target for the rest of the city. This development must be viewed under this challenging lens with regards to its environmental and carbon credentials, acting as an exemplar of best practice that will be with us for the next number of years.

This is a key development that we need to get right first time aiming for the highest possible standards and overall performance. At the present time this flagship development could offer more in terms of its overall environmental performance with a current energy rating of B, which should be an A, along a BREEAM rating of 'Very Good' which needs to be pushed further to Excellent or ideally Outstanding. To expand on this point, it should also be questioned if the current standards and the benchmark targets mentioned in the Energy Statement are robust enough considering one of the targets quoted is for 2020 with the building itself on site and operational sometime in 2023.

To improve the overall environmental performance of the building photovoltaic panels should be included as an integral part of the development. The electricity produced by the panels could be directly used by the building reducing its overall running costs. The same approach would also apply to rainwater harvesting which could be used by the building to save costs along with the associated carbon impact of reusing such water. Both engineering solutions will probably require a re-design of the roof space, but these additions would improve the ongoing performance of the building from both

an economic and environmental perspective. This would also convey a very positive message about the regeneration ambitions of the city during a climate crisis.

5.14. Theatres Trust

Remit:

The Theatres Trust is the national advisory public body for theatres. We were established through the Theatres Trust Act 1976 'to promote the better protection of theatres' and provide statutory planning advice on theatre buildings and theatre use in England through The Town and Country Planning (Development Management Procedure) (England) Order 2015, requiring the Trust to be consulted by local authorities on planning applications which include 'development involving any land on which there is a theatre'.

Comment:

This application has come to the attention of the Trust because it is seeking planning permission for the construction of a new arena for performance and entertainment within the wider Becketwell development. The Trust has interest in this scheme because development of this venue has been cited in justification for demolition of the Assembly Rooms and also because the Grade II listed Hippodrome, on our priority Theatres at Risk register, is adjacent to the wider masterplan boundary.

We have no objection in principle to the development of a further arena for the city but the Council must be satisfied that it addresses an unmet need and that it would adequately cater for larger scale professional receiving theatre and the cultural needs of local residents and visitors. It is the larger-scale theatre provision which is currently a critical gap for a city of Derby's size and catchment but as currently designed we consider this arena inadequate for most theatre productions. Therefore, the concerns and objections to the current approach outlined in our response to the Assembly Rooms application and in other correspondence with the Council would remain.

The capacity of this venue is rare amongst live entertainment venues in the UK and there are no direct comparators in the areas surrounding Derby. The touring circuit of performances of this scale is not yet established so consideration should be given to how and whether the auditoria can be scaled down for performances with lower demand levels. Evidence should be sought on the need for a venue of this type in the specific context of Derby's cultural offering and that demand exists from local audiences, producers and promoters of work on this scale to ensure an arena is viable and sustainable. Whilst we acknowledge an established and reputable international operator will be running the venue there is very limited theatre within their existing UK programming.

On a practical level in terms of the ability of this arena to host theatre there is no fly-tower or effective means of changing scenery, there is no proper stage meaning one would need to be built up for each production and the auditorium is too wide which would resultant in sight-lines from side seats being inadequate. Audiences would be too far from the stage. Furthermore, as well as lack of infrastructure we believe few theatre shows could be programmed on viability grounds by virtue of the arena's size and capacity.

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Should it be ascertained that this arena does meet Derby's needs, we have some general comments on its design and function which we trust will be further considered as the scheme is refined as set out in the following paragraphs.

We have a number of concerns in relation to the second space. It envisages up to 400 people in a theatre layout, but with a height of just 4.5m and no obvious stage area it is not clear how or whether this would be could be used effectively for theatre performances. Aside from lack of volume again there is a lack of infrastructure for shows, for example lack of storage, no clear space for sets and equipment and poor get-in arrangements. We would suggest that at present it could not effectively be used as a theatre, but with a bar and catering opening into the space it would be conducive to functions and special events which may be how its use is envisaged. We would be happy to provide guidance as to how to improve this space.

We suggest that a thorough review of access and strategy for wheelchair users should be carried out. There is no wheelchair access to higher levels of seating or means of escape, whereas to meet modern standards places should be made available throughout the venue. At ground floor/stalls level wheelchair seating is on super-risers to the rear. Plans suggest turning circles may not be sufficient especially if any audience members need to exit during performances. There does not appear to be a refuge lobby or visible egress strategy. Whilst accessible WCs have been provided their locations leave them vulnerable to being blocked or obscured by queueing and congestion so we would encourage re-location or appropriate management to avoid this. We suggest plans should be reviewed by an accessibility consultant at the earliest opportunity.

We also believe there to be considerable scope for improvement of back of house areas and performer/staff access which again should be reviewed by an appropriate consultant. Servicing and get-in/get-out could be challenging due to the level changes and need for dock levellers as this will slow deliveries and removals particularly from larger HGVs and could create additional noise. Acoustically this could be a challenge despite the enclosing of the service yard. We can provide further advice to the applicant on these matters should they require it.

Externally we consider the main entrance to lack prominence and visibility, with indicative images showing the arena to be shielded by other developments within the wider site. By their nature arenas tend to be large with unadorned facades so it should be considered whether the proposed design and cladding appropriately corresponds with its setting and the wider city centre context and streetscape.

In terms of the wider Masterplan for the area as set out in previous comments we see development as an opportunity to integrate the Hippodrome and provide incentive to see this heritage asset positively restored. We maintain the Hippodrome offers potential for performance use to be reintroduced at a scale that would complement Derby's existing and required arts and cultural offer. However at present there appears to be little regard paid to the Hippodrome other than some brief references within supporting documents and we are concerned the opportunities the Becketwell scheme offers may be missed.

To conclude we must be clear that this arena appears not to be sufficient replacement for the theatre provision the city is lacking, and we urge this to be

addressed with great urgency; it has already been over seven years since the Assembly Rooms was forced to close. Without large scale professional receiving theatre provision the city will continue to lose local audiences, visitors and city centre footfall to other towns and cities. Policy CP14 of the Derby City Local Plan Part 1: Core Strategy (2017) commits the Council to elevating Derby's identity and reputation as a cultural and leisure destination, increasing visitor numbers and increasing participation in cultural and leisure activities. This arena would only go some way towards fulfilling that ambition and would not necessarily replace the visitors and local participation the city has lost or meet the needs of its residents.

5.15. Derbyshire Wildlife Trust:

No comments received at the time of drafting the report.

5.16. DCC Regeneration and Major Projects:

City Development and Growth fully supports the proposals for the Becketwell Performance Venue.

The Becketwell Performance Venue is undoubtedly a catalytic flagship development opportunity in the wider context of the critical regeneration of Derby city centre. The sustainability and vibrancy of the city centre will depend on a strong balanced mix of uses, encompassing city living, workspace, retail and of course culture. This investment offers the potential, through a state of the art facility and world-class commercial operator, to transform the cultural offer of the city and ensure that Derby is a competitive location for major events into the future. The performance venue will bring a significant economic boost to the City and indicates both strong market interest and confidence in Derby which is to be welcomed given the uncertainties of the post-Covid economy.

The absence of a large-scale, specialist performance venue in Derby is noticeable, given that the city had a population of 257,302 in 2019 and has only a limited leisure and night-time economy. This is particularly noticeable in comparison to other local towns and cities such as Nottingham and Loughborough. A performance venue would support Derby's cultural and night-time economy and provide further support for the sector's growth through acting as an anchor destination in the Becketwell area of the city centre.

The new venue will draw from a significant population - 860,000 people live within a 30-minute drivetime of the City Centre, and circa 4.6 million live within 60 minutes. Derby's catchment is significantly greater than a number of other markets that sustain similar-sized venues, with the 2 45-minute drivetime comparing positively to the catchments of many UK cities that are already home to a large-scale venue (more than 5,000 capacity). Furthermore, due to Derby's excellent rail connections, it will have the ability to draw a number of people from beyond the immediate core catchment.

The new performance venue will deliver the following objectives:

- Add significantly to the city centre's vibrancy and cultural and economic life, with an estimated impact of around 200 new jobs created directly an additional

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250,000 visitors to the city every year, and an additional injection of around £10M per annum into the local economy;

- Drive footfall and spend within the city centre, attracting further inward investment and job creation.
- Support the profile of Derby and the Becketwell development, and the city centre daytime and night-time economy, which in turn both attracts more visitors into the city centre, contributes to the lifestyle offer of the city, and enhances Derby's place competitiveness;
- Significantly improved environment creating greater pedestrian access and connectivity with the rest of the city centre.
- Bringing back into sustainable use, a brownfield site within the city centre.

This performance venue will form a key component of the wider Becketwell regeneration scheme, the first phase of which encompasses a 259 build to rent apartment block and new public square and sets a new quality benchmark in Derby city centre. The new urban quarter created by Becketwell will also include, in future phases, offices, hotel and a multi storey car park. Becketwell extends to 6 acres (almost 5% of the city centre), making it the largest development opportunity in the city centre and offering the potential to be a catalyst and beacon for wider regeneration in the city.

In addition, the new performance venue and wider Becketwell regeneration are identified as key priorities in the City Centre Masterplan 2030. The development will support the overall ambitions of the Masterplan to create a strong sense of identity, ensure that there is a compelling leisure experience, and deliver greater connections and public places. The proposal is also aligned to the Core Strategy which supports:

- Development that will enhance the quality of the City's offer and visitor experience.
- The renaissance of the city centre.
- Becketwell as a regeneration priority.

With regards to the deliverability of the Becketwell Performance Venue, the Council has agreed to forward fund the construction of the new venue and the contractual arrangements are in place between the Council and St James Securities to enable delivery.

In terms of the design of the Becketwell Performance Venue, it is worth noting that this is not in a traditional sense a civic building, it will be a specialist, commercially operated facility and the design should be benchmarked against other similar facilities in the UK, including Hull, Swansea, Leeds, etc.

For the above reasons, City Development and Growth fully support the proposals. The project is a priority for the Council, will contribute to the ongoing transformation of Derby city centre and 3 has a strong strategic alignment with key national, regional and local strategies.

5.17. Derbyshire Fire and Rescue Service:

No comments received at the time of drafting the report.

6. Relevant Policies:

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

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

CP1(a)	Presumption in Favour of Sustainable Development
CP2	Responding to Climate Change
CP3	Placemaking Principles
CP4	Character and Context
CP9	Delivering a Sustainable Economy
CP10	Employment Locations
CP12	Centres
CP13	Retail and Leisure Outside of Defined Centres
CP14	Tourism Culture and Leisure
CP15	Food, Drink and the Evening Economy
CP16	Green Infrastructure
CP20	Historic Environment
CP21	Community Facilities
CP23	Delivering a Sustainable Transport Network
AC1	City Centre Strategy
AC2	Delivering a City Centre Renaissance
AC4	City Centre Transport and Accessibility
MH1	Making It Happen

Saved CDLPR Policies

GD5	Amenity
CC4	Becketwell Policy Area
CC17	City Centre Servicing
E13	Contaminated Land
E18	Conservation Areas
E19	Listed Buildings and Buildings of Local Importance
E21	Archaeology
T10	Access for Disabled People

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

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

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

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

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

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.

7.1. Principle of Development

7.2. Impact on Heritage Assets

7.3. Socio-Economic Benefits

7.4. Design, Street Scene and Visual Impacts

7.5. Amenity

7.6. Highway Impacts

7.7. Drainage

7.8. Sustainability Issues

7.9. Environmental Impacts

7.10. Planning Balance

7.1. Principle of Development

The principle of development, from a pure policy perspective, was established through the outline planning application, 19/01245/OUT. The city centre is clearly a sustainable location for high profile, trip generating uses such as this and the DCLP1 provides in-principle support through policies CP9, CP12, CP14, AC1 and AC2. The Central Business District is the sequentially preferable location for leisure uses and therefore whilst the proposal is a main city centre use, sequential test and impact are not an issue in this case. The principle of re-developing the site is therefore secured within the outline masterplan. Although, it is noted this is a full planning application rather than a reserved matters application, but this is driven by the need to incorporate land outside of the outline, which includes the Padley Centre and no. 6 Becket Street. Whilst this application is not a reserved matters application the proposal aligns with the outline masterplan and will not prejudice the comprehensive re-development and improvement of the wider area secured under planning application, 19/01245/OUT.

Furthermore, the proposal will positively contribute to the criterion of saved policy CC4. Policy CC4 identifies the Becketwell area for mixed-use regeneration and provides support to proposals that, amongst others:

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- Contribute to, and do not prejudice, the comprehensive redevelopment and improvement of the area;
 - Support and contribute to the objectives of the City Centre Strategy;
 - Provide a mix of uses consistent with the nature and function of the City Centre;
 - Exhibit a high quality of design and layout.

In addition to the policy context provided by the DCLP1 and saved elements of the CDLPR, the regeneration of the wider Becketwell area is supported by the Derby City Centre Masterplan 2030, the Council's recently published Retail and Centres Study (2019) and the Council's emerging Tall Buildings Strategy. The Retail and Centres Study is clear that securing the regeneration of the Becketwell area; increasing the resident population and footfall in the City Centre are fundamental to securing the longer-term health of the City Centre.

This full application seeks to demolish a series of existing buildings, the principle of some demolition has been agreed in the outline application. However the demolition of no. 6 Becket Street and the Padley Centre are in addition. The Padley Centre is a community use and therefore its loss needs to be considered under the provisions of policy CP21. Policy CP21 allows for the loss of community facilities, only, where it can be demonstrated that there is no longer a need to retain the use, alternative provision is made or where provision can be restructured.

DCC Housing have confirmed the following *"The Council is working to acquire the property owned by the Padley Group on Becket Street as part of the Becketwell Performance Venue area site assembly. The Council will provide financial support to the Padley Group, through grant funding and a secured loan, to facilitate the acquisition of alternative community and warehousing facilities. The relocation provides an opportunity for the Padley Group to expand their housing provision and to deliver an enhanced service from their new community facility aligning their operating model with the Council's Homelessness and Rough Sleeping Strategy 2020-25 meeting the current identified needs within the City.*

With the relocation of the Padley Centre, it is intended to increase the Padley Group's supported housing provision through the identification of suitable alternative dispersed residential accommodation. Derby Homes are working with the Padley Group to provide 18 new homes by the end of May 2022 with the first 12 homes delivered by the end of 2021. There are 3 properties already in use with more in the pipeline.

Preferred alternative premise for the community and warehouse facilities has been identified and agreed with the Padley Group and a Planning Application for Change of Use has been submitted. The new premises are located in the city centre and will enable the Padley Group to provide opportunities to develop a variety of skill which will help individuals build confidence and, potentially, lead to employment. It is also expected that other organisations will use the Centre to deliver workshops and advice sessions. In addition, the property will accommodate the charity's storage requirements for their food bank as well as clothes and other items that are regularly distributed to those in need of support."

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In addition to the comments provided by colleagues in Housing the applicant/agent has provided the following statement:

“In short, there are measures in place to provide financial support to facilitate the acquisition of an alternative community and warehousing facility which will enable the Padley Group to expand their existing service offer. This process is well advanced, with a planning application under consideration to secure a change of use for the new and expanded facilities in the city centre.

Therefore, it can be demonstrated that the proposed BPV scheme accords with Core Strategy Policy CP21 (Community Facilities) as alternative provision is being made to retain an existing community facility within the city centre. This reflects the approached adopted regarding the United Reform Church who were occupying premises demolished to make way for phase 1 of the Becketwell regeneration project. You will be aware that the URC are now operating from nearby premises on Green Lane (Stuart House).”

In light of the above I am content that the Padley Centre will be supported and relocated. Therefore, there would be no loss of provision and community facility. As such the proposal would comply with the criteria of Policy CP21 as alternative provision will be made available.

Whilst a full application this proposal will assist in meeting the aspirations of the Becketwell Masterplan. The Becketwell Masterplan forming part of the wider City Centre vision and Derby City Masterplan 2030. The City Council are clearly seeking to regenerate its Brownfield sites and drive forward the economy in this post Covid world. The delivery of the performance venue provides an ideal opportunity to set the benchmark for design and quality of the city centre renaissance, setting the City's aspirations for building design, materials, sustainability credentials, public realm and landscaping in light of 'building beautiful'. Policies CP3 and CP4 are relevant in this regard with these matters being discussed later in this report.

There are significant benefits associated with the development of a new performance venue in the city centre and this weighs heavily in favour of the proposal, particularly in the context of the declining health of the city centre and the need to regenerate Becketwell and the wider City Centre.

Overall there are no overwhelming policy reasons as to why the proposal Performance Venue should be resisted, in principle.

Policy MH1 (Making it Happen) is the policy in the Core Strategy which sets out requirements for appropriate supporting infrastructure to be provided with new development. The policy seeks to ensure that the necessary infrastructure is provided to support new developments. MH1 sets out the tools available to the Local Planning Authority to implement this policy which includes the imposition of planning conditions and securing developer contributions, amongst others. The section 106 agreement relating to this application is set out in Section 8 of this report.

7.2. Impact on Heritage Assets

The full comments of Historic England, the Conservation Area Advisory Committee, the County Archaeologist, and the Council's Built Environment Officer are set out in

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Section 5 of this report. Historic England have confirmed that they do not wish to provide any comments on this application.

There are no Statutory Listed or Locally Listed Buildings within the application site and the site is not located within a Conservation Area or sensitive area. The proposal will have some impact on the City's Skyline, but this is unlikely to be significant due to the scale and height of the proposal. Therefore, any impact on designated heritage assets is likely to be within the direct context of the application site and is not exclusive but will include:

- Green Lane Conservation Area
- City Centre Conservation Area
- Grade II Former Derby Education Department Annexe, Becket Street
- Grade II Former Derby Education Department, Becket Street

The application is accompanied by a Supplementary Heritage Statement, dated July 2021.

This supplementary statement provides a summary of the historical development of no.6 Becket Street and Padley House, the significance of the buildings and the impact of their demolition. The Heritage Statement submitted in support of the outline application (19/01245/OUT) provided the wider impact analysis of the Becketwell Masterplan proposals, it's full and outline elements, on the setting of the historic environment concluding that there will be no harm and a number of beneficial effects on the heritage significance of Derby; this proposal was largely considered at this time and was identified as Site 4 and therefore the statement submitted as part of this application supplements the original assessments and considers the wider full planning application red edge.

The Supplementary Heritage Statement considers the Heritage Planning Context, Site History, Assessment of Significance and the Heritage Impact of the Proposed Development. The assessment does not provide a summary of the public benefits arising from the proposed development, as outlined in the NPPF policy test but it is important to note the applicant has submitted an Operator and Benefits Statement and the Planning Report provides a summary of the Planning Benefits in Section 7.

The application is also accompanied by an Archaeological desk Based Assessment which has been reviewed by colleagues at Derbyshire County Council and their comments are set out in full in Section 5 of this report. They raise no concerns with regards to its adequacy and recommend that the application site is archaeologically evaluated, and any remains recorded, this can be controlled by a suitably worded planning condition.

The buildings on this application site are in varying uses; some are no longer in use such as the Nightclub and Hotel and some are still in use such as a part of Laurie House and Padley House. The demolition of these buildings, except no. 6 Becket Street and Padley House have been agreed in principle as part of the outline planning application and the relevant pre-commencement conditions forming part of that decision have been discharged to allow the demolition of these buildings.

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Therefore, this application is only seeking to consider the demolition of Padley House and no. 6 Becket Street along with the erection of the Performance Venue.

In considering the application decision makers must engage Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 which require the authority to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. Section 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 is not directly relevant in the determination of this application as the application site is not located within a Conservation Area, although members will note that some consultees have referenced Section 72(1).

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

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

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

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

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

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

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

Paragraph 202 of the NPPF state that:

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Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use."

The NPPF also requires any impact on the significance of non-designated heritage assets to be taken into account in the planning balance. In this respect the Padley Centre and no. 6 Becket Street are considered to be non-designated heritage assets.

The submitted Supplementary Heritage Statement concludes "...Based upon the assessment carried out in this report, none of the buildings have a sufficient level of heritage significance to constitute heritage assets in terms of the National Planning Policy Framework and the government's Planning Practice Guidance. Because no harm will be caused to the historic environment, this application is therefore in accord with the heritage provisions of the National Planning Policy Framework. However, theoretically if Padley House were to be identified as a heritage asset, it would be subject to paragraph 197 of the National Planning Policy Framework (NPPF). The NPPF does not require planning authorities to give 'great weight' to the conservation of non-designated heritage assets, nor does harm require 'clear and convincing justification'. The NPPF requires a balanced decision that takes into account the loss of heritage significance that will result from the total loss of the building and the substantial public benefits of the proposed scheme. Since the former is very low and the latter is likely to be high it would be reasonable to conclude that the public benefits of the scheme outweigh the harm to the historic environment."

The full comments of Historic England, Conservation Area Advisory Committee (CAAC), The Council's Built Environment Officer along with the Theatre's Trust and Derby Civic Society can be read in full in Section 5 of this report.

As set out above the application site is not located within a Conservation Area but will be viewed in the context of a number of designated heritage assets on Becket Street which is the primary concern of the Built Environment Team and CAAC, amongst others. A request has been made for further analysis of the impact of the proposal on Becket Street and its designated assets. The north-western elevation which accommodates the service yard will have a direct relationship with the former Derby Education Department and its Annexe which are located opposite each other on the east and west side of Becket Street. Consideration is also given to the demolition of Padley House is considered to be a non-designated heritage asset.

The Conservation Area Advisory Committee recommends the retention and re-use of Padley House as the building "...forms a good focal point when looking down Newland Street". Whereas the venue "...turns its back to the street scene and neighbouring listed buildings". They consider the proposal "lacks animation and articulation and was of poor quality in terms of its architecture, appearance, and materials. CAAC suggested that the venue should be on the main Duckworth Square/public square. The proposal was a poor-quality building and it would be lost in a side street if or when the wider development was built out". Concluding that "...whilst the Performance Venue was welcomed for the City the proposed location was thought to be wrong as it lacks prominence and could lead to the sterilisation of Becket Street due to the building's poor and unwelcome blank façade."

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The Built Environment Officer shares a similar viewpoint to that of the Conservation Area Advisory Committee stating that the “...former Methodist Chapel, then United Methodist Free Church building, is a distinct grand building, both in terms of its surviving Victorian symmetrical frontage, its scale, massing, and volume. It is a landmark within the area and provides a closed vista when looking down Newland Street where it ends the view.” My colleague concludes that the “...the proposal is harmful to the existing buildings and the former Methodist chapel as a non-designated heritage asset as it is directly impacted and proposed to be demolished.”

In respect of the proposal, the Built Environment Team note “that the height, scale, and massing of the proposed building to the east, off the public square is generally more modest than the previous buildings on this site and is taller and larger in scale and massing set back from Becket Street.” Overall they acknowledge that the proposal will have a very limited impact on the Derby Skyline. They indicate that the submitted Heritage Statement lacks information and the applicant has been offered the opportunity to address this point. That being said, colleagues have carried out their own analysis stating “The contemporary design of the rear of the building, in a dark grey block, and entrance could be improved if it related visually better to the street and its context. It is an engineered vehicular access, with utilitarian gates which do not address the street well or side views of it from the conservation area and listed buildings. Suggest looking at improving the visual appearance of the proposal from important views from the conservation area, listed buildings and the view along Newland Street to the site.”

Turning to the comments of the Derby Civic Society whilst they welcome the proposal to build a performance venue, the majority of its concerns relate to the external appearance of the venue, its entrance design, access arrangements and its relationship with the Hippodrome. Along with the internal arrangement such as the box office being too small.

The principle of introducing a performance venue into the City Centre is not argued and clearly there is agreement that there would be wider ranging public benefits arising from such a development. However, there are conflicting opinions on the siting, location, orientation, and design of the proposal.

It is accepted that in short range views the proposal would be visible and have an impact on the setting of the former Derby Education Department and its Annexe along with the southern boundary of the City Centre Conservation Area. Furthermore, the proposal would also result in the total loss of no. 6 Becket Street and Padley House; which are considered to be non-designated heritage assets and should be retained, as recommended by the Council’s Built Environment Team and CAAC. The applicant and their Heritage Statement do not agree concluding that “The buildings at no.6 Becket Street and Padley House are proposed for demolition. Based upon the assessment carried out in this report, none of the buildings have a sufficient level of heritage significance to constitute heritage assets in terms of the National Planning Policy Framework and the government’s Planning Practice Guidance. Because no harm will be caused to the historic environment, this application is therefore in accord with the heritage provisions of the National Planning Policy Framework.”

Design comments have also been provided by consultees and these will be duly considered in Section 7.3 of this report. Principally, consultee comments and

objections are centred on the Becket Street elevation and its relationship with heritage assets along with the loss of Padley House. As such whilst consultees object to the proposal these are not conclusively negative. Taking into account the NPPF (2021) policy position I conclude that the proposal would result in '*less than substantial harm*' to the designated heritage assets on Becket Street, namely the City Centre Conservation Area, Grade II Former Derby Education Department Annexe, Becket Street and Grade II Former Derby Education Department, Becket Street.

In the context of paragraph 202 of the NPPF, as previously included for members reference, the public benefits of the proposal, that need to be weighed against the harm as identified above (this being less than substantial harm) to the setting of the aforementioned designated heritage assets are summarised within Section 7.3 of this report.

7.3. Socio-Economic Benefits

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

Whilst the application has attracted objection from heritage consultees, and others, it has attracted very strong support from:

- D2N2,
- East Midlands Chamber of Commerce,
- Derbion,
- Marketing Derby,
- Paulin Latham OBE MP
- The University of Derby
- Derby College Group
- Derby Live
- Cathedral Quarter BID
- St Peters Quarter BID
- DCC Regeneration and Major Projects
- Quad
- Grainger PLC – Operators of the BTR Phase 1 Residential Scheme
- ASM Global
- Baby People, and others

The applicant's pre-submission public engagement also indicated a high level of support for the proposal "*For instance, in total, 93% of respondents who completed a feedback form agreed that Derby needs a new concert and entertainment arena whilst 91% agreed that such a facility will benefit other city centre businesses.*"

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The determination of this application must, therefore, weigh in the balance the negative impacts and perceived negative impacts the performance venue would have on heritage assets with the overarching public benefits the proposal would bring to the site, the Becketwell Regeneration Area, City Centre and City as a whole.

In accordance with paragraph 202 of the NPPF the applicant has provided a summary of the public benefits arising from the proposed performance venue. The submitted Planning Statement in Section 7 provides a summary of the sustainable, social, economic and environmental planning benefits these are summarised as follows:

Economic Benefits

- The operator-led development will reinforce the regeneration of the area and act as a catalyst for further on-going investment and regeneration
- The proposal will generate new footfall, additional activity and an uplift in the City Centres vitality and vibrancy
- It is estimated that circa 250,000 visits will be introduced a proportion of which will visit the city's bars, restaurants, hotels and retail etc. which will significantly boost the city centre economy
- The proposal will support around 148 net additional construction jobs potentially resulting in a cumulative Gross Value Added impact of £10.4 million
- Once operational the venue has the potential to create 309 net additional FTE jobs (workplaced) which would support in the region of £11.1 million per year in Gross Value Added
- Local labour, skill and training opportunities would be generated in the operational and construction phases of development
- The proposal will align with the objectives of the Derby city Centre Masterplan 2030

Social Benefits

- The venue will "fill a gap" in current cultural infrastructure maximising the city's appeal and profile
- Increase activity within the Becketwell Area, improving natural surveillance during the day, evening and night thus reducing the sites current appeal for anti-social behaviour
- Improve access to jobs and the benefits that this will bring to the residents of Derby

Environmental Benefits

- The proposal will contribute to enhancing the built environment, making efficient use of land, mitigating and adapting to a low carbon economy
- Highly efficient use of in a City Centre location
- Delivering a significant supply of new leisure floorspace

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- Replacement of dilapidated buildings with good architecture, landscaping and public realm connection opportunities
 - Sustainable design methods and methods of construction have been incorporated to align with the City Council's aspirations *"for delivering sustainable buildings that seek to minimise impact on the climate, including a significant reduction in surface water run-off, exceeding the 15% minimum DCC requirement for energy savings and targeting BREEAM "Very Good"*
 - The site is accessible and highly sustainable

The Becketwell Performance Venue has the added benefit of a named operator, AMS Global who have a number of similar venues within their portfolio. Having a named operator, at this stage, brings with it further benefits which may not be realised at the planning application stage. AMS Global and the applicant have therefore provided a further assessment of these operator led benefits. These are outlined in the [Operator and Benefits Assessment](#), dated June 2021 and are as follows:

- The applicant has secured a long-term operator, ASM Global who have a great confidence in the proposal, are committed to making the venue a success and have a number of similar performance venues in their portfolio. Having a named operator prior to construction means that the venue can benefit from the
 - Unparalleled operating capability and pedigree
 - Knowledge across entertainment events and business tourism
 - A fantastic international network of promoters and event organisers
 - Economies of scale and associated buying power created by their venue network
 - Corporate insights across all of the areas needed to make BPV a success
 - Access to programming a range of venues in the UK and abroad, and the associated tour routing opportunities this creates
 - Superb knowledge at all scale and size including the mid-size venue market, due to their experiences in Hull.

"ASM Global are delighted to partner with St James Securities and Derby City Council on the launch of the new Becketwell Venue for the City of Derby. The city has a rich history of events and culture, and Derby represented an obvious choice for ASM Global in expanding our extensive global portfolio of over 350 venues, which will see us launching into the UK Midlands region for the first time. "We look forward to bringing world class concerts, entertainment and business events to Derby, in an innovative new venue which is perfectly placed to benefit from the demonstrable growth in 3,000-4,000 capacity shows in the UK." Tom Lynch Group Commercial Director and SVP (Europe), ASM Global

- *Temporary economic impacts*

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-
- *Temporary employment created during the construction phase of the project, generating turnover and temporary employment for local construction firms and related trades*
 - *Gross value added to the local economy by the temporary construction employment*
 - *The construction training opportunities that will arise: Given the scale of building activity (for BPV and the wider development of Becketwell), there is considerable scope to provide training, apprenticeships and work experience in a range of construction trades*
 - *Permanent economic impacts*
 - *Direct employment that will be created on site (permanent BPV staff plus event night staff)*
 - *Associated indirect and induced employment generated through multiplier effects*
 - *Gross Value Added to the local economy by the ongoing operation and net additional employment created*
 - *Revenue impacts*
 - *Additional household expenditure driven by the availability of events in Derby, rather than residents needing to leave the city to access events*
 - *Additional business rates revenue that will be generated by BPV*
 - *IPW*... has previously sought to quantify the economic impact of BPV, and the Council has procured its own analysis on receipt of ASM Global's programming projections. This analysis estimated that the construction investment generated through the development of BPV will support the creation of 148 net additional person years of temporary construction employment, resulting in a cumulative Gross Value Added (GVA) impact of £10.4m.*
- * IPW provide a consultancy service and are specialists in the sport, venue, entertainment and business event industry.*
- *Cultural, city appeal, city marketing and wider benefits*
 - *Filling a gap in the city's cultural infrastructure enabling it to access a fuller range of events that cannot currently be attracted to Derby*
 - *Maximising the city's appeal to young professionals and helping to assist with attracting and retaining residents through the ability to offer new events and activities*
 - *Boosting the city's profile and delivering marketing value from increased visibility linked to shows visiting Derby*
 - *Helping Derby to attract and retain existing high value-added activity within the city centre, to both strengthen and diversify the economy*
 - *Business/ knowledge transfer facilitated by the city hosting business tourism/ networking events supporting local and regional business growth.*

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In addition to the above, the extensive and comprehensive letters of support, reproduced in Section 4 of this report provide further background to and evidence of the overarching planning benefits and public benefits the proposal would deliver and assist in delivering for the City and its residents.

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

Colleagues in Regeneration whole heartedly support the proposal and the benefits outlined within the submission and above stating *"The Becketwell Performance Venue is undoubtedly a catalytic flagship development opportunity in the wider context of the critical regeneration of Derby city centre. The sustainability and vibrancy of the city centre will depend on a strong balanced mix of uses, encompassing city living, workspace, retail and of course culture. This investment offers the potential, through a state of the art facility and world-class commercial operator, to transform the cultural offer of the city and ensure that Derby is a competitive location for major events into the future. The performance venue will bring a significant economic boost to the City and indicates both strong market interest and confidence in Derby which is to be welcomed given the uncertainties of the post-Covid economy."* Adding that the performance venue will deliver on a number of objectives including:

- “• *Add significantly to the city centre’s vibrancy and cultural and economic life, with an estimated impact of around 200 new jobs created directly, an additional 250,000 visitors to the city every year, and an additional injection of around £10M per annum into the local economy;*
- *Drive footfall and spend within the city centre, attracting further inward investment and job creation.*
- *Support the profile of Derby and the Becketwell development, and the city centre daytime and night-time economy, which in turn both attracts more visitors into the city centre, contributes to the lifestyle offer of the city, and enhances Derby’s place competitiveness.*
- *Significantly improved environment creating greater pedestrian access and connectivity with the rest of the city centre.*
- *Bringing back into sustainable use, a brownfield site within the city centre."*

The East Midlands Chamber of Commerce states *"As the part of the city’s plans for future success, growing footfall will be key. We recognise the ambition for the new venue to host 200 cultural events a year and attract over 35,000 visitors into Derby, all of whom will bring with them the potential to linger and spend."*

Taking into account the above, the comprehensive letters of support and positive consultation responses there is clearly a wealth of public benefits that will be

attributed to the Becketwell Performance Venue. The decision maker therefore has to weigh in the balance these socio-economic benefits with the harm the proposed development would have on the designated and non-designated heritage assets.

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

7.4. Design, Street Scene and Visual Impacts

The design and external appearance of the proposal is clearly a subjective matter with various comments being made in support and opposition to the performance venue. A number of representations and consultees make reference to whether this is the right site for such development and referencing alternative locations.

Firstly, this application is seeking permission for the erection of a performance venue on this site not on any other and this report, together with any subsequent discussion, will consider the merits of the proposal on this application site and not an alternative.

Secondly, this report does not seek to address or provide alternative locations for the proposal but consider the acceptability (or not) of this land use and its design, external appearance and layout on the application site and its locality, as submitted.

The applicant has sought to provide a response and narrative to the points raised in respect of considering alternative sites in their [Design Review Panel Comments – Combined Response](#) and [Theatre Trust Comments – Combined Response documents](#).

When considering the design of the proposal it is necessary to have regard to and give weight to the provisions of Policy CP3 (Placemaking Principles) and CP4 (Character and Context) in the adopted DCLP.

The proposed development has been assessed within the Heritage Statement and Design and Access Statement. The performance venue development comprises a single building of a boxy design with various projecting elements. The venue proposes a large-glazed entrance on the north-eastern corner which aligns with views from and across the new public square.

Whilst the application site creates opportunities it is not without its constraints. Public highway access is contrived, and the site is bounded by the Telephone Exchange building which is a dominant, imposing and overbearing building immediately to the north. Access to the site and wider Becketwell Regeneration Area is further constrained by the existing road layout – whilst alterations could be made to the layout the location of existing services and access to land outside of the City Council's and applicants' control would render this very costly and make the delivery of the performance venue and wider regeneration unviable.

To some degree the proposal has been designed with the inner functions as the priority and by the nature of its use is a box style development. However, if the proposal failed to be fit for purpose, lacked the internal functions necessary to support such a venue then the proposal would fail to attract an operator, performers and the benefits outlined above. In prioritising the internal arrangement, the external appearance is largely fit for purpose with interested added to the elevations, only at

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key and deemed necessary points. Such as the introduction of the high-level projecting totem which will be highly visible from the public realm and also provide signposting to the entrance, from further vantage points.

Whilst the internal arrangements are key the external access and servicing arrangements are also very important. Failure to ensure access for tour buses, support vehicles and HGV's would also have a negative impact on the operational success of the proposal.

Therefore, the layout and orientation of the proposal has, to some degree, been based around functionality in order to support the long-term success of the land use.

Consultees have raised objections and concerns in respect of the orientation of the development, particularly, the location of the service yard on Becket Street. The Conservation Area Advisory Committee *"... felt that whilst the Performance Venue was welcomed for the City the proposed location was thought to be wrong as it lacks prominence and could lead to the sterilisation of Becket Street due to the building's poor and unwelcome blank façade."*

The applicant counteracts this position, *"It is necessary for the building to have a front and back, and the orientation which has the front facing the square, and the rear facing the servicing accessible Becket Street is the optimum solution. The design recognises that the built environment of Becket Street is also of importance and hence the design and massing has been carefully considered."*

The design of the service yard would, in my opinion, not detract from the visual amenity of Becket Street. The Design and Access Statement states *"The depth of the service yard means that the side of 2 Becket Street (listed building) can still be seen. There is no net effect on the historic towers in the view as the profile of the rear of the Performance Venue coincides with the much larger mass of the Telephone Exchange beyond. The addition of the pedestrian link should help increase footfall and, combined with the regenerative effect of the Venue, improve the viability of the vacant buildings on the street. Overall the cleaner volume of the new building and the new fencing will offer an improvement compared to the scruffy former petrol filling station forecourt and the car park ramp."*

I recognise the applicants position on this design decision, all buildings regardless of their design will inevitably have a front, back (and sides). If the orientation of the performance venue were to be handed and the entrance provided on Becket Street the service yard would be on Colyear Street and highly visible from the public square – in my opinion this would be a more objectionable orientation. The service yard for a performance venue will be highly trafficked particularly when you consider the wide range of events that can be accommodated/hosted which will run throughout the day and night. Furthermore, given the proposals proximity to the public highway, Colyear Street, there will be a high level of footfall expected from Becket Street with the taxi and other vehicular drop offs to this level area, access to the VIP area and a draw from the western edges of the City and City Centre. The introduction of the festival lighting along the pedestrian link will ensure high levels of lighting and create a more inviting atmosphere for users and would in fact mend a broken pedestrian link knitting together pedestrian links and increase permeability. Therefore, whilst I recognise the points made, I am not minded to support the objections that suggest the proposals

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orientation will result in the sterilisation of Becket Street. As with most developments it is the detail that is key, and the Becket Street elevations will be in a highly used public facing location where the detail of 'fencing' and materials used on what could be described as a secondary entrance will be paramount to its success.

The siting, design and location of the entrance for the venue will allow for and maximise views from the public square signposting visitors to the entrance which is highlighted by the expansive glazing, lighting scheme and totem projection. It is important to note that the Local Plan does not identify a landmark building in this location. The introduction of the entrance at this point would create a key node with good interaction between the internal uses and the surrounding street pattern. The layout and the design and siting of the entrance creates a clear and meaningful focal point which can be observed from Victoria Street across the public square.

The overall scale, height and mass of the development has been scrutinised to a lesser degree than its design and appearance. The development would site well within the scale of the former imposing and under-utilised buildings and would have a neutral impact on the City's Skyline.

The articulation of the development has been considered in detail and whilst the applicant relies on the LED lighting scheme to provide depth and relief to its box like appearance there is a clear design rational for its external appearance. The totem feature has connotations with the 1930's expansion and is clearly influenced by an art-deco form; the Design and Access Statement stating *"The curved corners combined with dramatic horizontal and vertical lines have inspired the corner design of the arena whereby modern LED technology allows us to bring this strategy into the 21st Century."*

The introduction of and reliance on the lighting scheme plays on the different functions the venue will hold in the day and night which can be very different – from conferencing to musical performances.

It is accepted that the southern elevation is without interest however as the land to the south is identified for future development in the masterplan it is therefore highly likely that this elevation will be screened from the public domain in future years.

The northern elevation, which runs alongside the Telephone Exchange building, is already highly screened however the introduction of windows and the different materials will articulate the elevation adding interest and pedestrian link with festival lighting will add interaction at street level.

The main entrance attracts attention and therefore pulls the eye away from the bulky appearance of the main building which accommodates the auditorium and is clad in a feature grey cladding. The lighting scheme will add interest in the evening. From views from the public square, it is highly likely that the development of site 3 (Duckworth Square) will obscure views of the feature cladding.

Some consultees and letters of representation have sited the location of the proposal as a negative, expressing concerns that the proposal would be screened by future development of any reasonable scale. It must be remembered that this is not a civic building requiring a grand setting and entrance, it is a performance venue for the City on a relatively constrained site. Any development site in a City Centre location must

maximise its opportunities, creating views, opening up advantage points and fashioning focal points that are meaningful and not just added for the sake of box ticking. The applicant has designed a clear line of sight from Victoria Street across the public square, the layout of the square reflecting this and has used design methods to create a well thought out scheme on a constrained site.

The submitted Design and Access Statement provides details of the external materials and a material palette/board has been requested. The external materials including mesh feature cladding, corner glazing, Eurobond cladding and brickwork. The various materials have been chosen to add interest and work positively with the lighting scheme allowing light to pass through and reflect back into the street scene.

It is accepted that the design of the proposal has not taken any cues from the surrounding site. However, as the immediate context of the site offers very little in terms of context or cues is that a bad design decision? The applicant has sought to introduce architectural features to assist in designing a performance venue that is firstly, fit for purpose and would positively integrate with the existing townscape and would not prejudice the further development of neighbouring sites.

There have been strong objections and concerns raised in respect of the design and external appearance of the proposal. The applicant has sought to justify their design decisions within the Planning Statement, Heritage Statement and Design and Access Statement with further justification being provided in supplementary form. The design has sought to address all elevations and ensure Becket Street is animated despite accommodating the service yard. New buildings have the potential to add interest and variance to a street scene which should be encouraged, particularly in a city centre where vibrancy is key.

7.5. Amenity

The application is supported by a Noise Assessment which has been fully considered by colleagues in Environmental Health. The full comments of colleagues in respect of noise are set out in Section 5.5 of this report.

The submitted Noise Assessment concludes that “The maximum rating noise levels expected for each Scenario discussed in Section 7.4 do not exceed 5 dB above the minimum background noise levels measured during daytime or night-time periods. Therefore, the noise from the activities in the loading bay are unlikely to cause any significant adverse impact, during the day or at night, on the noise sensitive receptors surrounding the loading bay. It is recommended that the Operator’s noise management plan requires that HGVs and tour buses have all manoeuvring warning alarms turned off between 23:00 and 07:00, subject to ensuring alternative procedures are required to maintain safe working conditions in the yard.”

My Environmental Health colleague considers the impact of noise from the main auditorium, plant and service area concluding that *“The development is located close to residential dwellings and will unavoidably create a degree of impact from noise, however the proposed design principles and noise targets stated in the submitted noise assessment are considered to be robust. When considering the extent of noise impacts arising from the development, the planning application needs to be viewed within the context of a site which was previously occupied by a nightclub, functioning*

in an older and more poorly insulated building and operating at hours later into the night than would normally be expected for a performance venue such as that being proposed.”

The application has not attracted any third-party representations that cite noise as a reason to resist the proposal. Overall, *“The Environmental Protection Team does not object to the planning application on noise amenity grounds in principle, however it is important that the development is designed and managed in such a way as to mitigate noise impacts as far as possible.”* It is felt that suitably worded conditions will ensure the developers compliance with the noise targets set out in the Noise Assessment. The proposal therefore broadly complies with policy GD5.

7.6. Highway Impacts

A Transport Assessment also accompanies this application which was scoped and agreed with colleagues in Highways prior to its submission. The full comments of Highways colleagues are reproduced in Section 5.1 of this report.

The general thread of the NPPF is a presumption in favour of sustainable development and development will only be refused where it will have a severe impact on the public highway. Whilst the application is a full application the overall impacts of the proposal were tested in the outline masterplan, 19/01245/OUT and its accompanying Transport Assessment.

Given the venue will attract various types of events with different capacities the overall management of the venue is considered in different event overlays. Table 5 within the submitted [Transport Assessment](#) (page 37) provides details of the event types, capacities and the programme of these events over opening years 1, 2 and 3. In summary, the proposal would have the following event capacities:

- *3,500 maximum capacity for a major concert – mixed seating and standing;*
- *2,100 all seated capacity;*
- *2,300m2 exhibition space using the main hall and concourse;*
- *600 capacity conference;*
- *600 capacity banquet.*

Events would take place across the whole day; typically concerts in the evening and exhibitions and conferencing in the day.

The pedestrian access to the venue will be via Colyear Street which is supported by a new pedestrian link to Becket Street. The improvements to pedestrian links in the surrounding area are welcomed along with the additional street lighting to encourage usage in the evening. The alignment of the footpaths within the public square will also encourage connectivity from Victoria Street.

In major event scenario the application proposes to close Colyear Street in order to maximise pedestrian movement and permeability from Victoria Street and outside the main entrance. A major event is likely to be full capacity of the venue and occur around 29 times a year. The traffic would be stopped by standalone lock and key

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telescopic retractable bollards and associated signed. Further and precise details of these will be secured through technical design with colleagues in Highways. It is therefore not necessary to secure these details by condition. There are no overriding objections to this proposal however the precise details of event management need to be considered and agreed in full; therefore, an operational events management condition is recommended.

The application does not extend to include car parking for the performance venue other than for tour buses and servicing. Therefore, it is envisaged that the impacts from attendees are likely to be spread across the city centre with some car parking and road links being preferable than others due to geographical location. The applicant has sought to encourage travel by alternative modes and also discourage single vehicle occupancy which is welcomed.

No disabled car parking is provided within the site however the applicant is proposing to increase on-street provision in the surrounding area which is welcomed. The precise details of the disabled parking will be agreed through Traffic Regulation Order(s) and therefore will not form part of recommended conditions. Those spaces along Becket Street will have level access through the new pedestrian link around the building to the main entrance. The same access will be provided for taxi drop-offs which will be encouraged to take place on Becket Street thus utilising the festival light link.

Cycle parking is provided within the ground floor for staff a total of 8 wall mounted cycle racks. 3 Sheffield cycle stands (6 cycles) are to be installed outside of the venue on Colyear Street. There are a further 10 stands (20 cycles) within less than 100 metres of the application site, on the public square. Whilst cycle provision is limited according to the Transport Assessment evidence of other/similar venues *“elsewhere in the UK, as provided by IPW, suggests that these types of venues do not typically attract cycle trips of any significance but further to the above it is considered that the proposed cycle parking is appropriate and in accordance with DCC advisory maximum standards.”* Given the sustainable location of the venue I do not consider that the limited cycle parking is a fundamental concern and should addition staff cycle parking being required it would be within the operators gift to increase internal provision.

The venue will be serviced by a service yard located on the Becket Street elevation; the yard will provide HGV access, acoustic docking and coach parking along with other associated servicing access for refuge etc. The service yard has been located on Becket Street to allow ease of access for the servicing. This location is considered to be the most direct from the inner ring road. In order to facilitate access into and out of the service yard the applicant is proposing a number of highway alterations. These are summarised, in the Transport Assessment, as follows:

- *Installation of dropped kerb outside HGV service yard gates;*
- *Installation of dropped kerb for van access into loading area in south-west corner of the service yard;*
- *Flip the Bramble Street one-way direction from its current west to east to an east to west direction;*

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-
- *Amend / alter existing parking bays and replace with double yellow line parking restrictions on Becket Street, Bramble Street and Newland Street;*
 - *Small sections of kerbline alterations at the Becket Street / Newland Street and Becket Street / Bramble Street junctions.*
 - *Give-way Road markings and associated signage at the Bramble Street / Curzon Street junction.*

In order to facilitate the above highway alterations and disabled parking provision the following will be where Traffic Regulation Orders are required. These will be dealt with under the Highways Act:

- *Colyear Street to become one-way;*
- *Removal of existing taxi rank and P&D parking space – to be replaced by extensions of the existing double yellow line parking restrictions;*
- *Extension of the Public Square “Restricted Zone” to incorporate the new public realm surfacing at the northern end of Colyear Street and to exclude the Phase 1 BtR service layby;*
- *BWL to become two-way between Macklin Street and Phase 1 BtR service layby;*
- *Bramble Street priority to be flipped to an east to west direction;*
- *x2 P&D / parking permit spaces to be removed from Becket Street outside the funeral directors;*
- *x2 P&D / parking permit spaces to be removed from both Bramble Street and Newland Street;*
- *x2 disabled spaces to become P&D / parking permit spaces on Becket Street to the north of the BPV.*

Colleagues in Highways have confirmed that they raise no objection, “*the principle of the physical changes to the network and the access strategy, including the proposed changes to the one-way system on Bramble Street, are considered acceptable. However, reversing the one-way on Bramble Street, and the associated removal of resident parking spaces to allow HGV’s to manoeuvre and access the Performance Venue, will be subject to a separate traffic regulation order (TRO) making process, which sits outside of the planning system.*” That being said, they have highlighted that the making of a Traffic Regulation Order stands outside of the planning system and is agreed by the Strategic Director for Communities and Place. But in granting planning permission the decision maker would endorse the principles of the access strategy, set out above and details within the submitted Transport Assessment. A Grampian condition is recommended to ensure that the access strategy is in place prior to the hereby being approved being brought into use.

The outline planning application, 19/01245/OUT, consider the principle of re-developing this application site and the wider Becketwell Regeneration Area. That application was accompanied by a Transport Assessment that considered the cumulative impacts of the masterplanned area, the Performance Venue being one of these uses. Therefore, the principle of the development, from a highway impact

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perspective, is considered to be acceptable. This full application is accompanied by a further Transport Assessment that considers just the impact of the proposal. The proposal does not include any car parking provision. Therefore, it is envisaged the impacts of the people travelling to and from the venue will be spread across the City's highway network and not concentrated to one route, car park etc. Furthermore, as the application site is in a highly sustainable City centre location it is envisaged people will arrive by different modes.

That being said, as the impact of the proposal are based on assumptions colleagues in Highways have recommended the inclusion of an Operational Events Management Condition which will seek to review the impacts of the proposal on the highway network. The highway contribution within the Section 106 would support the any improvements if necessary, such as adjustments to signal timings or lane markings once the venue is operational.

Overall, the application has not attracted any objections from colleagues in Highways. The proposal broadly complies with relevant national and local plan policies and suitable mitigation can be secured by recommended conditions. I am therefore satisfied that the proposal broadly complies with policy CP23 and the NPPF in regard to highway matters.

7.7. Drainage

This full planning application is accompanied by a comprehensive Flood Risk Assessment and Drainage Strategy that has been fully considered by the Lead Local Flood Authority. Their full comments are set out in Section 5 of this report.

The application site is located within Flood Zone 2 according to the Environment Agency Maps and Flood Zone 3 according to the Council's Strategic Flood Risk Assessment; with the access roads likely to be subject to a medium risk of surface water flooding and the wider area subject to a lower risk.

The applicant will need to demonstrate how they protect the venue and its customers from the effects of flooding on the access and egress. Further consideration will also need to be given to ensure there is no contamination of water courses as a result of the development and its construction. These matters can be adequately addressed through suitably worded conditions.

There are some concerns that the submitted information, contained within the FRA, is out of date and does not reflect the previously agreed components. However, it is acknowledged that the drainage scheme is conceptual at this stage. The FRA discusses methods of dealing with surface water and water attenuation what has been included within the scheme and what has been discounted and why. That being said, the final drainage scheme will be secured by suitably worded conditions as set out in Section 8 of this report.

I am therefore satisfied that the proposal adequately addresses the requirements of policy CP2 in regard to Flood Risk and Water Management.

7.8. Sustainability Issues

The application is accompanied by a comprehensive [Energy Statement](#) and a Sustainability Design Note. The full comments of the Council's Climate Change Team

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are set out in Section 5.12 of this report and stating that *“This is a key development that we need to get right first time aiming for the highest possible standards and overall performance. At the present time this flagship development could offer quite a bit more in terms of its overall environmental performance with a current energy rating of B, which should be an A, along a BREEAM rating of ‘Very Good’ which needs to be pushed further to Excellent or ideally Outstanding. To expand on this point, it should also be questioned if the current standards and the benchmark targets mentioned in the Energy Statement are robust enough considering one of the targets quoted is for 2020 with the building itself on site and operational sometime in 2023!”*

There are some issues between the requirements of planning policy (national and local), the aspirations of colleagues, the objectives of the City Council and the design brief of the proposal which are borne out within the planning application and decision-making process. It is also important to note that whilst energy efficiency has a key role in tackling climate change it alone will not stop the effects of climate change.

The proposal seeks to incorporate renewable energy and low carbon technologies in accordance with the energy strategy set out in the Derby City Local Plan – Part 1, Derby’s Climate Change Strategy and D2N2 Energy Strategy 2019-2030.

The venue has a highly thermally efficient envelope, and the Energy Statement considers the thermal performance of the different building components. The design of the venue will achieve 0.9% energy saving as a result of the thermally efficient building performance and lighting system. Measures within the building’s envelope include:

	System	Space served/Thermal zone	Efficiency
Cooling and Heating	Electric Panel Heating	Stairs Circulation	100%
	VRF	Dressing rooms, offices, workshops and other BOH spaces	Heating SCOP 3.7 Cooling SCOP 4.2
	AHUs with integrated Heat pump (also provide ventilation)	Foyer, Concourse, Auditorium and VIP areas	Heating SCOP 3.5 Cooling SCOP 3.6 Heat recovery 80%
Ventilation	MVHR	Toilets and BOH spaces	Heat Recovery efficiency 80%
Domestic Hot water	Heat pumps	All DHW system	SCOP 3.2

Table 3: Be-Green systems

The sustainable energy strategy for the proposal is based on the Energy Hierarchy Methodology:

- *Be lean: The building is designed to use less energy and manage demand during operation through fabric and servicing improvements and the incorporation of flexibility measures. This also includes using highly efficient LED lighting and high efficiency heat recovery for the ventilation system.*
- *Be clean: There was no opportunity to exploit local energy sources by connecting to district heating networks resources that supply energy efficiently and cleanly.*

- *Be green: The building design maximized opportunities for green energy usage through low and zero carbon technologies along with electrification of building systems energy sources. This is reflected in the HVAC strategy which is based on using high COP/EER heat pumps (low carbon technology) for heating and cooling for major occupied spaces, plus air source heat pumps for water heating. Such design adds to the building resilience with the ability to uplift the building performance throughout its lifetime and provide a true capability for the project for climate change adaption.*

The venue would, by incorporating this methodology and other measure reach an estimated energy saving of 16%, the minimum energy saving for Derby is 15% and would achieve an energy rating of B as required by the City Council in the building's design brief.

The design of the proposal also allows for additional technologies to be retrofitted as technologies advance and should the operator seek changes in the future without the need to attach externally. The proposal is compliant with Part L of the Building Regulations. The Energy Statement summaries the proposal as follows:

"The HVAC strategy is based on using high COP/EER heat pumps for heating and cooling for major occupied spaces as low carbon technology system along with using Air source heat pumps for water heating. While transient spaces will be served by direct electric heaters with supplying fresh air through MVHR systems with high heat recovery efficiency.

The energy modelling results shows that the design achieves 0.7% energy savings mainly from efficient envelope thermal performance and lighting system.

The savings reach 16.0 % by the effect of using heat pumps for heating, cooling and hot water generation as low carbon technology. This meets Derby's energy strategy minimum required energy savings from renewable energy and low carbon technologies of 15%. Thus, no additional renewable energy system (such as Photovoltaic Panels) is required

The achieved energy rating of the design is B.

Energy rating A may be achievable subject to the following:

- 1. Using better performing Heat pumps with higher COP/EER for heating and cooling.*
- 2. Low Air permeability target to 3 m3/hr.m2 which may be achievable given that the building is sealed with mechanical ventilation and limited glazing structures."*

Achieving energy rating A could be achieved without the need to amend the scheme design. Although whilst the scheme is considered to provide futureproofing for the installation of sustainable technologies in the future, we cannot be certain at this stage whether the futureproofing included will assist or hinder the installation of sustainable technologies in the future.

Concerns have been raised as the proposal does not include photovoltaic panels and green roofs however as set out above these technologies are not required to meet the current B energy rating. The applicant has considered the inclusion of these

technologies but has roundly discounted them at this stage as they do not provide greater energy efficiency. Furthermore, they have considered the implications on the inclusion of green roofs/walls and whilst these would be a “nice to have” they are not without potential maintenance issues. For example, should a green roof or wall be installed artificial watering would be needed in times of drought or no rainfall this would put a greater impact on the efficiency of the building.

Overall, the proposal meets and satisfies current planning policy and City Council targets. Therefore, there is no policy reason to resist the proposal on climate change or energy efficiency matters. Notwithstanding the above, further sustainable technologies could be installed to improve the venues energy efficiency and carbon footprint.

7.9. Environmental Impacts

Contaminated Land

The application is accompanied by a comprehensive Phase I Site Investigation which has been duly considered by colleagues in Environmental Health; their comments are set out in Section 5 of this report. The submitted report identifies that the previous uses on the site may be a source of land contamination and therefore further assessment of the site is required along with a suitable remediation report and verification report. These matters can be adequately dealt with by a suitably worded conditions and do not need to be addressed prior to the application being determined. The proposal and compliance with these recommended conditions will ensure the proposals compliance with saved policy E13.

Air Quality

An Air Quality Implications Note has been submitted in support of the application which considers the impacts of the proposed Performance Venue on matters relating to Air Quality. This note should also be read in conjunction with the submitted Energy Statement which also considers the impacts of the proposal and its mechanical and electrical services (M and E) on matters related to Climate Change. The submitted documents have been duly considered by colleagues in Environmental Health who raise no objection to the proposals impacts on Air Quality concluding that *“While the development has the potential to generate a relatively large number of vehicle trips when holding large events, the frequency of events combined with the spread of traffic across a relatively wide section of the road network suggests that air quality impacts at any particular point, would be expected to be insignificant when considering annual average concentrations.”* In light of the above there are no air quality impacts arising from the proposal and adequately addresses relevant planning policy in this regard. No further mitigation is required and thus no conditions have been recommended.

Biodiversity and Ecology

At the time of drafting this report, the formal consultation response from Derbyshire Wildlife Trust was not available and their comments will be provided orally at Planning Control Committee.

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From the information submitted, I am content that the proposal is acceptable in terms of its biodiversity and ecological impacts. I am therefore of the opinion that the proposal complies with relevant planning policy in this regard.

7.10. Planning Balance

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

The impact of the proposal on surrounding designated and non-designated heritage assets has been rehearsed in Section 7.2 of this report and whilst objections have been received which identify that there will be 'less than substantial harm'. The wealth of public benefits associated with the proposal outweigh the less than substantial harm created on the designated and non-designated heritage assets.

Opinions on elevational style are subjective and there are clearly presentations of support and objection in this regard. In my opinion, the design of the proposal has a clear design rationale behind the choices made. The materials and finishes of the proposal will be key in ensuring a high-quality external appearance. I am confident that a recommended condition will ensure precise materials achieve this necessary high quality.

The impact of the proposal on residential amenity is acceptable and can be controlled by suitably worded conditions. I am confident that the impacts of venue on the public highway can also be controlled by suitably worded conditions and the recommended Operational Management Condition will ensure any future impact is monitored.

There are no concerns with regards to the impact of the proposal on air quality, contaminated land, biodiversity, and ecological matters. Matters relating to climate change and the energy efficiency of the proposal are complex and there is discord between aspirations, objectives and policy which are borne out in the planning application process. However, in determining an application it is the policy test and criteria that the decision is based upon. The proposal, in my opinion, is broadly compliant with national and local planning policy, in this regard.

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

8. Recommended decision and summary of reasons:

8.1. Recommendation:

- A. To authorise** the Director of Planning, Transportation and Engineering to negotiate the terms of a Section 106 Agreement to achieve the objectives set out below and to authorise the Director of Legal, Procurement and Democratic Services and Monitoring Officer to enter into such an agreement.
- B. To authorise** the Director of Planning, Transportation and Engineering to **grant**

permission upon conclusion of the above Section 106 Agreement.

8.2. Summary of reasons:

The impact of the proposal on surrounding designated and non-designated heritage assets has been duly considered and whilst objections have been received which identify that there will be 'less than substantial harm'. The wealth of public benefits associated with the proposal outweigh the less than substantial harm created on the designated and non-designated heritage assets. The design of the performance venue is acceptable, and the agreement of materials and finishes will ensure a high-quality external appearance.

There are no concerns with regards to the impact of the proposal on air quality, contaminated land, biodiversity and ecological matters. Matters relating to climate change and the energy efficiency of the proposal are complex and the proposal meets current planning policy requirements and the Councils requirements.

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

8.3. Conditions:

The following conditions are provided in an abbreviated form and will be agreed in full with the applicant and their agent prior to a decision being issued, should Members approved the application in accordance with the recommendations in Section 8.1.

General Conditions

1. The development hereby permitted shall begin before the expiration of three years from the date of this permission.

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

2. Approved Plans

Reason: For the avoidance of doubt.

Pre-Commencement Conditions

3. Standard condition requiring the submission of a construction management plan considering water quality

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

4. Standard condition requiring a Construction Management Plan (Transport)

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development and to accord with the adopted policies of the Derby City

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5. Standard condition requiring a Site Specific Construction Environmental Management Plan

Reason: In the interests of the amenities of surrounding occupiers during the construction of the development and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice

6. Standard condition requiring the submission of a surface water drainage scheme

Reason: To comply with the NPPF, Planning Practice Guidance for Flood Risk and Coastal Change and Core Policy CP2. In order to minimise the likelihood of drainage system exceedance and consequent flood risk off site and to ensure reasonable provision for drainage maintenance is given in the development.

7. Standard condition requiring the submission of a scheme of measures to protect statutory services from flood water

Reason: In order to protect the development from a 1 in 100 flood event and ensure the building can be occupied during a flood event and to accord with Policy CP2 of the Derby City Local Plan: Part 1 - Core Strategy.

8. Standard condition requiring the submission of a written scheme of investigation for archaeological work

Reason: To ensure that archaeological remains and features are recorded prior to their destruction and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

9. Standard condition relating to Contaminated Land – Site characterisation

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

10. Standard condition relating to Contaminated Land – Submission of Remediation Scheme

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land

and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

- 11.** Standard condition related to Contaminated Land – Implementation of Approved Remediation Scheme

Reason: To ensure that risks from land contamination both during the construction phase and to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

- 12.** Standard condition relating to a Contract for Redevelopment – relating to the relocation of the Padley Group

Reason: To ensure that alternative provision is made and there is not break in the provision of this community facility in line with policy CP21 and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

- 13.** Standard condition relating to BREEAM

Reason: To ensure that the development achieves BREEAM rating level Very Good (or any such equivalent national measure of sustainability for building design which replaces that scheme) and that this is done early enough in the process to allow adaptations to designs and assessment and certification shall be carried out by a licensed BREEAM assessor and to ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

- 14.** Standard condition relating to Recording of the specific buildings

Reason: To ensure that features of building / building archaeology importance within the building are recorded before their destruction, alteration or concealment and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

- 15.** Standard condition relating to Local Employment Opportunities

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Reason: In recognition of the employment opportunity offered by the early phases of the construction and operation of the development and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

16. Standard condition relating to a Sample Panel of Materials

Reason: In order that the external appearance of the building is satisfactory and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

17. Standard condition requiring the submission of a noise mitigation scheme to ensure adherence to the noise targets set out within the submitted Noise Assessment

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

Pre-Occupation Conditions

18. Standard condition requiring the access strategy to be implemented

Reason: In order to provide an acceptable and sufficient access arrangement to the Performance Venue and in the interests of highway safety and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

19. Standard condition requiring the submission of a flood warning and action plan

Reason: To ensure the safe occupation of the development and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

20. Standard condition requiring the submission of a schedule of drainage maintenance

Reason: In order to minimise the likelihood of drainage system exceedance and consequent flood risk off site and to ensure reasonable provision for drainage maintenance is given in the development and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

21. Standard condition requiring the submission of precise access details, cycle parking, travel plan and an operational events management plan

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

22. Standard condition relating to Contaminated Land – Reporting of Unexpected Contamination

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

23. Standard condition relating to the Completion and Maintenance of Vehicle Servicing facilities

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

24. Standard condition relating to the Submission of Hard and Soft Landscaping

Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

25. Standard condition relating to Artificial Lighting (external)

Reason: In order to safeguard the amenities of adjoining residential occupiers and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

Management Conditions

26. Standard condition relating to the Restriction of Roof Usage

Reason: To safeguard the amenities of the adjoining premises and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice.

27. Standard condition restricting the land use of the performance venue removing any permitted development changes

Reason: This use only is permitted and other uses, either within the same Use Class, or permitted by the Town and Country Planning (GPD) Order 2015

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are not acceptable to the Local Planning Authority in this location and to accord with the adopted policies of the Derby City Local Plan Part 1: (Core Strategy) and the saved policies of the adopted City of Derby Local Plan Review as included in this Decision Notice

8.4. Informative Notes:

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

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

8.5. S106 requirements where appropriate:

The principles for impact mitigation for this scheme were agreed as part of the outline application on the wider Becketwell site and secured through the S106 Agreement for that application.

As this is a full application it will need to secure its own S106 Agreement but with regard to the principles already agreed. Therefore, the S106 Agreement will secure a contribution towards transport measures to be spent on encouraging walking, cycling and public transport improvements and/or network improvements as a result of any issues raised by the Operational Management Plan being secured via condition. The agreement will also secure a contribution to provide two CCTV cameras in the vicinity of the application site.

8.6. Application timescale:

Target determination date is 22 October 2021. An extension of time may be needed and necessary to allow the completion and signing of the Section 106 Agreement.

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Delegated decisions made between between 01/08/2021 and 31/08/2021



Application No:	Application Type	Location	Proposal	Decision	Decision Date
20/00615/FUL	Full Application	376 Kedleston Road Derby DE22 2TF	Two storey side extension to dwelling house (garage/store and bedroom) and roof alterations including installation of a new side elevation window to form rooms in the roof space	Finally disposed of	25/08/2021
20/00650/LBA	Listed Building Consent - Alterations	8 Cornhill Derby DE22 2FT	Installation of a satellite dish to the rear elevation	Approval	04/08/2021
20/01082/FUL	Full Application	130 Whitaker Road Derby DE23 6AP	Single storey side and two storey rear extensions to dwelling house	Approval	26/08/2021
20/01288/RES	Reserved Matters	Land At The Front And Side Of 196 Ladybank Road Derby DE3 0RR	Residential development - one dwelling (Use Class C3) -approval of reserved matters of access, scale, layout, landscaping and appearance under outline permission Code no. 19/01085/OUT	Approval	06/08/2021
20/01294/DISC	Compliance/Discharge of Condition	3 Vicarage Road Mickleover Derby	Change of Use of ground floor from Veterinary Practice (Use Class D1) to Use Classes A1, A2, or A3, two storey side and single storey rear extensions to enlarge the ground floor unit and create an additional flat (Use Class C3) at first floor level, Installation of an external staircase to the rear elevation and installation of an external ventilation flue - Discharge of Condition 5 of previously approved permission 02/18/00272	Discharge of Conditions Complete	05/08/2021
20/01392/FUL	Full Application	Land At Former 100 Nottingham Road Spondon Derby DE21 7NP	Erection of an office building with access, parking, landscaping and all associated ground works	Approval	12/08/2021

20/01555/FUL	Full Application	23 Blagreaves Avenue Derby DE23 2NT	Two storey side and rear and single storey rear extensions to dwelling house (garage, W.C., utility/storage, kitchen/dining area, two bedrooms and en-suite) and erection of an outbuilding (studio, gym and shower room)	Approval	02/08/2021
20/01570/FUL	Full Application	8 - 14 Agard Street Derby DE1 1DZ	Demolition of existing buildings. Erection of student accommodation block comprising of 94 bedrooms within 70 units and associated works	Approval subject to Section 106	06/08/2021
21/00039/RES	Reserved Matters	Land South Of Watten Close And East Of Deep Dale Lane Derby DE24 3HG	Residential development of up to 50 dwellings including infrastructure and associated works - approval of reserved matters pursuant to outline planning permission Code No. 02/15/00211 in respect of appearance, landscaping, layout and scale	Approval	18/08/2021
21/00067/ADV	Advertisement Consent	Markeaton Park Markeaton Lane Derby	Display of various signage	Approval	02/08/2021
21/00154/FUL	Full Application	46 Quarn Drive Derby DE22 2NQ	Change of use of part of dwelling house from domestic garage (Use Class C3) to hairdressing salon (Use Class E) (retrospective application)	Approval	06/08/2021
21/00160/VAR	Variation of Condition	Units 36-37 Parker Centre Mansfield Road Derby DE21 4SZ	Change of Use to workshop for Sales and Fitting of Tyres and Exhausts, and Installation of Roller Shutter - Variation of Condition 1 of previously approved application code No. 08/04/01528	Application Withdrawn	26/08/2021
21/00226/FUL	Full Application	2 Washington Avenue Derby DE21 6JS	Single storey side extension to dwelling house home office, boot room and dog washing facility) and alterations to front porch	Approval	18/08/2021
21/00351/TPO	Works to a tree with a TPO	The Hollies 16A Kings Croft Derby DE22 2FN	Felling of a Lime tree protected by Tree Preservation Order No. 100	Approval	22/08/2021

21/00401/TPO	Works to a tree with a TPO	2 Old Vicarage Close Derby DE23 6GS	Felling of two Lime trees protected by Tree Preservation Order No. 37	Refused	10/08/2021
21/00418/TPO	Works to a tree with a TPO	159 - 161 Rykneld Road Derby DE23 4AL	Limb reduction by 2-3m and reduction of the right hand side canopy by 2m of an Oak tree protected by Tree Preservation Order no. 516	Approval	26/08/2021
21/00509/TPO	Works to a tree with a TPO	155 Swarkestone Road Derby DE73 6UD	Reduction of lower limb by 3m, crown reduction by 2m and deadwood of an Acacia tree protected by Tree Preservation Order No. 562	Approval	10/08/2021
21/00537/FUL	Full Application	4 St Mellion Close Derby DE3 9YL	Rear extension to dwelling house	Approval	06/08/2021
21/00541/TPO	Works to a tree with a TPO	31 Keats Avenue Derby DE23 4EE	Removal of deadwood and crown reduction of two Beech trees (one by 4m in height and 4m lateral spread and one by 4m in height and 2.5m lateral spread) protected by Tree Preservation Order No. 357	Approval	11/08/2021
21/00566/CAT	Works to Trees in a Conservation Area	2A Church Street Spondon Derby DE21 7LL	Removal of one branch as shown on the supplied photograph 2A Church street.jpg and the removal of deadwood from a Beech tree within the Spondon Conservation Area	Approval	25/08/2021
21/00572/LBA	Listed Building Consent - Alterations	18 Agard Street Derby DE1 1YS	Demolition of 18 Agard Street. Erection of student accommodation comprising 32 Apartments, together with the making good of the rear of No 42 Friar Gate and Installation of an external fire escape. Erection of separate bin, cycle store and electricity sub-station and setting out of parking and landscaping.	Approval	23/08/2021
21/00598/LBA	Listed Building Consent - Alterations	24 Iron Gate Derby DE1 3GP	Alterations in association with change of use to office space to include removal of modern internal partition walls and installation of new partitions	Approval	16/08/2021
21/00601/FUL	Full Application	Land North Of Infinity Park Way Derby	Erection of building (Use Classes E(g)ii) / E(g)iii / B2), including all associated parking, servicing, landscaping areas and related	Approval subject to Section 106	27/08/2021

			infrastructure including drainage		
21/00610/TPO	Works to a tree with a TPO	84 Chestnut Avenue Mickleover Derby DE3 9FS	Height reduction by 2.5m of a tree protected by Tree Preservation Order no. 8	Approval	09/08/2021
21/00625/FUL	Full Application	30 St Georges Close Derby DE22 1JH	Formation of a balcony	Approval	09/08/2021
21/00627/FUL	Full Application	3 Instow Drive Derby DE23 1LS	Two storey side and single storey side extension to dwelling house (lounge, shower room, bedroom and bathroom) and installation of a canopy to the front elevation	Approval	06/08/2021
21/00640/FUL	Full Application	Building At The Rear Of 18 Clarence Road Derby DE23 6LL	Use of outbuilding as retail unit (Use Class E)	Approval	12/08/2021
21/00657/FUL	Full Application	8 Verbena Drive Derby DE23 2HS	Two storey side and single storey rear extensions to dwelling house (covered way, bedroom, en-suite and enlargement of kitchen)	Approval	06/08/2021
21/00709/TPO	Works to a tree with a TPO	Open Spaces At Junction Of Prince Charles Avenue / Merton Drive, Play Area Battersea Park Way, Junction Merton Drive / Battersea Park Way, Junction Redbridge Close / Greenwich Drive South, North Of Pond Greenwich Drive South Derby	Crown lift to 2.5-3m of six groups of broadleaf trees and cutting back of branches by 1-2m on the south east side of one Lime and one Whitebeam tree protected by Tree Preservation Order no. 560	Approval	18/08/2021
21/00718/FUL	Full Application	Land At 50 Thorndike Avenue Derby DE24 8NY	Erection of a dwelling house (Use Class C3)	Approval	02/08/2021
21/00722/FUL	Full Application	80 Otter Street Derby DE1 3FB	Installation of replacement first floor windows	Approval	16/08/2021
21/00748/FUL	Full Application	Orchard Cottage	Erection of an outbuilding (garden store) and	Refused	20/08/2021

		23 Church Street Spondon Derby DE21 7LL	retention of existing containers for a temporary period not exceeding six months		
21/00749/FUL	Full Application	51 Valley Road Littleover Derby DE23 6HR	Two storey side and two storey and single storey rear extensions to dwelling house (study, wet room, kitchen, sitting room, two bedrooms and en-suite) and installation of a rear dormer to form rooms in the roof space (bedroom and en-suite)	Approval	25/08/2021
21/00767/FUL	Full Application	12 Misterton Close Derby DE22 2XU	Two storey extension to dwelling house (living room, bedroom and en-suite)	Approval	04/08/2021
21/00790/FUL	Full Application	13 Home Farm Drive Derby DE22 2UP	Single storey side and rear extensions together with first floor extension over front porch.	Approval	06/08/2021
21/00803/FUL	Full Application	124 Hill Top Derby DE21 4FY	Single storey rear extension to dwelling house (lounge/diner, utility, sensory room and W.C.), installation of three dormers to the side elevation to form rooms in the roof space (two bedrooms and bathroom), installation of white render and garden excavation works	Approval	26/08/2021
21/00805/VAR	Variation of Condition	9A Cornhill Derby DE22 2GG	Erection Of Dwelling House - Removal of condition 9 of previously approved permission DER/05/08/00790/PRI to amend car parking provisions	Approval	03/08/2021
21/00818/ADV	Advertisement Consent	Units 1 And 2 Mickleover Retail Corner Uttoxeter Road Derby DE3 0GQ	Display of various signage	Approval	25/08/2021
21/00832/FUL	Full Application	Former BJB Services Derby Nottingham Road Spondon Derby DE21 7NP	Change of use to MOT and Service Station (Sui Generis and Use Class B2)	Approval	02/08/2021

21/00838/FUL	Full Application	Queensferry Court Care Home Queensferry Gardens Derby DE24 9JR	Increase in beds to care home from 44 to 56, removal of existing separate living accommodation to Henry Royce Wing, changes to the external appearance including sections of render and new window and door openings, erection of the new entrance porch and external changes to create additional car parking	Approval	26/08/2021
21/00849/VAR	Variation of Condition	137 Allestree Lane Derby DE22 2PG	Two storey side and rear extension (store, utility, kitchen, bedroom, en-suite and storage) and two storey front and side extensions (extended hallway and living room, study/dressing room and extended bedroom) - Variation of conditions 2 and 3 of planning permission 20/00943/FUL to amend the first floor set back and external finishes	Approval	04/08/2021
21/00874/FUL	Full Application	91 Sitwell Street Spondon Derby DE21 7FH	Change of use from retail (Use Class E) to public house (Sui Generis use)	Approval	13/08/2021
21/00882/FUL	Full Application	31 Mostyn Avenue Derby DE23 6HX	Two storey rear extension to dwelling house (kitchen/dining room, two bedrooms and en-suite)	Approval	25/08/2021
21/00901/FUL	Full Application	88 Normanton Lane Derby DE23 6GR	Change of use from dwelling house (Use Class C3a) to residential care home (Use Class C2)	Approval	18/08/2021
21/00923/PNRT	Prior Approval - Telecommunications	Highway Verge Opposite Dentdale Court Keldholme Lane Derby	Installation of a 20 metre high monopole supporting six antennas, two transmission dishes, four equipment cabinets and ancillary development	Prior Approval Approved	09/08/2021
21/00927/TPO	Works to a tree with a TPO	5 Longshaw Gardens Derby DE24 0EY	Felling of a Silver Birch tree protected by Tree Preservation Order No. 334	Approval	22/08/2021
21/00936/TPO	Works to a tree with a TPO	38 & 40 Applemead Close Derby DE21 4QP	Crown reduction by 5 metres of two trees. Protected by Tree Preservation Order No. 149	Approval	25/08/2021

21/00948/FUL	Full Application	58 Parker Street Derby DE1 3HF	First floor and single storey rear extensions to dwelling house and installation of a dormer to the rear elevation	Approval	20/08/2021
21/00966/NONM	Non-Material Amendment	Bramble House Kingsway Hospital Kingsway Derby DE22 3LZ	Demolition of existing buildings and erection of three accommodation blocks comprising an 80 bed care home (Use Class C2) and 66 extra care assisted living units (Use Class C3) accessed from Kingsway, associated car parking and landscaping - Non-material amendment to planning permission 20/00072/FUL to relocate the sub-station and make minor amendments to the elevations of Blocks B and C	Approval	13/08/2021
21/00967/FUL	Full Application	3 Hoylake Drive Derby DE3 0QA	Two storey side and single storey rear extensions to dwelling house (W.C., utility, kitchen, family space, bedroom, bathroom and enlargement of hall)	Approval	03/08/2021
21/00968/FUL	Full Application	1 Corfe Close Derby DE23 1HW	Side extensions to dwelling, roof alterations to form an additional storey and installation of first floor side elevation windows	Refused	31/08/2021
21/00973/FUL	Full Application	12 Hoylake Court Derby DE3 0PT	Single storey side/rear extension to dwelling house	Approval	03/08/2021
21/00975/FUL	Local Council Own Development Reg 3	Murray Park Community School Murray Road Derby DE3 9LL	Installation of replacement windows	Approval	11/08/2021
21/00976/FUL	Local Council Own Development Reg 3	Shelton Junior School Carlton Avenue Derby DE24 9EJ	External alterations to include replacement of existing flat roof and high level windows	Approval	18/08/2021
21/00977/FUL	Local Council Own Development Reg 3	Becket Primary School Monk Street Derby DE22 3QB	Installation of replacement windows	Approval	06/08/2021
21/00988/CLP	Lawful Development	20 Campbell Street	Single storey front extension to dwelling	Refused	03/08/2021

	Certificate -Proposed	Derby DE24 8DH	house (entrance hall)		
21/00990/TPO	Works to a tree with a TPO	18 Chaddesden Lane Derby DE21 6LQ	Removal of epicormic growth and dead branches and cutting back of branches overhanging the property roof by 1.5m of a Lime tree protected by Tree Preservation Order no. 23	Approval	11/08/2021
21/00991/ADV	Advertisement Consent	London Road, Traffic Street And Liversage Street Derby	Display of four non-illuminated banner signs	Approval	26/08/2021
21/00992/CLP	Lawful Development Certificate -Proposed	15 Eaton Avenue Derby DE22 2FB	Alterations to single storey rear extension to comprise installation of a new roof with roof lights and bi-fold doors	Approval	03/08/2021
21/01003/CLP	Lawful Development Certificate -Proposed	63 South Avenue Darley Abbey Derby DE22 1FB	Single storey side and rear extensions to dwelling house (garden room and sun room)	Approval	04/08/2021
21/01005/FUL	Full Application	Land East Of 18 Tintagel Close Derby DE23 8EH	Change of use from play area to allotment and associated ground works	Approval	10/08/2021
21/01011/FUL	Full Application	44 The Chase Derby DE24 9PD	Single storey rear extension to dwelling house (dining area)	Approval	10/08/2021
21/01013/PNRJ	Prior Approval - Offices to Residential	68 - 70 St Peters Street Derby DE1 1SN	Change of use of first and second floors from offices (Use Class B1) to eight flats (Use Class C3)	Approval	03/08/2021
21/01022/FUL	Full Application	95 Blagreaves Lane Derby DE23 1FG	First floor rear extension to dwelling house (bedroom, bathroom and enlargement of bedroom)	Approval	04/08/2021
21/01028/VAR	Variation of Condition	204 Rykneld Road Derby DE23 4AN	Two storey front extension to dwelling house (bedroom and enlargement of garage, entrance hall and bedroom) - Variation of condition 2 of planning permission	Approval	06/08/2021

			19/00821/FUL to amend the approved plans to alter front bay window design, front elevation materials and removal of chimneys		
21/01030/FUL	Full Application	13 Offerton Avenue Derby DE23 8DU	Retention of single storey rear extension to dwelling house (kitchen/dining area and wet room)	Approval	05/08/2021
21/01033/VAR	Variation of Condition	Former Celanese Site 1 Holme Lane Derby DE21 7BS	Outline planning application, with access details and scale parameters included, for the redevelopment of a previously industrial brownfield site for B2, B8, associated E Class and F1 purposes and ancillary uses to provide up to 209,000 sq.m. of floorspace for facilities for food production; distribution; training and education; associated food support businesses and supporting energy generation/waste disposal - Variation of condition 12 of planning permission Code No. 20/01646/OUT to enable the phasing of the development to be taken into account in the hydraulic modelling exercise required to determine finished floor levels.	Approval	20/08/2021
21/01035/FUL	Full Application	76 Brayfield Road Derby DE23 6GT	Single storey extension to dwelling (sun room)	Approval	05/08/2021
21/01041/FUL	Full Application	8 Foxdell Way Derby DE73 6PU	Two storey rear and single storey front extensions to dwelling house (porch, living room, kitchen, two bedrooms and bathroom) with rooms in the roof space (bedroom and en-suite) and installation of a dormer window to the front elevation and two new first floor side elevation windows	Approval	06/08/2021
21/01042/FUL	Full Application	42 Gisborne Crescent Derby DE22 2FL	Single storey front extension to dwelling house (porch)	Approval	09/08/2021
21/01044/FUL	Full Application	12 Alstonfield Drive Derby DE22 2XF	Single storey side and rear extensions to dwelling house (utility, shower room, study and dining room)	Approval	11/08/2021

21/01045/FUL	Full Application	2 Staunton Avenue Derby DE23 1JW	Single storey side extension to dwelling house (bedroom and shower room)	Approval	05/08/2021
21/01046/FUL	Full Application	Birds Ltd Ascot Drive Derby DE24 8GN	Installation of replacement windows to include enlargement of ground floor windows	Approval	05/08/2021
21/01048/DISC	Compliance/Discharge of Condition	Crown Inn 40 Curzon Street Derby DE1 1LL	Partial removal of pitched roof and formation of roof terrace - Discharge of condition No 3 of previously approved permission 20/01233/FUL	Discharge of Conditions Complete	23/08/2021
21/01050/FUL	Full Application	15 Carlton Road Derby DE23 6HB	Single storey side/rear extension to dwelling house (shower room, utility and kitchen)	Approval	25/08/2021
21/01054/FUL	Full Application	156 Balfour Road Derby DE23 8UQ	Two storey and single storey rear extensions to dwelling house (kitchen/dining/sitting area, bedroom and enlargement of bedroom)	Approval	11/08/2021
21/01064/FUL	Full Application	Mickleover Sports Club Station Road Mickleover Derby DE3 9FE	Erection of replacement stand and water storage tank and re-location of equipment storage area	Approval	24/08/2021
21/01068/DISC	Compliance/Discharge of Condition	61 High Street Chellaston Derby DE73 6TB	Retention of change of use from retail (Use Class A1) to mixed use retail and cafe (Use Classes A1 and A3) - Discharge of condition no 3 of previously approved permission 20/00480/FUL	Discharge of Conditions Complete	23/08/2021
21/01069/FUL	Full Application	81 Empress Road Derby DE23 6TF	Two storey and single storey rear extensions to dwelling house (study, dining room and enlargement of bedroom) and installation of a dormer to the rear elevation to form rooms in the roof space (bedroom, en-suite and sitting room)	Approval	08/08/2021
21/01070/FUL	Full Application	50 Grosvenor Street Derby DE24 8AU	Change of use of dwelling house to two flats together with two storey extension (two living/dining rooms)	Approval	23/08/2021

21/01071/PNRMI	Prior Approval- Miscellaneous	Etches Park Depot Deadmans Lane Derby DE24 8BS	Extension to north maintenance shed	Approval	26/08/2021
21/01072/FUL	Full Application	58 Station Road Chellaston Derby DE73 5SU	Extension and alterations to garage, to form self contained annex for dependant living (2 bedrooms, en-suite bathroom and enlargement of kitchen/lounge/dining room)	Approval	16/08/2021
21/01076/FUL	Full Application	80 Bethulie Road Derby DE23 8US	Extensions to dwelling house (wet room and dining room/sitting room)	Approval	10/08/2021
21/01077/FUL	Full Application	71 Rykneld Road Derby DE23 4BH	Single storey front and rear extensions to dwelling house and infilling of car port (bedroom, shower room, kitchen and dining room)	Approval	09/08/2021
21/01079/CLP	Lawful Development Certificate -Proposed	39 Bank View Road Derby DE22 1EL	Erection of outbuilding	Approval	16/08/2021
21/01082/PNRT	Prior Approval - Telecommunications	Land At Corner Of Dale Road And Sandringham Drive Spondon	Installation of a 20 metre high monopole supporting 6 no. antennas and 2 no. transmission dishes, 4 no. equipment cabinets and development works ancillary thereto.	Approval	11/08/2021
21/01085/CLP	Lawful Development Certificate -Proposed	9 East Croft Avenue Derby DE23 1NL	Erection of Outbuilding (Office)	Approval	19/08/2021
21/01087/DISC	Compliance/Discharge of Condition	Land At Chequers Road Derby	Formation of a vehicular access road - Discharge of condition No 3 of previously approved permission 21/00518/FUL	Discharge of Conditions Complete	10/08/2021
21/01089/FUL	Full Application	199 Blagreaves Lane Derby DE23 1PW	Single storey rear extension to dwelling house (kitchen and dining/sitting room)	Approval	26/08/2021
21/01100/TPO	Works to a tree with a TPO	Revive Healthy Living Centre Roe Farm Lane Derby DE21 6ET	Felling of two Cherry trees and cutting back of branches to give 0.5m to 1m clearance of BT cables of one Cherry tree protected by Tree Preservation Order no. 396	Approval	22/08/2021

21/01107/RES	Reserved Matters	Site Of Former Celanese Acetate Holme Lane Derby DE21 7BS	Erection of Unit 1, two security offices including internal access routes/layout and landscaping in connection with previously approved outline permission Code No. 20/01646/OUT	Approval	26/08/2021
21/01108/FUL	Full Application	10 Windrush Close Derby DE22 2UG	Single storey front extension (enlargement of lounge and hall)	Approval	08/08/2021
21/01110/TPO	Works to a tree with a TPO	571 Burton Road Derby DE23 6FW	Crown reduction by 1.5m-2m using reduction via thinning techniques of a Eucalyptus tree protected by Tree Preservation Order No 254	Approval	22/08/2021
21/01120/PNRPV	Prior Approval - PV on Non-Domestic	1 Prospect Place Derby DE24 8HG	Installation of 170 roof mounted solar panels	Prior Approval Approved	11/08/2021
21/01121/FUL	Full Application	27 Wade Drive Derby DE3 9BS	Two storey and single storey rear extensions to dwelling house (kitchen/dining/family space, bedroom and en-suite)	Approval	10/08/2021
21/01126/FUL	Full Application	72 Eden Street Derby DE24 8RB	Single storey rear extension to dwelling house (conservatory)	Approval	24/08/2021
21/01134/FUL	Full Application	50 Gravel Pit Lane Derby DE21 7DB	Two storey and single storey rear extensions to dwelling house (dining/family area and bedroom)	Approval	27/08/2021
21/01138/PNRIA	Prior Approval - Shop / Bank to Resi	Shop 28 Highfield Road Littleover Derby DE23 1DG	Change of use from retail shop (Use Class A1) to flat (Use Class C3)	Refused	16/08/2021
21/01142/CLP	Lawful Development Certificate -Proposed	7 Pendlebury Drive Derby DE3 9SS	Erection of a boundary fence	Refused	27/08/2021
21/01143/FUL	Full Application	1 Bakewell Close Derby DE3 9JS	Two storey side and single storey front extensions to dwelling house (porch, W.C., and living space) and erection of a boundary	Approval	31/08/2021

			fence		
21/01144/FUL	Full Application	Jewson Ltd Alfreton Road Derby DE21 4RT	Erection of 2.4m high palisade boundary fence	Approval	26/08/2021
21/01145/ADV	Advertisement Consent	Jewson Ltd Alfreton Road Derby DE21 4RT	Display of two non-illuminated flag signs	Approval	26/08/2021
21/01148/FUL	Full Application	13 Hoylake Court Derby DE3 0PT	Installation of a new pitched roof to the front elevation single storey projection	Approval	08/08/2021
21/01152/TPO	Works to a tree with a TPO	10 Cloisters Court Derby DE21 4TF	Felling of a Horse Chestnut tree and crown reduction by 2m of a Sycamore tree protected by Tree Preservation Order no. 124	Approval	22/08/2021
21/01155/FUL	Full Application	174 Girtton Way Derby DE3 9EB	Single storey side and rear extensions to dwelling house (garage/store and enlargement of kitchen)	Approval	25/08/2021
21/01166/FUL	Full Application	5 Chelmsford Close Derby DE3 0PU	Single storey front extension to dwelling house (porch and cloakroom)	Approval	08/08/2021
21/01176/FUL	Full Application	76 Penrhyn Avenue Derby DE23 6LA	Two storey side extension to dwelling house (garage and bedroom)	Approval	31/08/2021
21/01177/PNRH	Prior Approval - Householder	7 West Bank Avenue Derby DE22 1AQ	Single storey rear extension (projecting beyond the rear wall of the original house by 5.065m, maximum height 3.7m, height to eaves 3.36m) to dwelling house	Prior Approval Not Required	10/08/2021
21/01187/FUL	Full Application	51 Kenilworth Avenue Derby DE23 8TZ	Single storey rear extension to dwelling house (shower room)	Approval	25/08/2021
21/01193/DISC	Compliance/Discharge of Condition	Land North Of Allan Avenue/Pritchett Drive Littleover	Erection of a maximum of 80 dwellings and associated drainage and highway Infrastructure - Discharge of condition 4 of	Discharge of Conditions Complete	11/08/2021

		Derby	planning permission 12/14/01678		
21/01195/CAT	Works to Trees in a Conservation Area	5 Porter Place Derby DE21 7SY	Pollarding of five Lime trees to a height of Five metres within the Spondon Conservation Area	Approval	31/08/2021
21/01199/CAT	Works to Trees in a Conservation Area	24 Arthur Street Derby DE1 3EF	Felling of three Conifer trees within the Strutts Park Conservation Area	Approval	25/08/2021
21/01200/NONM	Non-Material Amendment	12 Chester Avenue Derby DE22 2FE	Single storey front extension and two storey and first floor rear extensions to dwelling house (enlargement of garage, living room, kitchen, three bedrooms and balcony) and installation of side facing window - Non-material amendment to planning permission 20/00694/FUL to amend the approved plans	Approval	19/08/2021
21/01206/PNRH	Prior Approval - Householder	108 Caxton Street Derby DE23 8BE	Single storey rear extension (projecting beyond the rear wall of the original house by 4.75m, maximum height 3m, height to eaves 3m) to dwelling house	Prior Approval Approved	11/08/2021
21/01213/FUL	Full Application	9 Chelmsford Close Derby DE3 0PU	Single storey front and side extensions to dwelling house (porch and shower room) and installation of a pitched roof to the existing outbuilding	Approval	10/08/2021
21/01216/PNRT	Prior Approval - Telecommunications	Pentagon House Sir Frank Whittle Road Derby DE21 4XA	Installation of 12 antennas together with ancillary development thereto	Approval	27/08/2021
21/01223/PNRH	Prior Approval - Householder	34 Stockbrook Road Derby DE22 3PJ	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 2.8m, height to eaves 2.8m) to dwelling house	Prior Approval Not Required	18/08/2021
21/01237/PNRH	Prior Approval - Householder	319 Prince Charles Avenue Derby DE22 4LL	Single storey rear extension (projecting beyond the rear wall of the original house by 3.7m, maximum height 3.65m, height to eaves 2.8m) to dwelling house	Prior Approval Not Required	11/08/2021
21/01239/PNRH	Prior Approval -	4 Finsbury Avenue	Single storey rear extension (projecting	Prior Approval Not	11/08/2021

	Householder	Derby DE22 4BT	beyond the rear wall of the original house by 4.3m, maximum height 3m, height to eaves 3m) to dwelling house	Required	
21/01267/NONM	Non-Material Amendment	387 Duffield Road Derby DE22 2DN	Two storey extensions to dwelling house (dining room, two bedrooms and two en-suites) and formation of raised patio - Non-material amendment to planning permission 01/13/00091 to amend a ground floor window omit a secondary entrance door	Approval	05/08/2021
21/01295/CAT	Works to Trees in a Conservation Area	96 Belper Road Derby DE1 3EQ	Various works to trees within Strutts Park Conservation Area (reduction of Yew tree by 2m, reduction of 2 Apple trees by 2m and the reduction of a Holly by 0.5m and crown lifting to 1m)	Approval	25/08/2021
21/01328/PNRC	Prior Approval - Retail to Cafe/Restaura	1 Oxford Street Derby DE1 2TE	Sub-division to form two retail units	Application Withdrawn	21/08/2021
21/01341/PNRH	Prior Approval - Householder	34 Molineux Street Derby DE23 8HE	Single storey rear extension (projecting beyond the rear wall of the original house by 4.5m, maximum height 4m, height to eaves 2.75m) to dwelling house	Prior Approval Not Required	26/08/2021
21/01364/DISC	Compliance/Discharge of Condition	Land South Of Pioneer Way And Off Infinity Park Way Derby	Formation of a surface water drainage Lagoon and flood attenuation area; raising and shaping of ground levels to create development platforms and associated drainage channels/features; together with associated haul routes, landscaping and ancillary works. - Discharge of condition 4 of planning permission 21/00460/FUL	Discharge of Conditions Complete	18/08/2021
21/01370/DISC	Compliance/Discharge of Condition	Vacant Land Uttoxeter New Road/Talbot Street Derby (Access Off Uttoxeter New Road)	Erection of Foodstore (Use Class E) with access, car parking, landscaping and associated works - Discharge of conditions 6 and 7 of planning permission 20/01247/FUL	Discharge of Conditions Complete	11/08/2021
21/01372/ADV	Advertisement Consent	Former Buzz Bingo Site Foresters Park Centre Sinfin Lane Derby	Display of various signage	Approval	27/08/2021

DE23 8AG

21/01378/DEM	Demolition - Prior Notification	Rolls Royce Plc Raynesway Derby DE21 7BE	Demotion of South Wing Building (building DNA01E)	Approval	27/08/2021
21/01435/DISC	Compliance/Discharge of Condition	Land Between Pioneer Way And Sinfin Lane Derby DE24 9SE	Formation of a surface water drainage Lagoon and flood attenuation area; raising and shaping of ground levels to create development platforms and associated drainage channels/features; together with associated haul routes, landscaping and ancillary works - Discharge of condition nos 8 and 9 of previously approved permission 21/00460/FUL	Discharge of Conditions Complete	18/08/2021
21/01447/DISC	Compliance/Discharge of Condition	61 Church Lane Darley Abbey Derby DE22 1EX	Discharge of Condition 5 of previously approved planning application 21/00631/FUL (boundary wall details)	Discharge of Conditions Complete	18/08/2021
21/01480/LBA	Listed Building Consent - Alterations	3 Market Place Derby DE1 3PW	Installation of a sign to the front elevation	Application Withdrawn	26/08/2021