

# ITEM 11

## REPORT OF THE ASSISTANT DIRECTOR – REGENERATION TO CONSERVATION AREA ADVISORY COMMITTEE 14 MAY 2009

### 1. City Centre Conservation Area

#### Code No. DER/04/09/00375 – Installation of shop front, 4 Queen Street

This application relates to a three storey, period, mid-terrace building on the east side of Queen Street, within the city centre. It is not listed, although it lies close to the Cathedral, a Grade I listed building.

Permission is sought to install a replacement shop front, to the fine art gallery, which occupies all three floors of the building. The proposal would replace a modern shop front and would comprise a traditional style, painted timber shop front, including 4 pilasters, a narrower fascia and 2 timber doors. There would also be a painted brick stall riser. An awning would also be introduced over the shop window, housed inside a timber box, flush with the fascia.

#### Code No. DER/03/09/00331 - Partial demolition of The Hippodrome and & DER/03/09/00332 formation of multi-storey car park, erection of retail unit, retail kiosk, offices and 4 apartments, The Hippodrome, Green Lane and Car Park, Crompton Street

These applications for planning permission and listed building consent relate to the Derby Hippodrome. The application is accompanied by a Design and Access Statement; Transport Statement, and importantly a 'PPG 15 Statement in support of redevelopment'. The latter is a weighty document which contains 19 appendices. These documents and plans should be viewed and considered before the meeting and can be accessed using the following e-link: <http://eplanning.derby.gov.uk/acolnet/planningpages02/acolnetcgi.gov?ACTION=UNWRAP&RIPNAME=Root.PgeDocs&TheSystemkey=87687>

(Sections of this document that are of particular relevance are page 8 section 7 regarding PPG15 and appendix 18 regarding cost options).

The proposed scheme is described in the Design and Access Statement which accompanies the Planning Application and the following text is usefully reproduced from that descriptive document. The application proposes mixed usage as an office /retail complex (within the front section) and a multi-storey car park (within the shell of the rear section of the listed building). A shallow block of flats would screen the car park on the Compton Street frontage. The implications for the Listed Building are described below:

- The front section of the building would be retained, including the roof, and refurbished / converted to create offices on the upper floors, accessed via the existing staircase. The ground floor would contain a shop, coffee shop,

and toilets. The internal decorative plasterwork would be retained and restored as far as practicable, and the elevations would be restored

- The unsightly modern steel canopy would be removed from the elevations, including Macklin Street. This work would retain the main features of value in the front section, the external appearance, the staircase, and the internal decorative finishes
- The remainder of the building would be converted to a multi-storey car park behind the existing Macklin Street façade, with vehicular entrance from Macklin Street and pedestrian access from the original theatre entrance in the front section. This would require the removal of the stage fire wall (if not removed already), the south wall of the auditorium, the remainder of the stage walls, and the dressing rooms etc serving the former stage. The dressing rooms etc would be removed but these are functional and of little merit once divorced from the stage which they once served. This work would retain the main elevation to Macklin Street. This elevation is not well fenestrated on most levels, severely limiting the uses which could be located behind it and precluding office and residential use: however, use as a car park it would require no major alteration. The car park would rise above the Macklin Street elevation to the same height as the previous roof, behind a screen raked at the same angle as the latter. All corners of the existing building would be retained as evidence of the extent of the original building, to assist intelligibility.

## **2. Darley Abbey Conservation Area**

Code No. DER/04/09/00368 - Erection of double garage, land adjacent to 10 and 17 New Road, Darley Abbey

This planning application seeks permission to erect a domestic double garage adjacent to nos.10 and 17 New Road, which are locally listed. Nos. 3 to 9 New Road, the cottages to the west, are Grade II Listed and the site lies within the Darley Abbey Conservation Area and the Derwent Valley Mills World Heritage Site. The garage would be set back approximately 15.8 m from the highway and would have a gabled roof design with side hung, vertically boarded timber garage doors. The building would measure approximately 5.50m (w) by 5.54m (L), by 4.2m in height. It would be constructed of red facing bricks to match the adjacent dwelling and slate roof tiles, with cast metal rainwater goods on rise and fall brackets.

## **3. Little Chester Conservation Area**

Code No. DER/04/09/00389 – Replacement of timer windows to the front elevation and replacement of a stonework cill and mullion, 68 Chester Green Road

The application is for the replacement of one ground floor and one first floor window on the front elevation at 68 Chester Green Road.

This is a resubmission of previously refused application DER/09/08/01343. The previous application had been refused due to the replacement windows being unacceptable and inappropriate in terms of form of construction, top opening nature, stained finish and the lack of stone mullion.

It is now proposed that the windows be constructed in timber, upgraded to contain 14mm double glazed units. They have been designed as sash windows to reproduce the fenestration in keeping with the period. The new sill is to be reconstituted stone with a painted finish to match the existing lintel and adjoining buildings. A reconstituted stone mullion is to be formed centrally on the ground floor window as originally installed. The mullion is to be manufactured to match the original detail which can be seen on several properties in the vicinity including 12 Chester Green.

#### **4. Mickleover Conservation Area**

Code No. DER/04/09/364 - Full planning permission for the erection of a front boundary wall and garage, Highfield, Orchard Street, Mickleover

Code No. DER/04/09/365 - Retrospective conservation area consent sought for the demolition of a front boundary wall, Highfield, Orchard Street, Mickleover

Highfield is a house of modern design dating from the 1960s. It stands on the west side of Orchard Street and lies within the Mickleover Conservation Area. It is not included on the Statutory list or the local list of buildings of architectural or historic merit. The house stands on land that is elevated above the carriageway level of Orchard Street itself.

Members may recall giving consideration to a proposal to extend the dwelling and erect a garage reported to the CAAC under planning reference DER/06/07/01052, at the meeting on 19<sup>th</sup> July 2007.

The report presented to CAAC at that time is as follows:

“The house is of a modern design and appears to date from around the 1960s or 70s. It is a 2 storey dwelling of a fairly plain design with a gable roof with the ridgeline running parallel to the road. It stands above road level with a retaining wall to the front. On the northern side is an attached flat roofed garage with a room over, which stands at a slightly lower level than the house itself, and there is a small conservatory to the rear. The existing garage is to be removed to allow a wider site to be created for the erection of a new dwelling house on land to the north side, which is subject to a separate application.

The proposal is to erect a two-storey extension to the rear of the property, which would give a more “L” shaped footprint, with a gable end extension running at right angles to the axis of the main roof. This would provide an extension to the kitchen on the ground floor and an additional bedroom on the first floor. It is also intended to erect a single garage adjacent to the highway frontage by demolishing the existing retaining wall, reducing the ground level by about a

metre and rebuilding a new retaining (wall) further back in the site. The garage would be about 7 metres long by 3.3 metres wide with gable ended roof. Its ridge height would be about 3.8 metres and its eaves height about 2.3 metres. Its main axis would run parallel to the highway with its main door lying at right angles to the road.”

The CAAC at that time made the following recommendation:

“ No objections to the proposed rear extension to the dwelling but object and recommend refusal to the proposed flat roofed garage, due to loss of boundary wall and its visual impact on the streetscene. The committee consider that a more appropriate position for a pitched roof garage would (be) set back within the plot and standing behind a single width driveway and accessed by a minimal break in the boundary wall.”

Amended drawings were submitted which substituted a flat roof for the pitch roof on the garage. The revised proposal was reported to the planning control committee, with a recommendation to grant planning permission in accordance with the amended plans. The report advised that the proposal suggested by CAAC would require a driveway with visibility splays that would create an additional gap in the frontage wall of up to 6 metres in width which was felt to be just as damaging to the streetscene as the application as proposed. Planning Control Committee accepted this advice and granted planning permission for the application as submitted.

Unfortunately when the work was commenced on the development late last year, the excavations work required to reduce the retained-land level for the siting of the garage (which involved the removal of just over 1 meter depth of retained soil from behind the wall), revealed that the front boundary wall was of a poor quality and was unstable. Parts of the wall intended to be retained collapsed. The wall had evidently been repaired over past years with a mixture of materials including concrete blocks and the whole of this rendered over. The remaining length of unstable wall was considered to be a safety hazard for road users and was demolished for safety reasons following the involvement of the council officers.

The current application seeks retrospective agreement for conservation area consent for the demolition of the wall. With the wall removed the applicants now feel there is an opportunity to amend the design of the garage, rebuild a new frontage wall which will conceal the garage to be built immediately behind it. The new boundary wall would run along the frontage of the application property for about 7.4 metres, and then return at right angles to form a new boundary wall between the application property and its immediate neighbour at “The Pippins” to the immediate south. This would increase the drive way width at the “Pippins” allowing for easier and safer access and egress to that property.

The new wall would be about 2.6 metres in height built from reclaimed facing bricks and have a coping along the top.

The previously approved garage which was approved with a flat roof would be amended in design to incorporate a double pitch roof with central ridge running

parallel to the highway. The roof would extend to a ridge height of about 3.4 metres which is about 0.8 metre higher than the new boundary wall.

Code No. DER/03/09/00306 - Extensions to a residential dwelling, for garage, cloaks, lobby, W.C and bathroom, 3 Orchard Street

The householder planning application proposes extensions to a residential dwelling, 3 Orchard Street, for garage, cloaks, lobby, W.C and bathroom. The garage, lobby and cloaks extension is located on the ground floor and is of single storey construction on the north elevation. The garage will provide two spaces along with a drive through adjacent to the original dwelling house. The installation of a WC will be located on the ground floor on the east elevation (to the rear of the property) and the bathroom will be located on the first floor also on the east elevation; both will be provided through the straightening of an angular wall on the east elevation.

Amended plans have been submitted to address previous concerns in respect of the height and scale of the garage block; the amendments now provide a garage with an overall length of 10 metres, width of 5.7 metres, an eaves height of 2.4 metres and ridge height of 4.6 metres. The eaves of the lobby and cloaks remains at 2.4 metres whereas the ridge reduces in height to 4.2 metres.

## **5. Railway Conservation Area**

Code No. DER/04/09/00447 – Alterations to the Roundhouse to form College with associated facilities (amendments to previously approved Listed Building Consent Code No. DER/11/06/01803, The Roundhouse Complex, Roundhouse Road, Pride Park

The works are currently underway to convert the Roundhouse and associated buildings, mainly listed as Grade II\*, to accommodation for Derby College. Permission and Listed Building Consent was granted for the scheme in December 2008.

Listed Building Consent is now sought for various amendments to the single storey and two storey engine shop, which is part of the original Grade II\* listed building. These are further to the works already approved under the original Listed Building Consent, ref:DER/11/06/01803. The proposed works to the former railway buildings are intended to accommodate different college functions to those originally envisaged for this part of the site. The ground floor of the building would house a learning resource centre and a catering kitchen with restaurant. This accommodation requires various internal and external alterations to the building, which are as follows:

- Insertion of internal pods to ground floor to form resource centre and catering kitchen
- External staircase and goods lift to north elevation of two storey engine shop, to form fire escape to kitchen

- Alteration to existing arched window on north elevation to form timber double doors to access external staircase
- Insertion of flat roof dormer to single storey engine shop
- Additional penetrations to roof and resiting of rooflights to provide ventilation for catering kitchen.
- Insertion of internal ventilation ducts to ground and first floors
- Insertion of timber double doors and internal lobby to west elevation of single storey engine shop.

## 6. **Spondon Conservation Area**

Code No. DER/04/09/00402 – Replacement of windows, 8 Park Road, Spondon

The application property is a two storey 1970/80s dwelling situated within the Spondon Conservation Area. The property is also covered by an Article 4 Direction. The application proposes to replace all of the windows within the property's front elevation. The replacement windows will be timber framed, double glazed units, which will be finished to match the existing woodwork on the house.

## 7. **Strutts Park Conservation Area**

Code No. DER/03/09/00345 – Change of use from light industrial unit (Use Class B1) to education training unit, unit 1, 6 Arthur Street

The application property is a two storey industrial unit situated to the rear of nos. 6a and 6b Arthur Street. The proposal relates to a change the use from light industrial to an educational training unit. The building is used as a music studio by Baby T Workshops, who work with young people from around the city. No external alterations to the building are proposed in connection with this change of use.