

Report of the Strategic Director of Neighbourhoods To Conservation Area Advisory Committee 12th May 2011

Darley Abbey Conservation Area

**Application No. DER/03/11/00324 - 10 Brick Row, Darley Abbey, Derby
& Location:**

Proposal: Retention of 1.6m high fence and gates

These are retrospective listed building consent (DER/03/11/00324) and full planning permission (DER/03/11/00323) applications for the retention of a fence that has already been erected at the rear of 10 Brick Row.

10 Brick Row is a mid terraced 3 storey dwelling house that fronts onto Brick Row, one of a row of 14 similarly designed terraced houses. To the rear, the row of houses have small gardens and a row of outbuildings running the length of the terrace. The houses and outbuildings are all listed as Grade II listed buildings.

They are described in the Statutory List as being built 1797-1800, 3 storey, a brick built, slate roofed terraced range of mill workers houses formerly incorporating two school-rooms at second floor level, built by the Evans family. The Row is of considerable historic interest as an early example of the provision of custom-built educational facilities by a mill-owner for his workforce.

Pedestrian access to the rear of the properties is gained through a gate access at the north end of the row and takes the form of a communal footpath running immediately alongside the rear of the dwellings. It is assumed that all residents have a right of way over the footpath.

Two lengths of fencing have been erected in the rear garden area of the application premises, one along each of the boundaries, one between numbers 9 and 10 and a second between 10 and 11 which define the garden area of number 10 and provide an enclosed area for the applicants dog. The fences each with a gate, run from the rear wall of the dwellings, across the communal footpath and across the rear garden areas to meet with the walls of the outbuilding that define the rear of the garden. The alignments of both fences is not straight and both have a kink along their short run presumably to follow the line of the property boundary .

The gate on each length of fence coincides with the footpath to permit pedestrian access through and although the gates have latches they do not appear to be lockable.

The fences and gates are approximately 1.6 metres high measured from ground level. They are constructed from vertical timber boarding panel, close boarded with three timber cross rails on the external face of the fencing. The gates are diagonally braced and the top 300mm or so have open trellis. The fence panels are supported by vertical timber posts of square section the same height as the fence panels. The timber is finished with a reddish to golden brown stain.

Other houses along the row have similar fences some more elaborate with decorative trellis or bow topped, but in similar timber with a similar appearance. There are also other gates which close across the footpath but these are lower at about 1 metre in height.

The fences cannot be seen from any public area.

Friar Gate Conservation Area

Application No. DER/03/11/00246 - Land at former Friar Gate Station and Goods & Location: Yard, Friar Gate, Derby

Proposal: Conversion of and extensions to Bonded Warehouse to form supermarket (use class A1) and mall (use classes A1, A2 and A3). Conversion of former Engine House to restaurant/cafe/drinking establishment (use classes A3/A4). Conversion and extension of former station viaduct to financial and professional services/restaurant/cafe/drinking establishment/hot food take-away (use classes A2, A3,A4 and A5) and heritage centre (use class D1). Residential development (150 dwellings), offices (use class B1), petrol filling station (sui generis use) and formation of vehicular accesses and car parking area

Outline planning permission is sought for the comprehensive mixed use regeneration of the former Station site. The proposals involve:

- Conversion of the former bonded warehouse and extension to it to provide up to 12,500 sqm of new floorspace to accommodate a supermarket comprising up to 7,400sqm net sales area and ground floor mall with up to 580sqm of A2 (financial and professional services)/A3 (restaurants and cafe) units;
- The erection of a petrol filling station;
- Part alteration/conversion/extension to former brick arches to provide up to 2,226sqm of A2 (financial and professional services)/A3 (restaurant and cafe)/A4 (drinking establishment)/A5 (hot food takeaway) units along with new public realm and 120sqm heritage centre;
- Conversion of the former Engine House for A3/A4 (pub/restaurant) use ;
- The erection of a new A3/A4 (pub/restaurant);
- The provision of up to 150 dwellings;
- The erection of 2,500sqm of new office space;
- The associated infrastructure including the formation of vehicle and pedestrian accesses, internal roads, 700 car parking spaces (excluding those to be provided as part of the residential development) and associated earthworks and landscaping.

Outline planning permission is sought with access, scale and layout details to be determined for the commercial aspects of the scheme. Only the means of access is being sought for approval on the residential development and petrol station that is being proposed with all others matters reserved on those two elements.

The bonded warehouse is Grade II listed. In order to accommodate the supermarket a large extension is proposed to its northern elevation that would extend to some 89m in width and some 90m in depth. The extension is proposed to be raised on stilts which would allow car parking to take place underneath the retail floor. The extension would link through to the bonded warehouse at first floor level just above the level of the window sill. An existing opening in the northern elevation would be raised and two new openings formed in addition to existing window openings being used to facilitate internal circulation through the listed building and proposed extension. This area where the two buildings connect is proposed to take the form of a lightweight glazed bridge. The extension would extend up to a height of 11.8m with the glazed link sitting lower at a height up to 9m. No details of the elevational treatment of the extension are submitted for approval although some indicative images and ideas are outlined in the supporting visual drawings and Design and Access Statement. They indicate the use of a simple palette of materials with large areas of glazing behind the till line and within a circulation tower that would sit at the end of a boulevard extending through the development from Friar Gate. The servicing area for the supermarket is proposed to be located to the west of the warehouse building. The ground floor of the bonded warehouse would accommodate the main entrance leading from the car park and Great Northern Road, a customer cafe and a small group of specialist shops. It would also provide customer lifts and travelators to the first floor. The store warehouse would sit at the western end directly adjacent to the service yard. The first floor would accommodate some warehouse and ancillary facilities along with a retail sales floor which it is indicated will not be used for the sale of food. All food sales will be located within the extension. New roof lights are proposed to be installed which replicate the original light well. The only accommodation proposed at the top level of the building is staff facilities at the eastern end where the office accommodation was historically located.

The Grade II Listed Engine House is proposed to be converted into a A3/A4 (pub/restaurant) use. No alterations to the Engine House are proposed as part of this outline scheme. A plaza is proposed to be created adjacent to the Engine House which would be served by vehicular access off Great Northern Road and a small dedicated car parking area. To its west, a new single storey cafe/restaurant would sit adjacent to the bonded warehouse. Its flat roof is proposed to provide scope for additional landscaping at the ground floor level of the Bonded Warehouse.

To the west of the Bonded Warehouse, a petrol filling station is proposed to be located. Detailed plans for the layout and design of the petrol station are not being provided at this stage as only means of access and the principle of locating the petrol station on this part of the site are for consideration as part of this outline scheme. It is indicated that the petrol station kiosk will have a floor area of up to 280sqm. A new two storey commercial unit is also proposed to be located at the junction of Stafford Street and the main access into the site off the new roundabout which serves the Inner Ring Road.

The brick arches (or viaduct as it is known) are part of the Grade II listed Friar Gate Bridge. They comprise a series of linked brick vaulted arches. The flank wall along the frontage of the arches is to be retained up to the point where the subway was originally located. Internally, those brick vaults beyond the third arch are proposed to be removed and a new structure created to support the original station revetment walls and to carry the new upper level. Shop fronts are proposed to be inserted into new arched openings and

the units which would be served from the north-west side. It is indicated that 2.226sqm of floorspace would be provided within this area which it is proposed will be used to accommodate a variety of office/financial and professional units and hot food cafes and shops. The boulevard that would extend across the front of the arches would provide pedestrian access from Friar Gate to the foodstore and wider site. The opposite side of the boulevard is to be framed by a group of two storey office units.

The car park of the food store would extend beyond the walls of the extension to the Bonded Warehouse and continue across part of the upper level of the arches where part of the remains of the platforms are to be removed as part of the removal of the internal arches. At the eastern end, above the three arches that are to be retained, an area of public realm will support pedestrian footpaths that would link to the Friar Gate Bridge. This outline application also suggests the installation of a train and carriage of the period as part of public realm works proposed within this area of the site. Associated with this is provision on the upper level of a heritage centre. An internal road which links through the northern edge of the site would ramp between the arches and the northern edge of the site boundary and provide vehicular access onto Friar Gate.

Friar Gate Conservation Area

Application No. DER/03/11/00247 - Former Bonded Warehouse, Friar Gate Goods & Location: Yard, Friar Gate, Derby

Proposal: Alterations and conversion of Bonded Warehouse for retail use

Listed Building Consent is sought for alterations and extension to the Grade II listed bonded warehouse in order to accommodate proposals for retail use.

The proposed works to the Bonded Warehouse involve its conversion and extension in order to provide up to 12,500 sqm of new floorspace to accommodate a supermarket comprising up to 7,400sqm net sales area and ground floor mall with up to 580sqm of A2 (financial and professional services)/A3 (restaurants and cafe) units. In order to accommodate the supermarket a large extension is proposed to its northern elevation that would extend to some 89m in width and some 90m in depth. The extension is proposed to be raised on stilts which would allow car parking to take place underneath the retail floor. The extension would link through to the Bonded Warehouse at first floor level just above the level of the window sill. An existing opening in the northern elevation would be raised and two new openings formed in addition to existing window openings being used to facilitate internal circulation through the listed building and proposed extension. This area where the two buildings connect is proposed to take the form of a lightweight glazed bridge. The extension would extend up to a height of 11.8m with the glazed link sitting lower at a height up to 9m. No details of the elevational treatment of the extension are submitted for approval although some indicative images and ideas are outlined in the supporting visual drawings and Design and Access Statement. They indicate the use of a simple palette of materials with large areas of glazing behind the till line and within a circulation tower that would sit at the end of a boulevard extending through the development site from Friar Gate.

The ground floor of the Bonded Warehouse would accommodate the main store entrance leading from the car park and Great Northern Road, a customer cafe and a small group of specialist shops. It would also provide customer lifts and travelators to the first floor. The

store warehouse would sit at the western end directly adjacent to the proposed service yard which would extend to the west of the building. The first floor would accommodate some warehouse and ancillary facilities along with a retail sales floor which it is indicated will not be used for the sale of food. All food sales will be located within the extension. The existing first floor level that remains within the building will be exposed above the new sales floor and it is indicated that new balustrades will be made to match those already in the building. New roof lights are also proposed to be installed which replicate the original light well. The only accommodation proposed at this top level is staff facilities at the eastern end of the building where the office accommodation was historically located.

This application should be considered in conjunction with an application for outline planning permission which seeks the comprehensive mixed use regeneration of the former Station site. The outline application outlines development proposals for the land and buildings which extend across the wider site.

Others - not in Conservation Areas

**Application No. DER/03/11/00248 - Former Friar Gate Station and Railway Arches,
& Location: Friar Gate, Derby**

**Proposal: Alterations and conversion of former Station viaduct to form
retail/office uses**

The brick arches (or viaduct as it is known) form part of the Grade II listed Friar Gate Bridge. The arches that are the subject of this application are not located within the Friar Gate Conservation Area but sit adjacent to it. They comprise a series of linked brick vaulted arches on top of which, parts of the original station platforms remains evident. Listed Building Consent is sought for the part demolition/conversion/extension to the brick arches to provide up to 2,226sqm of A2 (financial and professional services)/A3 (restaurant and cafe)/A4 (drinking establishment)/A5 (hot food takeaway) units along with new public realm and a 120sqm heritage centre.

The flank wall along the frontage of the arches is to be retained up to the point where the subway was originally located. Internally, those brick vaults beyond the third arch are proposed to be removed and a new structure created to support the original station revetment walls and to carry a new upper level. Shop fronts are proposed to be inserted into new arched openings and the units which would be served from the north-west side. It is indicated that 2.226sqm of floorspace would be provided within this area which it is proposed will be used to accommodate a variety of office/financial and professional units and hot food cafes and shops. The car park of a new food store which is proposed on the wider site would extend across part of the upper level of the arches where part of the remains of the platforms are to be removed. At the eastern end, above the three arches that are to be retained, an area of public realm will support pedestrian footpaths that would link to the Friar Gate Bridge. The installation of a train and carriage of the period are indicated as being located at this end as part of public realm. Associated with this is provision on the upper level of a heritage centre. An internal road which links through the northern edge of the site would ramp between the arches and the northern edge of the site boundary and provide vehicular access onto Friar Gate. A boulevard is proposed to extend across the front of the arches which would provide pedestrian access from Friar Gate to the proposed foodstore on the wider site.

This application should be considered in conjunction with an application for outline planning permission which seeks the comprehensive mixed use regeneration of the former Station site.

Railway Conservation Area

Application No. DER/03/11/00340 - 31 Railway Terrace, Derby

& Location:

Proposal: Change of use from health studio to retail (Use Class A1)

Full permission is sought for a change of use of a former health spa premises on Railway Terrace. It relates to a two storey mid terraced, Victorian property, opposite the Railway Station.

The proposal is to change the use to a retail (A1 Use Class). There are no external alterations proposed to the building, which appears to already have a shop front.

Railway Conservation Area

Application No. DER/04/11/00390 - Former Station Building, Derby Midland Station, Nelson Street, Derby

Proposal: Change of use to offices (use class B1) including alterations to elevations and replacement windows, installation of canopy, air conditioning units and screening, and retention of four parking spaces

This application relates to two and three storey historic, red brick buildings parallel with the platform at Derby Railway Station. The buildings are located opposite Midland House and are non-listed. They are currently vacant in a state of dereliction, although they were previously in use as offices associated with the railway.

Full permission is sought for change of use of the buildings to offices (B1 Use Class). The proposal would also involve various external alterations to the buildings, which would comprise:

- installation of replacement six pane sash windows
- installation of air conditioning units in a compound to the west facing elevation of the building
- new brick skin to north gable
- erection of glazed canopy main entrance on west facing elevation
- insertion of new window opening to west facing elevation, ground floor retention of four parking spaces to front of building.

