



Derby City Council

**PLANNING CONTROL COMMITTEE**  
**19 July 2018**

Report of the Director of Strategic Partnerships,  
Planning and Streetpride

# ITEM 6

## Applications to be Considered

### SUMMARY

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

### RECOMMENDATION

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

### REASONS FOR RECOMMENDATION

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

### SUPPORTING INFORMATION

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

### OTHER OPTIONS CONSIDERED

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

**This report has been approved by the following officers:**

<b>Legal officer</b> <b>Financial officer</b> <b>Human Resources officer</b> <b>Estates/Property officer</b> <b>Service Director(s)</b> <b>Other(s)</b>	Ian Woodhead
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<b>For more information contact:</b> <b>Background papers:</b> <b>List of appendices:</b>	Ian Woodhead Tel: 01332 642095 email: <a href="mailto:ian.woodhead@derby.gov.uk">ian.woodhead@derby.gov.uk</a> None Appendix 1 – Development Control Monthly Report
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1	1 - 19	03/18/00474	Carsington House, Park Farm Centre, Park Farm Drive, Allestree	Change of use of existing building from residential flats (Use Class C3) to student accommodation (Sui Generis use), including refurbishment of building with rooftop and side extensions.	<b>A. To authorise</b> the Director of Strategy Partnerships, Planning and Streetpride to negotiate the terms of a Section 106 Agreement to achieve the objectives set out below and to authorise the Director of Governance to enter into such an agreement.  <b>B. To authorise</b> the Director of Strategy Partnerships, Planning and Streetpride to <b>grant permission</b> upon conclusion of the above Section 106 Agreement.
2	20 - 52	11/17/01446	Site of 36 Agard Street, Derby	Erection of an 8 storey building of 77 flats and associated car parking.	<b>To refuse</b> planning permission.
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4	62 - 68	04/18/00518	135 Brighton Road, Alvaston, Derby	Change of use from dwelling house (Use Class C3) to an eight bed house in multiple occupation (Sui Generis use)	<b>To grant</b> planning permission with conditions.

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**Application No: DER/03/18/00474**

**Type: Full Planning  
Permission**

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### **1. Application Details**

**1.1. Address:** Carsington House, Park Farm Centre, Park Farm Drive, Allestree.

**1.2. Ward:** Allestree

**1.3. Proposal:**

Roof top and side extensions and change of use of the existing building from flats to student accommodation.

**1.4. Further Details:**

Web-link to application:

<https://eplanning.derby.gov.uk/online-applications/plan/03/18/00474>

**Brief description**

This is a full application for extensions and change of use of Carsington House, which lies within Park Farm Centre in Allestree. The Centre is a District Centre within Allestree, which is situated off Birchover Way, Park Farm Drive and Carsington Crescent. It comprises retail units, with various complementary commercial and community uses, including Allestree library. There are existing residential flats and maisonettes at the upper floors within the centre and this includes a four storey block which fronts Park Farm Drive. There is also a separate six storey apartment building to the south of the Centre fronting onto the car park.

The Centre lies in an elevated position within an established residential area of Allestree, characterised by post-war housing.

Carsington House is a three storey block, which is positioned on the roof of the Park Farm Centre. It lies to the western edge of the Centre fronting Carsington Crescent and is elevated above the roof top car park (109 spaces). The building currently has 22 one bedroom flats and vacant office space to the first floor. Access to the building is currently via a lift core and staircase from the ground floor of the Centre, which also serves the roof top parking. 22 car parking spaces are currently allocated for the existing flat residents, with the remaining 87 spaces for the use of shoppers.

Permission is sought to extend Carsington House, by adding an extra floor to the building and a four storey side extension to the south facing end elevation, to form student accommodation.

The scheme has been revised during the course of the application with the number of residential units being reduced. It is now proposed to create 72 flats, with a total of 128 bedrooms, which would comprise 64 studio (one bedroom) flats, 4 x ten bedroom and 4 x six bedroom cluster flats. A re-consultation exercise has been undertaken in respect to the revisions to the development and any updated comments received will be reported orally at the meeting.

The proposed side extension would extend towards the south west corner of the centre and over part of the upper level of the roof top car park. The footprint of the extension would measure approx. 26 metres x 17 metres in area. The development would also involve external alterations to the façade of the existing building, along with the extensions, to integrate the existing and proposed into a single built form. It is proposed to clad the development in render panels and install a metal frame with

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mesh panels to certain elements across the upper level of the building, some vertical sections and covering the new extension. New aluminium window frames and Juliet balcony openings are to be inserted to the elevations, with glazed panels to the communal spaces.

Access to the accommodation would be via a new lift and stair core which would provide a separate entrance to the flats from the access to the car park and from the shopping centre at ground floor which has been extended to form a larger lobby to enable concierge/ security at the entrance. The new lobby entrance to the parking level for shoppers would be formed in part of the existing laundrette unit to the Carsington Crescent entrance to the Centre.

The student accommodation would be a “car free” development, such that no car parking is to be provided for the residents. Parking provision for the accommodation on the roof top car park would include one space for servicing vehicles, drop off and pick up, one disabled parking space and 5 motorcycle spaces. There would be 52 cycle parking spaces in the form of a covered and secure storage and a further 10 uncovered cycle spaces provided. Bin storage is also to be provided at the roof car parking level.

Photovoltaic solar panels are proposed to be sited on the roof of the extended building to generate electricity for the accommodation.

In addition to the revised Design & Access Statement and Planning Statement, the application is accompanied by a range of supporting technical documents, including a Sustainable Design and Construction Statement, Bat Roost Assessment, Daylight and Sunlight Study, Transport Assessment and Framework Travel Plan. A Student Management Plan has also been provided during the course of the application which sets out the management strategy for the development.

## **2. Relevant Planning History:**

<b>Application No:</b>	11/14/01558	<b>Type:</b>	Prior Approval - Offices to Residential
<b>Decision:</b>	Granted	<b>Date:</b>	06/01/2015
<b>Description:</b>	Change of use from offices (Use Class B1) to 9 flats on first floor (Use Class C3)		
<b>Application No:</b>	05/10/00511	<b>Type:</b>	Full Planning Permission
<b>Decision:</b>	Granted conditionally	<b>Date:</b>	03/05/2010
<b>Description:</b>	Change of use of offices (Use Class B1) to 11 flats on first floor (Use Class C3)-Extension of time period for previously approved planning permission DER/01/07/00199 by a further three years		
<b>Application No:</b>	01/07/00199	<b>Type:</b>	Full Planning Permission
<b>Decision:</b>	Granted conditionally	<b>Date:</b>	03/07/2007
<b>Description:</b>	Change of use from offices (Use Class B1) to eleven flats on first floor		

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### **3. Publicity:**

Neighbour Notification Letter - none

Site Notice x 4

Statutory Press Advert

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

The applicant undertook a pre-application public consultation of the proposals which took the form of an exhibition in one of the units within Park Farm Centre. Letters were sent to Ward Members, local residents and businesses informing them of the exhibition which took place in December 2017. This generated responses to the proposals, which are set out in the Statement of Community Involvement, submitted with the application.

During the course of the application a public event was arranged by Councillor Webb and this took place on the evening of 16 May at Woodlands School. The purpose of the event was to seek answers to a range of questions about the nature and scope of the application and it was well attended by local residents and interested parties. The case officer and Development Control manager were in attendance to answer questions. There was no participation from the developer's team.

### **4. Representations:**

Forty one objections to the development have been received to date, including one from the Allestree Preservation Group. These include additional objections to the revised scheme. The main issues raised are as follows:

- The proposal is for car free development, but residents will bring vehicles and cause parking issues on the local roads around the site.
- Car parking in the centre and around the site are already congested and difficult to park.
- Extensions are too large in scale and height and the proposed elevational treatment is out of character with the surrounding residential area.
- There are bats in the local area, if not in Carsington House.
- No need for the additional student accommodation and nothing from the University to confirm this.
- Existing residents of Carsington House will be displaced.
- Economic and structural impacts on the shopping centre during construction.
- Overlooking and loss of daylight to houses in the surrounding area.
- Allestree is a residential area for families and elderly people.
- Local infrastructure would not be able to cope with the additional residents.
- Introducing students would bring noise and disturbance to local residents and the shopping area.

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- No private outdoor amenity space for the residents of the building.

### **5. Consultations:**

#### **5.1. Highways Development Control:**

Comments in response to revised information (2 July 2018):

I have reviewed the relevant information regarding the below re-consultation.

The proposed development still intends to operate as a car free development. The TRICS analysis within the TA showed that the proposed development is set to reduce the number of vehicle trips from its current use/potential.

The provision of covered and secured cycle parking is still included.

The revised Transport Assessment and Travel Plan submitted 15.05.2018 are still relevant and have not been updated.

In light of the above, my position remains that given the existing parking restrictions, the high level of public transport and amenities in the close vicinity, the proposed development will have a minimal impact on the local highway.

Comments in response to revised Transport Assessment & Travel Plan (May 2018):

In response to the Highway Authority observations of 25/04/2018; the applicant/developer has submitted a revised Transport Assessment and a Framework Travel Plan.

The Travel Plan has been amended to include proposals for dealing with the influx of students at the start of the academic year.

The highway comments essentially remain those previously made.

Recommendation:

Should the Local Planning Authority be minded to approve the application, the following suggested conditions are recommended.

Condition 1:

No part of the development hereby permitted shall be brought into use until the parking areas are provided in accordance with approved plan "00617-A01-101 Rev C". The parking areas shall not be used for any purpose other than parking of vehicles

Condition 2:

No part of the development hereby permitted shall be brought into use until the cycle parking layout as indicated on drawing "00617-A01-101 Rev C" has been provided. Those areas shall not thereafter be used for any purpose other than the parking of cycles.

Condition 3:

No part of the development hereby permitted shall be occupied until a satisfactory Travel Plan has been submitted to and approved in writing by the local planning authority. The Travel Plan shall set out proposals (including targets, a timetable and enforcement mechanism) to promote travel by sustainable modes which are acceptable to the local planning authority shall include arrangements for monitoring of progress of the proposals and shall also include details of a strategy for arrivals to

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the site at the start of the academic year. The Travel Plan shall be implemented in accordance with the timetable set out in that plan unless otherwise agreed in writing by the local planning authority.

**Original comments (April 2018):**

The proposals are to replace 22 existing flats with 102 student units.

The development is considered to be in a sustainable location with easy access to local shops in the district centre and public transport links and is promoted as a “car free” development, with a single parking space being allocated for service vehicle parking, a single space being allocated for ‘disabled’ parking and further parking provision for 5 motorcycles and 62 bicycles.

As set out in the Transport Assessment (TA), the area surrounding the site is subject to parking and access restrictions which would have the effect of controlling parking in the vicinity of the site.

Whilst some of the residents may own vehicles, it is likely that the majority will not due to the proximity to the University and the unavailability of parking on campus. Any additional highway parking which subsequently takes place as a result of the proposals is likely to be dispersed throughout the area and would not be likely to have a detrimental effect upon the highway network.

The TA suggests that the proposals are only likely to create a small number of vehicular trips within the peak hours; and also suggests that there will be a likely reduction in vehicular trips set against those which are currently generated by the existing permitted use of the site.

In highway terms, such a low volume of trips would not be a material consideration.

However, at certain times of the year (such as the start of the academic year or term times), it is likely that there will be considerably more trips generated by the proposed development.

Personal experience suggests that the majority of trips generated at this time would tend to be at weekends; a time when the private parking associated with the local centre is likely to be in most demand.

There is potential that at such times there will be some disruption along Carsington Crescent (in particular).

I note that whilst there is a Travel Plan associated with the proposed development; there appears to be no strategy in place to deal with this spike in demand.

It is recommended therefore that a suitable strategy to control disruption due to a large number of arrivals be put into place and detailed within a revised travel plan.

### **5.2. Highways - Land Drainage:**

The proposed development is located within Flood Zone 1 according to the Environment Agency flood maps and the Council’s SFRA. It is also unlikely to be affected by surface water flooding according to available information.

As such, the development is very unlikely to be affected by flood risk and is very unlikely to adversely affect flood risk to other areas.

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Therefore I have no objections to the application.

### **5.3. Derbyshire County Council Archaeologist:**

Thank you for consulting us on this application. The site lies with the area of a Derbyshire Historic Environment Record for Markeaton medieval deer park (no. 32823). Much of this site is now under a large housing estate and the University of Derby grounds, but many of the former boundaries are still traceable.

The proposed development is within an existing building and will not have any archaeological impact. We would not wish to comment further on this scheme therefore.

### **5.4. Derbyshire Wildlife Trust:**

The application involving refurbishment of the building with rooftop and side extensions is supported by the following ecology documents:

- Preliminary Bat Roost Assessment (Weddle Landscapes, February 2018)
- Bat Survey report (Whitcher Wildlife Ltd, 20th May 2018)

The Preliminary Bat Roost Assessment, comprising an inspection of the building carried out on 15th February 2018, assessed the building as having low potential for roosting bats and, as such, rightly recommended the undertaking of a single emergence survey during the active bat season in accordance with current best practice guidance.

Subsequently, a dusk emergence bat survey was carried out on 17th May 2018 during which no bat activity was observed.

It is likely that the assessment that has been undertaken for bats meets Government guidance within the Circular 06/2005 and, as such, sufficient information in respect of these protected species has now been supplied to enable the Planning Authority to make an informed decision in accordance with the guidelines and determine the application. In addition, the submission of the additional ecological information now gives the Planning Authority confidence that a planning decision can be made having fully taken European Protected Species into account and that the Authority has given regard to their obligations under the Conservation of Habitats and Species Regulations 2017.

In summary, no adverse impacts on roosting bats are anticipated as a result of the proposed development and, as such, we advise that there should be no ecological constraints associated with the proposal.

The proposed development provides opportunities to enhance the biodiversity of the area in accordance with the objectives of the National Planning Policy Framework through the incorporation of swift boxes on the building. We would therefore recommend that a condition to secure the following is attached to any consent:

“Prior to the commencement of the development, a scheme of biodiversity enhancement (namely the incorporation of integrated swift bricks within the development) shall be submitted to and approved in writing by the Local Planning



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Authority. The approved scheme shall be implemented prior to the first occupation of the dwellings and retained thereafter.”

### **5.5. Police Liaison Officer:**

The proposed extension of existing residential numbers and change of use to student occupation is likely to place a greater burden on Police resources unless carefully managed. As there seems to be no staff or management facility on site we would want some indication as to how the university security team or their agents intend to effectively manage the site prior to occupation.

The creation of a dedicated access core for Carsington House at ground level is welcomed. It would seem though that residential and car park/shopping centre accesses merge at parking level, to enable parking shoppers move around this level, so the desired effect may be limited. To address these points we would ask that the following are pre-occupation conditions of any approval.

1. Details of the location and schedule of a door entry system for the various pedestrian access points to Carsington House.
2. Details of closed circuit television provision and off site monitoring by university security staff at key entry and circulation points.
3. Details of a security management plan for the development to remain operational in perpetuity whilst the building is occupied by students

As a residential extension and conversion the development will need to comply with building regulation approved document Q concerning security and resistance to forced entry, in respect of all external communal entrances and individual apartment doors.

### **5.6. Environmental Health (Housing Standards):**

I have reviewed the application information and I would offer the following comments in relation to Housing Standards related issues:

#### **Means of Escape**

I note that the proposed development studio flats are designed so that the means of escape from the flat is through a high risk area/room. It would be recommended that the kitchens are located remote from the exit door of each flat so that it is not necessary to pass through the kitchen or any other high risk room to escape from the flat in the event of fire.

I attach the amenity guidance for space, kitchen and bathrooms which can be applied for the multiply occupied area of the building. Please note the space guidance for rooms with kitchen facilities within the room. However, it would be expected that a self-contained studio flat would be at least 21sqm.

Please also note the kitchen amenity guidance for shared kitchens. It would be advisable for the location of the kitchen to be remote from the doorway in the shared kitchens.

All bedrooms and the final exit door should have a new suitable lock/latch which is capable of being operated from the inside without the use of a key.

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### Early Warning from Fire

Provide and install a fire alarm and detection system which complies with the latest Building Regulation requirements for this size and type of dwelling.

## **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
- CP6 Housing Delivery
- CP7 Affordable and Specialist Housing
- CP12 Centres
- CP19 Biodiversity
- CP22 Higher and Further Education
- CP23 Delivering a Sustainable Transport Network
- MH1 Making it Happen

### Saved CDLPR Policies

- GD5 Amenity
- H13 Residential Development – General Criteria
- T10 Access for Disabled People
- E24 Community Safety
- E25 Building Security Measures

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%20Strategy ADOPTED DEC%202016 V3 WEB.pdf](http://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/policiesandguidance/planning/Core%20Strategy%20ADOPTED%20DEC%202016%20V3%20WEB.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](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. Residential Policy Context**

**7.2. Highways and Parking**

**7.3. Design and Amenity**

**7.4. Other Impacts**

**7.1. Residential Policy Context**

This application seeks full permission to create 72 student apartments, providing 128 bed spaces in an existing residential building (Carsington House) within the Park Farm District Centre. This would replace the 22 one bedroom flats which are currently in the building. The development includes extensions to the side of the building and the addition of a further floor on top of the existing building, as well as alterations to the façade.

The building is not allocated for any specific purpose within the adopted Derby City Local Plan – Part 1 (Core Strategy) (DCLP) but it is located within the designated retail centre and as such Policy CP12 (Centres) is relevant.

This policy sets out a desire to enhance the vitality and viability of defined centres and prioritise them as the most accessible and sustainable way of meeting everyday shopping needs and services. Park Farm is a District Centre which should be the focus for residents to access shopping, commercial and leisure facilities. The supporting text to the policy explains that residential uses at first floor and above are considered beneficial to the potential vitality of a centre.

In this particular case, there would be no adverse impact on the shopping function of the Centre, which would not be directly affected by the proposed development. Carsington House is set above the shops on the periphery of the centre and is already an established residential block. Therefore the principle of residential in the location would accord with the provisions of CP12 and is considered acceptable in policy terms.

The location is generally a very sustainable one for the residential use proposed. The Park Farm Centre offers a sustainable location with very close access to a wider range of local services and facilities. It is also very well located within easy walking distance to the main university campus and is accessible to a frequent bus service into the city centre.

As set out above the principle of residential use is acceptable in this location and could benefit the vitality and viability of the shopping centre. However the proposal is not for normal residential (C3 use) development since it is specifically for student accommodation which is classed as Sui Generis. Therefore the benefits of the contribution of the development to residential land supply are not as great as they would be for a C3 proposal. In fact the development would result in the loss of existing dwellings (22 flats) which would be converted to student accommodation.

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Policy CP7 seeks to meet needs for affordable and specialist housing and this can also include housing which is built for the specialist needs of students. There is no specific target set in the DCLP to meet needs for student housing. However the development of new student dwellings can provide bespoke accommodation which will could lead to the release of dwellings in the private rented sector and therefore make them available to meet general market needs.

The amount of net residential gain is important to understand in weighing up the pros and cons of the proposal. In their Planning Statement (Table 4/2) the applicants have set out the residential losses (22 existing units lost) and gains (128 student bed spaces). As student accommodation can only be counted as contributing to meet housing needs based on the amount of accommodation that it releases from the wider housing market (as set out in the NPPG) the proposals would result in a net gain of 21 units which could contribute to the housing supply.

Although this gain appears to be significantly reduced compared to the scale of the proposals it is relevant to consider that the site can contribute to meeting housing needs and is a previously developed site. It would also contribute towards the Council's 5 year housing supply. These are all important benefits of the proposed residential development. The principles of the proposals are therefore generally supported and consistent with the adopted DCLP and the policies of the saved City of Derby Local Plan Review (CDLPR).

Policy CP22 commits the Council to supporting the continued growth and development of higher and further education establishments. The policy generally supports development associated with the University and in particular criterion d supports and encourages the development of new student accommodation, particularly where this could lead to the release of existing accommodation for family/market housing. This proposal is in close proximity to the main university campus on Kedleston Road, which can be accessed via a footpath off Carsington Crescent a short walking distance from the site. It therefore is accessible to the university and fulfils the intentions of the policy.

The main issues are concerned with the detailed design of the proposal and how it relates to the requirements of the specific design policies;

In saved Policy H13 (General Residential Criteria), the height, scale and design of the proposal are particularly relevant in the context of this policy, because the criteria require a satisfactory form of development to be created including relationship to nearby properties. The criteria of H13 also require a high quality living environment to be created and an interesting townscape and urban form.

In line with saved Policy GD5 amenity should be carefully considered to ensure that the development does not have any significant impacts on amenity.

DCLP Policies CP3 (Placemaking Principles) and CP4 (Character and Context) set out guiding principles for development to ensure that it reflects good design principles and fits in with the character of the surrounding area.

DCLP Policy CP2 (Climate Change) sets out a wide range of aspirations and requirements for consideration including the sustainable location of development, energy and water efficiency, sustainable design and construction, the use of

renewable energy and drainage and flood mitigation. Park Farm Centre is a very sustainable location for residential development, including student housing and affords easy access to a wide range of facilities without reliance on the private car. The close proximity of the site to the main university campus for walking and cycling also reinforces the sustainable nature of the location, for this type of residential use.

## **7.2. Highways and Parking**

A key element of this residential proposal is the fact that it is being proposed to be “car free”, therefore no provision for car parking is being made for the future occupants. The on-site parking and servicing for the accommodation would comprise of one disabled bay, one drop-off/ servicing bay and 52 secure cycle parking spaces located on the parking level. The existing shoppers car parking at the current roof level would be large unaffected by the proposed development and retain a similar number of parking spaces (87 spaces).

The National Planning Policy Framework (NPPF) sets out the criteria for assessing the highway impact of a proposal. Paragraph 32 of the NPPF states: “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 limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are

Although the development does not provide any parking for residents and therefore is not likely to generate significant traffic movements, the applicant has submitted a Transport Assessment and Travel Plan to support the application which has been amended during the life of this application. The assessment has been duly considered and the comments provided by Highways Officers.

Transport Policy CP23 seeks to ensure that people living, working and travelling within Derby have viable travel choices along with an effective, efficient and sustainable transport network. This proposal is a car free residential scheme for up to 128 occupants, within the exception of one disabled car parking space being provided. Providing a car free development in this location is considered to be acceptable in principle, due to its location within the District Centre and proximity to the Kedleston Road University campus. The centre is within a short walking distance of the university and served by frequent bus routes into the city centre. Park Farm Centre has an array of facilities and services, as well as an established retail offer and therefore amenities are within easy access of the site. The proposal, in my opinion, will have a neutral impact on day to day highway network and is therefore considered to be broadly compliant with this policy.

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I note that representations from local residents have raised concerns about the car free nature of the development and possible traffic impacts of occupants parking around the site. This is a reasonable fear in this instance, where Park Farm Centre currently has issues with parking congestion for both residents and shoppers. There are already parking restrictions on the highways around the Centre, including Carsington Crescent and Park Farm Drive, so the opportunities for on-street parking close to the centre are limited. The likelihood of students bringing their cars to the site and attempting to park near the accommodation is considered to be low. There are also other examples of large scale car free student flats elsewhere in the city, which operate successfully without causing traffic congestion issues in the locality of the building. With suitable management processes in place, the occupants are discouraged from having a car on site and in an accessible location such as this the need for car transport is much reduced.

The Student Management Plan submitted in support of the application reinforces the car free nature of the accommodation and states that travel information packs would be given to all student occupants with information on transport options from the site. There are also mechanisms which could be used through the occupant's tenancy agreement, to discourage bringing a car use to the site. Management of private car use could be dealt with by means of a suitable planning condition which has been done for similar student accommodation applications.

Consideration still needs to be given to the potential for increased traffic generation whilst students are moving in and out of the accommodation. Following comments made by Highways Officers a revised Transport Assessment and Travel Plan has been submitted to provide a more detailed management plan for the drop off/ pick up of students at the beginning and end of term. The intention is to employ a booking system, with a 20 minute time slot for moving in or out of the accommodation and the assistance of marshalls for movement of belongings. This process would minimise impacts on existing shoppers and residents parking elsewhere in the centre. The Highways Officers are satisfied that the proposed management of traffic at those peak periods will ensure that there is no significant impact on local highway network and that overall traffic generation would be less than that currently resulting from the existing flats.

The application provides secure and covered cycle parking for 52 cycles with 10 additional uncovered cycle spaces, for the use of the occupants. This level of designated cycle parking is welcomed by the Highways Officers and gives sustainable transport options, for the students, as an alternative to the private car. I am therefore satisfied that the cycle parking provision for this scheme is acceptable and can be secured by means of a suitable condition.

Overall I consider that the proposed development is acceptable in highway terms and broadly complies with the relevant policies of both the National Planning Policy Framework and the DCLP.

**7.3. Design and Amenity**

In considering the design of the proposal it is necessary to have regard to and give appropriate weight to the provisions of Policy CP3 (Placemaking Principles) and CP4 (Character and Context) in the adopted DCLP and saved Policy H13 (Residential Development – General Criteria) in the adopted CDLPR.

The proposed extensions and alterations to Carsington House, as amended, seek to form student accommodation, comprising 72 flats, with 128 bed spaces. The existing block of flats, which sits on the top of the Park Farm Centre is to be extended by adding a fourth floor level to the building and forming a four storey side extension over part of the roof top car park. A new entrance would be formed to the accommodation building at the ground floor of the centre, which would serve only the residential building. The existing lift core and staircase would also be altered to service the residential use. Access to the car park level for shoppers would be via a separate lift and stairs formed from part of a laundrette unit, within the centre.

The overall height, scale and design of the development has been scrutinised during the life of the application and this has resulted in some revisions to the elevational treatment and appearance of the building, as well as an amended Design and Access Statement to support the changes. The changes have not impacted on the height or scale of the built form, but are solely concerned with the materials palette and the use of the metal frame and mesh panels, covering parts of the building façade. The whole building would be faced in rendered panels, with a red tone and dark brown aluminium window and door frames, so that the development reads as one building. The extent of the metal mesh covering has been reduced to lighten the bulk and mass of the development and break up the overall scale. The recladding and external refurbishment of the building would give it a more contemporary appearance and enhanced visual presence in the street scene, when seen against the rest of the Park Farm Centre. The existing Carsington House is a rectangular block, which is of limited architectural merit and the proposed cladding of the façade would in my opinion have a positive impact on its overall appearance and contribution to the local street scene.

Due consideration has been given to the design and scale of the development and how the building would sit in the street context from the area around the District Centre. 3D views of the development have been provided and will be displayed at the meeting, which show how the building sits in the local street scene. The extended building would be a prominent addition to this part of Allestree, although the revisions to the design are considered of a quality and distinctiveness to respond successfully to and integrate with the local context and the wider residential area. Accordingly the proposal complies with Policies CP3 and CP4 of the adopted DCLP and with saved Policy H13 of the adopted CDLPR.

In terms of impacts on residential amenity, the existing Carsington House is a substantial block in an elevated position and contains 22 flats, which is positioned a reasonable distance from the dwellings on Carsington Crescent, which includes a number of bungalows. The minimum distance is some 28 to 30 metres, separated by the roof top car park and the highway. There is a four storey block of flats/maisonettes fronting Park Farm Drive to the east of Carsington House, which has a principal elevation fronting the highway and the centre. The end elevation which

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faces the roof top car park has no principal windows and the flats are not currently overlooked. Opposite those flats, there is two storey retirement housing (Norbury Court) which lies to the south side of Park Farm Drive.

The proposed extensions to the building would add a new floor, increasing its height and a side four storey extension to the south side of roof top car park. It would bring the building closer to Park Farm Drive frontage and extend further along the Carsington Crescent frontage. With a higher density of residential units in the form of student bedrooms and a larger scale of building, there would be a greater impact in terms of potential loss of privacy on nearby houses on Carsington Crescent and Melbourne Close, which lie on the opposite side of the road from the centre and on the Norbury Court housing on Park Farm Drive. Having said that, the window relationships with nearby housing and flats would not be substantially greater than as existing given the distances of those properties from the building, across the public highway and the development being set in from the perimeter of the roof top car park by approx. 10 metres. The potential for overlooking of the nearby dwellings would not in my opinion be excessive, given the character of the local context.

The massing impacts and effects on daylight to nearby residential properties around the site have been assessed through a Daylight and Sunlight Study, submitted in support of the application. The study uses the BRE guidance, "Site Layout Planning for Daylight and Sunlight: a guide to good practice" (2011) to assess the impacts of the extended building on habitable room windows and gardens of the nearest affected properties on Birchover Way, Park Farm Drive, Norbury Court, Carsington Crescent and Melbourne Close. It also assesses the effect on windows of retail units in Park Farm Centre and the Park Farm Surgery on Park Farm Drive. In summary the study concludes that the development would have a "low impact" on the day light received by those properties and satisfies the minimum requirements of the BRE guidance.

Having regard for the recommendations of the study, I am satisfied that the extensions to Carsington House, whilst they are substantial in scale, would not result in an unreasonable overshadowing of the residential properties or other premises in the surrounding area.

The proposal would result in the loss of 22 one bedroom flats, which are understood to be rented units. I note that there are objections from current residents to the loss of their homes. Whilst this is regrettable for those residents affected, I am not aware that the current housing fulfils any specialist needs, such as accommodation for disabled people or extra care housing. Accordingly, there are no grounds in my view to resist the proposed development because of the displacement of the existing residents from their flats.

The provisions of saved policies H13 and GD5 require a satisfactory level of amenity and living environment to be formed within the site. In this scheme, the proposal is to form student accommodation through one bed studio flats or cluster flats, where 6 or 10 bedrooms share communal kitchen and social space. The Housing Standards Team has considered the proposed flats in line with their amenity guidance and minimum standards. I note that the floor layouts of the units are generally compliant with the required standards, with specific reservations about locations of kitchens within each unit. These matters do not affect the general layout or the number of



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units within the development and will be covered under the Housing Standards licencing and Building Regulations and are outside the remit of planning system. Having said that, the provision of ancillary facilities on each floor in the form of study/common rooms and other areas for students to spend time away from their own private rooms is welcomed. This is not strictly a policy requirement in itself but is relevant in considering whether an acceptable form of development and acceptable living conditions are being provided for a high density student accommodation use.

Due to the location of the proposed student flats being sited over an existing shopping centre and public car park, there is potential for conflict of future occupants with the public visiting Park Farm Centre. The Police Liaison Officer had raised concerns about how the accommodation would be managed to provide secure and safe environment for both residents and shoppers. In response, the applicant has submitted a Student Management Plan to clarify the separation of secure access points for the accommodation and the shopper's car park, building security measures and CCTV coverage for the accommodation and the shopping centre. An extended lobby and concierge area for the student flats is also to be provided at ground level. Further comments from the Police will be reported at the meeting; although the management plan does in my view address the issues raised and should ensure that a secure living environment is formed for the residents, which is also wholly separate from the access to the roof top car park. The implementation of the management plan and security measures can be secured for the life of the development by means of a suitable planning condition and is in accordance with saved CDLPR Policies E24 and E25.

Overall, I am satisfied that the proposal would provide a good level of amenity for the residents, a pleasant and safe living environment and therefore reasonably complies with the requirements of saved Policies H13 and GD5 of the CDLPR.

### **7.4 Other Impacts**

#### **Protected Species**

The existing building was subject to a Preliminary Ecological Appraisal, which assessed it as having a low potential for roosting bats, which means that there is a small possibility that bats may be present. Following this appraisal a dusk emergence survey for bats has been carried out on the site, which found no evidence of bat activity in the building. As a result, Derbyshire Wildlife Trust is satisfied that no adverse impacts on roosting bats are likely arising from the development. On the basis of their advice, I conclude that there would be no ecological impacts resulting from the proposal, which is therefore in accordance with biodiversity Policy CP19 of the DCLP. A scheme of enhancement measures to be incorporated into the development, in the form of swift bricks is recommended and this can be secured via a suitable condition.

### **Conclusion**

The principle of more intensive residential use, for student accommodation in this location is considered acceptable and supported. Park Farm Centre is a sustainable and accessible location, which is in walking distance of the Kedleston Road University campus and has good public transport and cycling links with the city

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centre. The provision of a large amount of cycle parking on site would also promote the use of alternatives to private car travel. A car free form of development is well suited to this location, which is accessible and where there are parking restrictions within and around the centre. The increase in residential activity in Park Farm Centre could also increase the vitality and viability of the retail centre and bring benefits to the shops and local facilities in the centre.

The development of this number of student apartments also provides benefits in terms of reuse and refurbishment of a currently underused building and would deliver the equivalent of 21 additional new homes, contributing to meeting the city's housing need and 5 year supply.

Overall, the proposed development is considered to fulfil the requirements of all the relevant Local Plan policies in the adopted DCLP and the saved CDLPR and the overarching guidance contained within the NPPF. Subject to the completion of a Section 106 Agreement, to secure the required contributions to mitigate the impacts of the scheme, then the proposal is an acceptable form of development in this location which is recommended for approval, subject to the conditions set out below – which are in an abbreviated format for the purposes of this report.

### **8. Recommended decision and summary of reasons:**

#### **8.1. Recommendation:**

- A. To authorise** the Director of Strategy Partnerships, Planning and Streetpride to negotiate the terms of a Section 106 Agreement to achieve the objectives set out below and to authorise the Director of Governance to enter into such an agreement.
- B. To authorise** the Director of Strategy Partnerships, Planning and Streetpride to **grant permission** upon conclusion of the above Section 106 Agreement.

#### **8.2. Summary of reasons:**

It is considered that the proposal, as amended, would be an acceptable form and density of residential development in this location, situated within a District Centre. It would contribute towards the vitality and viability of the centre and could provide benefits for local facilities. The scale and design of the development would respond to and integrate with the local street scene and would not result in unreasonable impacts on the nearby residential properties and other uses in and around the centre. A car free development is considered appropriate in this accessible location, which is served by alternative modes of transport and sufficient on-site cycle parking is to be provided. Subject to compliance with attached conditions, the proposal would not have an adverse impact on the highway network or on biodiversity.

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### **8.3. Conditions:**

1. Standard condition 03 (Three year time limit)
2. Standard condition 100 (Approval of specified plans)
3. Standard condition 27 (Details of external materials, to include details of windows, Juliet balconies and the metal mesh structure to be agreed and implemented)
4. The parking areas to be provided in accordance with approved plans and only used for the purpose of parking vehicles.
5. The cycle parking areas are to be provided in accordance with approved plans and only used for the purpose of parking cycles.
6. A detailed Travel Plan to be prepared to promote sustainable modes of travel, include arrangements for monitoring and a strategy for arrivals to the site in line with timetable set out in the plan, to be agreed and implemented before occupation of the development.
7. A scheme of biodiversity enhancement measures to be incorporated into the development, to be agreed and implemented before occupation of the development.
8. A scheme of security management measures and management plan for the accommodation, to include door entry system and CCTV provision, submitted in support of the application to implemented before occupation and retained for the life of the development.
9. A management scheme for preventing car use and parking around the site to be agreed and implemented before occupation and retained for life of the development.

### **8.4. Reasons:**

1. In accordance with Town and Country legislation.
2. For avoidance of doubt.
3. To ensure a satisfactory external appearance to the development.
4. To ensure provision and availability of car parking for users of the development.
5. To ensure provision and availability of cycle parking for users of the development.
6. To promote sustainable modes of travel for occupants of the development
7. To provide habitat for wildlife in the interests of maintaining and enhancing biodiversity.
8. To ensure a safe and pleasant environment is provided for the residents, in the interest of local amenity.
9. To minimise traffic impacts and parking congestion in the interest of highway safety.

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### **8.5. Informative Notes:**

#### Highway Matters:

N1. Advice regarding travel plans can be obtained from the Travel Plans Officer: Kerrie Jarvis; [kerrie.jarvis@derby.gov.uk](mailto:kerrie.jarvis@derby.gov.uk)

N2. The consent granted will result in the construction of and alterations to a building which needs naming and renumbering. To ensure that any new addresses are allocated in plenty of time, it is important that the developer or owner should contact [traffic.management@derby.gov.uk](mailto:traffic.management@derby.gov.uk) with the number of the approved planning application and plans clearly showing plot numbers, location in relation to existing land and property, and the placement of front doors or primary access.

#### Residents Security and Public Safety:

As a residential extension and conversion the development will need to comply with building regulation approved document Q concerning security and resistance to forced entry, in respect of all external communal entrances and individual apartment doors.

#### Housing Standards:

All bedrooms and the final exit door should have a new suitable lock/latch which is capable of being operated from the inside without the use of a key.

Provide and install a fire alarm and detection system which complies with the latest Building Regulation requirements for this size and type of dwelling.

### **8.6. S106 requirements where appropriate:**

The applicant has agreed to provide contributions towards:

- Incidental Open Space and Major Open Space for improvements to Markeaton Park
- Public Realm within city centre
- Sports facilities for swimming pool provision
- Health for improvements to Park Farm Surgery, Park Lane Surgery or Brook Medical Centre

### **8.7. Application timescale:**

The target date for decision on the application is 10 July 2018 and an extension of time has been agreed with applicant.

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**Type:** Full Planning  
Permission

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### **1. Application Details**

**1.1. Address:** Site of 36 Agard Street, Derby.

**1.2. Ward:** Darley

**1.3. Proposal:**

Erection of an 8-storey building of 77 flats and associated car parking.

### **1.4. Further Details:**

Web-link to application:

<https://eplanning.derby.gov.uk/online-applications/plan/11/17/01446>

#### Brief description

The proposed development is for an 8-storey building delivering 77 apartments in a mix of 47no. 1-bed and 30no. 2-bed units. The ground floor will contain car parking and ancillary facilities (communal area, management office/reception/ bin store; cycle parking; plant room). The proposed building would be at a height of approximately 24m, constructed of brickwork and metal cladding. The top floor, constructed of grey panelling, would be set-in from all sides of the building. A central access point, off Agard Street, is proposed, to serve 22 under-cover, car parking spaces at ground floor level.

#### The Site and Surroundings

The site currently comprises open land, which has been used as a commuter car park, serving nearby office premises, for about 40 years. The car park is served via a centrally positioned access on the Agard Street frontage, which also serves as a right of access to properties at the rear.

The site is surrounded by existing development, with the 5-storey former Tax Office building to the east; 4-storey Sir Peter Hilton Court, student accommodation, and the Golden Eagle PH on the opposite side of Agard Street (to the north); Friar Gate Surgery and Snug Recording Studios to the west; and 4-storey buildings, mainly in office use to the rear (south) of the site. Derby Gaol and chapel building are also to the south.

Agard Street itself is a 2-lane, one-way route, part of the A52, giving access to the City Centre from the northwest. The site is some 200m west of the Ford street inner ring road.

The site lies within the Friar Gate Conservation Area. There are numerous Listed Buildings in the vicinity, including Grade II\* Buildings in Friar Gate, immediately, to the south.

### **1.5 Applicant's Submissions**

The applicant has submitted several supporting documents. The plans have also been amended, to address concerns raised by consultees. The submissions and supporting comments from the applicant's team are summarised as follows:

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### Visual Appearance

Most recent comments relate to amended visuals, which show the following key changes:

- *“Brick has changed to a lighter red*
- *Top floor has changed to a glazing-led solution to lighten that floor in its appearance from street level.*
- *The 6th (penultimate) floor has changed to a light grey cladding system, which is used on the side elevation ‘signage zone’ and the ground floor*
- *The remaining 5-storeys of brick faced has a changed column pattern that groups some of the windows into inset blocks of 4 and 6, with a central recessed column.*
- *The side window to the corner flats on the east elevation now sits within a vertical strip of the cladding that breaks up the mass of brickwork*
- *Masonry has been removed from the middle of the column of balconies, which opens them up as a feature and divides the massing.*

*The visuals also show the completed Clegg scheme at the eastern end of Agard Street. It is quite clear that the changes we have made allow the two buildings to sit harmoniously within the street scene, serving also to emphasise the precedent effect of the Clegg scheme and the need to read the scale of our proposal in that new context”.*

### Air Quality Assessment

A set of measures for construction activity mitigation is recommended, covering site management, preparing and maintaining the site, operating vehicles and machinery, general operations, and waste management. For vehicle emissions, predicted concentrations of PM10 and NO2 are below relevant objectives, though mitigation should be considered. Overall, there is no need to consider building mitigation.

The proposals are considered acceptable in terms of the potential air quality impacts.

The most recent comments are... *“The EHO mentions the existing requirement to comply with EU limit values for NO2. We believe this can be done via an air quality mitigation strategy in conjunction with the Travel Plan, we are happy to discharge as planning conditions. The EHO has, of course, confirmed that he is ultimately happy to deal with conditions in his response and this should be a determining factor on this matter”.*

### Noise Assessment

The development is not expected to have an adverse impact on health or quality of life. All impacts relating to noise can be mitigated by the use of an appropriate glazing and ventilation strategy. Double glazed units to a specified standard will be sufficient for living areas bedrooms across the site in order to achieve the target internal noise levels when windows are closed for the worst-case façade facing Agard Street. Rooms within the development will include an MVHR system to provide background ventilation and thus avoid the need for trickle vents to the windows.

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The most recent comments are... *"The revised report presents a direct response to the EHO's comments. The conclusions present a potential mitigation strategy but, to be clear, we would expect a condition to be imposed requiring confirmation of the actual noise mitigation strategy to be used once the building design has been worked up in detail following approval"*.

### **Ground Investigation**

There is nothing on the site that prevents the proposed residential development, though mitigation will be required as appropriate. This will include use of a suitable capping material in any landscaped areas. The presence of invasive plants will need to be checked. Soakaway drainage is not suitable for the site. Any waste materials from the site should be tested to ascertain their suitable means of disposal.

### **Flood Risk Assessment**

All means of flood risk at the site have been assessed and it has been demonstrated that the site is not at risk of flooding, nor would it pose a risk to adjacent land following development subject to the recommendations below being adhered to. An outfall to the combined sewer on Agard Street will be the primary means of disposal for surface water and foul water. The proposed surface water drainage system should be designed to accommodate the 1:30 year rainfall event without any surface water flooding and should be capable of retaining the 1:100 year plus 40% climate change storm event on site without flooding any buildings.

### **Transport Statement**

The site is sustainable and has good access to local facilities and amenities by both foot and cycle, with no road safety issues identified. The proposed development is expected to lead to a slight vehicle trip reduction during the AM peak period and a slight increase in the PM peak compared to the existing use of the site, though the increase is not severe enough to warrant any mitigation. It is considered that the transport effect of the proposed development is acceptable.

### **Travel Plan**

The proposed development is located within a sustainable area giving the existing facilities support for sustainable lifestyles. Measurable targets have been produced which will be monitored against the baseline data. It is intended that further measures, initiatives and promotions will be developed over time by the TPC.

### **Desk-Based Archaeological Assessment**

There is no evidence that the site contains any buried archaeology and it's concluded that the archaeological potential is negligible to low. However, the proximity of the former Derby Gaol means a single trial trench should be considered towards the southern end of the site.

### **Heritage Impact Assessment**

The application affects the Friar Gate Conservation Area and the settings of a number of listed buildings. The impact on the settings of designated heritage assets is largely neutral. The scheme is largely concealed from Friar Gate and the high concentration of listed buildings which line it, with the glimpsed views of the proposal not being visually harmful.

The scale of the development will lead to moderate and minor adverse visual effects on a limited number of heritage assets which equate to less than substantial harm.



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On balance the proposal is an enhancement of Agard Street, helping to repair a fragmented townscape. It must also be therefore seen as an enhancement to this part of the Friar Gate Conservation Area.

The most recent comments are...*"The addendum addresses the concerns raised by Historic England and your Conservation Officer. It unambiguously makes it clear that their concerns are subjective at best and materially incorrect in other regards. In particular, they reach numerous conclusions about the proposal's impact on the conservation area and listed building settings that are not supported by the very thorough Friar Gate Conservation Appraisal and Management Plan"*.

### **Overall Conclusions**

*... "We have positively addressed the EHO concerns about noise and air quality and have no objection to the imposition of conditions that would require mitigation strategy to be agreed in detail."*

*The design changes and updated visuals show a building that does not appear overbearing and which sits harmoniously within the changing street scene, particularly now that the Clegg scheme is complete. This supports our conclusions about the heritage impact, with the addendum reaffirming that only moderate adverse impacts are generated in limited regards, which generates the balancing exercise of weighing such harm against the general planning benefits of the scheme.*

*We have of course, many benefits to list:*

- the regeneration of a prominent gap site in the city centre;*
- the removal of a commuter car park;*
- the generation of construction jobs;*
- the provision of market dwellings that are in demand;*
- positive contribution towards the residential balance of the city centre;*
- contribution towards the Council's housing supply target;*
- generation of New Homes Bonus payment to the Council.*

*We trust it is agreed that these benefits outweigh the moderate adverse heritage impacts identified. Failing any other substantive concerns, the development can therefore be recommend [sic] for approval".*

## **2. Relevant Planning History:**

<b>Application No:</b>	11/79/01691	<b>Type:</b>	Full Planning Permission
<b>Decision:</b>	Granted	<b>Date:</b>	21/2/1980
<b>Description:</b>	Formation of Temporary Car park		

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### **3. Publicity:**

12 Neighbour Notification Letters

Site Notice displayed

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:**

44 representations have been submitted, 2 are in support of the proposal. The remainder (including a letter from Derby Gaol and Police Museum) raise the following objections which are summarised, as follows:

- Construction noise, vibration and dust will have a detrimental impact on the adjoining Recording Studios. Harmful to local business use, which may be forced to close. Consequential impact on Derby's music culture and local musicians. Acoustic report does not address impact on Studios.
- Proposal building overbearing and out of character with surrounding area and harmful to surrounding Listed Buildings and Conservation area.
- Potential overshadowing and overlooking of buildings to the rear.
- Increased traffic generation and inadequate parking will lead to highway safety problems, including deliveries to the site.
- Agree with concerns raised by heritage bodies.
- Lack of detail to confirm rights of access to rear of Friar Gate properties.
- Many representations refer erroneously that the proposal is for student accommodation.

Marketing Derby has submitted a letter strongly in support of the proposal. Their letter states:

- Current car park provides no visual quality. Agard Street has become a major City Centre gateway but with a poor quality of urban grain.
- Derby has to meet challenging housing targets. Taller developments on, brownfield sites will be more commercially viable.
- The proposal would not be visible from Friar Gate and will not adversely impact on the surrounding heritage assets but only on the functional rear areas.
- A refusal may set an undesirable precedent and make the surrounding area undevelopable.
- The City must find a way to embrace modern development that sits alongside heritage buildings, to allow regeneration and increased vibrancy.
- The concerns of conservation consultees must be balanced against the housing needs of the City and a pragmatic view should be taken.

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Another letter in support, from a local resident, considers the proposal to be a great addition in calming and making Agard a liveable city street; with the proposed height, materials and appearance of the building in keeping with its surroundings.

### **5. Consultations:**

#### **5.1. Conservation Area Advisory Committee:**

Resolution - object and recommend refusal on the grounds of the impact of the proposed development on the setting of a range of listed buildings (various grades) and the character and appearance of the Conservation Area. The proposal would also be injurious to the amenities of neighbours opposite by virtue of the scale and mass of proposed built form. Proposed development would exhibit and unduly detrimental frontage form of development on Agard Street.

#### **5.2. Highways Development Control:**

These observations are primarily based upon details shown on application drawings "40730/01/E" and "500". The proposals consist of an 8-storey building with 77 flats (47 x 1-bed and 30 x 2-bed) with 22 car parking spaces (none apparently sized for disabled users) and 8 cycle parking spaces.

The existing use of the site appears to be as car parking with (according to the application form) parking for up to 40 vehicles; albeit that the car park does not appear to be fully utilised at present.

The site is fronted by a footway (approx. 1.6m wide) and appears to fall towards the highway. There is an existing BT pole and illuminated one way sign within the access location which will need to be relocated at cost to the developer; and an existing highway direction sign within the site which the developer has identified will also need to be moved.

There is a signal controlled pedestrian crossing to the west of the site and controlled parking on the opposite side of the street to the development. The proposals (in a slightly differing form) have been the subject of pre-application consultation and many of the highway authority recommendations have been added to the design.

A Transport Statement has been provided in support of the application; this demonstrates that the site is within a sustainable location close to the city centre, and that during the morning peak there will be decrease in arrivals but an increase in departures; and in the evening peak there will be an increase in arrivals.

In neither case is the additional number of trips significant when set against the existing volume of traffic on Agard Street; in addition, on the basis of Case Officer visits to the site, as the car park does not appear to be in high volume use, it is likely that the trips relating to the car park have been conservatively measured and could therefore be higher than stated.

Whilst 8 cycle parking spaces are provided, the TS points out that this can be increased to 16 parking spaces by providing a two-tier cycle parking system and can be increased further by providing semi vertical cycle racks or hanging rail cycle parking.

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The proposed refuse collection point is at the front of the development and can be accessed easily. No provision for separate drop kerbs for the bin is made due to the close proximity of the vehicle access to the bin store.

The application drawing shows a “security shutter”, the precise design of which is unclear. This is shown 5m back from the footway. The Highway Authority considers that due to the restricted width of footway and the volume of traffic on Agard Street; it would be more appropriate to set this back 5.5 metres in order to ensure that the rear of a vehicle extending into the footway whilst the shutter is opened.

However the 5.5m set back discussed above would be acceptable if the shutter were of the “roller shutter” variety; if the proposals are for some sort of “up and over” facility this set back distance should be increased to 6.0 metres. Therefore clarity of the appropriate design is sought; this can be dealt with by a suitable condition.

As previously stated, the site falls towards the highway; whilst no level details have been provided with the application, the applicant/developer should note that it is an offence to permit surface water to drain off the site onto the highway and that appropriate measures will therefore need to be put into place to prevent this occurring.

In this location; it would be appropriate to require an improved footway crossing at the access (which gives priority to pedestrians) rather than bell-mouth crossing, the 6C's Design Guide, DG20 also gives advice on dropped crossing with for heavily trafficked streets, and advises 9.2m (10 dropped kerbs) – the drawing has been revised in accordance with this recommendation.

The applicant should note that the granting of any consent would be on the basis that the application caters fully for the parking demand associated, and that therefore no parking permits will be issued to subsequent occupiers of the development. The applicant should also note that the footway fronting the site is likely to need reconstruction due to damage during the construction phase (installation of utilities etc); this would be at cost to the developer.

Though not highways issues the following points are brought to the attention of the Local Planning Authority:

- Looking at the drawing; none of the parking spaces appear to be appropriately sized for disabled access; it is recommended that at least one space should be so sized and marked (possibly space 1).
- There is no internal access to the proposed cycle store, which means that residents will only have access off Agard Street and may therefore make the use of cycles less convenient and attractive. It is recommended that access also be available from the adjacent corridor.

Given that the proposed application site is in a sustainable location and well served by local transport links and nearby pay and display parking; it is unlikely that the proposed development will have a significant impact on the highway.

### **Recommendation:**

The Highway Authority has No Objections to the proposals, subject to the imposition of conditions relating to the implementation of the approved Travel plan; the provision

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of a dropped vehicular crossing and cycle parking, construction of properly drained and delineated parking.

### **NOTES TO APPLICANT**

- N1. In order to carry out the off-site works required you will be undertaking work in the public highway which is land subject to the provisions of the Highways Act 1980 (as amended) and therefore land over which you have no control. In order to undertake the works you will need to enter into an agreement under Section 278 of the Act. Please contact: [HighwaysDevelopmentControl@derby.gov.uk](mailto:HighwaysDevelopmentControl@derby.gov.uk)
- N2. It is an offence under S148 and S151 of the Highways Act 1980 to deposit mud on the public highway and as such you should undertake every effort to prevent it occurring.
- N3. Advice regarding travel plans can be obtained from the Travel Plans Officer: Kerrie Jarvis; [kerrie.jarvis@derby.gov.uk](mailto:kerrie.jarvis@derby.gov.uk)
- N4. Notwithstanding any Planning Permission please note that the flats will not qualify for residents parking permits.
- N5. The consent granted will result in the construction of a new building which needs naming and numbering. To ensure that any new addresses are allocated in plenty of time, it is important that the developer or owner should contact [traffic.management@derby.gov.uk](mailto:traffic.management@derby.gov.uk) with the number of the approved planning application and plans clearly showing the site, location in relation to existing land and property, and the placement of front doors or primary means of access.
- N6. In respect of the removal of the Advance Direction Sign, you should contact [traffic.management@derby.gov.uk](mailto:traffic.management@derby.gov.uk)

### **5.3. Built Environment Team:**

#### **Introduction**

This site is within the Friar Gate Conservation Area - so within a designated heritage asset. It is also within the setting of (and therefore affects the significance of) many nearby listed buildings listed within the heritage statement. These include those close to the site grade II\* listed 47-51 Friar Gate (which to the rear the former chapel building, which is part of the building, is abutting the site) and grade II listed 45, 46, 56-57, 58 and 59-60 Friar Gate, and those listed buildings slightly further away including grade II listed 4-6, 18-20 Bridge Street and grade II\* St John the Evangelist.

There was previous a row of houses on this site with their plots running back from Agard Street towards Friar Gate. There was a footpath access through an alleyway at the midpoint of this row. This is shown in the Heritage Statement using historic maps of 1900 but no historic photos of this building was included. I have sourced a historic photo which shows that the row of dwelling houses on this site was a residential row of semi-detached brick and three storeys. Each front entrance had access to two properties one to each side (Please note that there is a historic photo within the heritage statement but the three storey industrial building shown is not the building that was on this site but was formerly on the opposite side of the road south located towards the bridge).

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This proposal is for an eight storey block of 77 flats and associated car parking.

### **Comments**

I have strong concerns about this proposal in terms of the buildings height, size and massing, layout and materials.

Listed buildings - It has an overbearing presence and has a negative impact and is harmful to the significance, as regards their setting, of a number of listed buildings. The harm to significance as a result of this proposal would be much in particular reference grade II\* listed 47-51 Friar Gate (which to the rear the former chapel building, which is part of the building, is abutting the site) and grade II listed 56-57, 58 and 59-60 Friar Gate, and those listed buildings slightly further away including grade II listed 4-6, 18-20 Bridge Street and grade II\* St John the Evangelist.

The heritage statement looks at the whether there is a visual connection between each listed building. I suggest that the study only seems to look at it from public space (glimpses between gaps in listed buildings) and not whether there are views of the site and proposed building from the rear windows or garden areas of many of the listed buildings. This is mentioned once or twice but there is no detailed analysis of these views, and no photos included. The views from the rear of the listed buildings are very likely to be part of the setting of those listed buildings.

I note in particular the harm, as a result of this development, to the chapel and grade II\* listed 47-51 Friar Gate as this development is immediately adjacent and will substantially affect the listed buildings setting. This building is looked at on page 42 but the statement does not highlight the major negative impact on the setting (and significance) of this building or include photographs from the rear of this building to demonstrate the impact. I suggest that the assessment on the impact on the setting of some of the listed buildings along Friar Gate and Bridge Street from their rear elevations and garden/yard spaces is not fully explored and I would suggest that the impact of the proposal would be a negative one. Viewpoint 1 is taken from just outside the grade II\* listed St John's Church, Viewpoint 11 shows and demonstrates, in my view, the over dominance this building would have on the listed buildings on Bridge Street. I would suggest obtaining clarification on the impact of the proposal on Viewpoint 4 to be clarified as the red dotted line looks to be higher than the grade II Listed Friar Gate Bridge? Also whether the proposal could be seen from the deck of the listed bridge?

### **Conservation Area**

The proposal does not preserve or enhance the conservation area but it is harmful and has a negative impact on the character and appearance of the Friar Gate Conservation Area. This can be particularly seen, and is harmful, from views within the conservation area along Agard Street. Viewpoint 1 (within the IVA 1) can be seen to be particularly harmful and Viewpoint 8 as it projects forward of the roof slopes. It can also be seen to be harmful when viewed from Mill Street, as demonstrated when looking at View point 11. The character and appearance of the Conservation Area is harmed by the impact of the proposal when looking into the Conservation Area (e.g. from views looking from Markeaton Brook towards the development – Viewpoint 2 Bridge Street).

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The Friar Gate Conservation Area Appraisal and Management Plan identifies that character of Agard Street has been eroded (page 25) and in a later section that there are some modern buildings, which are out of keeping with the historic environment (p50). The tax office building does have a negative impact on the character of Agard Street and the character and appearance of the Conservation Area. The proposed building has a negative impact.

As well as the buildings height, size and massing, the proposed layout does not follow the layout of the former building row (which was much narrower and smaller in terms of scale, height and massing) and set slightly back with a small garden in front and their plots, with gardens and small outbuildings running back from Agard Street at right angles. In my view the information on materials in the D&AS is limited and does not clearly list the materials proposed other than the lightweight grey panelling to the eighth floor and the rendered panel to one of the side elevations. The visuals show a buff brick which does not seem to relate to the red/orange brick characteristic of this part of the building materials which make a positive contribution to the conservation area. I therefore have concern about the limited information on materials proposed.

Planning Policies - I would like to draw your attention to the following policies- paragraphs 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, The NPPF including section 12 Conserving and enhancing the historic environment, Local Plan Policy Review Policies E18 and E19 (2006), The Local Plan Core Strategy (2107) policy C20 in particular (although other design policies are also relevant).

### **Recommendation:**

Strongly object on conservation grounds to proposal. This proposal can be seen to be very harmful to heritage assets. This harm can be termed less than substantial in paragraph 134 NPPF terms. Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed up against the public benefits of the proposal (by the Case Officer).

### **Further response to amended submissions:**

This proposal as amended by information submitted on 01/05/18 is for an eight storey block of 77 flats and associated car parking. These comments take into consideration the amended plans and an additional heritage comment by the heritage consultant is noted. A methodology for an integrated visual assessment was looked at pre-application stage and subsequently submitted with the application, however this does not include a full assessment of the impact of the proposal on the significance (in terms of setting) of nearby listed buildings.

The amended plans show some minor changes to the overall design of the building including changes to the top floor to include more glazing, information on materials, changes to the façade to include areas that are inset blocks and changes to the balconies. These minor amendments do not address the harm that will result from this proposal or my objections.

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### Comments

I have strong concerns about this proposal in terms of the buildings height, size and massing, layout and materials.

Listed buildings - It has an overbearing presence and has a negative impact and is harmful to the significance, as regards their setting, of a number of listed buildings. The harm to significance as a result of this proposal would be much in particular reference grade II\* listed 47-51 Friar Gate (which to the rear the former chapel building, which is part of the building, is abutting the site) and grade II listed 56-57, 58 and 59-60 Friar Gate, and those listed buildings slightly further away including grade II listed 4-6, 18-20 Bridge Street and grade II\* St John the Evangelist.

The heritage statement looks at the whether there is a visual connection between each listed building. I suggest that the study only seems to look at it from public space (glimpses between gaps in listed buildings) and not whether there are views of the site and proposed building from the rear windows or garden areas of many of the listed buildings. This is mentioned once or twice but there is no detailed analysis of these views, and no photos included. The views from the rear of the listed buildings are important and are part of the significance (in terms of setting) of those listed buildings.

I note in particular the harm, as a result of this development, to the grade II\* listed 47-51 Friar Gate and attached chapel as this development is immediately adjacent and will substantially affect the significance (in terms of setting) of this listed building. This building is looked at on page 42 but the statement does not highlight the major negative impact on the setting (and significance) of this building or include photographs from the rear of this building to demonstrate the impact. I suggest that the assessment on the impact on the significance (in terms of setting) of some of the listed buildings along Friar Gate and Bridge Street from their rear elevations and garden/yard spaces is not fully explored and the impact of the proposal would be a negative one. Viewpoint 1 is taken from just outside the grade II\* listed St John's Church, Viewpoint 11 shows and demonstrates, in my view, the over dominance this building would have on the listed buildings on Bridge Street. I would suggest obtaining clarification on the impact of the proposal on Viewpoint 4 (from Friar Gate junction with Stafford Street) to be clarified as the red dotted line looks to be higher than the grade II Listed Friar Gate Bridge? Also whether or not the proposal could be seen from the deck of the listed bridge?

### Conservation Area

The proposal does not preserve or enhance the Conservation Area but it is harmful and has a negative impact on the character and appearance of the Friar Gate Conservation Area. This can be particularly seen, and is harmful, from views within the conservation area along Agard Street. Viewpoint 1 (within the IVA 1) can be seen to be particularly harmful and Viewpoint 8 as it projects forward of the roof slopes. It can also be seen to be harmful when viewed from Mill Street, as demonstrated when looking at View point 11. The character and appearance of the Conservation Area is harmed by the impact of the proposal when looking into the Conservation Area (e.g. from views looking from Markeaton Brook towards the development – Viewpoint 2 Bridge Street).



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The Friar Gate Conservation Area Appraisal and Management Plan identifies that character of Agard Street has been eroded (page 25) and in a later section that there are some modern buildings, which are out of keeping with the historic environment (p50). The tax office building does have a negative impact on the character of Agard Street and the character and appearance of the Conservation Area. The proposed building has a negative impact.

As well as the buildings height, size and massing, the proposed layout does not follow the layout of the former building row (which was much narrower and smaller in terms of scale, height and massing) and set slightly back with a small garden in front and their plots, with gardens and small outbuildings running back from Agard Street at right angles. In my view the information on materials in the D&AS is limited and does not clearly list the materials proposed other than the lightweight grey panelling to the eighth floor and the rendered panel to one of the side elevations. The visuals show a buff brick which does not relate to the red/orange brick characteristic of this part of the Conservation Area. I therefore have concern about the limited information on materials put forward.

Planning Policies - I would like to draw your attention to the following policies- paragraphs 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, The NPPF including section 12 Conserving and enhancing the historic environment and paragraph 134, Local Plan Policy Review Policies E18 and E19 (2006), The Local Plan Core Strategy (2107) policy C20 in particular (although other design policies are also relevant).

### **Recommendation:**

I strongly object on conservation grounds to this proposal. It can be seen to be very harmful to a number of heritage assets, including highly graded listed buildings and the Conservation Area. This harm can be termed less than substantial in paragraph 134 NPPF terms. Paragraph 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed up against the public benefits of the proposal (by the Case Officer).

### **5.4. Regeneration Team:**

The Regeneration Projects team support the proposed development of 77 flats on land at 18 Agard Street. The proposed development represents an appropriate use of a site on the outskirts of the city centre and will bring additional footfall to the surrounding area, which will contribute towards enhancing the vibrancy of the Derby City Centre. In addition, the proposed development will complement the schemes that the Regeneration Projects team are proposing to bring forward through the City Centre Masterplan and will contribute towards delivering the vision and ambitions of the Masterplan (most notably the Living City – a lifestyle and Housing Choice – ambition).

The proposed development will further establish the presence of students in this location. In further developing the scheme post planning, the applicant should consider how the development integrates with the street scene on Agard Street, which is currently very sparse. For example, consideration could be given towards incorporating a 'green wall' facing Agard Street.

**5.5. Environmental Services (Health – Pollution):**

Extracts of consultation responses:

Conclusions and Recommendations on Air Quality

I note the report's conclusions that "the current proposals are considered acceptable in terms of the potential air quality impacts" and subsequently, that "there is no need to consider building mitigation". I do not agree with this conclusion for the following reasons.

Firstly, the overall judgement should be considered in light of a number of the following factors:

The known inaccuracies and uncertainties inherent in AQ modelling;

The use of national, rather than local, traffic data in this assessment; and Locally-specific factors not picked up accurately by the modelling, in particular average vehicle speeds along Agard Street adjacent to the proposed development and emissions from accelerating vehicles.

Secondly, the impact of the development creating a street canyon effect (via the physical construction of the proposed 8 storey building) has not been properly considered within the judgement. This has implications for both the proposed future occupants of the development, but also for occupants of the existing residential dwellings of the Centro West apartments on the opposite side of Agard Street.

When considering the impact descriptors used within the 2015 EPUK/IAQM Guidance (Table 6.3), this leads to a 'moderate impact' (i.e. a concentration of NO<sub>2</sub> between 76 and 94% of AQAL, with an overall increase in concentrations of more than 10%).

When considering the above, I can confirm that the Environmental Protection Team objects to the application due to concerns over the impact of the development upon local air quality.

Should the LPA still be minded to grant permission irrespective, then we would recommend the attachment of the following condition:

The submission of an air quality mitigation strategy, to be agreed in writing with the LPA, before the development commences. The strategy will need to include measures incorporated into the proposed building to provide for an alternative means of ventilation and also to include measures designed to encourage active travel and/or to encourage the uptake of low emission vehicles, or other agreed measures, such that those measures can be considered to provide an appropriate level of mitigation, bearing in mind the predicted increase in NO<sub>2</sub> concentrations reported at this location of 28%. All of the proposed mitigation measures will need to be agreed by the LPA and the agreed measures should then be incorporated into the development in full, before it is occupied.

Alternatively, consideration should be given to redesigning the building such that the front façade is located at a minimum of 15 metres from the kerb of Agard Street.

With regard to construction impacts, I would recommend that the measures outlined in Table 15 are included in a Construction Management Plan for the development, to be secured by an appropriate planning condition, should consent be granted.

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### Further response to amended submissions:

Notwithstanding the perceived potential harm to human health of allowing such a development to go ahead, it is also important to note that Derby City Council has received a legal order, signed by a Minister for DEFRA, requiring it to develop air quality improvement measures designed to ensure compliance with EU Limits for NO<sub>2</sub> which have been predicted to be exceeded under National modelling. Any development which has the potential to inhibit the Council's attempts to comply with National or European AQ Limits, or more significantly still, create new exceedances, will undermine both local and National Air Quality Policy.

However, providing ventilation for occupants of the proposed development does nothing to mitigate the concerns regarding existing receptors or to reduce the perceived impact of inhibiting the Council's attempts to comply with EU Limit Values for NO<sub>2</sub>, which would be significantly impacted due to the increased canyon effects created by the structure of the proposed building.

### Latest consultee comments

Further information pertaining to the air quality issue was submitted by the applicant's team. The Council's Environmental Protection Team have made the following further conclusions and recommendations on Air Quality:

The report is based on appropriate methodology and the modelling input data is robust. The report now concludes that "mitigation measures would be required in order to mitigate the impact of poor air quality on the future occupants of the proposed development".

Section 6.2.1 provides some suggestions for enhanced ventilation in the proposed development building. No mitigation is suggested to counteract the increases in concentrations that would affect existing dwellings and it is considered that the protection of the occupants of existing dwellings would be incredibly difficult should the development be given approval.

When considering the above and applying the precautionary principle, I can confirm that the Environmental Protection Team objects to the application due to concerns over the impact of the development upon local air quality.

This is primarily due to the expected increases in NO<sub>2</sub> concentrations arising from the creation of a street canyon, which could unacceptably impact new occupants of the proposed development and also existing occupants of the dwellings located opposite the proposed development on the northern side of Agard Street.

Should the LPA still be minded to grant permission irrespective, then we would recommend the attachment of the following condition:

The submission of an air quality mitigation strategy, to be agreed in writing with the LPA, before the development commences. The strategy will need to include measures incorporated into the proposed building to provide for an alternative means of ventilation and also to include measures designed to encourage active travel and/or to encourage the uptake of low emission vehicles, or other agreed measures, such that those measures can be considered to provide an appropriate level of mitigation, bearing in mind the predicted increase in NO<sub>2</sub> concentrations reported at this location of 25.8%. All of the proposed mitigation measures will need to be

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agreed by the LPA and the agreed measures should then be incorporated into the development in full, before it is occupied.

Ideally, consideration should be given to conditioning the redesign of the scheme such that the front façade of the proposed building is located at a minimum of 15 metres from the kerb of Agard Street. This would assist in moving any new receptors (occupants of the development) further away from the emission source (i.e. the road) but would also help to minimise the street canyon effect created by the construction of the proposed high storey building.

With regard to construction impacts, I would recommend that the measures outlined in Table 19 of the submitted air quality assessment are used as a basis for development of a detailed Construction Management Plan, to be secured by an appropriate planning condition, should consent be granted.

### **Conclusions and Recommendations on Noise**

Based on the results of the submitted assessment, the Environmental Protection Team has concerns regarding noise, in particular relating to short-term peaks in noise (known as L(A)max levels) during the night-time period and the potential to cause sleep disturbance for future occupants of the development.

The proposed insulation scheme is not deemed sufficient to protect against L(A)max noise at night. Without significantly enhanced insulation from that proposed, recognised criteria produced by the World Health Organisation are likely to be exceeded and therefore the proposals are in direct contravention of both the NPPF and saved local planning policy GD5, due to the predicted harm to residential amenity for future occupants of the development.

Consequently, the Environmental Protection Team objects to the application on noise amenity grounds.

I further note concerns from a local business regarding potential noise disturbance during the construction phase of the development. Whilst the Environmental Protection Team does share similar concerns, given the temporary nature of the construction works, this would not in our view be sufficient justification for a refusal of planning permission in its own right. We would however strongly recommend detailed noise mitigation is employed throughout the construction works.

Should planning permission be granted regardless, then the Environmental Protection Team would strongly recommend a planning condition requiring the submission and approval of an enhanced and detailed noise insulation scheme, over and above the level of protection suggested in the outline specification provided in the November 2017 Acoustic Report (Stroma Tech).

The agreed scheme will need to be implemented in full before the development is occupied.

In addition, we would strongly recommend the attachment of a condition requiring a detailed construction management plan designed to mitigate both noise and air quality impacts, to be agreed by the LPA and to be complied with fully throughout the entire construction/demolition phase of the development.

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### Further response to amended submissions:

Based on the results of the updated assessment, the Environmental Protection Team still has concerns regarding noise, in particular relating to short-term peaks in noise (known as L(A)max levels) during the night-time period and the potential to cause sleep disturbance for future occupants of the development and also in relation to noise levels in external balcony areas.

The proposed insulation may not be sufficient to protect against L(A)max noise at night. Without significantly enhanced insulation from that proposed or further assessment confirming that the current scheme may be appropriate, recognised criteria produced by the World Health Organisation are likely to be exceeded. In addition, recognised criteria for external amenity areas are likely to be exceeded within the proposed balcony areas.

The proposals are therefore demonstrably in direct contravention of both the NPPF and saved local planning policy GD5, due to the predicted harm to residential amenity for future occupants of the development.

Consequently, the Environmental Protection Team objects to the application on noise amenity grounds.

Should planning permission be granted irrespective of those concerns, then the Environmental Protection Team would strongly recommend a planning condition requiring the submission and approval of an additional noise survey and subsequent assessment, with a view to the design of an enhanced and detailed noise insulation scheme, over and above the level of protection suggested in the outline specification provided in the April 2018 Acoustic Report (Stroma Tech).

The agreed scheme will need to be implemented in full before the development is occupied. In addition, we would strongly recommend the attachment of a condition requiring a detailed Construction Management Plan designed to mitigate both noise and air quality impacts, to be agreed by the LPA and to be complied with fully throughout the entire construction/demolition phase of the development.

### Conclusions and Recommendations on Land Contamination

Whilst the report provides an indication of contamination on site, it is not sufficiently detailed to constitute a full detailed Phase II site investigation as a result of the limited soil sampling coverage. For example, the risks of contamination from the historical tanks identified close to the site boundary have not been explored fully.

In addition, the ground gas risk assessment needs to be updated to reflect the complete set of results recorded in Appendix J of the report.

Should the development be granted planning consent, I would strongly recommend that conditions are attached requiring the following:

- A Supplementary Land Contamination Site Investigation shall be completed in order to address the outstanding risks highlighted above, namely the risks associated with the historical nearby storage tanks and completion of the ground gas risk assessment. The Supplementary Site Investigation will need to be agreed in writing with the LPA before the development can commence.

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- Where the site investigations confirm that contamination exists, a Remediation Method Statement will also be required for approval, before the development commences.
  - Finally, all of the respective elements of the agreed remediation proposals will need to be suitably validated and a validation report shall be submitted to and approved by Derby City Council, prior to the development being occupied.

### **5.6. Historic England:**

#### **Summary**

The proposal is for the construction of a student *[sic]* accommodation block of 8 storeys, consisting of 77 flats with associated parking. The site lies within the Friar Gate conservation area and within the setting of numerous listed buildings including the 47-51 Friar Gate (grade II\*) and the Church of St John the Evangelist (grade II\*). Our advice is given in line with the Planning (Listed Buildings and Conservation Areas) Act 1990, the NPPF, the Planning Practice Guidance, and the Historic Environment Good Practice Advice in Planning Notes 1-3. We consider the proposal would constitute an inappropriate and intrusive development that would result in harm to the significance of a number of listed buildings, including the highly graded 47-51 Friargate terrace and Church of St John the Evangelist and would have a harmful impact on the character and appearance of the Friar Gate Conservation Area.

Historic England objects to the application on heritage grounds. Ultimately it will be for your authority to weigh up all planning considerations in determining this application.

#### **Historic England Advice**

##### **Significance**

The site lies within the Friar Gate Conservation Area. It is considered the most important conservation area within Derby and is arguably of national importance in terms of its quality. Many of the buildings on Friar Gate are listed with a high proportion of Grade II and II\* listed eighteenth-century townhouses of significant architectural and historic interest. Friar Gate is a delightful and imposing historic street, providing a view into the townscape of Georgian Enlightenment Derby and the wealth of the town during this period. Therefore it is essential that any potential impact on the townscape of Friar Gate is properly and robustly assessed and understood.

The area surrounding Agard Street by comparison has a more varied and fragmented townscape. The south side of Agard Street contains a variety of buildings and gaps. The north side consists of mainly modern four storey buildings which have clearly been designed to be in scale with the Church of St John the Evangelist (listed Grade II\*) and the listed buildings on Friar Gate. Glimpsed views are afforded from Agard Street to the rear of the listed buildings on Friar Gate. This visual connection with these fine buildings, gives a sense of the built form along Friar Gate and reinforces the historic association where garden plots once extended back to Agard Street, contributing to the character of this part of the conservation area.

The development site itself, straddles the rear of no 47 -51 Friar Gate (listed Grade II\*) and consisted of terrace housing in the C19. The site now provides surface car-

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parking which currently detracts from this part of the conservation area and there is therefore an opportunity here to enhance this part of the conservation area and repair the fragmented townscape within this area.

### **Impact of the proposal on significance**

The proposal is for the construction of an 8 storey block to provide 88 residential flats for student accommodation and associated car parking.

The proposed building is a monolithic block which consists of 8 storeys fronting Agard Street. We note within the Design and Access Statement the proposed building is to be clad in predominately brick with grey panelling to the upper storey. A large rendered vertical panel is proposed on the west elevation.

Having assessed the accompanying information provided, in our view, the height, scale and mass of the proposed building would have a dominating and overbearing effect, both when viewed in relation to the surrounding listed buildings and the surrounding townscape. In particular, the proposed building would loom over and dominate the views from the highly graded 47-51 Friar Gate and would block views through from Agard Street to the Friar Gate, severing this visual connection. As shown within the accompanying Integrated Visual Assessment document, when looking north along Agard Street the proposed building would dominate the surrounding townscape, particularly the buildings towards the east end (shown in visualisation 6.01) and views towards the highly graded Church of St John the Evangelist shown in (Viewpoint 8). Similarly, when looking south down Mill Street, the proposed building would tower over the listed terrace, 18-20 Bridge Street (shown in Viewpoint 11). This would result in a harmful impact on both the significance the listed buildings derive from their setting and the significance, character and appearance of the conservation area. Notwithstanding static views and impacts on individual buildings, it's also the impact as one moves round the conservation area which would be adversely affected by the proposed development. We would highlight that in the table contained on page 56 of the accompanying assessment it states that 'a small section of the proposed building would be visible from Friar Gate in limited viewpoints'. However, no visuals have been provided to be able to fully assess the potential impact on both the conservation area and listed buildings within.

In relation to the proposed massing and height of proposed development, we believe the building would not sit harmoniously within the surrounding townscape and relates poorly to the positive characteristics and scale of the highly graded listed buildings within the conservation area, the scale of buildings on the opposite side of Agard Street (which are within the setting of the conservation area) and the adjacent buildings within the conservation area. Viewpoint 2 clearly shows the differing scale in building heights, with the proposed new building looming over the development on the north side of Agard Street in views into the conservation area.

In terms of design, the proposed building is uninspiring, appearing as a bland monolithic block, which is exacerbated by its sizable footprint. Overall, in our view, the design, scale and massing of the building does little to reinforce local distinctiveness as per paragraph 60 and 64 of the NPPF. In the context of other consented and built schemes in this immediate area, we believe this scheme would compound the fragmented nature of the townscape and would have a harmful impact on the character and appearance Friar Gate Conservation Area and the significance

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of the listed buildings within. We strongly disagree with the conclusion contained within the Integrated Visual Assessment document that the application scheme represents an enhancement to Agard Street. In this respect we refer to paragraph 131 and 137 of the NPPF.

### **Legislation and Policy**

As the proposal affects the setting of listed buildings and the conservation area the statutory requirement 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 66(1) of the Planning (Listed Buildings and Conservation Areas) Act, 1990) and to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area (s.72, 1990 Act) must be taken into account by your authority when determining this application.

At the heart of Government's National Planning Policy Framework is a presumption in favour of sustainable development - in this context guiding development towards a solution that achieves economic, social and environmental gains jointly and simultaneously [paragraph 8]. Specifically, the environmental dimension of sustainable development gives rise to the need for the planning system to contribute to protecting and enhancing our historic environment as part of achieving this objective [paragraph 7].

One of the twelve core planning objectives set out in the NPPF is the conservation of heritage assets in a manner appropriate to their significance, recognising their value to the community and quality of life [paragraph 17].

The significance of a heritage asset derives not only from its physical presence, but also from its setting. Significance can be harmed or lost through development within a heritage asset's setting and since heritage assets are irreplaceable any harm or loss to significance requires 'clear and convincing' justification (paragraph 132).

In determining this planning application, the determining body should take account of the desirability of sustaining and enhancing the significance of heritage assets [paragraph 131]. When considering the impact of the proposed development on the significance of a designated heritage asset, great weight should be given to its conservation and the more important the asset, the greater the weight should be [paragraph 132]. No higher sense of importance is described in the NPPF. Where the harm is judged to be less than substantial, harm should be weighed against the public benefit of the proposal [paragraph 134].

### **Position**

In our view, the proposal would constitute an inappropriate and intrusive development that would result in harm to the significance of a number of listed buildings. The proposal would also have a harmful impact on the significance, character and appearance of Friar Gate conservation area.

The NPPF is clear on the need for a 'clear and convincing justification' for any level of harm, weighing up public benefits associated with the proposal against the level of harm. The greater the significance of the heritage asset affected, the greater the level of justification required. It does not follow that if the harm is identified as 'less than substantial' that little weight should be given to the heritage asset and this has been reinforced by many recent appeal decisions considering this issue. The courts have



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established that considerable importance and weight has to be given to any harm to the special interest of a listed building or its setting.

The current surface car-parking on the site currently detracts from this part of the conservation area. In our view, there is an opportunity for development which is of a more appropriate scale, massing, height and quality design to enhance this part of the conservation area and repair the fragmented townscape within this area. Ultimately, the soundness of a decision by your authority requires careful weighing of the significance of the heritage assets and the degree of harm arising from the proposed development against the merits of this and alternative locations for development.

### **Recommendation**

Historic England objects to the application on heritage grounds as outlined above. We recommend that you seek further advice in relation to the issues raised from your in-house Conservation Officer and that the archaeological potential of the site should be assessed with the benefit of advice from Steve Baker the County Council Archaeologist.

We consider the application does not meet the requirements of the NPPF, in particular paragraphs 131, 132 and 134 and 137. In determining this application you should bear in mind the statutory duty of section 66(1) and 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed buildings or their setting or any features of special architectural or historic interest which they possess and pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation areas.

### **Further response to amended submissions:**

#### **Historic England Advice**

We have been consulted on additional information in relation to planning application DER/11/17/01446. We have previously provided advice on the proposals in our letter of 5th December 2017, including an assessment of significance, which remains relevant to the determination of this application.

The additional information provided includes further Heritage Comments by Lathams and amended plans. Having reviewed the further Heritage comments, our position and assessment of the impact of the proposed development on the significance of heritage assets affected remains as outlined in our letter of 5th December 2017.

In relation to the amended plans, we note that some modest improvements have been made to the overall design of the building, which include changes to the top floor to incorporate more glazing, changes to façade to provide inset blocks and changes to the balconies. However, the revised design fails to address our previous concerns in relation to the proposed scale, height, massing of the building outlined in our previous advice letter of 5th December 2017. We therefore re-iterate this advice. In our view, the proposal would constitute an inappropriate and intrusive development that would result in harm to the significance of a number of listed buildings. The proposal would also have a harmful impact on the significance, character and appearance of Friar Gate conservation area.

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The NPPF is clear on the need for a 'clear and convincing justification' for any level of harm, weighing up public benefits associated with the proposal against the level of harm. The greater the significance of the heritage asset affected, the greater the level of justification required. It does not follow that if the harm is identified as 'less than substantial' that little weight should be given to the heritage asset and this has been reinforced by many recent appeal decisions considering this issue. The courts have established that considerable importance and weight has to be given to any harm to the special interest of a listed building or its setting.

The current surface car-parking on the site currently detracts from this part of the conservation area. In our view, there is an opportunity for development which is of a more appropriate scale, massing, height and quality design to enhance this part of the conservation area and repair the fragmented townscape within this area.

Ultimately, the soundness of a decision by your authority requires careful weighing of the significance of the heritage assets and the degree of harm arising from the proposed development against any public benefits arising from the proposed scheme.

### **Recommendation**

Historic England objects to the application on heritage grounds. We recommend that you seek further advice from your in-house Conservation Officer.

We consider the application does not meet the requirements of the NPPF, in particular paragraphs 131, 132, 134 and 137. In determining this application you should bear in mind the statutory duty of section 66(1) and 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 to have special regard to the desirability of preserving a listed buildings or their setting or any features of special architectural or historic interest which they possess and pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation areas.

### **5.7. Land Drainage Team:**

Generally, this development is acceptable given that it is in an area of relatively low flood risk and is an existing brownfield site. However, as stated in the FRA the development will require a sustainable drainage system in order to manage surface water runoff from the site. A Triton attenuation system has been proposed which is acceptable in principle for a site of this nature.

However the submitted drainage layout within the FRA indicates that the Triton tanks are within the under croft car parking which raises concerns over future maintenance access.

The FRA recommends that the tank should be inspected and jetted six monthly at first and then annually, but I am unsure as to whether there will be sufficient height and turning space available for a jetting wagon to carry out these works.

This need not prevent the application from attracting planning consent, provided that a condition is in place for a detailed drainage design, to incorporate maintenance arrangements. I would also point out that this development has a flat roof which would lend itself very well to a green roof. An extensive style green roof (e.g. sedum

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roof) will require very low maintenance in the future and will provide good storm water runoff control and habitat/biodiversity benefits.

As such, the following condition should be imposed on a planning condition:

1) 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 scheme shall include, as far as reasonably practicable:-

- A sustainable drainage solution,
- Proposals to comply with the recommendations of the Non-statutory technical standards for sustainable drainage systems (March 2015) and The SuDS Manual (CIRIA C753),
- 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.

Reason: To comply with the NPPF, Planning Practice Guidance for Flood Risk and Coastal Change and Core Policy CP2.

### **5.8. Derbyshire County Council Archaeologist:**

The proposal site is within the Friar Gate Conservation Area and within the close setting of numerous Listed Buildings along Friar Gate and Bridge Street. With regard to the setting of these designated heritage assets the local planning authority should be advised by its conservation officer and by Historic England.

In relation to below-ground archaeological remains the site is 250m west of the boundary of the City Council's Archaeological Alert Area (Local Plan Policies) relating to the medieval city centre, although medieval remains have been identified rather close to the site on the line of Ford Street. The evidence suggests that Friar Gate "as the principal medieval route west from the town" experienced some ribbon development during the late medieval and early post-medieval periods, an observation that is supported by Speed's map of 1610 and Burdett's of 1767. There is consequently some potential for medieval back plot archaeology on the site, although it should be noted that none was identified during evaluation of the site at 8-14 Agard Street, 100m to the east.

There is also a high level of potential for 19th century archaeology on the site. the 1852 Board of Health map shows the site frontage already developed, and it is likely that this housing developed during the first half of the 19th century around the time of Derby's 'railway boom' in the 1840s. This was a critically important period in Derby's development and the associated archaeology can help us capture the stories and social and cultural conditions of the time.

Although the applicant has submitted an 'archaeological desk-based assessment' document, this has been prepared in-house by Lathams without professional archaeological input. Although the Derbyshire HER has been consulted and historic maps have been identified and reproduced, the level of professional judgement and overview with regard to archaeological potential and significance is lacking.

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Nonetheless, the document perhaps provides 'just enough' sensu NPPF para 128, for the application to be determined.

Given the potential for medieval and later archaeology on the site, there is a requirement, should the proposals gain consent, for a scheme of post-consent archaeological investigation and recording secured by planning conditions in line with NPPF para 141.

This should comprise trial trenching evaluation in the first instance, followed by further excavation and recording to fully document any significant archaeological remains thus identified.

The following conditions should therefore be attached to any planning consent:

- a) No development shall take place until a Written Scheme of Investigation for archaeological work has been submitted to and approved by the local planning authority in writing, and until any pre-commencement element of the approved scheme has been completed to the written satisfaction of the local planning authority. The scheme shall include an assessment of significance and research questions; and
  1. The programme and methodology of site investigation and recording
  2. The programme for post investigation assessment
  3. Provision to be made for analysis of the site investigation and recording
  4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
  5. Provision to be made for archive deposition of the analysis and records of the site Investigation.
  6. Nomination of a competent person or persons/organization to undertake the works set out within the Written Scheme of Investigation.
- b) No development shall take place other than in accordance with the archaeological Written Scheme of Investigation approved under condition (a).
- c) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the archaeological Written Scheme of Investigation approved under condition (a) and the provision to be made for analysis, publication and dissemination of results and archive deposition has been secured.

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### **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
- CP6 Housing Delivery
- CP7 Affordable Housing
- CP20 Historic Environment
- CP22 Higher and Further Education
- CP23 Delivering a Sustainable Transport Network
- MH1 Making it Happen

#### **Saved CDLPR Policies**

- GD5 Amenity
- H13 Residential Development – General Criteria
- E12 Pollution
- E18 Conservation Areas
- E19 Listed Buildings and Buildings of Local Importance
- E24 Community Safety
- T10 Access for Disabled People
- E30 Safeguarded Areas Around Aerodromes

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%20Strategy\\_ADOPTED\\_DEC%202016\\_V3\\_WEB.pdf](http://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/policiesandguidance/planning/Core%20Strategy_ADOPTED_DEC%202016_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](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. The Principle of the Development**

**7.2. Impact on Heritage Assets**

**7.3. Design and Visual Amenity**

**7.4. Impact on Amenity of Surrounding Uses**

**7.5. Access, Parking and Highway Safety**

**7.6. Emerging Policy**

**7.7. Other Issues**

**7.8. Section 106 Agreement**

**7.1. The Principle of the Development**

The principle of developing this underused brownfield site for residential uses is supported and welcomed. It is a sustainable location close to the city centre with good access to local facilities and services.

The new apartments could contribute to the Council's short term land supply and towards meeting the housing target which is set out in the Core Strategy. The site has the potential to contribute 77 dwellings to the housing land supply and 5 year supply as a deliverable site. It would also be a windfall site and contribute towards the windfall allowance included in the housing trajectory. The proposed development meets the objectives in principle of the NPPF and Core Strategy Policies CP3 and CP6, by increasing the supply of residential accommodation across the country and increasing the housing mix.

However, the principles of the proposed development, particularly regarding the creation of a high quality living environment, must be given thorough scrutiny, as set out in Core Strategy Policy CP4 and Local plan policy H13, which expect all proposals for new development to make a positive contribution towards the character, distinctiveness and identity of our neighbourhoods.

Furthermore, this is a very sensitive location, within a Conservation Area and in proximity to listed buildings. The height and scale of the proposal has the potential to create serious adverse impacts on the heritage assets where policy requires it to enhance and protect these important features.

In considering this application initial focus should be directed to the impact on heritage assets and as appropriate balancing public benefits of the proposal.

**7.2. Impact on Heritage Assets**

You are directed to the applicant's Heritage Impact Assessment as summarised at Section 1.5 of this report and the comments of Historic England, Conservation Area Advisory Committee and the Council's Built Environment Team, provided in Section 5 of this report.

The application site is within the setting of a number of nearby listed buildings including grade II\* listed 47-51 Friar Gate, grade II listed 45, 46, 56-57, 58 and 59-60 Friar Gate, and those listed buildings slightly further away including grade II listed 4-6, 18-20 Bridge Street and grade II\* St John the Evangelist. It also lies within the Friar Gate Conservation Area, which itself is a designated heritage asset.

In considering the application decision makers must therefore have due regard to the duties under Sections 66(1) and 72(1) of the Planning (Listed Building and Conservation Areas) Act 1990 which respectively 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 and pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.

The proposal must also be considered under the adopted 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 the protection and enhancement of the City's historic environment, including listed buildings and Conservation Areas. CP20(c) requires development proposals which impact on 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.

When considering the impact of a proposed development on the significance of a designated heritage asset (such as a Listed Building, Conservation Area, World Heritage Site) paragraph 132 advises that:

- great weight should be given to the asset's conservation;
- the more important the asset the greater weight should be given;
- the significance of an asset can be harmed through alteration, destruction or
- development within its setting;
- harm or loss requires clear and convincing justification.

Paragraph 134 states that where proposals "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 securing its optimum viable use."

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Paragraph 135 of the NPPF also requires any impact on the significance of non-designated heritage assets to be taken into account in the planning balance.

A number of judgements in recent years handed down by the courts have upheld the importance that decision makers should attach to the legislative requirements and the NPPF making clear the presumption that arises against granting permission where harm arises and the tests approach that should then follow.

The Heritage Impact Assessment (HIA) submitted with the application suggests that impact on settings of designated heritage assets will be largely neutral and whilst identifying some less than substantial harm arising to a limited number of heritage assets from moderate and minor adverse visual effects, it concludes that the proposal will overall enhance the conservation area by repairing the fragmented townscape.

It is noted that concerns have been raised by the Built Environment Team as to the limitations and scope of the applicant's HIA.

Whilst the HIA accepts that harm (categorised as less than substantial harm) arises to a number of heritage assets, the conclusions reached as to the degree and extent of the impact are somewhat at odds to the views expressed by Historic England, the Conservation Area Advisory Committee and the Built Environment Team, each of which have serious concerns as to the impact and raise strong objections to the proposal.

It is clear from those consultation responses, as set out in Section 5, that there are justifiable concerns over the impact and that the proposal will result in "less than substantial harm" to the setting of the Friar Gate Conservation Area and within the setting of numerous listed buildings including the 47-51 Friar Gate (grade II\*) and the Church of St John the Evangelist (grade II\*).

In the context of paragraph 134 of the NPPF, the potential public benefits of the proposal, that need to be weighed against the less than substantial harm as identified in the consultation responses from the Built Environment Team, Historic England and the Conservation Area Advisory Committee to the setting of the listed buildings and conservation area, are as follows:

- regeneration of a prominent gap site in the city centre;
- removal of a commuter car park;
- provision of construction jobs;
- provision of market dwellings;
- positive contribution towards the residential balance of the city centre;
- contribution towards the Council's housing supply target;
- generation of New Homes Bonus payment to the Council.

Some of the above matters constitute socio-economic and wider public benefits that should be attributed appropriate weight in the planning balance. However, some of the benefits listed appear to relate to commercial and financial matters which are not considered to be material planning considerations. Whilst recognising that there are a



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number of public benefits that may arise from the scheme, many of these benefits could be achieved by a more modest scheme that respects the setting of the surrounding heritage assets and does not cause the extent or degree of harm that would be caused by the current proposal.

In conclusion, taking into account the potential public benefits, it is considered that those benefits would not outweigh the harm to the setting of the Friar Gate Conservation Area and that of the numerous listed buildings including the 47-51 Friar Gate (grade II\*) and the Church of St John the Evangelist (grade II\*) resulting from the proposed development.

In heritage terms, it is considered that the proposal is contrary to the local development plan (principally Core Strategy Policy CP20 and saved Local Plan Policies E18 and E19) to the national heritage policy in the NPPF and does not satisfy the tests in NPPF.

It is considered that, with regard to heritage considerations, and the issue of impact / harm, the application has been properly assessed in line with the local planning authority's statutory duty and the framework of local and national planning policy.

### **7.3. Design and Visual Amenity**

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.

The proposed 8-storey building would generally be viewed as a large rectangular block. The rear element has some parts set-in from the boundary. The block would be constructed of brickwork, glazing and metal cladding with the 8<sup>th</sup> floor set-in. The proposed design would have a distinct vertical emphasis, with fenestration following a consistent upright pattern on all elevations, including habitable room windows on both side elevations. A large full-height vertical signage area is proposed on the west elevation, such that it would be visible on the approach along Agard Street. The potential impact of this signage (albeit that any advert is not a part of this application) is not considered to be visually acceptable in the streetscene.

The proposed design and appearance are broadly consistent with the angular design and materials of surrounding buildings, including the adjacent former Tax office building, the Sir Peter Hilton Court student accommodation opposite and the recently constructed One Friar Gate Square; although it is considered that the former Tax Office is of a brutalist design and should not be taken as an acceptable reference. The proposed angular design, with little design relief and no landscaped softening would give an unacceptable harsh appearance, very close to the street.

Although of a more contemporary design, when viewed in the context of the surrounding lower buildings (the surgery, clinic and recording studio to the west and the Gaol chapel to the south) and the Kenneth House flats further west, the height, scale and mass of the proposed block is considered to be excessive and overwhelming.

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The proposed block would be positioned very close to the back of pavement, such that it would give an enclosed, over dominant appearance and create an unacceptable “canyon” effect when travelling along Agard Street.

The amended plans incorporate details to lighten the upper storeys and to break up the uniformity of the fenestration. The proposed balconies are now opened up and there is greater vertical emphasis on the end elevations, which all help to reduce the overall massing of the block. Nevertheless, the overall appearance will still be of a large rectangular mass, positioned very close to the road frontage. It is considered that the proposed amendments would not overcome the fundamental concerns regarding the proposed design and visual appearance.

### **7.4. Impact on Amenity of Surrounding Uses**

Saved policy GD5 is intended to protect the overall amenity of occupiers of nearby properties from unacceptable harm.

This is a busy edge-of-centre site, with significant disturbance by both passing traffic and existing student accommodation. It is not therefore considered that the proposal would exacerbate any existing harm to residential amenities.

There have been significant objections regarding the potential impact of construction works on the adjacent recording studios. This matter has been raised with the applicants but no response, giving possible mitigation, has been put forward.

Regarding the potential impact on air quality, it is considered that locally-specific factors have not been accurately considered by the modelling. Furthermore, the impact of the development creating a “street canyon” effect has not been properly considered within the submitted documentation. This has implications for both the proposed future occupants of the development, but also for occupants of the existing apartments on the opposite side of Agard Street. Consequently, the Environmental Protection Team objects to the application due to concerns over the impact of the development upon local air quality.

Any further comments from colleagues in relation to further supplementary air quality information will be provided orally at the meeting.

### **7.5. Access, Parking and Highway Safety**

Highways officers advise that the proposed application site is in a sustainable location and well served by local transport links and nearby pay and display parking. Consequently; it is considered that it is unlikely that the proposed development will have a significant impact on the highway. They raise no objections, subject to the imposition of conditions relating to the implementation of the approved travel plan; the provision of a dropped vehicular crossing and cycle parking, construction of properly drained and delineated parking.

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### **7.6. Other Issues**

No objections have been received relating to flood risk, subject to the approval of a surface water drainage scheme.

Given the potential for medieval and later archaeology on the site, there is a requirement for a scheme of post-consent archaeological investigation and recording.

A Land Contamination Site Investigation needs to be completed in order to address outstanding risks at the site. Should the site investigations confirm that contamination exists; a Remediation Method Statement will need to be provided. The Environmental Protection Team strongly recommends the submission of an enhanced and detailed noise insulation scheme, and a detailed construction management plan designed to mitigate both noise and air quality impacts. All these issues could be the subject of appropriate conditions.

### **7.7. Emerging Policy**

The construction of the two blocks comprising One Friar Gate Square has established a precedent for tall buildings at the east end of Agard Street. There are several other sites along Agard Street with current development opportunities. These include two other current undetermined applications:

- Application ref; 11/15/01451, at 8-4 Agard Street, for a 5-8 storey block of student accommodation.
- Application ref: 07/17/00880, at 18 Agard Street, for a 9-storey block of student accommodation.

The Council wishes to encourage the redevelopment of these various sites. However, increasing development pressures have lead the Council, with full support of CAAC, to consider whether some interim planning guidance would be beneficial to set some design parameters for the redevelopment of the various sites along Agard Street.

A draft guidance/policy document is in the process of preparation and will be rolled out for consultation once it has received the appropriate corporate authorisation. Although that document is in draft format it has not been attributed any weight in determining this application and the relevant legislation/policy basis for determining this application has been set out earlier in the report.

### **7.8 Developer Contributions**

Should Members be minded to approve this application, then developer contributions will be required to mitigate the impacts of the development. A Section 106 agreement would be required to secure affordable housing, open space, public realm, highways, sports facilities and health contributions. The developer has submitted a confidential financial viability appraisal that sets out the justification for an offer in respect of the requested items. The viability of this offer will need to be independently assessed by the District Valuer. Should this course of action be necessary, further negotiations will be undertaken and the matter would be reported back to Committee, if appropriate.

**Conclusions**

In terms of heritage issues the proposed development is contrary to the local development plan (principally Core Strategy Policy CP20 and saved Local Plan Policies E18 and E19). The proposal would result in harm to heritage assets, in particular to the setting of the Friar Gate Conservation Area and that of the numerous listed buildings including the 47-51 Friar Gate (grade II\*) and the Church of St John the Evangelist (grade II\*), which for the purposes of the NPPF would be regarded as “less than substantial harm”. Whilst the development would give rise to some potential public benefits, those benefits are not considered sufficient to outweigh the resulting harm.

It is considered that the proposed design and appearance of the residential development would have an excessive, enclosing and overwhelming appearance, creating an unacceptable “canyon” effect. It is considered that these significant adverse visual impacts, by virtue of the stark design, scale, and overwhelming massing impact would be contrary to Core Strategy Policies CP3 and CP4, and to saved Local Plan Policy GD5.

It is also considered that the proposal would have a potentially unacceptable impact upon local air quality. Specifically, it has not been satisfactorily demonstrated that the proposal would have an acceptable impact upon local air quality, particularly due to the likely impact of the development creating a “street canyon” effect. For this reason the proposal is unacceptable in environmental health and amenity terms and contrary to Core Strategy Policy CP3 and saved Local Plan policy E12.

**8. Recommended decision and summary of reasons:**

**8.1. Recommendation:**

**To refuse planning permission:**

**8.2. Reasons**

1. The local planning authority is of the opinion that the proposed development would, by virtue of its materials, design, layout, height, scale and overwhelming massing impact, not preserve or enhance the character or appearance of the Friar Gate Conservation Area and cause harm to its significance. It would also cause harm to the significance of a number of listed buildings in the area including the highly graded 47-51 Friar Gate (grade II\*) and 56-57, 58 and 59-60 Friar Gate (grade II), and those listed buildings slightly further away including 2, 4-6 (consec.), 8-10, 18-20 Bridge Street (grade II) and the Church of St John the Evangelist (grade II\*). The proposed development is, therefore, contrary to section 66(1) and 72(1) of the Planning (Listed Building & Conservation Areas) Act 1990, adopted Policy CP20 of the Derby City Local Plan – Part 1: Core Strategy and to saved Policies E18 and E19 of the adopted City of Derby Local Plan Review. The harm caused to the designated heritage assets in regards to the heritage policies in the National Planning Policy Framework is considered to be “less than substantial harm” and, whilst there are some potential public benefits that may arise from the proposed development, these are not considered to outweigh the harm that would be caused in this case.

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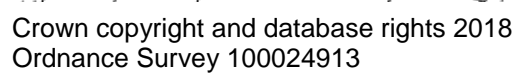
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2. The local planning authority is of the opinion that the proposed development would, by virtue of its materials, design, layout, height, scale, and overwhelming massing impact, create an unacceptable form of residential development in this part of the street-scene. The proposed development is, therefore, contrary to adopted Policies CP3 and CP4 of the Derby City Local Plan – Part 1: Core Strategy and to saved Policy GD5 of the adopted City of Derby Local Plan Review.
  3. The local planning authority is of the opinion that it has not been satisfactorily demonstrated that the proposed development would have an acceptable impact on local air quality. It is considered that locally-specific factors have not been accurately considered by the air quality modelling and that the impact of the development, creating a “street canyon” effect, has not been properly considered within the submitted documentation. The proposed development is, therefore, contrary to adopted Policy CP3 of the Derby City Local Plan – Part 1: Core Strategy and saved Policies E12 and GD5 of the adopted City of Derby Local Plan Review.

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## **Committee Report Item No: 3**

**Application No: DER/04/18/00618**

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Permission**

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### **1. Application Details**

**1.1. Address:** 27 Hollis Street, Derby

**1.2. Ward:** Alvaston

**1.3. Proposal:**

Change of use from dwelling house (Use Class C3) to an eight bed house in multiple occupation (Sui Generis use)

**1.4. Further Details:**

Web-link to application:

<https://eplanning.derby.gov.uk/online-applications/plan/04/18/00618>

Brief description

The proposed development is for a new dormer extension to the rear of the property and to change the use of the building from a three bedroom dwelling house to an 8-person House of Multiple Occupation (HIMO). The proposal would provide 6 bedrooms, two on ground floor, three on first floor and one in the roof space. Two of the bedrooms are double rooms for two people, such that the accommodation is for up to eight people. Two of the rooms would be en-suite. In terms of communal space, there would be two shared kitchen areas on the ground floor as well as two shared bathrooms on the middle floor. A cycle storage rack would be mounted on the rear elevation of the property.

The Site and Surroundings

27 Hollis Street is an end of terrace property within a predominantly residential area. Local housing density tends to be high with terraced houses and small semi-detached dwellings being dominant. The street scene has a regular layout and contains a variety of house types, presenting a mixed street scene. Parking is typically on-street, with a few houses having an off street parking space and associated drop kerb. There is no turning head at the end of Hollis Street. There is a church on the corner of Hollis Street and London Road. This church has a car parking area. Whilst it appears that residents utilise this car park, I understand that there is no formal or agreed arrangement for this.

29 Hollis Street is attached to the applicant's property. There is a passageway between the two properties at ground floor level leading to both rear garden area. The other immediate neighbour is 25 Hollis Street, a semi-detached dwelling. The applicant's rear garden is overgrown and separated from neighbouring properties by fencing. There is a single storey lean to extension at the rear of the property, attached to a projecting (half) gable section that is part of the original dwelling.

There is no off street parking at the property. On street parking is unrestricted and seems well used. The applicant has submitted parking survey to support the application. The survey was carried out on two consecutive nights in February between 12am and 1.15am. Findings state that there were on street parking spaces available (7 on 21<sup>st</sup> February and 6 on 22<sup>nd</sup> February) on both nights.

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**Type:** Full Planning  
Permission

### **2. Relevant Planning History:**

<b>Application No:</b>	DER/12/17/1579	<b>Type:</b>	Full Application
<b>Decision:</b>	Refused	<b>Date:</b>	09/02/2018
<b>Description:</b>	Installation of a dormer, erection of a single storey rear extension and change of use from dwelling house (use class C3) to a house in multiple occupation (sui generis use).		

#### **Reasons for Refusal:**

- 1. The proposal would result in a significant extension of the property close to the boundary shared with 25 Hollis Street. The 3.6m high wall created along this boundary would have an enclosing effect and cause overbearing effects of massing that would unacceptably undermine residential amenities at 25 Hollis Street. As such, the proposal is contrary to saved policy GD5 of the adopted City of Derby Local Plan Review and the core planning principles in the National Planning Policy Framework which promote good standards of amenity for those affected by the development of land and buildings.*
- 2. The proposal would result in a significant extension of the property close to the boundary shared with 25 Hollis Street. The 3.6m high wall created along this boundary would have an enclosing effect and cause overbearing effects of massing that would unacceptably undermine residential amenities at 25 Hollis Street. As such, the proposal is contrary to saved policy GD5 of the adopted City of Derby Local Plan Review and the core planning principles in the National Planning Policy Framework which promote good standards of amenity for those affected by the development of land and buildings.*
- 3. The Local Planning Authority considers that the application does not contain sufficient information to establish whether the proposal would be acceptable in terms of parking and highway safety on Hollis Street and its immediate environs and, as such, the proposal is contrary to policy CP23 of the Derby City Local Plan: Part 1 - Core Strategy and the core planning principles in the National Planning Policy Framework which promote good standards of amenity for those affected by the development of land and buildings.*

### **3. Publicity:**

Neighbour Notification Letters – 7 Letters

Site Notice displayed

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

### **4. Representations:**

17 Letters of objection have been received and comments are summarised below. Cllrs Bayliss and Graves have also objected with Cllr Graves requesting that the matter be heard at planning committee. Comments echo residents' concerns and add that the proposal is of poor design and express concern about the overspill effect



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onto nearby residential streets. On receipt of the amended plans showing the proposed dormer, neighbours have been reconsulted. The 14 day consultation period will end on Tuesday 24<sup>th</sup> July 2018.

- The parking survey is not sufficient or representative of the everyday situation let alone covering issues such as football parking
- The bus tickets confuse the matter being related to stops some distance away
- Hollis Street is narrow, it is not always possible to get into a small space when another car parks opposite
- The church car park is not a guaranteed source of spaces
- Emergency vehicles and bin lorries cannot access the street.
- The change to a HMO would change the character of the street
- Multiple use homes in the street have already caused parking problems
- The dormer window would unacceptably affect privacy
- Noise from the HMO would be anti-social
- The proposal would create cramped conditions
- There is no need for the proposal
- Use of the church places undue parking pressure on the street already
- The road is in a poor state
- HMO tenants do not care properly for their property
- The parking survey counts empty spaces that are actually in front of driveways or too small to park in.

## **5. Consultations:**

### **5.1 Highways Development Control:**

In highway terms, similar proposals were advanced in respect of historic application DER/12/17/01579.

In respect of the historic application, the Highway Authority required that the applicant carry out a parking availability survey in order to demonstrate that Hollis Street had sufficient capacity to accommodate any likely additional parking as part of the proposals.

The Local Planning Authority is referred to the historic Highway Authority response in respect of the logic behind this requirement.

The survey carried out on behalf of the applicant broadly agrees with the 'snapshot' survey historically undertaken by the Highway case officer.

Further, the site is located within a sustainable location, with easy access to public transport and local shops.

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### Recommendation

The Highway Authority has No Objections to the proposals, subject to the following suggested condition:-

### Condition 1

No part of the development hereby permitted shall be brought into use until the cycle parking layout as indicated on the application drawing has been provided and that area shall not thereafter be used for any purpose other than the parking of cycles.

### Reason.

To promote sustainable travel.

### Notes to applicant

The consent granted will result in alterations to a building which will need renumbering. To ensure that any new addresses are allocated in plenty of time, it is important that the developer or owner should contact [traffic.management@derby.gov.uk](mailto:traffic.management@derby.gov.uk) with the number of the approved planning application and plans clearly showing the site, its location in relation to existing land and property, and the placement of front doors or primary access.

## **5.3. Housing Standards (HIMO):**

Subject to adequate fire safety provisions, the proposals appear satisfactory for 8 people with two double and four single rooms. The bathing/WC provision is adequate and the room sizes exceed Council's Housing Standards guidelines for room sizes (with the exception of the ground floor rear bedroom which is marginally under the guideline size at 9.8m<sup>2</sup>).

Kitchen facilities would need to be provided as per the attached amenity standards. We would not normally want to have kitchen facilities more than one floor away from living accommodation unless there is additional living/dining space provided, but dining space for the 2<sup>nd</sup> floor room could be accommodated within the larger ground floor kitchen as this appears large enough.

The ground floor rear bedroom is sited directly off the kitchen. Whilst this is not an ideal arrangement due to noise/privacy issues there is no restriction on this layout but the ground floor rear room will need to be provided with an adequately sized escape window to avoid the need to exit via the kitchen in an emergency.

The property will be subject to HMO licensing.

**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
- CP6 Housing Delivery
- CP23 Delivering a Sustainable Transport Network

**Saved CDLPR Policies**

- GD5 Amenity
- H13 Residential Development – General Criteria
- H14 Reuse of underused buildings

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%20Strategy\\_ADOPTED\\_DEC%202016\\_V3\\_WEB.pdf](http://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/policiesandguidance/planning/Core%20Strategy_ADOPTED_DEC%202016_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](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 The impact of the proposal on visual amenities**

**7.2 The impact of the proposal on residential amenities**

**7.3 Creation of a high quality living environment**

**7.4 Highway implications**

**7.1 The impact of the proposal on visual amenities**

The previously refused application for change of use to a house in multiple occupation (HIMO) included a large and bulky dormer on the rear roof slope and projecting gable, both on rear elevation which was deemed to have an unacceptable impact upon the character and appearance of the dwelling itself and the street scene. The current proposal includes a flat roof dormer extension on the rear facing roof plane, but not on the projecting gable. The proposed dormer would be some 5.1m wide and would project some 4m from the roof plane. Although it would be bulky, unlike the previously refused dormer, it would not project beyond the rear elevation of the main part of the dwelling. Views of the dormer in the Hollis Street street scene would be minimal and in my opinion, it's lack of prominence from the public realm would ensure that it would be an appropriate addition to the dwelling in terms of its impact upon the character and appearance of the dwelling and street scene. The proposal also involves inserting velux windows on the front facing roof plane. I am satisfied that these would not have an unacceptable impact upon the character and appearance of the dwelling or street scene. Furthermore, in the submitted forms, the applicant points out that the dormer would be small enough to be considered permitted development if it were being built on a dwelling house, rather than a house of multiple occupation. However, in this case permission is required because of the proposed change of use to a HIMO.

**7.2 The impact of the proposal on residential amenities**

The previously refused application included a large single storey extension which was considered to have an overbearing effect upon the neighbouring dwelling. This single storey extension has been omitted from the current application. With respect to residential amenities, I note that the proposal would intensify the existing residential use of this property by the addition of three bedrooms, including one in the roof space. Permitted development rights would allow use as a 6-person dwelling without requiring planning permission. This proposal therefore represents an additional 2 double bedrooms beyond what would be allowed under permitted development rights and occupation as a HIMO.

The intensification of the residential use may cause some additional comings and goings as well as some additional noise. However I consider that the increase in the number of residents in this residential setting would not be excessive or cause unreasonable harm to the amenities of neighbouring properties. Given that the property could be used as a 6 person dwelling without permission, and in this case, the proposal provides 6 bedrooms rather than 8 individual rooms I consider that the impact upon the amenities of nearby dwellings would be acceptable.

With respect to the proposed dormer, this would introduce new windows at second storey height. I do not think that these windows would create significant new views that would unreasonably affect the privacy at neighbouring properties. In this elevated position, I am satisfied too that there would not be any unacceptable loss of light or overbearing effects of massing that would unreasonably affect residential amenities.

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### **7.3 Creation of a high quality living environment**

I note comments from Housing Standards, which advise that room sizes and internal layout are generally adequate and meet their amenity guidance. The proposal does show each room having access to natural light and access to bathroom facilities. The rear garden would provide some shared outdoor amenity space for the occupants. Overall, I consider that the proposal would provide a satisfactory living environment for the future residents.

### **7.4 Highway Implications**

With regards to parking, I note the concerns expressed by residents. However, in response to comments made in dealing with the previously refused application, this proposal is supported by a night time parking survey which demonstrates that there are spaces available when most people are at home.

As such, it is not possible to demonstrate that the proposal is at odds with planning policy which seeks to ensure that development would not have a severe adverse impact on the local highway network. The proposal includes the provision of secure cycle parking to the rear of the dwelling, which is considered adequate and would mitigate the absence of off-street car parking.

### **Conclusions**

Overall, the proposed change of use and dormer extension meets the intentions of the relevant adopted Derby City Local Plan – Part 1 policies and saved policies of the City of Derby Local Plan Review and the overarching guidance in the NPPF is considered to be acceptable in this sustainable location.

## **8. Recommended decision and summary of reasons:**

### **8.1. Recommendation:**

**To Grant** planning permission with conditions.

### **8.2. Summary of Reasons:**

The proposed intensification of residential use and rear extension would not have an unreasonable impact on residential amenity, highway safety or on the character of the residential area.

### **8.3. Conditions:**

1. The development hereby permitted shall be begun before the expiry of three years from the date of this permission.
2. The development shall be carried out in accordance with approved plans.
3. Standard Condition 27 – Details of materials
4. Development shall not be brought into use until the cycle parking layout, as indicated has been provided. That area shall not thereafter be used for any purpose other than the parking of cycles.

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Permission**

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**8.4. Reasons**

1. To conform with relevant legislation.
2. For the avoidance of doubt.
3. To ensure a satisfactory external appearance to the development
4. To promote sustainable travel.

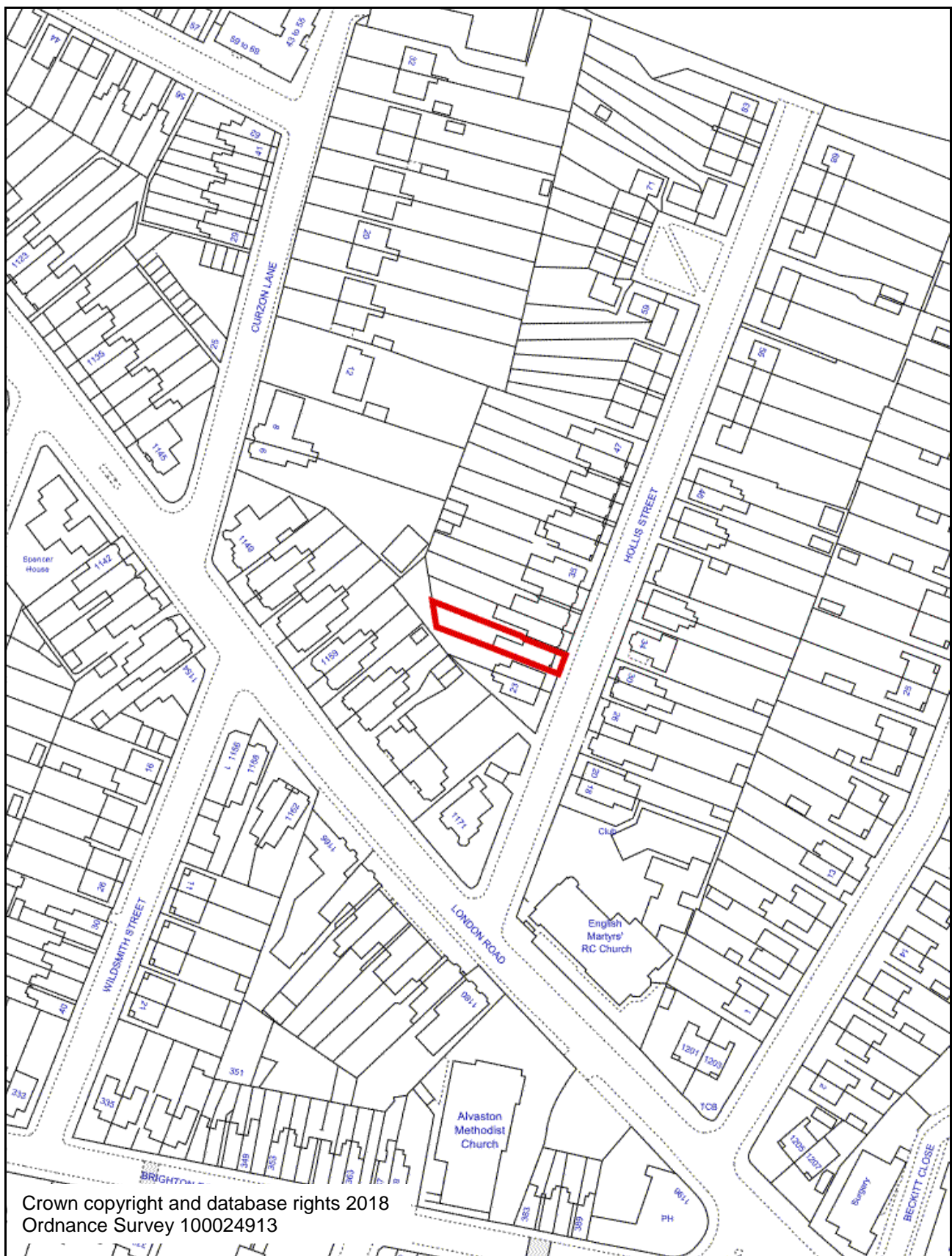
**8.5. Informative Notes:**

The consent granted will result in alterations to a building which will need renumbering. To ensure that any new addresses are allocated in plenty of time, it is important that the developer or owner should contact [traffic.management@derby.gov.uk](mailto:traffic.management@derby.gov.uk) with the number of the approved planning application and plans clearly showing the site, its location in relation to existing land and property, and the placement of front doors or primary access.

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**Application No: DER/04/18/00618**

**Type: Full Planning  
Permission**





## **Committee Report Item No: 4**

**Application No:** DER/04/18/00518

**Type:** Full Planning  
Permission

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### **1. Application Details**

**1.1. Address:** 135 Brighton Road, Alvaston, Derby.

**1.2. Ward:** Alvaston

**1.3. Proposal:**

Change of use from dwelling house (Use Class C3) to an eight bed house in multiple occupation (Sui Generis use).

**1.4. Further Details:**

Web-link to application:

<https://eplanning.derby.gov.uk/online-applications/plan/04/18/00518>

**Brief description**

The property a terraced dwelling which is located in Brighton Road, opposite the junction with Beatty Street, Alvaston.

The building is currently a five bedroom dwelling, with no off-street parking at present.

The proposal would include the conversion of the ground floor, first floor and second floor attic space in order to create an eight bedroom property, for use as a house in multiple occupation. Each bedroom would have an en-suite bathroom and communal living space would be on ground floor.

Plans show provision for one car parking space to the front of the property and a large lockable storage shed, to be used for cycle storage, to the rear of the site.

### **2. Relevant Planning History:**

No immediate planning history:

DER/02/17/00177- Change of use from dwelling house (use class C3) to house in multiple occupation (sui generis use) and erection of a single storey rear extension was granted in May 2017 at neighbouring 133 Brighton Road and should be noted. This application had approved a seven bed roomed House in Multiple Occupation at the neighbouring property

### **3. Publicity:**

Neighbour Notification Letter – 3 Letters

Site Notice

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



**4. Representations:**

One neighbour objection and one objection from Cllr Graves have been received in regards to the following issues:

- **Nuisance** – This application will result in several new tenants in an area that already has too many HMO's on this street and this neighbourhood. This will impact on the nuisance aspect of the area and will cause unnecessary increased disturbance by the added number of people. This neighbourhood is already becoming a hotbed for HMO's and I believe we have our fair share.
- **Over-development or overcrowding of the site** - The proposal is out of character in the area. This application will impact negatively in terms of overdevelopment. Traditionally this street was a family street in a family environment. The sheer number of HMO applications are changing this character of the Brighton Road corridor into 'HMO heaven'. Such is the impact it is encouraging families to move out of the area further exacerbating the character of the area. The council has a duty to protect our communities.
- **Negative impact of the development** - Particularly on the landscape and or locality- A negative impact will be the added cars on the streetscene. This area/community already have a high car to dwelling figure which means this application will again have a detrimental impact on the already congested streets.
- **Design issues-** In essence this application will be overbearing and adds to a changing character of the neighbourhood.
- **Highway safety** – The council has a duty on all neighbourhoods in terms of ensuring that Highway Safety is not compromised. Whilst this application alone adds only a slight increase in probable reduction in safety, in terms of all the new HMO applications this increased negative effect on highway safety is now becoming significant.

**5. Consultations:**

**5.1. Highways Development Control:**

These observations are primarily based upon details contained on application drawing "CLA.18.01" and the Application Form.

Brighton Road is traffic calmed and is within an area of high historic parking demand; many residents in the area are reliant upon the highway to provide parking as their dwellings have no off-road provision.

The application drawing and application form both show the provision of one off-road parking space to serve the development. This space is too small for the parking of a vehicle without it overhanging across the public highway. Therefore the proposed development should be considered as "car free".

There are no waiting restrictions in the vicinity of the site, and at the time of the Case Officer visit (07.15hrs) on weekday there were a number of on-street parking opportunities available.

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The site is considered to be in a sustainable location; with access to public transport; bus routes and local shops being in easy walking distance, and the application drawing also shows the provision of an area for cycle storage. Paragraph 32 of the National Planning Policy Framework advises that “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”. On balance therefore; the Highway Authority does not consider that the impact of the development will (in highway terms) be “severe”. It will however be appropriate for the applicant/developer to raise the redundant dropped kerb fronting the site and to reinstate it as footway, thus freeing up carriageway space for parking for all highway users.

### **Recommendation:**

Should the Local Planning Authority be minded to approve the application, the following suggested conditions are recommended:-

#### **Condition 1:**

No part of the development hereby permitted shall be brought into use until the existing site access that has been made redundant as a consequence of this consent is permanently closed and the access crossing reinstated as footway, in accordance with details to be first submitted to, and approved in writing by, the Local Planning Authority.

#### **Reason:**

To protect the structural integrity of the highway and to allow for future maintenance.

#### **Condition 2:**

No part of the development hereby permitted shall be brought into use until the cycle parking layout as indicated on drawing “CLA.18.01” has been provided. That area shall not thereafter be used for any purpose other than the parking of cycles.

#### **Reason:**

To promote sustainable travel

## **5.2. Housing Standards (HIMO):**

I refer to the above application (Change of use from dwelling house (use class C3) to an eight bed house in multiple occupation (sui generis use)). I confirm that there are no objections or concerns regarding this application from a housing standards view point. The plans only show one range cooker in the kitchen which would not have met our amenity standards, but I have discussed this matter with the applicants architect, and they will now fit two separate ovens and hobs in the kitchen. Likewise, the kitchen/diner is 1.5m<sup>2</sup> short on size, but this is not significant enough to warrant action. The developer is aware of our HMO amenity and HMO Licencing requirements.

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### **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
- CP23 Delivering a Sustainable Transport Network

#### **Saved CDLPR Policies**

- GD5 Amenity
- H13 Residential Development – General Criteria
- H14 Reuse of underused buildings

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%20Strategy\\_ADOPTED\\_DEC%202016\\_V3\\_WEB.pdf](http://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/policiesandguidance/planning/Core%20Strategy_ADOPTED_DEC%202016_V3_WEB.pdf)

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

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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. Ability to create a satisfactory level of amenity for future occupants and impact upon neighbours**

**7.2. Highway implications**

**7.1. Ability to create a satisfactory level of amenity for future occupants and impact upon neighbours**

The property would remain in residential use therefore the proposed change of use is similar to the existing use, but would provide more bedrooms and operate as a house in multiple occupation (HIMO). In regards to the creation of an eight bedroom property, it is acknowledged that the living spaces may appear small in size, however each of the proposed bedrooms and shared living spaces, would provide adequate living and bathroom amenities for any future occupants, as confirmed by the City Council's Housing Standards Officer who do not raise objections to the room sizes or accommodation to be provided. Reference is made, through local resident objections, to other HIMOs within the vicinity of the site, however, the merits of the current application only can be considered. Although it is noted that objectors refer to possible 'overcrowding' in regards to the proposed change of use, I am satisfied that all living spaces comply with Policies H13 and GD5 and provide a satisfactory level of amenity for the future occupants.

**7.2. Highway implications**

In regards to highway implications, concerns are raised by objectors in regards to exacerbation of existing parking and traffic issues within the locality. Whilst a parking space is shown to the front of the dwelling, the Highways Officer has confirmed that this would not be a practical area for off-street parking. As there are currently no parking restrictions upon Brighton Road and there is potential for on-street parking in this location, it would be a difficult argument to resist the additional bedrooms and use as a HIMO solely on parking and highway safety grounds. I note that the Highways Officer does not object to the proposed use on the grounds of parking and considers that the impacts would not be "severe", such that this does not represent sufficient reason to refuse the proposal.

Secure cycle parking has been provided within the site, which is welcomed and provides some mitigation for the absence of off-street car parking. Furthermore, other modes of transport, such as bus links are available within close proximity of the site, which is accessible to the city centre and local facilities in Alvaston District Centre, within walking distance of the property.

**Conclusions**

Overall it is felt that the proposal is acceptable by way of the more intensive residential use, character, residential amenity and highway safety. Although objections have been received as a result of consultations, all relevant planning matters have been adequately addressed and the proposal reasonably satisfies the requirements of 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 within this report.

**8. Recommended decision and summary of reasons:**

**8.1. Recommendation:**

**To grant** planning permission with conditions.

## **Committee Report Item No: 4**

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**Type: Full Planning  
Permission**

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### **8.2. Summary of reasons:**

The proposed intensification of residential use and rear extension would not have an unreasonable impact on residential amenity, highway safety or on the character of the residential area.

### **8.3. Conditions:**

1. The development hereby permitted shall be begun before the expiry of three years from the date of this permission.
2. The development shall be carried out in accordance with approved plans.
3. Development shall not be brought into use until the existing site access that has been made redundant, is permanently closed and the access crossing reinstated as footway to be approved in writing by, the Local Planning Authority.
4. Development shall not be brought into use until the cycle parking layout, as indicated has been provided. That area shall not thereafter be used for any purpose other than the parking of cycles.

### **8.4. Reasons:**

1. To conform with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
2. For the avoidance of doubt.
3. To promote sustainable travel.
4. To protect the structural integrity of the highway and to allow for future maintenance.

### **8.5. Informative Notes:**

The minor access reinstatement works referred to in Condition 1 above involve work on the highway and as such require the consent of the City Council. Please contact [maintenance.highways@derby.gov.uk](mailto:maintenance.highways@derby.gov.uk)

The consent granted will result in alterations to a building which will need renumbering. To ensure that any new addresses are allocated in plenty of time, it is important that the developer or owner should contact [traffic.management@derby.gov.uk](mailto:traffic.management@derby.gov.uk) with the number of the approved planning application and plans clearly showing the site, location in relation to existing land and property, and the placement of front doors or primary means of access.

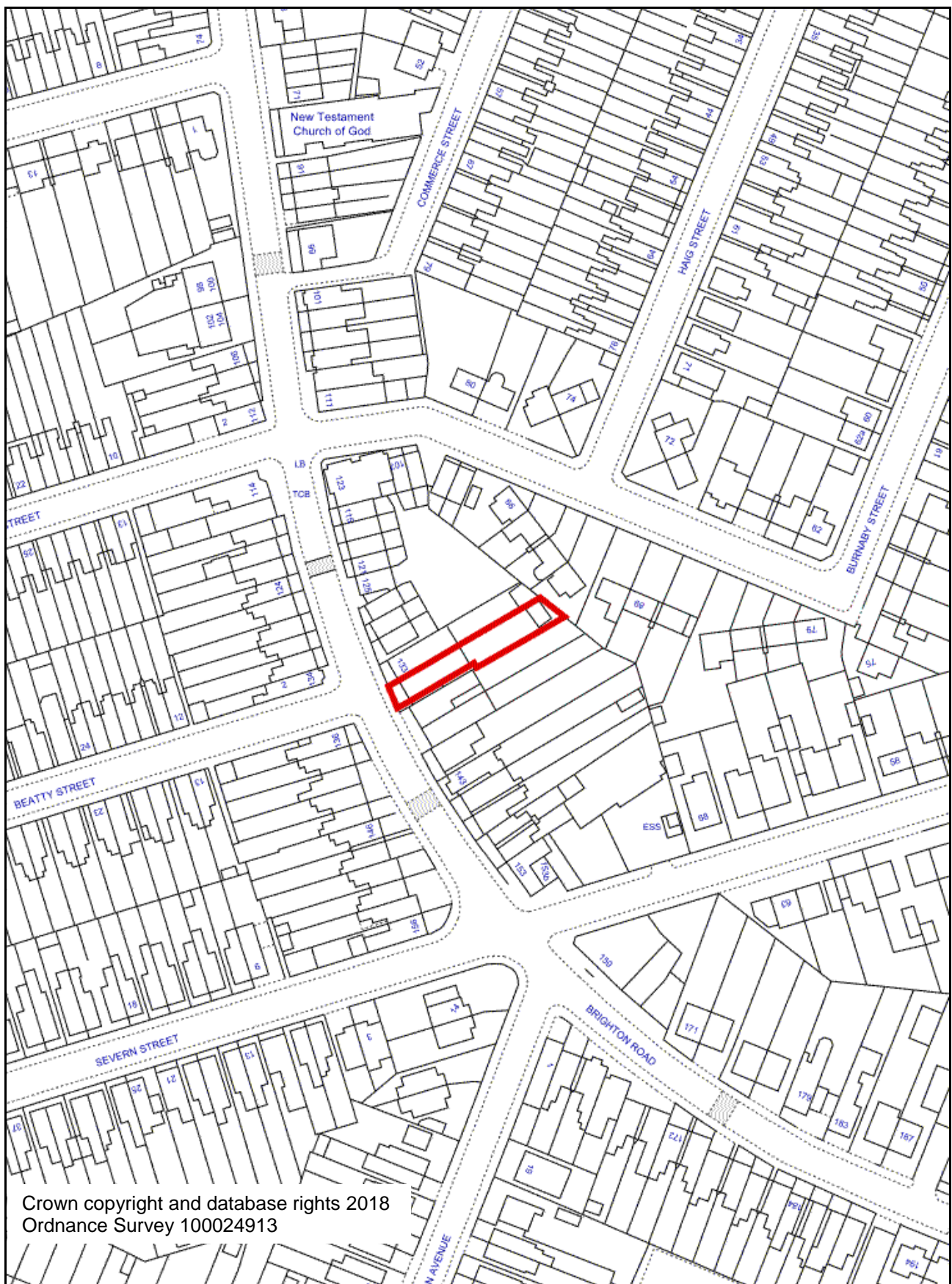
### **8.6. Application timescale:**

Application expired 11/06/2018 and an extension of time for a decision will be agreed with the applicant.

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**Type: Full Planning  
Permission**





## Derby City Council

Delegated decisions made between 01/05/2018 and 30/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
02/15/00151/PRI	Listed Building Consent - alterations	11A St. Mary's Gate, Derby	Various internal and external alterations to include installation of glass opening in the downstairs corridor wall, removal of attic floor, painting of of render and windows and restoration of ground floor windows	Granted Conditionally	25/05/2018
03/16/00388/PRI	Certificate of Lawfulness Existing Use	1256 London Road, Derby, DE24 8QP	The lawful use of the premises as a hot food takeaway (use class A5)	Granted	14/05/2018
07/16/00837/PRI	Full Planning Permission	The Audley Centre, 21-33 St. Peters Street & 22-38 East Street, Derby	Erection of additional storeys at 21-23 St Peter's Street and 22-36 East Street to provide 48 residential units (use class C3), alterations to the first and second floor elevations and change of use of 21 St Peter's Street from retail (use class A1) to restaurant (use class A3)	Granted Conditionally	04/06/2018
11/16/01383/PRI	Advertisement consent	St. Peters Church, Church Street, Littleover, Derby, DE23 6GF	Display of two non-illuminated notice boards	Granted Conditionally	05/06/2018
02/17/00219/PRI	Full Planning Permission	Southlands, 12 Parkfields Drive, Derby, DE22 1HH	Single storey extension to dwelling (orangery and study) and re-roofing of the existing two storey side extension	Granted Conditionally	18/05/2018
02/17/00226/PRI	Full Planning Permission	30-31 Friar Gate, Derby, DE1 1BX	Change of use to mixed use on ground floor (retention of retail use (Use Class A1), and Use Class A2 and A3 use, with residential units on the upper floors (8 units). Installation of a new shopfront and extensions to form new access to the rear of the existing building. Erection of two storey building to rear to form four further residential units. (12 units in total)	Granted Conditionally	04/05/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
02/17/00227/PRI	Listed Building Consent - alterations	30-31 Friar Gate, Derby, DE1 1BX	Repair works to the listed building, installation of a new shopfront and erection of new access block to the rear of the existing. Erection of a new detached apartments building to the rear of the site.	Granted Conditionally	04/05/2018
07/17/00930/PRI	Variation/Waive of condition(s)	238 Burton Road, Derby, DE23 6AA	Variation of condition 6 of previously approved planning application Code No. DER/11/11/01425 to amend the approved opening hours to 0830 to 0030 Sunday to Thursday, and 0830 to 0130 on Friday and Saturday, both in respect of direct sales and the dispatch of orders	Granted Conditionally	21/06/2018
07/17/00968/PRI	Full Planning Permission	Land adjacent to 165 Chaddesden Lane, Derby	Erection of a retail unit (use class A1)	Granted Conditionally	05/06/2018
08/17/01036/PRI	Full Planning Permission	Land at the rear of 165 Chaddesden Lane, Derby	Erection of a dwelling house (use class C3)	Refuse Planning Permission	04/06/2018
08/17/01064/PRI	Full Planning Permission	13 St. Pauls Road, Derby	Single storey rear extension to dwelling house (enlargement of kitchen/dining area), installation of a roof light and replacement windows to the rear elevation and a door to the front elevation	Granted Conditionally	22/05/2018
08/17/01098/PRI	Full Planning Permission	113 Nottingham Road, Derby	Installation of replacement windows to the front elevation	Granted Conditionally	16/05/2018
08/17/01110/PRI	Variation/Waive of condition(s)	1 Marks Close, Sunnyhill, Derby	Formation of rooms in roof space (2 bedrooms and front dormer)- variation of condition 2 of previously approved planning permission Code No. DER/08/13/00985 to increase the height of the dormer and include an additional window	Refuse Planning Permission	22/06/2018
08/17/01133/PRI	Full Planning Permission	Land at 13-19 Chatsworth Street, Derby DE23 6NR	Erection of dwelling house	Granted Conditionally	25/05/2018
09/17/01183/PRI	Listed Building Consent - alterations	6-7 Iron Gate, Derby	Installation of signage and reinstatement of window and internal refurbishment works	Granted Conditionally	25/06/2018



Application No.	Application Type	Location	Proposal	Decision	Decision Date
09/17/01185/PRI	Full Planning Permission	165 Rykneld Road, Littleover, Derby	Single storey front and two storey side and rear extensions to dwelling house (porch, study, utility, family room, enlargement of kitchen, two bedrooms, bathroom and enlargement of bedroom) Installation of rear dormer to form rooms within the roofspace (two bedrooms and bathroom).	Granted Conditionally	02/05/2018
09/17/01186/PRI	Full Planning Permission	15 South Street, Derby	Erection of a gazebo	Granted Conditionally	22/05/2018
09/17/01187/PRI	Full Planning Permission	478 Burton Road, Derby	Single and two storey front extension to dwelling house (w.c, breakfast room, lobby, two bathrooms, cloakroom, sitting room, office, three bedrooms, en-suite, balcony, three dormer windows and formation of room in the roof space) - amendments to previously approved planning permission Code No. DER/08/16/01042 to include additional extensions (store, study, dressing room and a balcony to master bedroom 1) and alterations to include installation of dormers and raising of the roof height to form rooms in the roof space (store, leisure room, bathroom, bedroom and dressing room)	Granted Conditionally	12/06/2018
09/17/01215/PRI	Local Council own development Reg 3	Land at Mackworth Park, Greenwich Drive South, Derby, (between Greenwich Drive South and Varsity Grange development)	Construction of a multi user path	Granted Conditionally	15/06/2018
09/17/01221/PRI	Full Planning Permission	14, 14A Bainbrigge Street and 23 Moore Street, Derby	Change of use from mixed use retail and residential (use classes A1 and C3) to a four bedroom dwelling (C3 use)	Granted Conditionally	27/06/2018
09/17/01238/PRI	Full Planning Permission	203 Derby Road, Chellaston, Derby	Two storey side extension to dwelling house (bin store and en-suite)	Granted Conditionally	25/05/2018
10/17/01263/PRI	Full Planning Permission	A G Fencing, Thirsk Place, Ascot Drive Industrial Estate, Derby	Erection of boundary fence and steel racking to rear	Granted Conditionally	24/05/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
10/17/01276/PRI	Full Planning Permission	2 Sevenoaks Avenue, Derby	Single storey side and rear extensions to dwelling (garage, two bedrooms and enlargement of kitchen/dining room, bathroom and bedroom) together with attached annexe for a dependent relative (lounge/diner, bathroom and bedroom) and formation of rooms in the roof space (bedroom and study)	Granted Conditionally	13/06/2018
10/17/01363/PRI	Full Planning Permission	Site of 139 Western Road, Mickleover, Derby	Demolition of existing retail unit and erection of four dwelling houses (use class C3)	Granted Conditionally	08/06/2018
11/17/01427/PRI	Full Planning Permission	17 Crewe Street, Derby	Retention of an outbuilding (store room)	Granted Conditionally	21/05/2018
11/17/01493/PRI	Variation/Waive of condition(s)	Site of 147 Pastures Hill, Littleover, Derby	Demolition of dwelling and erection of replacement dwelling house and detached double garage - variation of condition 2 of previously approved planning permission Code No. DER/07/15/00943 to amend the approved plans to increase the size of the rear verandah	Granted Conditionally	14/06/2018
11/17/01502/PRI	Full Planning Permission	Unit 15b, Sawley Park, Nottingham Road, Derby	Two storey side extension to light industrial unit (storage, office/meeting room) and the installation of solar panels to the roof	Granted Conditionally	11/06/2018
11/17/01503/PRI	Full Planning Permission	Land at the rear of 136 Burton Road, Derby	Demolition of a detached garage. Erection of a two storey apartment building containing three flats (use class C3)	Granted Conditionally	06/06/2018
11/17/01512/PRI	Advertisement consent	Fencing adjacent to Sadler Bridge Studios, Bold Lane, Derby	Display of non-illuminated advertisement hoardings	Granted Conditionally	24/05/2018
11/17/01513/PRI	Listed Building Consent - alterations	36 Corn Market, Derby	Change of use and alterations to the first, second and third floors to form four apartments (use class C3)	Granted Conditionally	29/06/2018
11/17/01514/PRI	Full Planning Permission	36 Corn Market, Derby	Change of use and alterations to the first, second and third floors to form four apartments (use class C3)	Granted Conditionally	29/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
11/17/01523/PRI	Full Planning Permission	St. Giles School, Hampshire Road, Derby	Single storey extensions to school (three offices and a w.c.) and alterations to include the installation of an enclosed soft surface play area and installation of new doors	Granted Conditionally	15/05/2018
11/17/01532/PRI	Full Planning Permission	7 Sadler Gate, Derby	Change of use of first floor from storage to retail (use class A1) and office space (use class B1) and replacement of two first floor windows	Granted Conditionally	13/06/2018
11/17/01547/PRI	Full Planning Permission	Land adjacent to 4 Welshpool Road, Derby	Erection of a dwelling house (use class C3)	Refuse Planning Permission	04/05/2018
11/17/01558/PRI	Full Planning Permission	Rivermead House, Bath Street, Derby	Alterations to car parking area and formation of additional parking bays	Granted Conditionally	08/05/2018
12/17/01577/PRI	Full Planning Permission	Site of former Fitness Centre, Carrington Street, Derby	Erection of 54 dwellings (use class C3) together with associated parking and ancillary works	Granted Conditionally	23/05/2018
12/17/01581/PRI	Full Planning Permission	Land adjacent to 29 Arthur Street, Derby	Demolition of three garages and erection of one dwelling house for student accommodation (use class C3)	Granted Conditionally	04/05/2018
12/17/01582/PRI	Full Planning Permission	2 Silverdale Close, Chellaston, Derby	Single storey side and rear extensions to dwelling house (dog room, family room and enlargement of dining room)	Granted Conditionally	18/05/2018
12/17/01587/PRI	Full Planning Permission	23 Grange Avenue, Derby	Two storey side extension to dwelling house (garage and two bedrooms)	Granted Conditionally	04/06/2018
12/17/01594/PRI	Full Planning Permission	24 Great Northern Road, Derby	Change of use from offices to a house in multiple occupation (sui generis use) including installation of two new windows	Granted Conditionally	13/06/2018
12/17/01623/DCC	Local Council own development Reg 3	Derby Moor Community School, Moorway Lane, Littleover, Derby	Erection of a single storey classroom block with ancillary accommodation	Granted Conditionally	16/05/2018
12/17/01639/PRI	Full Planning Permission	28 Tewkesbury Crescent, Derby	Single storey front, side and rear extensions to dwelling house (porch, garage and family room)	Granted Conditionally	07/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
12/17/01658/PRI	Local Council devt Reg 4	River Derwent Corridor including sites from Darley Abbey, Little Chester, Chester Green, North Riverside, Bass Rec', Pride Park to Alvaston Park, Derby	Approval of appearance, access and landscaping reserved matters under previously approved Outline permission Code No. DER/02/15/00210 in respect of the Aida Bliss site	Granted Conditionally	21/06/2018
12/17/01660/PRI	Full Planning Permission	35 Kedleston Road, Derby	rear extension to dwelling house (kitchen/diner, utility room with storage at first floor)	Granted Conditionally	25/05/2018
01/18/00005/PRI	Full Planning Permission	Unit 4, The Oakwood District Centre, Danebridge Crescent, Oakwood, Derby	Installation of 8 air conditioning units and a new roller shutter	Granted Conditionally	18/05/2018
01/18/00020/PRI	Full Planning Permission	Derby Rugby Club, Haslams Lane, Derby	Erection of an equipment/maintenance storage container with associated hardstanding	Granted Conditionally	11/06/2018
01/18/00031/PRI	Full Planning Permission	2 Cardigan Street, Derby	Single storey side and rear extensions to dwelling house (porch, utility and conservatory)	Granted Conditionally	05/06/2018
01/18/00037/PRI	Full Planning Permission	53 Craddock Avenue, Spondon, Derby	Two storey side extension to dwelling house (enlargement of garage, bedroom, dressing room and en-suite) and installation of a canopy to the front elevation	Granted Conditionally	29/06/2018
01/18/00063/PRI	Works to Trees under TPO	19 Foxglove Drive, Oakwood, Derby	Felling of a Scots Pine tree and crown lift to 4m of an Oak tree protected by Tree Preservation Order no. 24	Granted Conditionally	01/06/2018
01/18/00070/PRI	Full Planning Permission	10 Ash Close, Allestree, Derby	Single storey side and rear extensions to dwelling (porch, utility, family space, dining space and enlargement of bathroom)	Granted Conditionally	02/05/2018
01/18/00073/PRI	Full Planning Permission	105 & 105A Duffield Road, Derby	Change of use from mixed use - offices and doctors surgery (use classes B1 and D1) to a day nursery (use class D1) together with the erection of a single storey extension (entrance area) to 105 and alterations to the elevations of 105A	Granted Conditionally	08/05/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
01/18/00084/PRI	Full Planning Permission	DW Sports, Derwent Parade, Pride Park, Derby	Alterations to the front entrance to include new paved areas and the installation of louvres and formation of additional parking spaces	Granted Conditionally	18/05/2018
01/18/00087/PRI	Listed Building Consent - alterations	100 St. Chads Road, Derby	Alterations in association with the change of use from a dwelling house to six flats, two studio apartments (use class C3) and one flat in multiple occupation (use class C4) including rear extensions	Granted Conditionally	29/06/2018
01/18/00088/PRI	Full Planning Permission	63 Kings Drive, Littleover, Derby	Two storey side extension to dwelling house (dining area, bedroom and bathroom) and single storey rear extension (living room).	Granted Conditionally	05/06/2018
01/18/00112/PRI	Full Planning Permission	48 Darley Park Road, Derby	Two storey side extension and single storey front and rear extensions to dwelling house (cloaks, study, garage, kitchen/dining area, bedroom, store, en-suite and roof terrace), raising of the roof height and alterations to form rooms in the roof space (bedroom and en-suite) and installation of new windows to the side elevation	Granted Conditionally	06/06/2018
01/18/00129/PRI	Full Planning Permission	16 Blakebrook Drive, Chellaston, Derby	Erection of an outbuilding	Granted Conditionally	19/06/2018
01/18/00130/PRI	Full Planning Permission	Site of 41 Robincroft Road, Allestree, Derby	Erection of a dwelling house (use class C3)	Granted Conditionally	15/06/2018
01/18/00136/PRI	Full Planning Permission	Unit 4, Meteor Centre, Mansfield Road, Derby	Sub-division and alterations to include the installation of new shop fronts to create two retail units (use class A1) with mezzanine levels and other ancillary works	Granted Conditionally	17/05/2018
01/18/00138/PRI	L B C alterations and demolition	5 Edward Street, Derby	Internal and external alterations to include demolition of an outhouse, extension and boundary wall. Erection of a new boundary wall and gate, internal remodelling and installation of an extractor fan vent to the external wall	Granted Conditionally	01/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
01/18/00153/PRI	Listed Building Consent - alterations	3-4 Royal Buildings, Victoria Street, Derby	Internal alterations to create two self-contained units by the insertion of a dividing partition wall and other associated internal works. External works to the shopfront including new signage.	Granted Conditionally	27/06/2018
02/18/00159/PRI	Full Planning Permission	16 Eastwood Drive, Littleover, Derby	Retention of the erection of a front boundary wall and entrance gates	Granted Conditionally	04/05/2018
02/18/00161/PRI	Full Planning Permission	530 Duffield Road, Derby	Two storey side and rear and single storey rear extensions to dwelling house (games area, utility, kitchen/dining area, two bedrooms with en-suites and roof terrace) and erection of a detached garage	Granted Conditionally	11/06/2018
02/18/00166/PRI	Full Planning Permission	42 Lime Grove, Chaddesden, Derby	Single storey rear extension to dwelling (bedroom and en-suite)	Granted Conditionally	22/05/2018
02/18/00179/PRI	Works to Trees under TPO	9 Prestwick Way, Chellaston, Derby	Felling of a Lime tree protected by Tree Preservation Order no. 177	Granted Conditionally	18/05/2018
02/18/00185/PRI	Full Planning Permission	118 Friar Gate, Derby	Erection of a single storey extension for use as seating area	Granted Conditionally	23/05/2018
02/18/00186/PRI	Listed Building Consent - alterations	118 Friar Gate, Derby	Erection of a wooden structure for use as an outdoor seating area	Granted Conditionally	01/05/2018
02/18/00199/PRI	Full Planning Permission	1 Kirkstead Close, Oakwood, Derby	Retention of the erection of a fence above the existing wall	Granted Conditionally	05/06/2018
02/18/00218/PRI	Full Planning Permission	39 Chatteris Drive, Derby	Two storey and first floor side extensions to dwelling house (bedroom, bathroom and enlargement of kitchen)	Granted Conditionally	18/05/2018
02/18/00220/PRI	Full Planning Permission	11 Brendan Gardens, Derby	Single storey rear extension to dwelling house (family space/dining area)	Granted Conditionally	13/06/2018
02/18/00228/PRI	Full Planning Permission	4 Gilbert Street, Alvaston, Derby	Erection of a detached garage	Granted Conditionally	15/06/2018
02/18/00230/PRI	Full Planning Permission	285 Keldholme Lane, Alvaston, Derby	Single storey side extension to dwelling (two en-suites)	Granted Conditionally	21/05/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
02/18/00231/PRI	Listed Building Consent - alterations	St. Werburgh's Church, Friar Gate, Derby	Internal alterations to include the removal of internal partitions, installation of new partitioning, glazed screens and partial dry lining. Installation of new heating and lighting, internal floor finishes and toilets and fitting out of the kitchen area	Granted Conditionally	29/06/2018
02/18/00232/PRI	Full Planning Permission	15 Leslie Close, Littleover, Derby	Installation of a pitched roof to the existing single storey front projection	Granted Conditionally	02/05/2018
02/18/00234/PRI	Listed Building Consent - alterations	36 Sadler Gate, Derby	Retention of the installation of a dumb waiter lift from the second floor kitchen to the first and ground floor dining areas	Refuse Planning Permission	02/05/2018
02/18/00235/PRI	Full Planning Permission	Land adjacent to 11 Highfield Road, Littleover, Derby	Erection of a dwelling house (use class C3)	Granted Conditionally	02/05/2018
02/18/00237/PRI	Full Planning Permission	8 Shamrock Street, Derby	Two storey side and rear and single storey rear extensions to dwelling house (garage, utility, wetroom, two bedrooms, en-suite and enlargement of living/dining area) - amendments to previously approved planning permission Code No. DER/09/17/01148 to alter the roof design to include the installation of a dormer to the rear elevation	Granted Conditionally	01/06/2018
02/18/00247/PRI	Full Planning Permission	10 Oakover Drive, Allestree, Derby	Two storey side and rear and single storey front extensions to dwelling house (porch, store, utility, w.c., dining/living room, three bedrooms and dressing area), re-configured patio area, raising of the land levels in the rear garden and erection of boundary fencing	Granted Conditionally	31/05/2018
02/18/00250/PRI	Full Planning Permission	105 Morley Road, Chaddesden, Derby	Raising of the roof height and installation of side dormers to form a dwelling house and erection of a detached garage	Granted Conditionally	11/06/2018
02/18/00256/PRI	Full Planning Permission	Land at side of 30 Cornwall Road, Derby (vehicular access via Francis Street)	Erection of a dwelling house (use class C3)	Granted Conditionally	06/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
02/18/00259/PRI	Full Planning Permission	Site of 25-27 Normanton Road, Derby	Demolition of the existing buildings and the erection of a four and five storey building incorporating nine residential units (use class C3) (including three in multiple occupation) with ground and first floor commercial uses (use classes: A1 retail, A3 restaurant and B1 office)	Granted Conditionally	25/05/2018
02/18/00260/PRI	Full Planning Permission	7 Porlock Court, Oakwood, Derby	First floor front and single storey front and side extensions to dwelling house (sun room, utility room, tack room, store, w.c. and enlargement of kitchen/dining area and bedroom)	Granted Conditionally	10/05/2018
02/18/00261/PRI	Full Planning Permission	33 Breedon Avenue, Littleover, Derby	Two storey side and single storey front extensions to dwelling house (porch, family room and two bedrooms)	Granted Conditionally	01/05/2018
02/18/00269/PRI	Full Planning Permission	Land at the rear of St. Peters House, Gower Street, Derby, (fronting St. Peters Churchyard)	Erection of 14 apartments (use class C3) and associated works	Refuse Planning Permission	23/05/2018
02/18/00273/PRI	Full Planning Permission	Land at the side of 1 Orchard Way, Chellaston, Derby	Erection of a dwelling house (use class C3)	Refuse Planning Permission	21/06/2018
02/18/00274/PRI	Variation/Waive of condition(s)	Land adjacent to 25A Keats Avenue, Littleover, Derby	Erection of a detached dwelling house (use class C3) and associated ground level works to accommodate the development.- removal of condition 6 of previously approved planning permission Code No. DER/08/17/01108 to allow no screening to the first and second floor balconies and roof terraces	Refuse Planning Permission	18/05/2018
02/18/00277/PRI	Full Planning Permission	30 Field Lane, Alvaston, Derby	Two storey rear and single storey front extensions to dwelling house (porch, lounge, kitchen and two bedrooms) and roof alterations including installation of two front dormer windows to form rooms in the roof space (bedroom, bathroom and en-suite)	Granted Conditionally	19/06/2018



Application No.	Application Type	Location	Proposal	Decision	Decision Date
02/18/00287/PRI	Full Planning Permission	40 Spa Lane, Derby	Change of use from a gym (use class D2) to six apartments (use class C3) including installation of new doors and a window	Granted Conditionally	11/06/2018
02/18/00291/PRI	Full Planning Permission	31 Church Lane, Darley Abbey, Derby	Extensions and alterations to dwelling (double garage, canopy to the front entrance door, and two storey rear extension with integral external terrace area), alterations to existing roof. Associated external works, including front turning and parking area, boundary wall and general landscaping	Granted Conditionally	08/06/2018
02/18/00292/PRI	Full Planning Permission	38 Derwent Close, Allestree, Derby	Single storey side and rear extensions to dwelling house (hall, w.c. and family/dining room)	Granted Conditionally	25/05/2018
02/18/00294/PRI	Full Planning Permission	177 Pear Tree Road, Derby (Lahoree Fast Food)	Retention of the installation of an ATM	Granted Conditionally	27/06/2018
02/18/00295/PRI	Advertisement consent	177 Pear Tree Road, Derby (Lahoree Fast Food)	Retention of the installation of two internally illuminated ATM signs	Granted Conditionally	27/06/2018
02/18/00298/PRI	Full Planning Permission	Unit 8, Racecourse Industrial Park, Mansfield Road, Derby	Change of use from general industry (use class B2) to training centre (use class D1)	Granted Conditionally	17/05/2018
02/18/00300/PRI	Full Planning Permission	39 Whittlebury Drive, Littleover, Derby	Single storey front extension to dwelling house (bedroom and en-suite)	Refuse Planning Permission	20/06/2018
02/18/00303/PRI	Full Planning Permission	42 Kedleston Road, Derby	Single storey rear extension to dwelling house (kitchen and family room)	Granted Conditionally	27/06/2018
02/18/00307/PRI	Full Planning Permission	67 Kelmoor Road, Alvaston, Derby	Two storey side extension to dwelling house (garage and two bedrooms)	Granted Conditionally	17/05/2018
03/18/00311/PRI	Full Planning Permission	54 White Street, Derby	Single storey rear extension to dwelling house (utility room) and installation of a dormer to the rear elevation	Granted Conditionally	03/05/2018
03/18/00312/PRI	Full Planning Permission	35 Chapman Avenue, Alvaston, Derby	Single storey side and rear extensions to dwelling (bedroom, utility and lounge/dining/kitchen)	Granted Conditionally	11/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
03/18/00320/PRI	Full Planning Permission	274 Duffield Road, Derby	Erection of a detached garage, front boundary railings and gates, and formation of a vehicular access	Granted Conditionally	03/05/2018
03/18/00321/PRI	Full Planning Permission	Unit 2b, Meteor Business Park, Mansfield Road, Derby	Installation of a mezzanine floor	Granted Conditionally	17/05/2018
03/18/00322/PRI	Full Planning Permission	54 Peet Street, Derby	Installation of a new window to the first floor side elevation	Granted Conditionally	11/06/2018
03/18/00324/PRI	Full Planning Permission	3 Firs Crescent, Allestree, Derby	Single storey side extension to dwelling house (conservatory) together with installation of two bay windows and a canopy to the front elevation	Granted Conditionally	04/06/2018
03/18/00329/PRI	Full Planning Permission	24 Elmtree Avenue, Derby	Single storey rear extension to dwelling house (living/dining area)	Granted Conditionally	23/05/2018
03/18/00331/PRI	Full Planning Permission	Rolls Royce Sports Centre, Moor Lane, Allenton, Derby	Installation of ball netting at the sport pitches at Moor Lane and the sports pitches on Elm Wood Road	Granted Conditionally	03/05/2018
03/18/00332/PRI	Full Planning Permission	61 Kensal Rise, Derby	Two storey side extension to dwelling house (kitchen, shower room and two bedrooms)	Granted Conditionally	23/05/2018
03/18/00340/PRI	Works to Trees under TPO	63 Fieldsway Drive, Derby	Cutting back of branches to the boundary line of Ash and Hawthorn trees protected by Tree Preservation Order No 149	Granted Conditionally	08/05/2018
03/18/00341/PRI	Works to Trees under TPO	137 Whitaker Road, Derby	Various works to a London Plane tree protected by Tree Preservation Order No 280	Granted Conditionally	14/05/2018
03/18/00342/PRI	Works to Trees under TPO	82 West Drive, Mickleover, Derby	Reduction of side branches by 1m and crown lift to give 4m clearance of an Oak tree protected by Tree Preservation Order No 521	Granted Conditionally	16/05/2018
03/18/00343/DCC	Local Council own development Reg 3	Water Fountain, Market Place, Derby, DE1 3QE	Raising of existing hand rail and erection of gates	Granted Conditionally	01/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
03/18/00347/PRI	Variation/Waive of condition(s)	Land at Hackwood Farm, Radbourne Lane, Mickleover, Derby (access from Starflower Way)	Residential development (up to 370 dwellings), retail units, open space and associated infrastructure - approval of reserved matters under previously approved Outline permission Code No. DER/08/15/00846 - Variation of condition 1 of previously approved permission DER/08/17/01038 to amend plot layout and include 1 additional plot	Granted Conditionally	05/06/2018
03/18/00350/PRI	Local Council devt Reg 4	1 Morledge, Derby	Change of use from multi function business hub (sui generis use) to financial and professional services (use class A2)	Granted Conditionally	03/05/2018
03/18/00353/PRI	Works to Trees under TPO	7 Greenway Drive, Littleover, Derby	Crown reduction by two metres of a tree protected by Tree Preservation Order No. 30	Granted Conditionally	07/06/2018
03/18/00358/PRI	Advertisement consent	100 Mansfield Road, Derby	Display of two non-illuminated freestanding signs	Granted Conditionally	18/05/2018
03/18/00360/PRI	Certificate of Lawfulness Proposed Use	320 Sinfin Lane, Sinfin, Derby	Change of use from dwelling house (use class C3) to residential with care (use class C3b)	Granted	08/05/2018
03/18/00361/PRI	Full Planning Permission	116 Boulton Lane, Derby	Erection of an outbuilding (garage and office)	Granted Conditionally	01/06/2018
03/18/00363/PRI	Certificate of Lawfulness Proposed Use	9 Owlswick Close, Littleover, Derby, DE23 7SS	Two storey rear extension to dwelling house	Refuse Planning Permission	03/05/2018
03/18/00365/PRI	Full Planning Permission	Land adjacent to 2 Pear Tree Road, Derby	Erection of a retail unit (use class A1) with four apartments above (use class C3)	Granted Conditionally	02/05/2018
03/18/00366/PRI	Full Planning Permission	12 Arthur Hind Close, Derby	Two storey side extension to dwelling house (living room, utility, w.c., bedroom and en-suite)	Granted Conditionally	05/06/2018
03/18/00367/PRI	Full Planning Permission	62 West Road, Spondon, Derby	Erection of a detached garage	Granted Conditionally	18/05/2018
03/18/00369/PRI	Full Planning Permission	Site of 2 Vine Close, Littleover, Derby	Demolition of dwelling house. Erection of two dwelling houses (use class C3)	Granted Conditionally	04/05/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
03/18/00371/PRI	Full Planning Permission	139 Randolph Road, Derby	Two storey side and rear and single storey front and rear extensions to dwelling house (kitchen/dining room, lounge, hall, two bedrooms, en-suite and bathroom) and erection of a detached garage and patio area	Granted Conditionally	15/05/2018
03/18/00372/PRI	Full Planning Permission	16 Duncan Road, Derby	Two storey rear and single storey side extensions to dwelling house (kitchen, bedroom, hall, bedroom and enlargement of bedroom)	Granted Conditionally	13/06/2018
03/18/00374/PRI	Full Planning Permission	14 Duncan Road, Derby	Two storey rear and single storey side extensions to dwelling house (kitchen, bedroom, hall, bedroom and enlargement of bedroom)	Granted Conditionally	13/06/2018
03/18/00375/PRI	Works to Trees under TPO	76 Dale Road, Spondon, Derby	Reduction of the canopy by 1.5m using reduction by thinning of an Oak tree, dead wood and cutting back of branches by 2m (approx) of an Oak tree protected by Tree Preservation Order no. 89	Granted Conditionally	16/05/2018
03/18/00376/PRI	Full Planning Permission	28 Mickleover Manor, Mickleover, Derby	Single storey rear extension to dwelling house	Granted Conditionally	03/05/2018
03/18/00377/PRI	Works to Trees under TPO	15 Queen Mary Court, Derby, DE22 1BB	Felling of Cherry Tree and Crown Reduction by 2 metres of T2 (Sorbus) protected by Tree Preservation Order No. 64	Granted Conditionally	18/05/2018
03/18/00379/PRI	Full Planning Permission	7 Curzon Street, Derby	Installation of new first floor windows to the front elevation and retention of ground floor cladding in white quartz tiles	Refuse Planning Permission	21/05/2018
03/18/00380/PRI	Full Planning Permission	Bramblewick, 22 Main Avenue, Allestree, Derby	Extensions to dwelling house (garage, bedroom and enlargement of kitchen)	Granted Conditionally	21/06/2018
03/18/00384/PRI	Full Planning Permission	Littleover Community School, Pastures Hill, Littleover, Derby	Erection of a 2.4m high boundary fence	Granted Conditionally	03/05/2018
03/18/00386/PRI	Full Planning Permission	2 Farringdon Close, Derby	Two storey side extensions and change of use from dwelling house (use class C3) to an eight bed house in multiple occupation (sui generis use)	Granted Conditionally	08/05/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
03/18/00387/PRI	Certificate of Lawfulness Proposed Use	33 Swinburne Street, Derby	Hip to gable roof alteration and installation of a rear dormer	Granted	09/05/2018
03/18/00388/PRI	Full Planning Permission	26 Lexington Road, Chaddesden, Derby	Erection of a detached garage	Granted Conditionally	25/05/2018
03/18/00389/PRI	Full Planning Permission	Pride Veterinary Centre, Riverside Road, Pride Park, Derby	Formation of 25 additional parking spaces	Granted Conditionally	22/06/2018
03/18/00390/PRI	Certificate of Lawfulness Proposed Use	188 Broadway, Derby	Installation of a rear dormer and a hip to gable roof alteration	Granted	08/05/2018
03/18/00392/PRI	Works to Trees under TPO	43 Darley Park Road, Derby	Crown reduction by 2m in height and 2.5m lateral spread and crown thinning to a maximum of 10% of a Beech tree protected by Tree Preservation Order No. 369	Granted Conditionally	25/05/2018
03/18/00395/PRI	Full Planning Permission	26 Allestree Lane, Derby	Two storey side and single storey rear extensions to dwelling house (garage, utility, kitchen/dining area, snug, bedroom and enlargement of bedroom)	Granted Conditionally	05/06/2018
03/18/00396/PRI	Advertisement consent	1 Peak Drive, Derby (Sainsburys)	Display of various signage	Granted Conditionally	10/05/2018
03/18/00398/PRI	Works to Trees under TPO	29 Friar Gate, Derby	Crown raise to 5m, crown cleaning and cutting back of branches to give 2-3m clearance of the adjacent building of a Lime tree protected by Tree Preservation Order No 15	Granted Conditionally	01/06/2018
03/18/00400/PRI	Advertisement consent	Land at 906 London Road, Derby	Display of one non-illuminated advertisement hoarding	Refuse Planning Permission	01/05/2018
03/18/00401/PRI	Full Planning Permission	29 Cricklewood Road, Derby	Erection of an outbuilding (study, lobby and w.c.)	Granted Conditionally	13/06/2018
03/18/00402/PRI	Full Planning Permission	414 Burton Road, Derby	Two storey rear and single storey side extensions to dwelling house (cloaks, enlargement of kitchen/diner/lounge, two bedrooms and bathroom)	Granted Conditionally	05/06/2018
03/18/00403/PRI	Full Planning Permission	36 Nevinson Drive, Sunnyhill, Derby	Single storey rear extension to dwelling house (bedroom, en-suite and kitchen)	Granted Conditionally	24/05/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
03/18/00404/PRI	Full Planning Permission	8 Nettleton Close, Littleover, Derby	Single storey side and rear extensions to dwelling house	Granted Conditionally	01/06/2018
03/18/00405/PRI	Works to Trees in a Conservation Area	46 Arthur Street, Derby	Felling of Privet and Apple trees within the Strutts Park Conservation Area	Raise No Objection	22/05/2018
03/18/00409/PRI	Full Planning Permission	180 Uttoxeter Old Road, Derby	Change of use from dwelling house (use class C3) to a seven bed house in multiple occupation (sui generis use) together with a single storey rear extension and formation of rooms in the roof space	Granted Conditionally	07/06/2018
03/18/00410/PRI	Full Planning Permission	14 Sinfin Moor Lane, Chellaston, Derby	Single storey rear extension to dwelling house with flue	Granted Conditionally	07/06/2018
03/18/00411/PRI	Full Planning Permission	69 Kings Drive, Littleover, Derby	Retention of the installation of a rear dormer	Granted Conditionally	09/05/2018
03/18/00413/PRI	Full Planning Permission	10 Coxon Street, Spondon, Derby	Single storey front, side and rear extensions to dwelling house (hall, kitchen/family area, utility room, w.c., and garage)	Granted Conditionally	11/05/2018
03/18/00414/PRI	Full Planning Permission	641 London Road, Derby	Change of use from a dwelling house (Use Class C3) to a seven bed house in multiple occupation (Sui Generis use)	Granted Conditionally	17/05/2018
03/18/00415/PRI	Certificate of Lawfulness Proposed Use	38 Portland Close, Mickleover, Derby	Single storey rear extension to dwelling (living/dining area and enlargement of kitchen)	Granted	17/05/2018
03/18/00417/PRI	Full Planning Permission	The Stables, Royal Hill Farm, Royal Hill Road, Spondon, Derby	Erection of a detached garage	Granted Conditionally	17/05/2018
03/18/00418/PRI	Full Planning Permission	51 Glendevon Way, Chellaston, Derby	Single storey side and rear extensions to dwelling house (kitchen/living area)	Granted Conditionally	11/06/2018
03/18/00419/PRI	Full Planning Permission	60 Bank View Road, Derby	Two-storey side and two storey and single storey rear extensions to dwelling house (store, w.c., utility room, kitchen/dining area, dressing rooms, bathroom, bedroom and en-suite)	Granted Conditionally	17/05/2018
03/18/00422/PRI	Local Council own development Reg 3	Brackensdale Junior & Infant School, Walthamstow Drive, Derby	Erection of a single store teaching block (five classrooms) and formation of a hard surfaced play area	Granted Conditionally	22/05/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
03/18/00423/PRI	Full Planning Permission	82 Blagreaves Lane, Littleover, Derby	Single storey side and rear extensions to dwelling house (kitchen, dining area, lounge and garage) and erection of a front boundary wall	Granted Conditionally	21/05/2018
03/18/00429/PRI	Full Planning Permission	82 Friar Gate, Derby	Installation of an air conditioning unit	Granted Conditionally	23/05/2018
03/18/00430/PRI	Listed Building Consent - alterations	82 Friar Gate, Derby	Installation of an air conditioning unit	Granted Conditionally	23/05/2018
03/18/00432/PRI	Works to Trees under TPO	The Haven, 221 Rykneld Road, Littleover, Derby	Removal of a lower limb and dead branches of an Oak tree protected by Tree Preservation Order no. 35	Granted Conditionally	25/05/2018
03/18/00433/PRI	Full Planning Permission	Burdett House, Becket Street, Derby	Installation of a new entrance door and side window	Granted Conditionally	16/05/2018
03/18/00434/PRI	Full Planning Permission	10 Ashley Street, Derby	Two storey side extension to dwelling house (two bedrooms with en-suites)	Granted Conditionally	04/05/2018
03/18/00435/PRI	Works to Trees under TPO	Endwood, Victor Avenue, Derby	Removal of the five lowest limbs of a Beech Tree protected by Tree Preservation Order no. 259	Granted Conditionally	21/05/2018
03/18/00438/PRI	Works to Trees in a Conservation Area	Endwood, Victor Avenue, Derby	Felling of a Sorbus tree within the Strutts Park Conservation Area	Raise No Objection	08/05/2018
03/18/00441/PRI	Certificate of Lawfulness Proposed Use	3 Charterstone Lane, Allestree, Derby	Single storey rear extension to dwelling house (lounge)	Granted	22/05/2018
03/18/00442/PRI	Full Planning Permission	6 Fremantle Road, Mickleover, Derby	Single storey side extension to dwelling house, enlargement of the rear dormer, installation of a pitched roof to the existing single storey rear projection and installation of render and cedar cladding	Granted Conditionally	17/05/2018
03/18/00444/PRI	Full Planning Permission	Moorcroft Farm, Radbourne Lane, Derby	Change of use and alterations to cattery/kennel building to form a dwelling (use class C3)	Granted Conditionally	11/06/2018
03/18/00445/PRI	Full Planning Permission	26 Ford Lane, Allestree, Derby	Single storey side extension to dwelling house (utility and enlargement of kitchen/dining area)	Granted Conditionally	05/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
03/18/00450/PRI	Full Planning Permission	313 Uttoxeter Road, Mickleover, Derby	Two storey side and two storey and single storey rear extensions to dwelling house (garage, snug, dining room, bedroom, en-suite and enlargement of bedroom), installation of cladding to the front and rear elevations and re-rendering	Granted Conditionally	12/06/2018
03/18/00451/PRI	Full Planning Permission	Land south of Merrill Way and east of Wilmore Road, Derby Aerospace Campus, Derby	Retention of a spoil stockpile from the Victory Road re-alignment for a temporary period of up to three years	Granted Conditionally	13/06/2018
03/18/00452/PRI	Full Planning Permission	52 St. Peters Street, Derby	Installation of a new shopfront and roller shutter	Withdrawn Application	23/05/2018
03/18/00453/PRI	Advertisement consent	52 St. Peters Street, Derby	Display of one non-illuminated fascia sign and one non-illuminated projecting sign	Withdrawn Application	23/05/2018
03/18/00455/PRI	Prior Approval - retail to cafe/restaura	52 St. Peters Street, Derby	Change of use of ground and first floors from retail (use class A1) to restaurant/cafe (use class A3) and installation of an extraction flue	Prior Approval Refused	01/05/2018
03/18/00457/PRI	Full Planning Permission	1 Danebridge Crescent, Oakwood, Derby	Single storey extension to dwelling house (entrance canopy, hall, living/dining space and w.c.)	Granted Conditionally	22/05/2018
03/18/00458/PRI	Works to Trees under TPO	5 Bowlees Court, Littleover, Derby	Felling of an Ash tree protected by Tree Preservation Order no. 164	Granted Conditionally	01/06/2018
03/18/00460/PRI	Full Planning Permission	Entrance to the Intu Centre, Burrows Walk, Derby	Refurbishment of the entrance portal to include cladding, installation of metallic panels and a sculpture	Granted Conditionally	22/05/2018
03/18/00461/PRI	Full Planning Permission	36 Dovedale Rise, Allestree, Derby	Two storey side and two storey and single storey rear extensions to dwelling house and instalaltion of an entrance canopy to the front elevation (cloaks, w.c., utility, kitchen/dining area, bathroom, bedroom, en-suite and enlargement of bedroom)	Granted Conditionally	15/06/2018
03/18/00462/PRI	Works to Trees under TPO	Friarsfield, Burleigh Drive, Derby	Removal of deadwood of a Robinia tree and crown thin by 10% of a Beech tree protected by Tree Preservation Order no. 226	Granted Conditionally	01/06/2018



Application No.	Application Type	Location	Proposal	Decision	Decision Date
03/18/00463/PRI	Full Planning Permission	182 Broadway, Derby	Single storey rear extension to dwelling house (enlargement of kitchen)	Granted Conditionally	26/06/2018
03/18/00464/PRI	Works to Trees in a Conservation Area	19 Vernon Street, Derby	Felling of a Lime tree within the Friar Gate Conservation Area	Raise No Objection	22/05/2018
03/18/00468/PRI	Full Planning Permission	62 Byron Street, Derby	Single storey rear extension to dwelling house (sleeping area and wetroom)	Granted Conditionally	23/05/2018
03/18/00469/PRI	Full Planning Permission	London Road Community Hospital, London Road, Derby	Installation of replacement windows and alterations to the existing window apertures	Granted Conditionally	23/05/2018
03/18/00470/PRI	Prior Approval - Householder	28 Anthony Drive, Alvaston, Derby, DE24 0FZ	Single storey rear extension (projecting beyond the rear wall of the original house by 4.5m, maximum height 3.8m, height to eaves 2.42m) to dwelling house	Prior Approval Not required	01/05/2018
03/18/00471/PRI	Full Planning Permission	4 Blandford Close, Alvaston, Derby	Single storey front extension to dwelling house (hall and enlargement of garage and lounge)	Granted Conditionally	06/06/2018
03/18/00472/PRI	Full Planning Permission	3 Marigold Close, Oakwood, Derby	Two storey rear extension to dwelling house (snug, bedroom and enlargement of bedroom) - amendment to previously approved planning permission Code No. DER/12/17/01655 to include an additional window to the side elevation	Granted Conditionally	14/06/2018
03/18/00475/PRI	Full Planning Permission	78 Lewis Street, Derby	Single storey rear extension to dwelling house (sitting room and dining area) to connect to the existing garage	Granted Conditionally	01/06/2018
03/18/00476/PRI	Prior Approval - Householder	152 Almond Street, Derby, DE23 6LY	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.5m, height to eaves 2.5m) to dwelling house	Prior Approval Not required	01/05/2018
03/18/00478/DCC	Local Council own development Reg 3	Ashcroft Primary School, Deepdale Lane, Sinfen, Derby	Retention of a classroom and toilet block	Granted Conditionally	31/05/2018
03/18/00479/PRI	Full Planning Permission	Stratstone Mini Derby, Sir Frank Whittle Road, Derby	Demolition of valet building. Installation of cladding and erection of a fence	Granted Conditionally	19/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
03/18/00480/PRI	Full Planning Permission	Stratstone BMW, Sir Frank Whittle Road, Derby	Demolition of external canopy, office area and porch. Erection of an extension to the showroom, installation of a vehicle door and erection of a valet building, bin store and fence	Granted Conditionally	21/06/2018
03/18/00482/PRI	Full Planning Permission	1172 London Road, Alvaston, Derby	Change of use from dwelling house (use class C3) to an eight bedroom house in multiple occupation (sui generis use) including the installation of roof lights and bricking up of a rear door	Granted Conditionally	15/06/2018
04/18/00488/PRI	Full Planning Permission	5 Hollies Road, Allestree, Derby	Two storey side and single storey rear extensions to dwelling house (garage, utility, w.c., bedroom, en-suite and enlargement of kitchen)	Granted Conditionally	25/05/2018
04/18/00492/PRI	Full Planning Permission	55 Draycott Drive, Mickleover, Derby	Two storey side and single storey front extensions to dwelling house (porch, store, shower room, bedroom and enlargement of kitchen)	Granted Conditionally	25/05/2018
04/18/00494/PRI	Full Planning Permission	27 Rowsley Avenue, Derby	Two storey side and first floor and single storey rear extensions to dwelling house (hall, cloak room, sun lounge, bedroom and enlargement of bedroom) - amendments to previously approved planning permission Code No.DER/07/17/00889 to enlarge an additional bedroom	Granted Conditionally	01/06/2018
04/18/00500/PRI	Full Planning Permission	49 Bank View Road, Derby	Installation of a new raised pitched roof with side gables and roof lights to form rooms in the roof space.	Granted Conditionally	19/06/2018
04/18/00501/PRI	Full Planning Permission	78 Grange Road, Alvaston, Derby	Single storey rear extension to dwelling house (garden room)	Granted Conditionally	19/06/2018
04/18/00503/PRI	Full Planning Permission	57 Marjorie Road, Chaddesden, Derby	Two storey side and single storey rear extensions to dwelling house (study, w.c., dining room, bedroom and enlargement of kitchen)	Granted Conditionally	06/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
04/18/00504/PRI	Advertisement consent	Hunters Of Derby Ltd, Babington Lane, Derby	Display of three halo illuminated fascia signs	Granted Conditionally	01/06/2018
04/18/00505/PRI	Full Planning Permission	21 Hindscarth Crescent, Mickleover, Derby	Single storey side extension to dwelling house (living/bedroom space, shower room and enlargement of hall)	Granted Conditionally	25/05/2018
04/18/00513/PRI	Full Planning Permission	179 Station Road, Mickleover, Derby	Erection of a 1.8m high front boundary wall	Granted Conditionally	13/06/2018
04/18/00514/PRI	Full Planning Permission	3 Heigham Close, Derby	Single storey side and rear extensions to dwelling (hall, bathroom, bedroom, en-suite, kitchen and day area)	Granted Conditionally	13/06/2018
04/18/00515/PRI	Full Planning Permission	14 Brackens Lane, Alvaston, Derby	Two storey side extension to dwelling house (covered way, bedroom and en-suite)	Granted Conditionally	11/06/2018
04/18/00516/PRI	Prior Approval - Householder	34 Grosvenor Drive, Littleover, Derby	Single storey rear extension (projecting beyond the rear wall of the original house by 5m, maximum height 2.85m, height to eaves 2.85m) to dwelling house	Prior Approval Not required	01/05/2018
04/18/00517/PRI	Full Planning Permission	1 Hardhurst Road, Alvaston, Derby	Single storey rear extension to dwelling (bedroom, shower room and w.c.)	Granted Conditionally	07/06/2018
04/18/00521/PRI	Full Planning Permission	16 Howth Close, Chaddesden, Derby	Two storey side and rear and single storey rear extensions to dwelling house (living room, w.c., utility, bedroom, en-suite and enlargement of kitchen)	Granted Conditionally	15/06/2018
04/18/00522/PRI	Prior Approval - Householder	32 Chadwick Avenue, Allenton, Derby	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.65m, height to eaves 2.5m) to dwelling house	Prior Approval Not required	21/05/2018
04/18/00523/PRI	Full Application - Article 4	49 Otter Street, Derby	Installation of replacement windows to the front elevation	Granted Conditionally	01/06/2018
04/18/00524/PRI	Listed Building Consent - alterations	51a Sadler Gate, Derby (Alice Elizabeth Hair)	Internal alterations to include the installation of a new staircase between the ground and first floors	Granted Conditionally	06/06/2018
04/18/00527/PRI	Full Planning Permission	3 Margaret Street, Derby	Installation of roof lights to the front and rear elevations	Granted Conditionally	05/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
04/18/00528/PRI	Full Planning Permission	25 Albert Street, Derby	Change of use from employment office (use Class A2) to a hot food takeaway (use class A5), installation of new shopfront and roof-top ventilation cowl	Granted Conditionally	25/05/2018
04/18/00529/PRI	Full Planning Permission	44 Jackson Avenue, Mickleover, Derby	Two storey and single storey side extensions to dwelling house (garage, living space and two bedrooms)	Granted Conditionally	08/05/2018
04/18/00531/PRI	Full Planning Permission	7 Gravel Pit Lane, Spondon, Derby	Single storey side extension to dwelling house (enlargement of kitchen and dining area)	Granted Conditionally	14/06/2018
04/18/00534/PRI	Works to Trees in a Conservation Area	49 Belper Road, Derby	Crown reduction by 1.5m of a Laurel and 1.5m in height and 2m from the spread of a Flowering Cherry tree within the Strutts Park Conservation Area	Raise No Objection	07/06/2018
04/18/00535/PRI	Prior Approval - Householder	39 Station Road, Mickleover, Derby	Single storey rear extension (projecting beyond the rear wall of the original house by 3.61m, maximum height 3.47m, height to eaves 2.44m) to dwelling house	Prior Approval Not required	25/05/2018
04/18/00537/PRI	Full Planning Permission	Sites of 1 Walton Avenue,1 Spencer Street and 92 to 98 Chellaston Road, Allenton, Derby	Demolition of two bungalows and four flats. Erection of nine bungalows (use class C3). Erection of 3 feature walls for signage.	Granted Conditionally	11/06/2018
04/18/00538/PRI	Full Planning Permission	21 Wordsworth Avenue, Sinfin, Derby	Change of use of part of the ground floor from retail (use class A1) to cafe/coffee shop (use class A3) and part to flat (use class C3), Erection of a boundary wall with railings, alterations to the elevations including installation of a canopy	Granted Conditionally	05/06/2018
04/18/00539/PRI	Full Planning Permission	539 Burton Road, Littleover, Derby	Single storey side/rear extension to dwelling house (enlargement of kitchen)	Granted Conditionally	06/06/2018
04/18/00540/PRI	Full Planning Permission	40 Elms Avenue, Littleover, Derby	Two storey side extension to dwelling house (utility room and bedroom)	Granted Conditionally	19/06/2018
04/18/00545/PRI	Prior Approval - Shop / Bank to Resi	28 Highfield Road, Littleover, Derby	Change of use from retail (use class A1) to residential (use class C3)	Prior Approval Approved	12/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
04/18/00546/PRI	Full Planning Permission	28 Willson Road, Littleover, Derby	Single storey front and side extensions to dwelling house (porch, store, shower room, utility and enlargement of a kitchen) and installation of a rear dormer	Granted Conditionally	17/06/2018
04/18/00547/PRI	Full Planning Permission	30 Westcroft Avenue, Littleover, Derby	Erection of 3 two storey buildings to form 10 self contained apartments	Granted Conditionally	11/06/2018
04/18/00552/PRI	Full Planning Permission	55 Stafford Street, Derby	Change of use from a six bed house in multiple occupation (use class C3) to an eight bed house in multiple occupation (sui generis use) including installation of replacement windows and render to the front elevation	Granted Conditionally	22/06/2018
04/18/00553/PRI	Local Council own development Reg 3	Brackensdale Junior & Infant School, Walthamstow Drive, Derby	Retention of a classroom and toilet block	Granted Conditionally	14/06/2018
04/18/00554/PRI	Full Planning Permission	90 Empress Road, Derby	Single storey rear extension to dwelling house (kitchen/dining area)	Granted Conditionally	11/06/2018
04/18/00556/PRI	Full Planning Permission	Haven Christian Centre, Hollybrook Way, Littleover, Derby	Siting of a temporary dental surgery building in the existing car park for a period of one year	Granted Conditionally	11/06/2018
04/18/00557/PRI	Full Planning Permission	79 Rykneld Road, Littleover, Derby	Change of use from retail (use class A1) to dental clinic (use class D1) including installation of new windows	Granted Conditionally	05/06/2018
04/18/00558/PRI	Full Planning Permission	155 Shardlow Road, Alvaston, Derby	Single storey rear extension to dwelling house (w.c. and enlargement dining/living space and kitchen)	Granted Conditionally	14/06/2018
04/18/00563/PRI	Prior Approval - Householder	21 Anthony Drive, Alvaston, Derby, DE24 0FZ	Single storey rear extension (projecting beyond the rear wall of the original house by 5m, maximum height 2.8m, height to eaves 2.8m) to dwelling house	Prior Approval Not required	25/05/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
04/18/00568/PRI	Full Planning Permission	10 Gisborne Crescent, Allestree, Derby	Single storey side and rear extensions to dwelling house (garage/store and living/dining/kitchen area), extended raised patio to rear garden, hip to gable roof alterations, installation of a rear dormer and a new second floor side elevation window to form rooms in the roof space	Granted Conditionally	12/06/2018
04/18/00570/PRI	Advertisement consent	War Memorial Village, Chellaston Road, Sinfin Avenue, Merrill Way, Walton Avenue and Darwin Avenue, Allenton, Derby	Display of non-illuminated lettering signage	Granted Conditionally	11/06/2018
04/18/00574/PRI	Full Planning Permission	106 Arthur Street, Derby	Installation of a rear dormer to form rooms in the roof space. Erection of railings, a gate and the installation of replacement windows to the front elevation	Granted Conditionally	29/06/2018
04/18/00578/PRI	Full Planning Permission	57A Station Road, Mickleover, Derby (Hair For Men)	Single storey rear extension to barber shop (play area, kitchen and w.c.)	Granted Conditionally	12/06/2018
04/18/00581/PRI	Advertisement consent	Derby Independent Grammar School, Rykneld Road, Littleover, Derby	Retention of the display of a non-illuminated freestanding sign	Granted Conditionally	11/06/2018
04/18/00582/PRI	Full Planning Permission	Lansdown, The Close, Derby	Erection of two outbuildings (garage block, car port, w.c., games room and balcony and a gymnasium)	Granted Conditionally	17/06/2018
04/18/00584/PRI	Non-material amendment	Plot L, Fernhook Avenue, Derby Commercial Park, Derby	Erection of a warehousing unit and ancillary office accommodation, vehicle maintenance unit, gatehouse, servicing and parking areas and landscaping (Plot L)- Approval of reserved matters - non-material amendment to previously approved permission DER/02/14/00239	Granted	09/05/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
04/18/00587/PRI	Variation/Waive of condition(s)	Plot L, Fernhook Avenue, Derby Commercial Park, Derby	Erection of a warehousing unit and ancillary office accommodation, vehicle maintenance unit, gatehouse, servicing and parking areas and landscaping (Plot L)- Approval of reserved matters - Variation of condition 1 of previously approved permission Code No. DER/02/14/00239 to increase parking provision	Granted Conditionally	11/06/2018
04/18/00588/PRI	Full Planning Permission	46 Laburnum Crescent, Allestree, Derby	Enlargement and alterations to the existing conservatory to form a sun/dining room	Granted Conditionally	12/06/2018
04/18/00589/PRI	Full Planning Permission	125 Havenbault Lane, Littleover, Derby	First floor rear and single storey front and rear extensions to dwelling house (porch, bedroom, en-suite and conservatory) and installation of a new first floor window to the side elevation	Granted Conditionally	14/06/2018
04/18/00591/PRI	Full Planning Permission	58 Douglas Street, Derby	First floor rear extension to dwelling house (bedroom and bathroom)	Granted Conditionally	19/06/2018
04/18/00592/PRI	Full Planning Permission	72A Pastures Hill, Littleover, Derby	Installation of a dormer to the west elevation	Granted Conditionally	14/06/2018
04/18/00596/PRI	Full Planning Permission	84 Muirfield Drive, Mickleover, Derby	Two storey and first floor front extensions to dwelling house (family room, two bedrooms and enlargement of hall)	Granted Conditionally	22/06/2018
04/18/00598/PRI	Full Planning Permission	32 Markeaton Street, Derby	First floor rear extension to dwelling house (bedroom) and installation of a dormer to the rear elevation	Granted Conditionally	12/06/2018
04/18/00605/PRI	Prior Approval - Householder	170 Upper Dale Road, Derby, DE23 8BQ	Single storey rear extension (projecting beyond the rear wall of the original house by 4.5m, maximum height 2.9m, height to eaves 2.7m) to dwelling house	Prior Approval Not required	01/06/2018
04/18/00606/PRI	Prior Approval - Householder	32 Darwin Road, Mickleover, Derby, DE3 5HU	Single storey rear extension (projecting beyond the rear wall of the original house by 4.6m, maximum height 2.9m, height to eaves 2.9m) to dwelling house	Prior Approval Not required	05/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
04/18/00608/PRI	Full Planning Permission	8 Grosvenor Drive, Littleover, Derby	Single storey side and rear extensions to dwelling house (lounge/dining area and enlargement of kitchen)	Granted Conditionally	12/06/2018
04/18/00610/PRI	Full Planning Permission	52 Woodlands Road, Allestree, Derby	Two storey and single storey rear extensions to dwelling house (kitchen/dining area, bedroom, dressing room and en-suite)	Granted Conditionally	12/06/2018
04/18/00612/PRI	Full Planning Permission	51 Larges Street, Derby	Single storey side/rear extension to dwelling house (enlargement of kitchen)	Granted Conditionally	17/06/2018
04/18/00613/PRI	Advertisement consent	43-53 Osmaston Road, Derby	Display of one externally illuminated fascia sign and one externally illuminated projecting sign	Granted Conditionally	13/06/2018
04/18/00616/PRI	Advertisement consent	Norman House, Friar Gate, Derby	Display of various signage	Granted Conditionally	13/06/2018
04/18/00617/PRI	Full Planning Permission	38 Lindon Drive, Alvaston, Derby	Two storey rear and single storey side extensions to dwelling house (garage/store, living room and two bedrooms) and installation of a dormer to the rear elevation	Granted Conditionally	27/06/2018
04/18/00619/PRI	Full Planning Permission	8 Acer Croft, Oakwood, Derby	Two storey rear extension to dwelling house (family space/dining room and enlargement of bedroom and bathroom)	Granted Conditionally	20/06/2018
04/18/00620/PRI	Prior Approval - Householder	7 Masefield Avenue, Derby, DE23 7GP	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 2.9m, height to eaves 2.9m) to dwelling house	Prior Approval Not required	05/06/2018
04/18/00621/PRI	Prior Approval - Householder	22 Albany Road, Derby, DE22 3LW	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 3m, height to eaves 3m) to dwelling house	Prior Approval Refused	05/06/2018
04/18/00622/PRI	Prior Approval - Householder	13 Walton Drive, Derby, DE23 7GN	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.5m, height to eaves 2.5m) to dwelling house	Prior Approval Not required	05/06/2018
04/18/00624/PRI	Full Planning Permission	273 Birchover Way, Allestree, Derby	Single storey side extension to dwelling (sitting room and piano room)	Granted Conditionally	19/06/2018



Application No.	Application Type	Location	Proposal	Decision	Decision Date
04/18/00629/PRI	Full Planning Permission	The Bakehouse, Abbey Yard, Darley Abbey, Derby	Change of use from Use Classes B1 and D2 to include the additional use as a Beauty Therapists (Sui Generis use).	Granted Conditionally	26/06/2018
04/18/00631/PRI	Prior Approval - Householder	123 Manor Road, Derby, DE23 6BS	Single storey rear extension (projecting beyond the rear wall of the original house by 7.5m, maximum height 3m, height to eaves 3m) to dwelling house	Invalid - Finally Disposed of	21/05/2018
05/18/00644/PRI	Full Planning Permission	33 Silverburn Drive, Oakwood, Derby	Two storey side extension to dwelling house (utility room and enlargement of bedroom)	Granted Conditionally	27/06/2018
05/18/00645/PRI	Full Planning Permission	Rolls Royce, Raynesway, Derby	Installation of an Argon Gas System Facility adjacent to the Primary Components Operations Factory	Granted Conditionally	28/06/2018
05/18/00646/PRI	Variation/Waive of condition(s)	Land at the side of 528 and the rear of 526 Duffield Road, Derby	Erection of four dwelling houses and associated garages (use class C3) - Variation of condition 2 of previously approved permission Code No. DER/04/17/00536 to amend plot 1 to include a rear dormer and change the second floor layout	Granted Conditionally	19/06/2018
05/18/00657/PRI	Prior Approval - Householder	7 Finmere Close, Littleover, Derby, DE23 7SP	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 4m, height to eaves 2.4m) to dwelling house	Prior Approval Not required	11/06/2018
05/18/00662/PRI	Prior Approval - Offices to Resi	Derwent Court, Macklin Street, Derby	Change of use from offices (use class B1) to 22 apartments (use class C3)	Prior Approval Approved	11/06/2018
05/18/00666/PRI	Full Planning Permission	1 Broomhill Close, Mickleover, Derby	Two storey side and single storey front extensions to dwelling house (porch, kitchen/dining area, bedroom and en-suite)	Granted Conditionally	14/06/2018
05/18/00667/PRI	Full Planning Permission	Sainsbury's Supermarket, Kingsway Retail Park, Derby	Installation of two automatic number plate recognition cameras	Granted Conditionally	13/06/2018
05/18/00668/PRI	Advertisement consent	Sainsbury's Supermarket, Kingsway Retail Park, Derby	Display of various signage	Granted Conditionally	11/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
05/18/00670/PRI	Full Planning Permission	434 Stenson Road, Derby	Change of use from a betting shop (sui generis use) to a beauty salon (sui generis use)	Granted Conditionally	14/06/2018
05/18/00671/PRI	Full Planning Permission	15 Cadgwith Drive, Derby	Single storey front extension to dwelling house (porch & w.c)	Granted Conditionally	14/06/2018
05/18/00683/PRI	Full Planning Permission	12 Evans Avenue, Allestree, Derby	Single storey rear extension to dwelling house (sun room and low level storage)	Granted Conditionally	25/06/2018
05/18/00684/PRI	Full Planning Permission	81 Porter Road, Derby	Installation of dormers to the front and side elevations to form rooms in the roof space (two bedrooms)	Refuse Planning Permission	15/06/2018
05/18/00687/PRI	Full Planning Permission	24 Stanstead Road, Mickleover, Derby	Single storey side extension to dwelling ( entrance lobby and hobby room)	Granted Conditionally	27/06/2018
05/18/00694/PRI	Prior Approval - Householder	4 Fulham Road, Derby, DE22 4GB	Single storey rear extension (projecting beyond the rear wall of the original house by 3.6m, maximum height 3.1m, height to eaves 2.2m) to dwelling house	Prior Approval Not required	11/06/2018
05/18/00695/PRI	Full Planning Permission	Site of 2 Bromley Street, Derby	Erection of a three storey building comprising of three flats (use class C3)	Refuse Planning Permission	15/06/2018
05/18/00699/PRI	Full Planning Permission	12 Bath Road, Mickleover, Derby	Single storey rear extension to dwelling (enlargement of kitchen)	Granted Conditionally	17/06/2018
05/18/00701/PRI	Full Planning Permission	9 Wordsworth Avenue, Sinfin, Derby	Single storey front, side and rear extensions to dwelling house (study, shower room, family room and enlargement of kitchen)	Granted Conditionally	27/06/2018
05/18/00704/PRI	Non-material amendment	15 Victoria Close, Mickleover, Derby	Single storey side and rear extensions to dwelling house (living space, bedroom, bathroom and enlargement of kitchen) - non-material amendment to previously approved planning permission DER/01/18/00034 to amend the roof design	Granted Conditionally	11/06/2018
05/18/00707/PRI	Full Planning Permission	146 Warwick Avenue, Derby	Formation of a vehicular access	Granted Conditionally	27/06/2018
05/18/00709/PRI	Full Planning Permission	37 Highfield Lane, Chaddesden, Derby	Two storey side extension to dwelling house (snug/entertainment room, kitchen, three bedrooms and en-suite)	Granted Conditionally	17/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
05/18/00714/PRI	Prior Approval - Householder	39 Laburnum Crescent, Allestree, Derby, DE22 2GR	Single storey rear extension (projecting beyond the rear wall of the original house by 3.5m, maximum height 3.32m, height to eaves 2.25m) to dwelling house	Prior Approval Approved	05/06/2018
05/18/00715/PRI	Prior Approval - Householder	95 Crayford Road, Alvaston, Derby, DE24 0HQ	Single storey rear extension (projecting beyond the rear wall of the original house by 5m, maximum height 3.2m, height to eaves 2.8m) to dwelling house	Prior Approval Not required	11/06/2018
05/18/00735/PRI	Prior Approval - Householder	97 Thackeray Street, Sinfin, Derby, DE24 9GZ	Single storey rear extension (projecting beyond the rear wall of the original house by 6m, maximum height 2.9m, height to eaves 2.9m) to dwelling house	Prior Approval Not required	11/06/2018
05/18/00746/PRI	Full Planning Permission	42 Gisborne Crescent, Allestree, Derby	Single storey rear extension to dwelling house (enlargement of kitchen and dining room)	Granted Conditionally	17/06/2018
05/18/00748/PRI	Full Planning Permission	584 Kedleston Road, Derby	Two storey side and single storey front extensions to dwelling house (porch, garage, kitchen, two bedrooms and en-suite)	Granted Conditionally	15/06/2018
05/18/00762/PRI	Prior Approval - Householder	119 Palmerston Street, Derby, DE23 6PF	Single storey rear extension (projecting beyond the rear wall of the original house by 5m, maximum height 3m, height to eaves 3m) to dwelling house	Prior Approval Not required	12/06/2018
05/18/00773/PRI	Non-material amendment	3 Datchet Close, Littleover, Derby	First floor side and single storey rear extensions to dwelling house (conservatory, bedroom, bathroom and office) - non-material amendment to previously approved planning permission Code No. DER/09/17/01202 to reduce the size of the dining room	Granted	11/06/2018
05/18/00774/PRI	Non-material amendment	64 Wood Road, Chaddesden, Derby	Two storey side and single storey front extensions to dwelling house (porch, study, w.c., utility room and two bedrooms) - non-material amendment to previously approved planning permission Code No.DER/07/17/00960 to change the internal layouts and porch design	Granted	27/06/2018

Application No.	Application Type	Location	Proposal	Decision	Decision Date
06/18/00820/PRI	Prior Approval - Householder	19 Corinium Close, Alvaston, Derby	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.5m, height to eaves 2.25m) to dwelling house	Prior Approval Not required	26/06/2018
06/18/00823/PRI	Prior Approval - Householder	60 Mortimer Street, Derby	Single storey rear extension (projecting beyond the rear wall of the original house by 4m, maximum height 3.5m, height to eaves 2.5m) to dwelling house	Prior Approval Not required	26/06/2018