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Aldern House, Baslow Road, Bakewell, Derbyshire. DE45 1AE

1951 - 2026



Our Values: Care – Enjoy – Pioneer

Our Ref: A.1142/5180

Date: 5 February 2026



NOTICE OF MEETING

Meeting: **Planning Committee**

Date: **Friday 13 February 2026**

Time: **10.00 am**

Venue: **Aldern House, Baslow Road, Bakewell**

PHILIP MULLIGAN
CHIEF EXECUTIVE

AGENDA

1. **Apologies for Absence**
2. **Minutes of previous meeting held on 16 January 2026** (Pages 5 - 14)
3. **Urgent Business**
4. **Public Participation**
To note any questions or to receive any statements, representations, deputations and petitions which relate to the published reports on Part A of the Agenda.
5. **Members Declarations of Interests**
Members are asked to declare any disclosable pecuniary, personal or prejudicial interests they may have in relation to items on the agenda for this meeting.
6. **Full Application - Proposed Siting of 35 Static Holiday Caravans in Lieu of 60 Touring Caravan Pitches at Newhaven Caravan Park, Unnamed Section of A5012 from A515 to Newhaven Crossing, Newhaven (NP/DDD/1225/1259) GG** (Pages 15 - 26)
Site Plan
7. **Full Planning - Change of Use From a Former Printing Works/Light Industrial Use to a Brewery Tap Room and Shop (Sui Generis) at Unit 7a, Meveril Road, Tideswell (NP/DDD/1125/1195) HF** (Pages 27 - 36)
Site Plan
8. **Full Planning - Replacement Dwelling - Self-Build at Keepers Cottage, Moorside Lane, Pott Shrigley (NP/CEC/1025/1086) HF** (Pages 37 - 50)
Site Plan
9. **Full Planning - Conversion of Barn to Open Market Dwelling at Meadow Barn, Brentwood Road, Bamford (NP/HPK/1125/1183) HF** (Pages 51 - 60)
Site Plan
10. **Full Planning - Change of Use From Interpretation Space to Interpretation Space and National Park Centre (Incorporating Cycle Hire) at Station Car Park, Unnamed Road From Glebe Farm To B6049, Millers Dale (NP/HPK/1125/1163) WE** (Pages 61 - 74)
Site Plan
11. **Full Planning - Extension of the Existing Car Park to the West Along the Line of the Monsal Trail at Station Car Park, Unnamed Road From Glebe Farm To B6049, Millers Dale (NP/HPK/1125/1164) WE** (Pages 75 - 98)
Site Plan
12. **Advertisement Consent - Installation of External Signage to Promote National Park Centre at Station Car Park, Unnamed Road From Glebe Farm To B6049, Millers Dale (NP/HPK/1125/1166) LC** (Pages 99 - 104)
Site Plan
13. **Full Planning - S.73 Application for the Removal or Variation of Conditions**

14. Planning Appeals Monthly Report (A.1536/BT) (Pages 119 - 122)

Duration of Meeting

In the event of not completing its business within 3 hours of the start of the meeting, in accordance with the Authority's Standing Orders, the Committee will decide whether or not to continue the meeting. If the Authority decides not to continue the meeting it will be adjourned and the remaining business considered at the next scheduled meeting.

If the Committee has not completed its business by 1.00pm and decides to continue the meeting the Chair will exercise discretion to adjourn the meeting at a suitable point for a 30 minute lunch break after which the committee will re-convene.

ACCESS TO INFORMATION - LOCAL GOVERNMENT ACT 1972 (as amended)

Agendas and reports

Copies of the Agenda and Part A reports are available for members of the public before and during the meeting on the website <http://democracy.peakdistrict.gov.uk>

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Written Representations

Other written representations on items on the agenda, except those from formal consultees, will not be reported to the meeting if received after 12 noon on the Wednesday preceding the Friday meeting.

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To: Members of Planning Committee:

Chair: P Brady
Vice Chair: V Priestley

M Beer	R Bennett
M Buckler	M Chaplin
B Hanley	L Hartshorne
I Huddlestone	K Potter
K Richardson	K Smith
M Smith	J Wharmby

Other invited Members: (May speak but not vote)

Prof J Dugdale	C Greaves
A Nash	

Constituent Authorities
Secretary of State for the Environment
Natural England

MINUTES

Meeting: **Planning Committee**

Date: Friday 16 January 2026 at 10.00 am

Venue: Aldern House, Baslow Road, Bakewell

Chair: P Brady

Present: V Priestley, M Beer, R Bennett, M Buckler, M Chaplin, B Hanley, L Hartshorne, I Huddlestone, K Potter, K Richardson, K Smith, M Smith and J Wharmby

Prof J Dugdale - attended to observe and speak but not vote.

Apologies for absence: A Hart.

1/26 MINUTES OF PREVIOUS MEETING HELD ON 5 DECEMBER 2025

Prior to the commencement of the business of the meeting the Chair officially thanked Cllr Hart, who has recently resigned as a Member, for his work and dedication to the work of the Authority and in particular his work on the Planning Committee. Cllr Hart has been a Member since May 2016 and has served on the Planning Committee since then. Thanks and best wishes were extended to Cllr Hart.

The minutes of the last meeting of the Planning Committee held on 5 December 2025 were approved as a correct record.

2/26 URGENT BUSINESS

There was no urgent business.

3/26 PUBLIC PARTICIPATION

Seven members of the public were present to make representations to the Committee.

4/26 MEMBERS DECLARATIONS OF INTERESTS

The following declarations of interest were made:

Item 6 – Ballidon Quarry

Some members had visited the quarry the previous day and had received refreshments (tea and biscuits) during the visit.

Item 8 – Castleton Visitor Centre

All members of the Planning Committee declared an interest in the application as this was an application submitted by the Authority itself.

Item 10 – Tissington Trail Car Park

All members of the Planning Committee declared an interest in the application as this was an application submitted by the Authority itself.

5/26 FULL APPLICATION - DEWATERING PIPELINE AND NEW OUTFALL FROM BALLIDON QUARRY TO BLETCH BROOK (NP/DDD/0125/0066) RB

The Minerals Planner presented the report and outlined the reasons for approval as detailed in the report.

The following spoke under the public participation at meetings scheme:

- Mr A Wood – Objector
- Mr Karl Pettit – Objector – representing Leek and District Fly Fishing Association
- Mrs Sandy Potter – Objector
- Mr David Potter – Objector – speaking on behalf of Ballidon and Bradbourne Parish Council
- Mr Nick Atkins - Applicant

Some Members had visited the site the previous day.

The following points were noted:

- The specialist advice had been received by the Lead Local Flood Authority (LLFA) which is Derbyshire County Council and also the Environment Agency (EA).
- Objections raised regarding flood risk had been relayed to the LLFA and assessed and considered by them.
- The proposed monitoring and mitigation schemes have also been seen, assessed and considered by the LLFA.
- Assessments have been carried out by the EA and the LLFA who have looked at the capacity, velocity and impact of the water course.
- The EA currently conduct quarterly site visits to ensure compliance with water quality monitoring regime prior to discharge from site.
- The proposals will allow the operator to carry out real-time on site data monitoring of water levels in the Bletch Brook and water quality prior to discharge into the watercourse
- The Minerals Officer explained the mitigation measures are inherent with the proposed development and will be monitored and enforced by the Authority. The EA will ensure compliance with the site's discharge license
- A further condition could be added to request the data monitoring happens more frequently and could include additional data loggers further down stream.
- The flow rates were discussed and the meeting was adjourned to allow for data to be sourced to enable an informed discussion.

11:00am the meeting was adjourned and recommenced at 11:10am

- The Minerals Planner, using data from the applicants consultants hydrological impact assessment, explained the medium flow rates in the brook and the predicted increase in capacity.

A motion to approve the application, with the extra condition regarding the requirement for additional down stream real time water level monitoring to be agreed and implemented was moved, seconded, put to the vote and carried.

RESOLVED:

That the application be APPROVED subject to a Section 106 legal agreement. Permission is being sought for officers to agree a final schedule of conditions under the following headings:

- 1. Compliance**
- 2. Timeframes**
- 3. Approved Plans**
- 4. Pre-commencement Conditions (covering construction management plan; ecology, arboriculture and archaeology)**
- 5. Highway safety and management**
- 6. Environmental & Amenity Controls**
- 7. Ecology**
- 8. Biodiversity Net Gain, as per Schedule 7A of the Town and Country Planning Act (1990)**
- 9. Archaeology**
- 10. Water Quality and Discharge Management**
- 11. Restoration and aftercare**
- 12. Annual Site Monitoring**
- 13. Minerals Planner to agree additional down stream water level monitoring location and subsequent installation and operation of additional data loggers.**

6/26 FULL APPLICATION - ERECTION OF LOCAL NEEDS DWELLING (SELF-BUILD) AT LAND ADJACENT 25 HERNSTONE LANE, PEAK FOREST (NP/HPK/1025/1040) HF

The Planning Officer presented the report and outlined the reasons for refusal as detailed in the report. It was noted that this application had been discussed at the Planning Committee meeting on 5 December 2025 and that a decision on the application had been deferred in order to allow the applicant to amend the plans to alter the design of the scheme and to bring it within 97m².

The Planning Officer confirmed that since the December meeting there has been a minor change and the building has been moved closer to number 25 by approximately 1.5m. The driveway and turning area have been altered and the size of the building reduced to 97m². The principals used to make the recommendation of refusal are the ones

considered for all delegated planning decisions and have been adhered to by the Planning Inspectorate when considering appeals.

The following spoke under the public participation at meetings scheme.

- Andrew Rouke – Applicant

Some Members had visited the site in December 2025.

The Head of Planning discussed the policy guidance and the requirements of the policy.

The following points were noted:

- The location of the proposed building
- Whether there was a Local Need in this area
- Whether there were material considerations in this case to support an exception to policy

Members were minded to approve the application as an exception to policy based on the following reasons:

1. The character of the street scene and a view that a small building would look incongruous in this context.
2. That a Local Need had been established and there was no other means of provision in this part of the National Park.
3. Future proofing of the building.

A motion to approve the application, contrary to officer recommendation and contrary to policy, and subject to a S106 Legal Agreement, with the conditions outlined below, was proposed and seconded, put to the vote and carried.

RESOLVED:

That the application be APPROVED subject to a Section 106 Legal Agreement and with the following conditions:

1. **Statutory time limit.**
2. **Accordance with approved plans.**
3. **Restrict PD Rights.**
4. **Stonework details and sample panel.**
5. **Slate roof details and sample.**
6. **Details of external windows and doors prior to installation.**
7. **Roof verge to be flush cement pointed.**
8. **Rainwater goods.**
9. **Pipework to be internal.**

- 10. Service lines to be underground.**
- 11. Control external lighting.**
- 12. Details of solar panels / air source heat pump.**
- 13. Hard and soft landscaping scheme including replacement trees.**
- 14. Foul and surface drainage installation prior to occupation and permanently maintained.**

12:25pm - R Bennet left the room following consideration of this item and returned at 12:27pm

12:25pm - K Potter and J Dugdale left the meeting following consideration of this item.

7/26 FULL APPLICATION - NEW ENTRANCE PORCH, CHANGE OF USE OF FORMER MUSEUM SPACE TO CLASS E, REPLACEMENT HARDSTANDING AND INSTALLATION OF TWO ROOFLIGHTS AT CASTLETON VISITOR CENTRE, CASTLETON (NP/HPK/1225/1219) HF

The Planning Officer presented the report and outlined the reasons for approval as detailed in the report. Since the publication of the report the consultation period has ended and no representations have been submitted. A written scheme of investigation regarding archaeology has been received from the applicant and reviewed by the Authority's archaeologist who made further comments and a response has been received from Historic England who had no objections to the application.

There were updates recommended to the proposed conditions:

- Condition 3 would be amended so that details are received of refuse storage prior to Class E coming into use.
- Condition 7 amended as a written scheme of investigation has been received and therefore the application would be compliant with this document.

The following additional conditions will be added:

- A condition confirming the hours of operation of the Class E use.
- Full compliance with Flood Risk Assessment and the mitigation measures within this document.

A motion to approve the application with the amended and additional conditions outlined below was proposed and seconded, put to the vote and carried.

RESOLVED:

That the application be APPROVED for the following reasons:

- 1. Statutory time limit.**
- 2. Accordance with approved plans and specifications.**

3. Details for external refuse storage required prior to first use of new unit.
4. Roof-lights to be installed flush with roof-slope and in accordance with submitted details.
5. The external finish of any new door and window frames shall match the existing.
6. Green roof to be installed in accordance with the submitted details.
7. Compliance with scheme of archaeological monitoring and recording.
8. Restrict the following Class E uses within the new unit: health and educational establishments.
9. Details of extraction and ventilation prior to occupation of the new unit as a café / restaurant.
10. Details of noise and any necessary mitigation prior to occupation of the new unit as a light industrial use.
11. Control on opening hours.
12. Compliance with flood risk assessment and mitigation.

8/26 FULL APPLICATION - EXTENSION TO DWELLING AT SWEET BRIAR COTTAGE, YOULGRAVE (NP/DDD/0825/0825) LB

The Planning Officer presented the report and outlined the reasons for refusal as detailed in the report. This application was previously discussed at the November 2025 Planning Committee when it was deferred to allow for further consideration of the amended plans.

The following spoke under the public participation at meetings scheme:

- Mr Joe Oldfield – Agent

The following points were noted:

- The fenestration of the proposed development

A motion for refusal was proposed and seconded, put to the vote and lost.

A motion to approve the application, contrary to the Officer recommendation, subject to the fenestration being re-designed in consultation with Planning Officers and the decision delegated to the Planning Officers, was proposed and seconded, put to the vote and carried. If agreement cannot be made regarding the fenestration then the decision to be referred back to committee.

RESOLVED:

That the application be APPROVED subject to the following conditions:

- 1. Statutory 3 years time limit**
- 2. In accordance with approved plans (to include amended plans showing amended fenestration)**
- 3. All stone work to match existing**
- 4. Roof tiles to match existing**
- 5. Material, specification and colour of frames for any new windows and doors to be agreed with the National Park Authority**
- 6. Any rainwater goods shall be black**

A motion to continue the meeting past 1pm was moved, seconded, voted on and carried.

9/26 FULL APPLICATION - RESURFACING EXISTING CAR PARK WITH A MACADAM FINISH, INSTALLATION OF NEW DRAINAGE CHANNELS, INSTALLATION OF NEW BOLLARDS, INSTALLATION OF NEW KERBS BETWEEN CAR PARK AND TRAIL AT TISSINGTON TRAIL CAR PARK, TISSINGTON (NP/DDD/1125/1130) SC

The Planning Officer presented the report and outlined the reasons for approval as detailed in the report. Following further discussion between the Officers and the Applicant it is considered reasonable to remove Condition 3 requiring the surfacing of the carpark to be permeable. In order to ensure that the drainage from the site would be adequate the following condition would be added:

- Prior to any works commencing a surface water drainage strategy would be submitted to and agreed in writing by the National Park Authority. Once approved the work should be carried out in full accordance with the full details/specification.*

The following points were noted:

- The style of the bollards
- The detail of the surface
- Bike racks would be provided
- An EV charging point would not put in due to there being no supply capacity on site
- The increase in the carpark capacity

A motion to approve the application with the amended condition regarding drainage and for the design of the bollards to be delegated to officers for future approval, was moved, seconded, put to the vote and carried.

RESOLVED:

That the application be APPROVED subject to the following conditions:

- 1. The development hereby permitted shall be begun within 3 years from the date of this permission.**

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted plans/details, these include: Location Plan dated 10-Nov-2025, drawing numbers PM09742-25-SP01 Rev: R01, PM09742-25-DT01 Rev: R03 & the 'Materials & Features Palette' Document and subject to the following conditions or modifications.
3. Prior to any works commencing, a Surface Water Drainage Strategy shall be submitted to and agreed in writing by the National Park Authority. Once approved, the works shall be carried out in full accordance with the approved details/specifications'.
4. The construction works shall be restricted to the following times of operation: 08:00 - 18:00 hours (Monday to Friday); 08:00 - 13:00 hours (Saturday), No working permitted on Sundays or Bank Holidays, unless otherwise agreed in writing with the National Park Authority.
5. Should during development, contamination not previously identified is found to be present at the site, then no further development shall be carried out until further investigation and a Remediation Strategy detailing how this contamination would be dealt with has been submitted to and approved in writing by the National Park Authority. Thereafter the Remediation Strategy shall be implemented in accordance with the approved details.
6. Notwithstanding the approved plans, final details of the proposed bollards shall be submitted to and agreed in writing by the National Park Authority. Once approved, the bollards to be installed shall be in accordance with the approved details and retained thereafter.

10/26 HARTINGTON TOWN QUARTER PARISH NEIGHBOURHOOD PLAN - ITEM POSTPONED

This item has been postponed and shall be brought to a future Planning Committee meeting.

11/26 MONITORING AND ENFORCEMENT QUARTERLY REVIEW - JANUARY 2026 (A.1533/AM)

The Committee considered the Quarterly Enforcement report covering the quarter October- December 2025, and viewed some before and after photographs of concluded cases.

Members passed on their congratulations to Officers for reducing the list of cases.

The motion to receive the report was moved, seconded, put to the vote and carried.

RESOLVED:

- To note the report.

12/26 PLANNING APPEALS MONTHLY REPORT (A.1536/BT)

The Committee considered the monthly report on planning appeals lodged, withdrawn and decided.

The motion to note the report was moved, seconded, put to the vote and carried.

RESOLVED:

To note the report.

The meeting ended at 1.33 pm

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6. FULL APPLICATION – PROPOSED SITING OF 35 STATIC HOLIDAY CARAVANS IN LIEU OF 60 TOURING CARAVAN PITCHES AT NEWHAVEN CARAVAN PARK, UNNAMED SECTION OF A5012 FROM A515 TO NEWHAVEN CROSSING, NEWHAVEN (NP/DDD/1225/1259) GG

APPLICANT: M PURDOM

Summary

1. This application seeks full planning permission for the changing the use of land within the existing holiday park from touring caravan pitches to the stationing of static caravans.
2. The proposal is an exception to the policy presumption against static caravans and represents a potential departure from the Development Plan.
3. The site is well-established and this part of the site is screened in the wider surroundings. The proposals present an opportunity to provide for landscape and biodiversity enhancement.
4. The application is recommended for approval.

Site and Surroundings

5. Newhaven Holiday Park is situated at the junction of the A515 and the A5012, opposite the former Newhaven Hotel. The site is bounded on two sides by the A roads, and by open fields to the south and east. Much of the site is largely screened from public vantage points because a 2m high earth embankment runs along the northern and most of the western side, which together with a wide belt of mature trees restricts views from the two nearby A roads. The approved access to the site is from the A5102 at the north east corner of the caravan park, although there is also access directly onto the A515 to the west.

Proposals

6. Full planning permission is sought for the siting of 35 static holiday caravans in lieu of 60 touring caravan pitches.

RECOMMENDATION:

That the application be APPROVED subject to the following conditions:

1. **Statutory 3 year time limit for implementation**
2. **In accordance with submitted and amended plans**
3. **28-day holiday occupancy restriction**
4. **Colour range of units to be approved and implemented**
5. **In accordance with the Tree Protection drawing prepared by Barrell Tree Consultancy (drawing number 25062-TPP-01)**
6. **Programme of monitoring and site supervision of arboricultural measures to be approved**

7. **Tree planting to be carried out in accordance with the Landscape Proposals (Phase 2) and retained**
8. **All recommendations/mitigation detailed within Section 6 of the Preliminary Ecological Appraisal implemented**
9. **Biodiversity Net Gain plan to be implemented**
10. **Parking plan to be approved**
11. **Travel Plan to be approved if approved parking plan includes provision of more than 35 spaces**
12. **Electric vehicle charging facilities**

Key Issues

- The principle of development
- Impact on the landscape character and special qualities of the National Park
- Tree impacts
- Ecological impacts
- Travel and transport

History

7. The site has been in operation since the 1960's and has a complex planning history. However, permission granted under NP/DDD/1009/0860 consolidated and rationalised the previous permissions and lawful use certificate into one single over-arching permission that provides clarity on the 'lawful' use of the site in terms of planning controls.
8. Subsequently, conditions 2 and 7 on NP/DDD/1009/0860 were formally discharged under Planning Application NP/DIS/0212/0143.
9. In 2015, a section 73 application was approved which sought to remove condition no. 6 from planning application ref NP/DDD/1009/0860. That condition stated that 'No touring caravan or tent shall be placed or retained at the site (other than in the designated winter storage area) for a continuous period exceeding 28 days.'
10. In 2017, a section 73 application was approved which sought to vary the same conditions no's 6 and 10 from planning approval ref NP/DDD/1009/0860. The application was approved but a additional condition was re- appended to limit touring caravans to no more than 28 days occupancy in order to prevent touring caravans from becoming permanent dwellings.
11. In 2019, permission was granted for the relocation of 16 static caravans to the central area of the site, together with the siting of a further 10 static caravans within this area. This is the area immediately to the north and west of the access road circling the current application site.
12. In 2025, planning permission was granted for the siting of 24 static holiday caravans, with additional landscaping, in lieu of 28 touring caravans and two tented camping areas in the northern part of the caravan park (NP/DDD/1024/1137)

Consultations

13. Highway Authority – recommend that the application is deferred pending additional information.
14. District Council – no response.
15. Parish Council – no response.
16. PDNPA Policy – no response.
17. Environment Agency - no objection but draw the Applicant's attention to informatics.
18. Natural England – no objection.
19. PDNPA Ecologist – no objection subject to conditions and the attachment of informatics to any grant of planning permission.
20. PDNPA Tree Conservation Officer – no objection subject to conditions.
21. PDNPA Landscape Architect - given the existing permission, don't have significant concerns from a landscape point of view but would like to see, if possible, additional tree planting (to break up the mass of proposed statics) and additional understorey planting (to increase screening).

Representations

22. None received at time of writing.

Main Policies

23. Relevant Core Strategy policies: GSP1, GSP2, GSP3, GSP4, DS1, L1, RT3, T1, T2, T7 & CC1
24. Relevant Local Plan policies: DMC3, DMC12 & DMC13

National Planning Policy Framework

25. The National Planning Policy Framework (NPPF) is a material consideration. Development plan policies relevant to this application are up-to-date and in accordance with the NPPF and therefore should be given full weight in the determination of this application.
26. Paragraph 189 of the NPPF states: Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks.

Assessment

Principle of development

27. The proposed development would result in the loss of 60 touring caravan pitches and their replacement with 35 static caravan pitches which would be on site all year round. They would be permanent structures, with their own facilities, although they would also have access to the wider site facilities.

28. Policy RT3 B of the Core Strategy explicitly states that static caravans, chalets or lodges will not be permitted. However, the supporting text says that, exceptionally, static caravans, chalets or lodges may be acceptable in locations where they are not intrusive in the landscape. Policy RT3 therefore makes a general and strong presumption against this type of development. However, there is acknowledgement in the supporting text to this policy that there may be sites suitable for such development in exceptional circumstances. The proposal is therefore in conflict with policy RT3 unless it can be demonstrated that there are exceptional reasons for approval. The exceptional reasons for approval in this case are:

- the site is well screened from wider views by mature planting
- the site is a well-established caravan park with an existing mixture of static and touring caravans and tents.
- additional planting and landscaping, and securing of existing screening provide an opportunity to materially reduce the whole site landscape impact.

For these reasons, the application is not considered to be a major departure from the development plan.

29. The application does not propose a 28 day occupancy restriction. Instead the proposal is to restrict occupancy of the static units to the extent that each cannot be a permanent residence for any single person. Whilst the submission suggests a further planning condition that allows occupation “for holiday purposes only”, ‘holiday purposes’ is undefined and in practice the conditions proposed by the Applicant would allow occupation of the units by any one person for up to 11 months a year. This would be tantamount to a permanent dwelling or second home and wholly contrary to housing policy in the National Park.

30. The proposed occupancy conditions would not comply with current adopted planning policy. Policy DMR2 of the Development Management Policies addresses occupancy for touring caravans rather than statics (because there is a presumption against support for such development in the first place), but the supporting text does more broadly, and very clearly, define what the Authority consider to represent holiday occupancy:

“The National Park Authority defines holiday use as occupation for no more than 28 days per calendar year by any one person. Anything over 28 days occupation by any one person is classed as full-time residential use and will be prevented where necessary by the enforcement of conditions or legal agreements.”

31. In the absence of a precise and enforceable holiday occupancy condition the proposed development would not be acceptable in principle. As such, the proposed occupancy conditions would not make the development policy compliant. It is therefore recommended that a 28-day occupancy restriction is imposed on the units in accordance with policy DMR2 and to prevent occupancy as permanent dwellings contrary to adopted housing policy. This matter has been discussed with the Applicant who has advised that they would, without prejudicing their right to appeal, accept this planning condition for the benefit of securing a permission overall.

Landscape

32. As this report sets out above, the site is well established and set in a wooded environment. The Landscape Officer advises of no significant concerns from a landscape point of view, but would like to see, if possible, additional tree planting, to break up the mass of the proposed static caravans, and additional understorey planting to increase screening. Some additional planting is detailed on the Landscape Proposals Plan (Phase 2) to permeate the site but the Landscape Officer has requested that this be increased.

33. The Applicant contends that additional planting within the site itself will not have a significant bearing on screening, as the massing of the caravans would not be perceptible beyond the park boundaries as detailed in the submitted visual survey. Furthermore, the Applicant is concerned about increased maintenance requirements and potential risks that, as trees mature, they may impact on the caravans, including loss of light and the potential to impact on services/utilities; this is considered a reasonable concern. The Applicant's preference would therefore be to retain the current level of internal planting. Nevertheless, it is considered reasonable to attach a condition that the landscaping detailed on the submitted landscaping plan be provided in the first planting season after the static caravans first being brought into use.
34. In respect of the understorey planting, the Applicant has already proposed a strip of native hedgerow as well as structure planting to the eastern edge of the development to mitigate views, as well as another row of structure planting along the easternmost boundary of the site. It is noted that the Landscape Officer focuses the understorey planting towards the existing trees. However, it is the Applicant's view that the layers of planting already proposed will achieve the same goal, and Officers consider that is confirmed within the visual survey.
35. The Applicant also makes the same point with regard to the southern boundary of the application site, and that the provision of additional planting there will not have an impact on screening as it will not be perceptible beyond the park boundaries. To this end, it is considered reasonable to address further landscaping being in accordance with the Landscape Proposals (Phase 2) drawing and in accordance with Biodiversity Net Gain requirements for the site in lieu of the proposed extent of development. There is also scope to control the colour of the proposed units; a control that the Authority does not currently have in relation to the use of this field by touring caravans and tents.
36. Taking these matters into account, and the specific circumstances of this site, it is concluded that the replacement of the seasonal touring units on this part of the site with static caravans with a holiday occupancy condition, is acceptable, subject to conditions to secure additional planting and the colour of new units brought to site as part of the development. With those safeguards, the development would conserve and enhance the landscape of the locality as required by policies GSP1, GSP3, L1, RT3, of the Core Strategy and policy DMC3 of the Development Management Policies.

Tree impacts

37. The PDNPA Tree Conservation Officer advises that application concerns trees which are not within a Conservation Area and are not covered by any existing tree preservation order (TPO). The submitted Tree Protection drawing is advised to be thorough and addresses all necessary aspects. The Landscape Proposals (Phase 2) drawing is also advised to be thorough and has a particularly good mix of species suitable to the landscape character and to the specific site conditions.
38. Conditions have been suggested, which include a condition for monitoring/supervision at appropriate points, as this is a clear recommendation of the Tree Protection document and also with regard to the provision of protective fencing and ground protection during the installation of the static caravans and that any new trees shall be planted as shown on the Landscape Proposals (Phase 2) no later than in the first planting season after the completion of the development. With those safeguards, the development would conserve and enhance the landscape of the locality as required by policies GSP1, GSP3, L1, RT3 of the Core Strategy and policies DMC3 and DMC13 of the Development Management Policies.

Biodiversity

39. The proposals are subject to statutory Biodiversity Net Gain (BNG) requirements and the completed metric and design report have been submitted. The Authority's Ecologist advises that the proposals will create an uplift of 0.21 habitat units and achieve a 13.23% net gain and, therefore, the minimum requirement for Biodiversity Net Gain (10%) can be met. It is advised that the habitat creation, to achieve a 10% net gain, can be secured by a planning condition. Final details of how the biodiversity net gain measures will be achieved (i.e. the habitat creation and management), as detailed within the BNG Report, will also need to be subject to a condition that the details need to be submitted to the Authority for approval, along with the statutorily required BNG Plan.
40. Construction activities have been highlighted as causing potential negative impact (temporary disturbance) to legally protected species including badgers, foraging bats and breeding birds but valuable habitat for species such as birds, bats and badgers appear to be limited to adjacent habitats (such as woodland). The Authority's Ecologist advises that all surveys have been undertaken in line with the relevant guidelines and an appropriate impact assessment has been undertaken along with details for appropriate mitigation/compensatory methods for all surveyed species/habitats; all recommendations made in Section 6 of the submitted Preliminary Ecological Appraisal (PEA) are welcomed. Informatives are required to be attached to any grant of planning permission with regard to great crested newt and bird protection and a lighting advisory regarding bats.
41. On this basis, the proposals comply with policy L2 of the Core Strategy and policy DMC12 of the Development Management Policies, which require the ecological interests of the site to be protected.

Highway Safety, Parking, and Transport impacts

42. A Transport Statement (TS) has been submitted and provides a brief overview of Personal Injury Collisions (PIC) with basic details provided such as location, date of collision and vehicle involved. The PIC data shows there has been one serious accident directly adjacent to the site access and eight PIC at the junction of A515/A5012. An up to date review of Crashmap shows there are now a total of 9 PIC at the junction of A515/A5012 with an additional collision with a severity of serious. No details of causation factor, time, weather, road surfacing, vehicle movements, etc has been provided.
43. A plan of the revised layout of Phase 2 is provided in the TS, with a reconfigured one-way loop. Although dimensions of width of access road and parking bays have not been provided, this is considered acceptable. With regard to servicing and refuse collection the TS states existing refuse collection strategy serving the wider site will continue to be acceptable and remains unchanged.
44. From review of the TS report, the trip generation is based on the net difference between the current (60 touring caravan pitches and 6 static caravans) and proposed quantum (35 static caravans) of development. Although this methodology is acceptable in principle, no details of the total current and proposed schedule of the site has been provided. Additionally, the Local Highway Authority consider that the trip generation for a static caravan site is generally higher than a touring caravan site.
45. However, it should be appreciated that the Local Highway Authority raised no objection to the proposals submitted in the Phase 1 planning permission and Officers consider that the differences in the potential comings and goings associated with 60 touring caravans, as opposed to 35 static caravans, is marginal. In addition, the proposals would mean that towed caravans would not be entering/leaving the site and it is considered that, whilst

the Local Highway Authority have requested further analysis, that this is not reasonably necessary in this case.

46. As part of the Phase 1 application approval, the submission of a Travel Plan was conditioned. The Travel Plan submitted in response to the condition has been briefly reviewed which, in conclusion, states a Travel Information Pack (TIP) was prepared and given to patrons of the campsite. No details of this have been submitted with the current application, but this can be attached as a condition to any grant of planning permission.
47. The proposed development includes two parking spaces per unit. In their consultation response on the previous planning application, the Authority's policy team stated:

The number of parking spaces is contrary to the Peak District National Park Parking Standards, which set a maximum of 1 space per plot. This approach is aimed at providing sufficient parking whilst not providing an oversupply. Our approach is based on an emphasis in encouraging sustainable transport as set out within Core Strategy Policy T1: Reducing the general need to travel and encouraging sustainable transport. This approach focusses on making best use of the limited amount of land available for any development within the National Park.... There may be justification for the provision of additional visitor parking to serve the units. There may also be scope to justify the need for the 10 twin lodge units to have two parking spaces. However, these are holiday accommodations rather than permanent residencies. Therefore, any deviation from the maximum parking standards will require robust and detailed justification.

48. No justification has been put forward to deviate from adopted parking standards. It is therefore recommended that, if permission is granted, a condition be imposed for final levels of parking provision to agreed, notwithstanding the approved plans, as required with the previous planning permission for the site to the north.
49. The policy team response also notes that the provision of 2 parking spaces per unit challenges the assumptions around traffic movements. The current 60 touring pitches (including tents) would typically be expected to attract a single vehicle. If each of the 35 proposed static units was to attract two vehicles, then this would result in some 70 vehicles in total. As such, an increase of 10 vehicles at the site would arise during peak occupancy.
50. On this basis, given the nature and scale of development, it would be appropriate to secure a Travel Plan by condition to ensure accordance with policy T2, which seeks to reduce traffic movements and promote sustainable travel. Whilst the recommendation of the PDNP Policy team on the previous application was to apply to the site as a whole, and it might be that this is a logical approach that the Applicant adopts, a Travel Plan could only be reasonably required by condition insofar as it relates to the proposed development, given that the remainder of the site would be unaffected in terms of traffic generation. This would amount to updating the travel Plan required under the previously approved Phase 1 development.
51. Should the application be approved and the outcome of the condition regarding the amount of parking provision result in the development not giving rise to an increased level of parking provision, it would not then be reasonable or necessary to require a Travel Plan. Therefore, any condition requiring the submission and approval of a Travel Plan should be framed with that caveat.

Climate Change Mitigation

52. The nature of the development limits the extent of measures that can be incorporated in to the development. Tree planting is the only measure beneficial to carbon reduction that

is proposed but a condition can be attached that the facilities for the charging of electric vehicles be provided at the site. Given the nature of development proposed, it is concluded that further measures could not be reasonably required to further compliance with policy CC1.

Amenity

53. The site is sufficiently removed from any neighbouring property that the development would have no bearing on residential amenity; and in any case, noise disturbance from occupation and vehicle movements would be reduced by the development, whilst the overall screening around the site edges would be increased. As such, the development would comply with policy DMC3 of the Development Management Policies insofar as it relates to protecting the amenity of other properties.

Other Matters

54. In terms of continuing to provide access for a range of visitor types to the National Park, the site would now have limited potential to offer touring caravan and camping pitches on the site. However, whilst this is regrettable, it is not considered a reason that would substantiate a refusal of planning permission.

Conclusion

55. The proposals represent a departure from Development Plan policy and there is a risk that, despite the exceptional circumstances in this case, long-standing policy that seeks to prevent static caravans, because of their potential to cause harm to landscape and special qualities, is undermined. However it is considered that this risk is low, taking into account the operation of strategic policies that must be read in combination and give greatest weight to the conservation and enhancement of valued landscape character.

56. This part of the site is well screened from wider view by mature planting. The application site is already in use for the siting of touring caravans and the Authority has no control over the colour, which is often a bright white, or the more general appearance of the caravans. On this basis, it is concluded that the development would not be so intrusive in the landscape. The site is relatively large and this part of it is generally well screened. There would be a more limited range of accommodation, by essentially removing the touring caravan provision, but there would be a range of static caravans across the site which would nevertheless continue to contribute to facilities to allow for the enjoyment of the National Park.

57. The approval of this application would not set a precedent for further approvals on the site, because this part of the site already has a lawful use for a long season for touring units, and its further development would not impact the landscape. The recommendation also takes account of, and gives weight to, the related landscape and biodiversity enhancements that the development would deliver, if secured by condition. As such, given the consideration of the details of the scheme, it is concluded that the proposal is acceptable as an exception to the normal presumption in policy RT3B of the Core Strategy against permanent static caravans and lodges.

Human Rights

Any human rights issues have been considered and addressed in the preparation of this report.

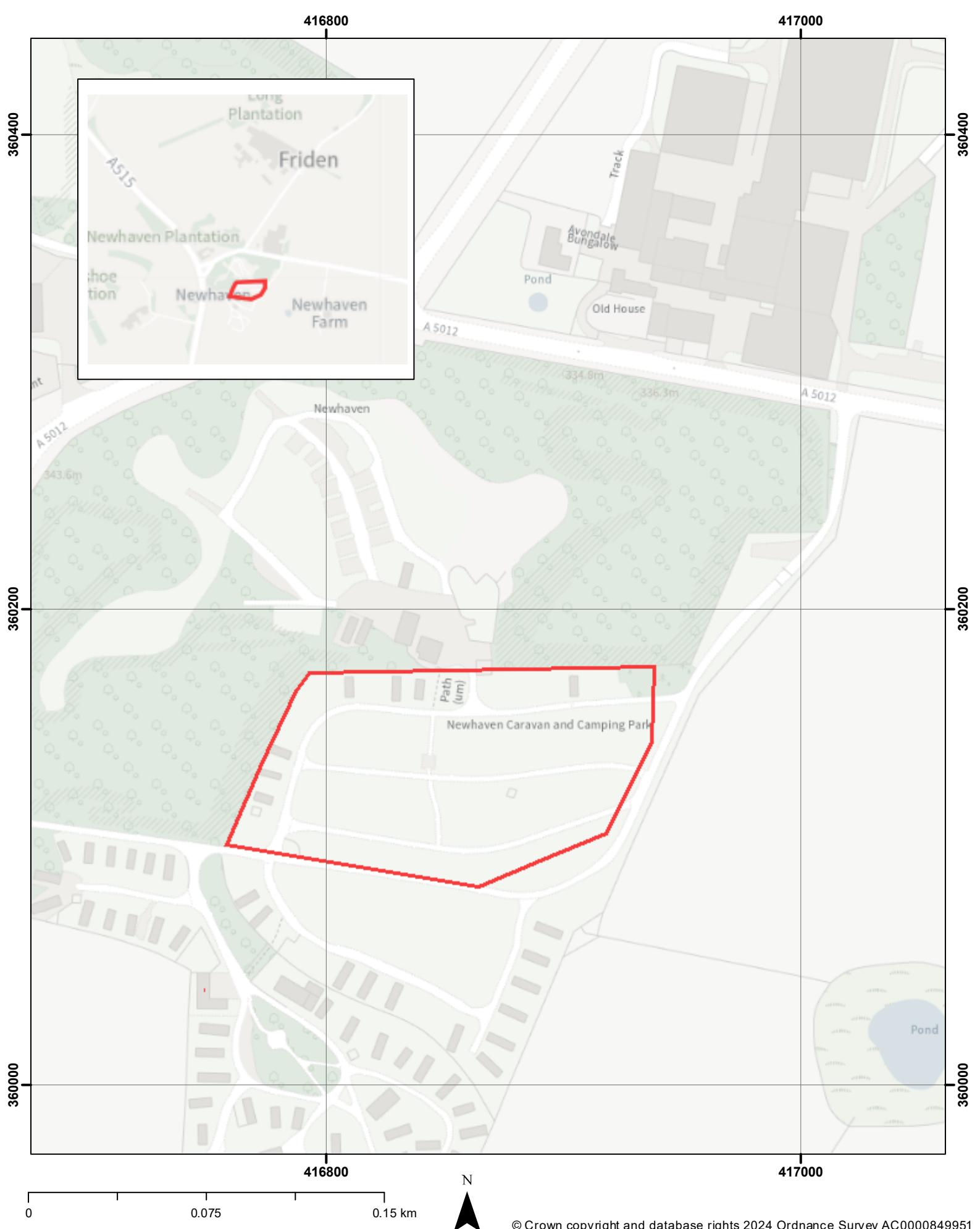
List of Background Papers (not previously published)

58. Nil

Report Author and Job Title

59. Gareth Griffiths – Planner - South

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Newhaven Caravan Park

Item no. 6

Application no. NP/DDD/1225/1259

Committee date: 13/02/2026

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7. FULL APPLICATION – CHANGE OF USE FROM A FORMER PRINTING WORKS / LIGHT INDUSTRIAL USE TO A BREWERY TAP ROOM AND SHOP (SUI GENERIS) AT UNIT 7A, MEVERILL ROAD, TIDESWELL (NP/DDD/1125/1195)

APPLICANT: EYAM BREWERY LIMITED

Summary

1. The application proposes the change of use of an existing vacant industrial unit to a brewery tap room and shop (sui generis).
2. The unit forms part of the Whitecross Industrial Estate which is safeguarded under Policies E1.D and DME3 for Class B1 (now Class E(g)), B2 and B8 uses, unless the development plan and evidence of strategic need justifies mixed use development, in which case the predominant use(s) should remain in B1 (E(g)), B2 and B8 uses.
3. The proposed tap room would represent a loss of the existing and safeguarded use. Evidence has not been submitted to demonstrate the unit is not suitable for its safeguarded use, or that there is a strategic need for mixed uses on the site.
4. Insufficient information is provided to demonstrate sufficient off street parking available for the proposed use, contrary to Policy DMT6.
5. The application is recommended for refusal.

Site and Surroundings

6. Unit 7A is located on Whitecross Industrial Estate, on the north east edge of Tideswell. The unit comprises concrete blockwork under sheet roofing. The application states the unit was last used as a printing works, however the building has been vacant for over 18 months.
7. The site is accessed from Meverill Road, which extends through the industrial estate.
8. There is hardsurfacing to the front of the unit which appears to be used for vehicle parking. The east side and rear of the unit is grassed, with what appears to be a substation also to the rear.
9. The unit adjoins Unit 7B, which is currently occupied by a bike store. The nearest dwelling to the site is 13a Whitecross Avenue, the curtilage of which is 7m south of Unit 7A.

Proposal

10. The application seeks change of use of Unit 7A to a brewery tap room and shop (sui generis) with some provision of food from the unit.
11. At ground floor there would be provision of bar and tap room space, a small kitchen area and toilets. The first floor space is limited and provides a store and further toilet.
12. Externally there are limited changes, save for the introduction of a glazed door opening on the north west elevation, in place of the existing roller shutter door.
13. The submission states vehicle car parking will be accommodated by the car park to the east of the unit, which is used by Carbolite which occupies a unit to the north.

RECOMMENDATION:

That the application be REFUSED for the following reasons:

1. The proposed change of use to tap room and shop (sui generis) would result in the loss of the safeguarded use of the unit. Information has not been provided to demonstrate that the unit is not suitable for its safeguarded use or that there is a strategic need to justify mixed use development, contrary to Policies E1 & DME3.
2. Insufficient information has been provided to demonstrate that the proposed off street parking provision is appropriate to the size and needs of the development contrary to Development Management Policy DMT6.

Key Issues

14. The principle of the proposed development and its impact on the character and appearance of the site, residential amenity and access and car parking.

History

15. None relevant.

Consultations

16. Derbyshire Council Council Highways: Recommend the application is deferred pending provision of details of the parking layout of the proposed car park, details of an agreement for use of the car park and trip generation of the proposed use with details of deliveries and refuse collection.
17. Derbyshire Dale District Council Economic Development: Support the to accommodate a brew tap house and associated sales point. Eyam Brewery Ltd are a growing business providing employment in the area with aspirations to develop their offer and increase their staffing. There are successful models of breweries and tap rooms locating on Business Parks within the area and this development could replicate and provide an additional point of interest for locals and visitors to Tideswell.
18. Derbyshire Dales District Council Environmental Health: No concerns if public are located to front of premises if not congregating on roads / pavements. Some concern regarding use of rear area. This could be controlled by conditions to mitigate impact.
19. Peak District National Park Authority Planning Policy: Objection. The proposal is located on a safeguarded employment site (Whitecross Industrial Estate) and is subject to the criteria set out in policies E1 and DME3.

The applicant has not demonstrated there is a strategic need to justify a mixed use development on this safeguarded site and the proposal is of a size that would not ensure the predominant use(s) on the site remained in former B1 use or B2 or B8 use classes. The recent Employment Development Needs Assessment (Iceni, 2025) confirms there is a strategic need to continue to safeguard this site for former B1, and B2 and B8 uses.

The applicant refers to Policy HC5: Shops, professional services and related activities in towns and villages. Whilst this policy refers to the sale of food and drink in named settlements, it is not relevant in this situation as the applicant has failed to accord with E1 and DME3 and the safeguarding of the site for former B1 use or B2 or B8 use classes in the first instance.

20. **Tideswell Parish Council:** The Parish Council wishes to express its full and enthusiastic support for this planning application to redevelop the disused business premises into a local brewery tap room and shop.

We believe this proposal represents a high-quality and positive use of a currently unused site, bringing it back into productive use and significantly improving the appearance and vitality of the area. The introduction of a small tap room and retail space will add a welcoming new asset to the village, providing both residents and visitors with a local, community-focused venue.

The Council is strongly in favour of initiatives that support local enterprise, and we see this development as a valuable opportunity to encourage local business growth, stimulate the local economy, and contribute to the long-term sustainability of the parish. In addition, the potential for new employment opportunities—both directly within the business and indirectly through increased local footfall—is warmly welcomed.

We also note that the proposed use aligns well with the existing character of the area and is likely to enhance the parish. The Council is pleased to see investment in our parish from a business that appears committed to quality, responsible operation, and community engagement.

For these reasons, the Parish Council offers its strong support for the application and respectfully encourages its approval.

Representations

21. One representation has been received from a neighbouring business, which shares a yard with Unit 7A. It raises no objection however the business requires unrestricted access 24/7 and has experienced customers blocking access to their unit.

Main Policies

Relevant Core Strategy policies: GSP3, DS1, HC4, E1, T7

Relevant Development Management policies: DMC3, DMC14, DME3, DME4, DMT6

National Planning Policy Framework (NPPF)

22. National Park designation is the highest level of landscape designation in the UK. The Environment Act 1995 sets out two statutory purposes for National Parks in England: to conserve and enhance the natural beauty, wildlife and cultural heritage and promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the public. When they carry out these purposes they also have the duty to; seek to foster the economic and social well-being of local communities in National Parks.

23. The NPPF is a material consideration and carries particular weight where a development plan is absent, silent or relevant policies are out of date. Paragraph 189 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, which have the highest status of protection in relation to these issues.

24. In the National Park, the development plan comprises the Authority's Core Strategy (2011) and the Development Management Policies (DMP) (2019). The development plan provides a clear starting point consistent with the National Park's statutory purposes for the determination of this application. In this case, it is considered there are no significant conflicts between prevailing policies in the development plan and the NPPF.

Assessment

Principle of Development

25. Policy E1.D states that the Authority will safeguard existing business buildings, particularly those of high quality and in a suitable location. Policy DME3 states that Whitecross Industrial Estate is safeguarded for Class B1, B2 or B8 industrial and employment uses unless the development plan and evidence of strategic need justifies mixed use development, in which case the predominant use(s) should remain as B1, B2 and B8.
26. Whilst DME3 refers to Class B1, which has been absorbed by Class E(g), the Authority are able to continue to apply DME3 as it was written and intended.
27. The proposed use is described as a brewery tap room with shop, which would be operated by Eyam Brewery. The unit would not be used for the brewing of beer itself, as this is undertaken on a different premises at the Cartledge House Business Centre in Great Hucklow. The proposed use is therefore a mixture of a drinking establishment (*sui generis*) with some sales and food provision which are understood to be ancillary.
28. The application states that Unit 7A, which forms part of the safeguarded Whitecross Industrial Estate, was last used as a printing workshop, but has been vacant for 18 months. Officers have queried if the unit has been marketed for business uses following vacancy and advised that policy requires there to be evidence of strategic need for mixed use. For the reasons outlined below, Officers consider there continues to be a business need to retain the unit for employment uses.
29. In terms of whether there is a need for retention of the existing use or if there is evidence of strategic need to justify a mix of uses on the industrial estate (required by DME3), through the introduction of a drinking establishment, the Policy Officer has been consulted on the application and has raised an objection.
30. Their response references the Authority's recent Employment Development Needs Assessment (Iceni, October 2025) which reviewed all of the Authority's safeguarded employment sites and recommended that they be retained as safeguarded sites to secure the provision of industrial employment space in a protected landscape for current and future needs. The report identifies a need of over 5ha of industrial employment space. The loss of existing safeguarded industrial employment land to non E(g), B2 or B8 uses would reduce existing supply and create potential future pressure to release greenfield sites for employment uses, although the Iceni report indicates a low prospect of this due to viability issues, which is identified as a further need for retention.
31. The Authority's latest evidence on strategic employment needs therefore indicates there is a continued need to safeguard the site for E(g), B2 and B8 uses and there is a business need to retain the unit for employment uses.
32. In response, the applicant has outlined as part of their case that the unit has been vacant for over 2 years (although reference is also made to 18 month vacancy so the total time is not clear) and accounts for a small percentage of the overall industrial site, and would therefore not undermine the overall site and current uses with plenty of other units retained in Class B uses. They also outline that the proposal is appropriate and compatible to the site, as whilst not falling within the safeguarded uses, it represents an employment proposal from a local business and an increase in employment opportunities compared with the previous use of the unit (which they state employed one person), with the new use employing 5 full time and 3 part time staff, including 4-5 people local to Tideswell, as there have already been discussions to fill the roles.
33. In addition, the applicant states the tap room is an opportunity to support other local drink and food suppliers, and that the tap room will safeguard employment roles at Eyam

Brewery as the tap room is critical to the continued operation of the brewery, who have had difficulties finding a tap room location due to availability and cost associated particularly with existing closed pubs, and with there being no space at their existing site.

34. The Parish Council and District Council Economic Development officer have also raised support for the application, in particular due to supporting the growth of a local business, the local economy, introduction of a new asset to Tideswell and potential for increased visitors and footfall in Tideswell with associated spin off benefits to the Parish. Reference is also made to other successful brewery and tap room models on other business parks.
35. The proposed job creation and benefits to the local economy are positive and the NPPF paragraph 85 affords significant weight towards supporting economic growth. These benefits weigh moderately in favour of the proposed development.
36. Notwithstanding this and the points raised by the applicant and comments in support, the tap room proposed would be around 3.5km from the brewery itself. The new tap room would be its own separate unit and would not be ancillary to the brewery.
37. Whilst it is appreciated the proposal would generate a number of jobs, the proposed use is not an 'employment' use for the purposes of DME3 and safeguarding. The Authority's Policy Officer has confirmed part of the purpose of safeguarding sites is to ensure there is supply available to meet E(g), B2 and B8 needs, which are generally not appropriate in as wide a variety of locations compared with other uses. Drinking establishments are generally located within town and village centres within the National Park. They outline the approach is intended to support thriving and sustainable communities by supporting the economic function of the safeguarded site. Whilst the unit is relatively small in scale, there is no evidence to suggest there is not a demand for smaller units locally and they raise concern over introduction of a night-time economy within an industrial estate.
38. The applicant refers to other mixed uses in the National Park on employment sites including gyms, shops and an apart-hotel at Riverside Business Park. Specific details of the gym and shop have not been provided and it is difficult therefore to comment further. The apart-hotel likely refers to the Deepdale Business Park approval. That decision was reached at Appeal (ref 3354072) where the Inspector took into account evidence that had been provided regarding marketing of the unit and vacancy. It is important to note that comparable information has not been provided in this case.
39. Notwithstanding the benefits which the applicant has highlighted and the support received in respect of the application, there is no evidence available to demonstrate that there is a strategic requirement for mixed uses on the site. The Authority's recent evidence indicates a need to continue to safeguard the site for E(g), B2 and B8 uses. The loss of the employment use is therefore contrary to Policies E1 and DME3 and that conflict is not considered to be outweighed by the benefits presented by the applicant.

Access & Car Parking

40. The application states parking will be available to serve the tap room in the car park north east of the unit, which is used by another business, Carbolite. It refers to an informal agreement of use of the car park with Carbolite, who the applicant states do not use all of the parking spaces.
41. The car park has 20 spaces, although the precise use of that car park and therefore likely availability for the development is unclear. There are two further spaces to the front of the Unit 7A.
42. The Authority's parking standards indicate, based on floor space, that the tap room will have a minimum parking requirement of 29 spaces. The Highways Authority have requested details of trip generation associated with the proposed use and the applicant

has advised that during temporary events in the unit where the unit was at maximum occupancy (80 people) there were around 15 vehicles parked at the premises.

43. The applicant has also outlined that Carbolite who use the adjacent car park operates Monday through to Friday lunchtime, whereas they expect the majority of custom at the tap room to be in the evening hours or at the weekend. They have referred to the availability of 25 other car parking on the business estate and unrestricted car parking on Whitecross Road. Nevertheless, the application forms state the opening hours of the tap room would be 10am – 10pm daily and it remains unclear if other parking spaces on the estate are would be available.
44. There would be a highways concern should there be a need for 29 car parking spaces and limited or no spaces available on the site, due to the significant number of vehicles that would park elsewhere such as on Whitecross Road. A response has been received from a neighbouring business regarding the ability to maintain access to their unit at all times, and parking issues have the potential to disrupt access, although some of this may occur off the public highway.
45. Whilst it is appreciated the majority of tap room custom is likely to be outside of typical working hours, and that if the Carbolite car park is available plus room to the front of the unit, there would be a smaller number of vehicles needing to park on the highway likely to an acceptable level. However, it remains unclear if there is sufficient capacity within the Carbolite car park for both the tap room and Carbolite, and whether other spaces on the estate are also permanently available for use by the tap room.
46. In light of the above, there is insufficient information available to demonstrate there is sufficient off street car parking available for the proposed use, contrary to Policy DMT6. On street parking that could be generated as a result would be likely to harm highway safety.
47. In addition to the above, the car park is not within the application site boundary. It is therefore not clear how parking within the Carbolite car park could be secured for the lifetime of the development. Carbolite may change their operations requiring additional parking or that premises may be taken on by a different occupier with higher parking requirements. If the parking on site were considered to be sufficient its availability for the proposed development would need to be secured through a Section 106 Agreement so that it could be enforceable.

Residential Amenity

48. The site is in close proximity to 13a Whitecross Avenue, the garden boundary of which is 7m from the site and the dwelling itself around 24m. The new tap room has the potential to impact on neighbouring amenity, although Environmental Health have confirmed no objection subject to conditions to control activity for the external rear area of the unit, which is in any case occupied by a substation which may limit its potential for use. Environmental Health's recommended conditions include restrictions on external music or noise related activities and incorporation of a two door exit.
49. Due to the close relationship however between the garden of 13a and rear area, Officers consider it appropriate to restrict use of this area for external food and drink as part of any planning permission, to protect neighbouring amenity due to the potential for noise and impact on privacy on the enjoyment of the rear garden of 13a. It is also necessary to restrict extraction systems on the rear elevation, as whilst food appears to be an ancillary element of the proposal, extraction on that elevation may cause odour impact.
50. Subject to the conditions proposed, the development is concluded to be acceptable with regard to residential amenity and Policies GSP3, DMC3 and DMC14.

Other Matters

51. The proposed conversion is within the existing shell and does not raise concerns in respect of ecology or trees. Although the site is within the catchment area in the National Park which requires regard to nutrient neutrality, the proposal is not expected to generate additional overnight stays in the area and is therefore not considered to raise concerns over impact on designated sites. The proposal complies with L2, DMC11 and DMC12.

Conclusion

52. The change of use of the unit to a tap room would result in the loss of a safeguarded use under Policies E1 and DME3. Whilst the applicant has referred to benefits associated with the proposed use and job creation, information has not been provided to demonstrate that the unit is not suitable for its safeguarded use and the Authority's recent evidence confirms there is a need for the continued safeguarding of the site. Consequently, the proposal is contrary to policy and unacceptable in principle.
53. Insufficient information is provided to demonstrate there is sufficient off street car parking available for the proposed use, contrary to Policy DMT6.
54. The application is recommended for refusal.

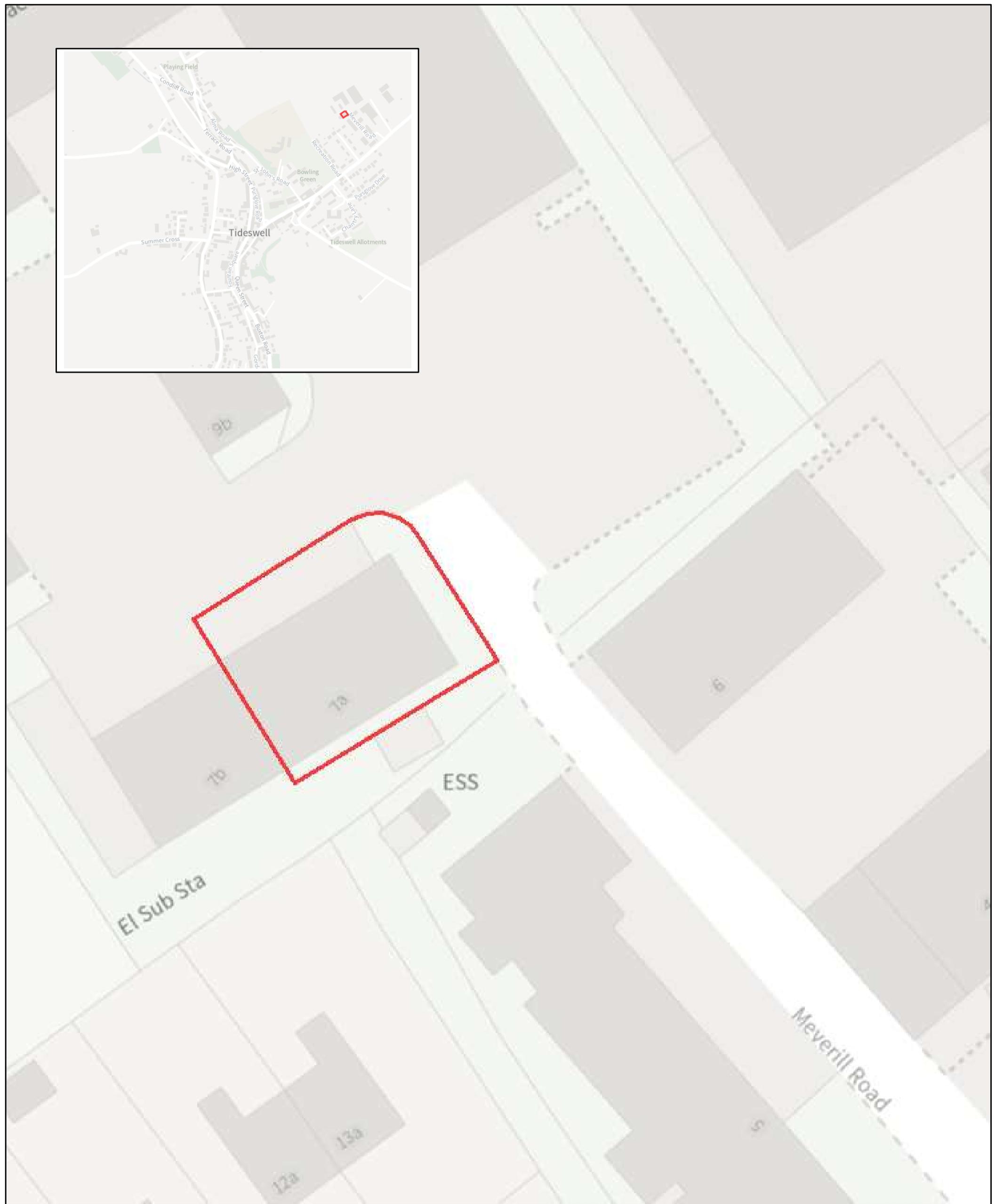
Human Rights

Any human rights issues have been considered and addressed in the preparation of this report.

List of Background Papers (not previously published)

Nil

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Unit 7a, Meverill Road, Tideswell

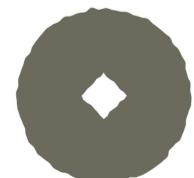
Item no. 7

Application no. NP/DDD/1125/1195

Committee date: 13/02/2025

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**PEAK
DISTRICT
NATIONAL
PARK**

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8. FULL APPLICATION – REPLACEMENT DWELLING – SELF-BUILD AT KEEPERS COTTAGE, MOORSIDE LANE, POTT SHRIGLEY (NP/CEC/1025/1086) HF

APPLICANT: MR & MRS JOHNSON

Summary

1. The application proposes the demolition of the existing dwelling, Keepers Cottage, and replacement with a significantly larger 4-bedroom dwelling.
2. Policy DMH9.A permits the replacement of a dwelling provided the dwelling to be replaced does not have heritage significance or contribute positively towards the valued landscape character or built environment. DMH9.C requires larger replacement dwellings to demonstrate significant overall enhancement of the site and landscape.
3. Keepers Cottage is a non-designated heritage asset. Its historic relationship with Lyme Park and Shrigley Hall makes a positive contribution to the built environment of the National Park. Its replacement is therefore not acceptable under DMH9.A(ii). Whilst the existing condition of the building is a material consideration, there does not appear to be compelling evidence to suggest the building is not capable of repair.
4. The replacement dwelling is significantly larger than the existing and is not considered to achieve the significant overall enhancement to the valued character and appearance of the site and landscape required by DMH9.C. Conversely, the new would have a negative impact on the character and appearance of the site and area.
5. There is insufficient information to understand the impact of development on trees.
6. The application is contrary to Policies GSP1, GSP2, GSP3, L1, L3, DMC3, DMC5, DMC8, DMC9, DMC13 and DMH9 and it is therefore recommended for refusal.

Site and Surroundings

7. Keepers Cottage is a relatively isolated dwelling located on the south east side of Moorside Lane, off Bakestonedale Road, Pott Shrigley. The exact age of the property is unknown; however, it is believed to date from between 1840-1848 and to be an example of an early Victorian gamekeepers' cottage. It is a non-designated heritage asset historically associated with the nearby Grade II* Listed Shrigley Hall and Lyme Park.
8. The house is a low two storey stone cottage with stone slate roof. It has a whitewashed front elevation and is of a traditional design and appearance with central doorway and 3 light windows (uPVC casements) either side on ground and first floor. There are chimneys at either side of the property of differing design and size. The property has been altered over time and now features an unpainted side extension on the south elevation, and a rear extension, both natural stone with matching stone rooftiles.
9. The property is adjacent to footpaths 244/FP10/2 and 244/FP10/03 which follow the route of Moorside Lane. 244/FP2/1 runs past Keepers Cottage to the south. The stone wall to the front has been recently re-built. There are trees north and east of the property.
10. The property is in close proximity to the boundary of Lyme Park and the associated Grade II* Listed Registered Park and Garden and Conservation Area.

Proposal

11. The application seeks the demolition and replacement of the dwelling Keepers Cottage, along with re-landscaping of the site.

12. The replacement dwelling has a double fronted design with porch and an addition to the south elevation. A further two storey addition and single storey lean to are on the rear south east elevation. The dwelling would be constructed in natural gritstone with a reclaimed stone slate roof. External doors would be oak with composite window frames.
13. The new dwelling would be larger in height, width and volume compared with the existing. The dwelling would have a gross internal area of 202.9sqm. The supporting Design & Access Statement indicates the dwelling would represent a footprint increase of 32% (from 103sqm to 133sqm) and floorspace increase of 50% (134sqm to 202.9sqm).
14. Re-landscaping works are proposed around the new dwelling comprising a sunken path and patio around the dwelling and tiered landscaping to the rear.

RECOMMENDATION:

That the application be REFUSED for the following reasons:

1. **The proposal would result in the total loss of a non-designated heritage asset and would result in less than substantial harm to the setting of Lyme Park (Grade II* Park) and Lyme Park Conservation Area. There are no material planning considerations which outweigh the harm resulting from the loss of the building, and no public benefits which outweigh the harm to the setting of designated heritage assets. The development is therefore contrary to Policies GSP2, L3, DMC5, DMC8, DMC9, DMH9 and the National Planning Policy Framework.**
2. **The proposal would have an unacceptable design and would harm the character and appearance of the site, its setting and the wider landscape, contrary to Policies GSP1, GSP3, L1, DMC3 and DMH9.**
3. **There is insufficient information to understand the impact of the proposed development on trees, contrary to Policy DMC13.**

Key Issues

15. The principle of the development, its design and impact on the character and appearance of the historic environment, landscape, trees, ecology, residential amenity and highways.

History

16. 2022 – Agricultural Building, Creation of Yard Area, Alterations to Access. Erection of Retaining Walls, and Rebuilding of Store (NP/CEC/0222/0213) – Granted June 2023.
17. 2023 – Demolition of existing house and construction of a new dwelling (NP/CEC/0122/0080). Refused April 2023 due to loss of a heritage asset, inappropriate design, impact on landscape and insufficient climate change and sustainability mitigation.
18. 2024 – Replacement dwelling (NP/CEC/0324/0285) – Refused July 2024 due to loss of heritage asset, design, landscape impact and insufficient climate change mitigation.

Consultations

19. Cheshire County Council Highways: No objection.
20. Cheshire East Council Planning: No response.
21. Natural England: No response.

22. Peak District National Park Authority Built Environment: Objection. The building is a non-designated heritage asset. Its total loss would be contrary to the first purpose of the National Parks Act and planning policy. Please refer to comments for NP/CEC/0324/0285 and NP/CEC/0122/0080.

Previously the applicant had argued the house is beyond saving. The Authority asked the applicant to consult a CARE registered structural engineer, who has detailed how the house could be repaired by installing tie rods and pattress plates through the building, connecting the front and rear walls and/or installing cintec ties between the external walls and the floor plate. The repair schedule allows for rebuilding part of the outer leaf of the front elevation, and underpinning. However, in further correspondence the engineer states they are not specifically recommending underpinning.

The applicant's agent has argued the house is of low significance and the repairs would compromise any remaining significance. I do not accept the partial rebuilding specified would undermine any significance the building had. The area of rebuilding would be limited, and if carefully carried out, the work would be unnoticeable, and would have little impact on significance. Larger areas of rebuilding have been approved by the PDNPA for several barn conversions and for the restoration of listed limekilns. I would argue that bringing the building into good condition would enhance its significance.

On repair costs: a single quote from a demolition contractor does not necessarily amount to a reliable estimate of the cost of repairs. That said, the quote of £68k (including underpinning, a worst-case scenario) seems better value than building a new house. If demolition is approved Historic Building Recording to Historic England level 3 is required.

23. Peak District National Park Authority Ecology: No objection subject to a precautionary approach to works being undertaken, and inclusion of bat boxes. Retention/provision of integral features are preferred to compensate for the loss of potential roosting features.

Biodiversity enhancement recommendations are outlined in the full response available on the application page, to be provided through an ecological enhancement plan. Advice is offered around ecological enhancements and suggested conditions / footnotes.

24. Peak District National Park Authority Trees: The proposed works including rear extension and tiered landscaping may have potential to impact the rooting areas and health of adjacent trees. In order to assess this application, we require an Arboricultural Impact Assessment (AIA) prepared following the guidance in *BS5837:2012*. If planning permission is granted, conditions will need to include a requirement for an Arboricultural Method Statement (AMS) with Tree Protection Plan (TPP).

25. Pott Shrigley Parish Council: No objection.

Representations

26. 7 representations have been received in support of the application, raising the following:

- The house has been altered many times and has lost its character.
- Existing house in poor state of repair with front wall pulling away from main part of house, damp, mold, leaks, poor and inefficient configuration, poor insulation, holes allowing for rodents to enter. It is not appropriate for a young family.
- Significant expense required to stabilise the house, still resulting in a compromised and inefficient home not up to appropriate standards, whilst losing opportunity to improve the site. This would not be cost effective.
- If no interventions are made the house would require some demolition and then the whole house and look would be lost all together.

- Existing house thermally and environmentally inefficient, expensive to heat and cold in winter. The proposal would be sustainable, efficient and cheaper to heat.
- The proposal would be undertaken by a skilled builder and is a high quality, appropriate in design, landscape impact and would significantly improve the site and immediate area. It would be a long-term solution for the site and compliant with current regulations. The proposal would improve the applicant's quality of life.

A single anonymous letter was received in respect of the application however in the absence of any contact information this is afforded no weight.

Main Policies

27. Relevant Core Strategy policies: GSP1, GSP2, GSP3, DS1, L1, L2, L3, CC1
28. Relevant Development Management policies: DMC3, DMC5, DMC8, DMC9, DMC11, DMC12, DMC13, DMH9

National Planning Policy Framework (NPPF)

29. National Park designation is the highest level of landscape designation in the UK. The Environment Act 1995 sets out two statutory purposes for National Parks in England: to conserve and enhance the natural beauty, wildlife and cultural heritage and promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the public. When they carry out these purposes, they also have the duty to; seek to foster the economic and social well-being of local communities in National Parks.
30. The NPPF is a material consideration and carries particular weight where a development plan is absent, silent or relevant policies are out of date. Paragraph 189 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, which have the highest status of protection in relation to these issues.
31. In the National Park, the development plan comprises the Authority's Core Strategy (2011) and the Development Management Policies (DMP) (2019). The development plan provides a clear starting point consistent with the National Park's statutory purposes for the determination of this application. In this case, it is considered there are no significant conflicts between prevailing policies in the development plan and the NPPF.

Assessment

Principle of Development

32. Policy DMH9.A(ii) states the replacement of a dwelling will be permitted provided the dwelling to be replaced does not have cultural heritage significance and (iii) does not contribute positively towards the valued landscape character or built environment. In all cases DMH9 requires the replacement dwelling to achieve an enhancement, however part (C) of the policy requires larger replacement dwellings to demonstrate significant overall enhancement to the valued character and appearance of the site and landscape.
33. Considering part A(ii), a Statement of Significance ("SoS") has been submitted. It sets out that Keepers Cottage was likely to have been built between 1824 and 1848 as part of the Lyme Estate. The property was owned by Thomas Legh, who also owned Lyme Hall, indicating a connection to Lyme Park. It is accepted by both parties that the property is early-mid C19 and has a historic tie to either the Grade II* Shrigley Hall, or the Grade II* Lyme Hall/Lyme Park and their associated moorland and parkland.

34. The SoS indicates the dwelling originated as a small former T-plan house, and that the original plan form has been altered internally along with the principal frontage comprising the blocking of an original doorway and reworking of windows. The alterations are described as having a negative impact on significance.
35. The SoS nonetheless acknowledges the property is a non-designated heritage asset of low significance. Its setting is identified of high significance as it is *"located within an historic estate landscape that has remained largely unchanged from at least the early nineteenth century"*. The Planning Statement sets out that the building is of low significance with limited surviving fabric and harmful alterations.
36. The Authority's Conservation Officer also identifies the property as a non-designated asset.
37. Notwithstanding responses received and the case made by the Planning Statement suggesting the building has lost its significance, for the purposes of DMH9.A(ii) and (iii) Keepers Cottage is identified as having cultural heritage significance and it makes a positive contribution to the valued landscape and built environment. A replacement dwelling is not acceptable in principle as it conflicts with DMH9.A (ii) and (iii), given the existing building is a non-designated asset.
38. Notwithstanding the above, the submitted Planning Statement sets out that the proposal is acceptable on balance having regard to the extent of historic fabric remaining, the poor condition of the building and due to the acceptability of the revised scheme. These matters are assessed below.

Impact on heritage assets

39. GSP1 requires development to be consistent with National Park legal purposes and duty, which include to conserve and enhance landscape and cultural heritage. L3 requires development to conserve or enhance the significance of heritage assets and their settings. Other than in exceptional circumstances, development will not be permitted which harms the significance of any heritage asset, including assets of local importance.
40. Policy DMC5 requires applications to describe the significance of any affected heritage assets and why the development is desirable or necessary. Development of a non-designated heritage asset will not be permitted if it would result in any harm to, or loss of, the significance, character and appearance of a heritage asset, unless for non-designated assets the development is considered to be acceptable by the Authority following a balanced judgement that takes into account the asset's significance.
41. DMC8 requires applications to consider their relationship and impact on Conservation Areas, including their setting. DMC9 states applications involving a registered park and garden and / or its setting will be determined in accordance with DMC5.

Significance of Keepers Cottage

42. The Planning Statement indicates the existing house is of low significance due to alterations carried out to the building. The SoS indicates the original plan form has been much altered, including replacement of the original rear wing and remodelling of the ground floor plan form. Alterations have also been carried out to the front elevation. The SoS does however conclude the building is a non-designated asset of particular interest due to its association with the Lyme Estate.
43. The above is partly disputed, as the Authority's Conservation Officer response under NP/CEC/0324/0285 confirmed the Statement shows a largely intact planform to the main range of the building as well as historic floors and doors, and that it would be surprising

to find much more in a building of this nature. Their latest response continues to identify the building as a non-designated heritage asset, and it is maintained that the building is of historic significance and contributes towards the National Park's first purpose.

44. Keepers Cottage is concluded to be a traditionally built early C19 gamekeepers' cottage of valued vernacular and a non-designated heritage asset which derives its significance from its aesthetic value, in addition to its historical relationship with the wider moorland landscape setting in connection with the nearby landed estates.

Structural Matters

45. Keepers Cottage is identified to be in poor condition, and the application is supported by two Structural Reports (prepared by Peak Engineers and Castree, a CARE registered engineer). A number of responses also outline the existing condition of the building.
46. The Peak Engineers structural report advises the building's front elevation is bowing, and there is no easy way to tie the wall back to the floor joists. The roof lacks triangulation and the purlins are over-spanned by a significance margin. The report concludes given the size of the roof, magnitude of the lean in the front wall, combined by the lack of foundations under the main walls, there is no other option than to rebuild the front wall in its entirety and remove the main roof covering, rafters and purlins. Given the percentage of the building that would remain, it recommends demolishing the building and re-building using modern construction techniques in a sensitive manner.
47. Concern was raised during the 2024 application over the lack of a CARE registered structural report. The Castree Structural Report has consequently been submitted. It sets out that the front wall of Keepers Cottage is bulging externally at first floor to the centre and west corner of the original house. There are signs internally that this movement is longstanding, such as the infill to the timber floor. Externally, cracks have been reported as opening up since the applicant bought the house (the last 5 years).
48. The report states the combination of issues that may have caused movement of the front wall are likely to be due to lack of restraint at first floor, poor bonding across the wall, and due to foundations / ground conditions.
49. The report states there are a number of ways to remedy the issues although some may not be fully practical or economically viable. Some movement may be longstanding; hence a repair would be a large cost for little or no improvement into the future.
50. Methods to fix the building are described to include restraining of the first floor level by stiffening the existing first floor and installing ties between front and rear wall. Bonding between the thickness of the wall could be improved through installation of pins or dowels between the outer and inner stonework, and cleaning and grouting voids.
51. The report goes on to suggest underpinning if monitoring of ongoing movement suggests there is movement of foundations, but notes this is expensive and time consuming. The Planning Statement indicates a builder's quote for the repair works is around £68,000. The figure includes for underpinning, which the agent indicates is around £19,000.
52. Officers have asked for clarification as to how underpinning would be established, the timescales and what the likelihood was of underpinning being required. The Castree response stated it was important to note underpinning was not being recommended in the report. It was included in the report to outline to the applicant that there would be a cost involved if undertaken and to cover scenarios.

53. The response also stated the report sets out other possible causes of the wall bulge (poor typing, freeze / thaw or debris in the core of the wall pushing the front skin out) which they expect are more likely to have a current impact than the wall foundations.
54. Whilst it is appreciated the structural report cannot say with certainty that the cause of structural issues is only limited to the front elevation, the report and engineer response appear to suggest that works to the front elevation are the preferred works to rectify the building structural issues particularly given the deficiencies identified between the front wall and its bonding to the property, with the need for underpinning appearing to be a worst-case scenario.
55. Even if underpinning were necessary, the total quote provided appears to be far lower than the anticipated cost of demolition and construction of a new dwelling, albeit there is no comparison quote available.

Impact of Repair Works and Development

56. The Planning Statement indicates Keepers Cottage is of low significance and the physical repair works proposed would compromise any remaining significance.
57. This is disputed by the Conservation Officer, who does not consider partial rebuilding specified by the Castree Structural Report would undermine the building's significance. The area of re-building would be limited and could be achieved in a sensitive manner.
58. The Conservation Officer also notes the repair works detailed in the Castree report would not undermine any significance that the building possesses. The area of re-building would be limited and if carefully completed, would be unnoticeable. The Conservation Officer notes the Authority has approved barn conversions with a larger area of re-building than what is recommended here.
59. The development proposed would result in the total loss of the non-designated heritage asset. Based on the recommendations of the Castree Structural Report and submitted repair costs, and notwithstanding the case submitted and responses received, it is not considered there are exceptional reasons in this case to justify the total loss of Keepers Cottage for the purposes of L2.
60. It is also necessary to weigh the harm resulting from the total loss of the non-designated asset as part of the wider planning balance as required by DMC5 and 216 of the NPPF. This is undertaken as part of the planning balance, later in this report, however harm would arise through the loss of a historic building within a historic landscape setting.
61. In addition to the significance of the heritage asset itself, it is important to consider the impact of the proposal on the setting of Lyme Park, which is both a Grade II* park and garden and designated Conservation Area. As such, policies DMC8 and DMC9 are engaged as well as paragraph 212 of the NPPF.
62. While the site is not within the designated parkland or Conservation Area, it nevertheless lies within their setting being approximately 275 south west of the designations. The parkland is bound by a drystone wall; however, the parkland characteristics extend beyond this wall, so while it has a set boundary, its influence extends beyond it. There are several rights of way providing access to Lyme Park, in addition to a large swathe of open access land immediately north of the site which extends into Lyme Park.
63. The property makes a positive contribution to this edge of moorland setting, with its scale and design representative of an early C19 gamekeepers' cottage and still read as a historic property. The loss of the cottage would have a minor but harmful impact on the setting of the adjacent designations through the loss of a building which is culturally and historically tied to their history, replaced with a building lacking the existing's character.

64. The loss of the property would amount to less than substantial harm to the setting of the designated Lyme Park Grade II* park and garden and Conservation Area. NPPF paragraph 215 states that development proposals leading to less than substantial harm to the significance of a designated asset should be weighed against the public benefits of the proposal, including where appropriate securing its optimum viable use.
65. The following section of this report will assess the design and impact of the development on the landscape, and other matters, before going on to assess any public benefits or material considerations as part of the planning balance.
66. Should no material planning considerations or public benefits be identified, the proposal should be refused due to conflict with policies L3, DMC5, DMC8, DMC9 and the NPPF.

Design and Landscape Impact

67. The new dwelling would be two storeys constructed from natural gritstone under a stone slate roof. The principal elevation would measure 13m, the height from dwelling base to eaves and ridge is 4.9m and 7.4m respectively. The gable width is 6.5m. Comparatively, the existing property is 12.7m wide, 3.75m to the eaves, 5.3m to the ridge and features a gable width of 5.4m (excluding the catslides and rear extensions).
68. The Planning Statement and elevations indicate the eaves of the new dwelling would be lower than the 2024 refusal, although the reduction in eaves height appears to be achieved by lowering the footprint of the dwelling rather than changing the overall height of the dwelling itself. It is also unclear if the eaves height of the existing building outlined on the proposed elevations is correct, given the difference between the existing and proposed eaves height identified above, albeit it is appreciated this depends on the total level change of the footprint. The ridge of the new property is undoubtedly taller.
69. The existing property, whilst small, is characteristic of its former function as a worker dwelling in a remote, moorland setting. In contrast, the design of the proposed replacement dwelling is considered to be larger in scale, height and mass.
70. The front elevation has been altered from the 2024 refusal, with the southern element of the dwelling designed as an 'extension' to the main aspect. The set back of the southern element is minimal, as is the set down of its height from the main aspect. To the rear the southern aspect is flush with the main part of the dwelling, creating a confusing design.
71. The rear projecting gable element is overly long, being as wide as the gable of the proposal, and would dominate the property. It would result in the property having an inappropriate massing and form, with the extent of roofing being visible in the landscape and being both bulkier and less simplistic than the existing. The path enclosing the dwelling with retaining edges would be perceptible from outside of the site, allowing for the increased scale of development that is partly 'sunken' into the site to be appreciated.
72. Overall, the scale of the replacement dwelling is concluded to be inappropriate. It would appear as an overly-large rendition of a farmhouse which could be found anywhere in the National Park, and does not relate to its immediate surrounding in any capacity beyond its building materials, whilst also lacking the historic character of the existing property. On this basis, the proposal is contrary to GSP3 and DMC3.
73. As the replacement dwelling is substantially larger than the existing, DMH9.C is engaged which requires the new dwelling to demonstrate significant overall enhancement to the valued character and appearance of the site, built environment and landscape.

74. It is concluded the development would harm the built environment through total demolition of a non-designated asset and replacement with an inappropriate form of development, having regard to site context, and that lacks the historic character of the existing. The dwelling would negatively impact on the landscape valued characteristics. The site is within the Dark Peak enclosed gritstone upland, characterised by:

- High rolling upland with some steeper slopes;
- Permanent pasture and rough grazing enclosed by gritstone walls;
- Straight roads with wide verges of grass and, in some places, heather;
- Scattered gritstone farmsteads with stone roofs. Some relict mining sites;
- Trees grouped around farmsteads for shelter

75. Whilst not a farmstead, the existing property does feature a stone roof, and is surrounded by trees. It provides a positive contribution to the landscape character it sits within.

76. It is acknowledged the new dwelling proposes to retain these features; however, the it would be significantly larger than the existing. This would invariably have a larger and more dominating landscape impact, particularly due to mass and height.

77. By virtue of its more dominating landscape impact, and notwithstanding representations received in support of the design and upkeep of the site, the proposal is not considered to conserve, nor contribute towards an enhancement of the landscape. Accordingly, it falls short of the requirement for a 'significant enhancement' to the valued character and appearance of the site itself, and the surrounding built environment and landscape.

78. Therefore, the proposal fails to comply with GSP3, L1, DMC3 and DMH9.C.

Sustainability

79. DMH9.E requires replacement dwellings to exhibit high sustainability standards. CC1 requires development to make the most sustainable and efficient use of land and to consider renewable and low-carbon energy sources.

80. The Planning Statement and representations indicate the replacement dwelling presents an opportunity to replace the existing building with an energy efficient dwelling, and references it is proposed to heat the property via an air source heat pump. The Climate Change Statement outlines measures around solar gain, ventilation, high levels of thermal insulation, low energy fittings, water conserving fittings.

81. Renewable technologies are indicated to potentially include solar panels, air source heat pumps and grey water recycling, although none of those features are actually included within the proposal. It is however recognised those details could be provided by condition to address the requirements of DMH9.E and CC1.

Trees

82. The application proposes a replacement dwelling and groundworks including excavated patio, retaining wall and a tiered garden. There are mature trees to the north and east.

83. The Authority's tree officer has confirmed the requirement for an arboricultural impact assessment (AIA) to understand what trees are present on site and how the development may impact them, as required by Policy DMC13. An arboricultural method statement and tree protection plan are also likely to be required but could be conditioned.

84. In the absence of an appropriate AIA, there is insufficient information to understand the impact of the development on trees contrary to Policy DMC13.

Other Matters

85. L2 and DMC12 requires development to enhance the biodiversity interest of the site and requires development to comply with legislative provisions relating to protected species.
86. This application is supported by a Protected Species Survey including several bat emergence surveys. The surveys identified bats are present on site for foraging and commuting, but found no roosts. The report concludes there is no requirement for development to be carried out under a Natural England Licence, or require any mitigation. The Survey recommends that crevice boxes be installed on trees surrounding the site.
87. The Authority ecologist accepts the survey findings subject to a precautionary approach and has confirmed should permission be granted, bat boxes such as integral features should be provided to compensate loss of potential roosting features. Ecological enhancements are also advised under DMC12, details of which could be conditioned.
88. Subject to conditions, the development is compliant with L2 and DMC12. There is no statutory requirement for Biodiversity Net Gain as the development is for self-build.
89. The nearest property to Keepers Cottage is Park Moor Cottage, some 300m to the north. The proposal does not include any alterations or extensions to the curtilage of the property. On this basis, there would be no detrimental impact on neighbouring amenity.
90. The property has sufficient off-street parking and is compliant with Policy DMT8.
91. The site lies in a development low risk area in respect of coal. An advisory should be included with any planning approval.

Planning Balance

92. NPPF paragraph 216 and DMC5 require the effect of an application on the significance of a non-designated heritage asset to be taken into account in determining applications as part of a balanced judgement, with regard to the scale of any harm or loss and the significance of the heritage asset.
93. Whilst the property is a non-designated heritage asset, it is still of significance and Policy L3 requires there to be *exceptional circumstances* to justify harm to cultural heritage assets, including non-designated assets. The asset also lies within the National Park. NPPF paragraph 189 states the conservation and enhancement of landscape, scenic beauty and cultural heritage in National Parks should be given *great weight*.
94. The replacement dwelling would result in harm due to the total loss of a heritage asset, plus introduction of a less sympathetic building of inappropriate scale, mass and detail in its place. The proposal would harm the valued characteristic of the Dark Peak landscape through the loss of a feature of valued character and historic merit.
95. The applicant outlines the existing building has little historic fabric remaining and that there is progressive structural failure of the building, with extensive remedial works required which may not be practical or viable and would result in a property that is both heavily altered and thermally inefficient.
96. However, the submitted evidence suggests measures that could be undertaken to repair the building, including works to stabilise the front elevation, rebuilding of the outer leaf

and underpinning. The engineer states they are not specifically recommending underpinning which appears to be a worst-case scenario.

97. The Report appears to suggest the existing building is capable of repair, and the cost of those repairs could be achieved at a value likely to be far lower than for demolition and replacement with a new dwelling. Furthermore, the Conservation Officer considers the repair works could be undertaken in a way that would not undermine the significance of the building, and that bringing the asset back into good condition would be an enhancement to significance, in comparison to its total loss.
98. In light of the above, there do not appear to be exceptional circumstances or material planning considerations which justify the loss of the building or outweigh the harm arising to cultural heritage and the landscape, or which suggest the application should not be determined in accordance with the development plan policies.
99. NPPF paragraph 215 and DMC5 require less than substantial harm arising towards designated heritage assets (the Lyme Park Conservation Area and Grade II* Lyme Park registered park and garden) to be weighed against the public benefits of the development. Whilst it is indicated the new property would be thermally efficient and improve living conditions of the occupant, improvements could likely be undertaken to the existing building. It is not considered there would be public benefits resulting from the development that would outweigh the identified harm, and great weight should be afforded to conservation of designated heritage assets.
100. Accordingly, the proposed development would result in a high degree of harm via total loss of a non-designated heritage asset, in addition to a small degree of harm to the setting of two designated assets. Harm also arises to heritage and landscape through introduction of a new dwelling that is not sympathetic to the site and would be a clear contrast to the existing historic property. There are no public benefits, nor material planning considerations, considered to outweigh the harm to the significance of these assets or to the landscape as part of the wider planning balance.
101. Harm to cultural heritage would also conflict with the first statutory purpose of the National Park, which is to conserve and enhance the natural and cultural heritage of the area. The development therefore conflicts with Policies GSP1, GSP2, L1, L3, DMC5, DMC8, DMC9, and DMH9, in addition to Section 16 of the National Planning Policy Framework.

Conclusion

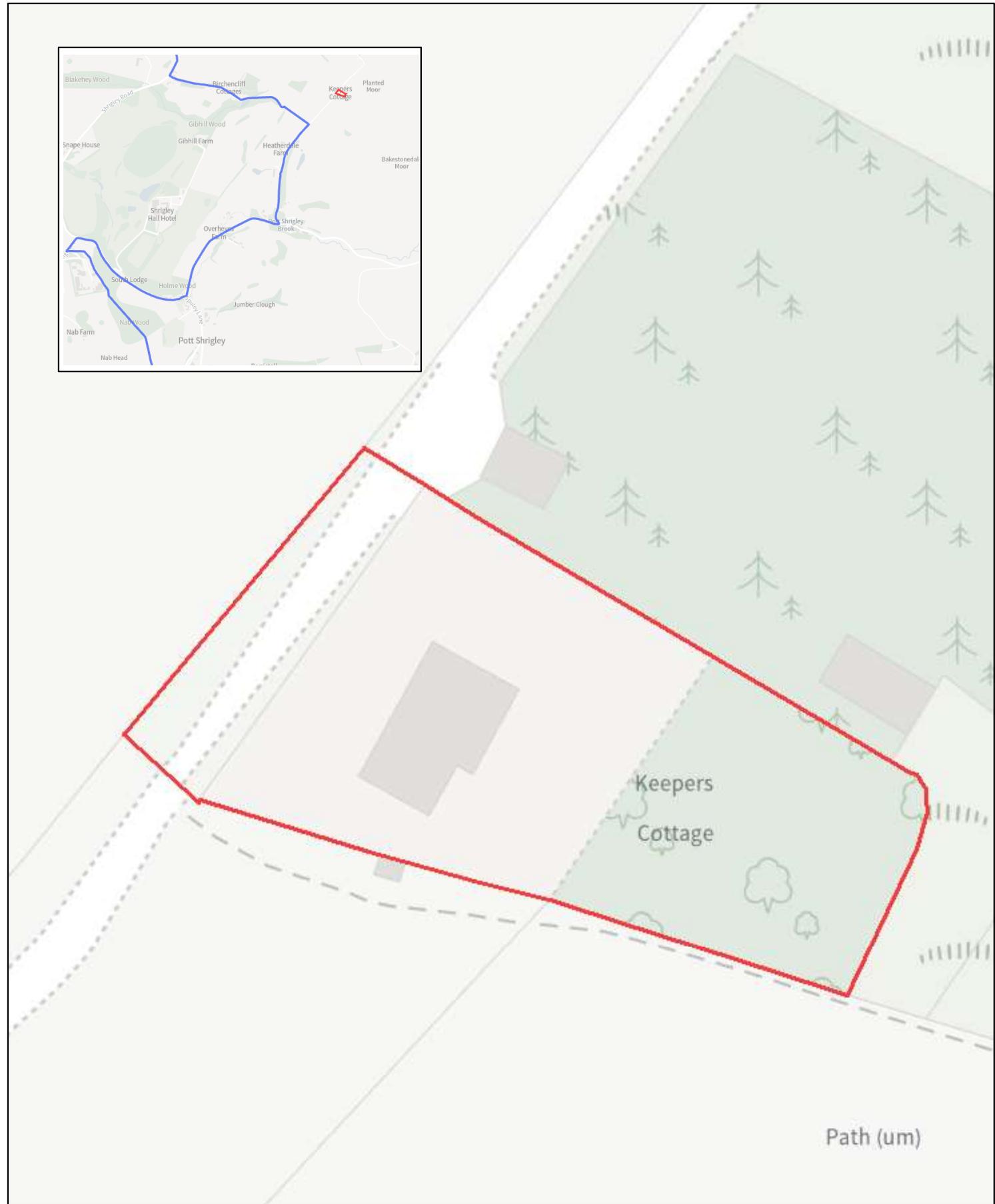
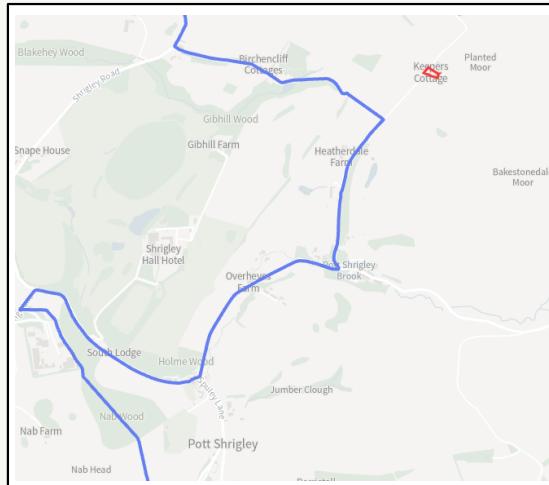
102. This application seeks to demolish and replace Keepers Cottage, a property of early C19 architecture which is historically tied to the landed estates in this section of the National Park. The building is identified as a non-designated heritage asset.
103. The replacement of dwellings is permitted in principle, subject to the existing not having historical significance. As such, the proposed development is not acceptable in principle.
104. The proposal would harm both the cultural heritage and valued characteristics of the National Park landscape, and would not result in significant overall enhancement to the site itself, or the surrounding built environment and landscape.
105. There are no material planning considerations, nor public benefits, which would outweigh the harm to the special characteristics of the National Park. On this basis, the proposed development would be in direct conflict with the National Park's first statutory function.
106. There is also insufficient information to understand the impact of development on trees.
107. The application is recommended for refusal.

Human Rights

Any human rights issues have been considered and addressed in the preparation of this report.

List of Background Papers (not previously published)

Nil



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Keepers Cottage, Moorside Lane

Item no. 8

Application no. NP/CEC/1025/1086

Committee date: 13/02/2026

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9. FULL APPLICATION – CONVERSION OF BARN TO OPEN MARKET DWELLING AT MEADOW BARN, BRENTWOOD ROAD, BAMFORD (NP/HPK/1125/1183) HF

APPLICANT: THOMAS GEORGE OXLEY

Summary

1. The application proposes conversion of Meadow Barn, which is identified as a non-designated heritage asset, to an open market dwelling.
2. The proposed conversion would conserve the buildings on site and achieve an enhancement through removal of unsympathetic structures and hard surfacing. The proposed development is acceptable in principle and in terms of its impact on the character and appearance of the site and wider landscape. Notwithstanding an objection from the Parish Council on highways grounds, the Highways Authority have confirmed there is no objection to the proposals.
3. The application is recommended for approval.

Proposal

4. The application seeks to convert Meadow Barn to a three bedroom open market dwelling. As part of the development, a number of existing modern metal sheeted and timber structures would be removed.
5. The conversion proposes to alter the roof pitch of the main barn by re-setting rafters into the original mortices on the king post trusses, restoring a traditional roof pitch and allowing for a blue slate roof in place of the existing metal sheeted roof.
6. The application would introduce 4 new rooflights, including two to the larger barn element and two to the rear roof of the lower open-fronted building block.
7. The curtilage to the barn is defined by hedgerow and walling, containing the yard area to the south of the barn. A wider scheme of re-surfacing is proposed around the building.
8. The site would be accessed by an existing track within the applicant's ownership to the north west of the barn, which connects to Brentwood Road. Two car parking spaces are proposed to the east of the lower section of the stone building range.
9. The site would be serviced by a package treatment plant proposed on land within the applicant's ownership to the west of the barn.

Site and Surroundings

10. The site lies on the southern edge of Bamford and is accessed via an existing track which is reached via Brentwood Road. There are residential properties to the north of the site and open agricultural land to the north east and south.
11. The existing site comprises a range of agricultural buildings and structures which are in varying condition. The site includes a 19th Century stone barn with attached open-fronted former cattle shed constructed of stone and slate, with the two together comprising an L-shape formation. The stone buildings are sited around a large concrete agricultural yard positioned to the south.
12. Two metal sheeted structures abut the south gable of the 19th Century barn, creating a U-plan with the stone buildings. There is a large modern agricultural building to the south

east of the site, and a timber framed hay barrack to the north. There are a number of sheep pens to the south of the site.

13. The boundary to the north of the site is formed by a number of trees.

RECOMMENDATION:

That the application be APPROVED subject to conditions:

1. **Statutory time limit.**
2. **Accordance with approved plans.**
3. **Conversion to be carried out within the shell of the stone barn.**
4. **Remove permitted development rights.**
5. **Residential curtilage to be restricted to area within blue dashed line on drawing.**
6. **Provision of enhancements including demolition works, re-profiling of roof and hard landscaping / boundary treatment works prior to occupation.**
7. **Full details of new windows and doors submitted prior to installation.**
8. **Hard and soft landscaping scheme to be submitted prior to occupation.**
9. **Existing roof slates to be re-used where possible and sample of new slates submitted prior to installation.**
10. **Detail of re-profiled roof verge to be mortar pointed.**
11. **Restrict external lighting.**
12. **Service lines to be underground.**
13. **Rainwater goods details.**
14. **Submission of arboricultural method statement and tree protection plan prior to commencement.**
15. **Implementation of Statutory Biodiversity Net Gain.**
16. **Compliance with Bat Survey Report.**
17. **Details of nesting/roosting provision for bats and barn owls to be installed prior to first use in accordance with details first submitted for approval.**
18. **Pre-commencement check for nesting birds including barn owls for works undertaken during nesting bird season.**

Key Issues

14. The principle of the proposed open market dwelling and the impact of development on the character and appearance of the site, wider landscape, residential amenity, highway safety, trees and ecology.

History

15. None relevant.

Consultations

16. Bamford with Thornhill Parish Council: Objection. The Council discussed this application at its 1 December meeting. While not objecting to the plans for the building, the Council retains its long-held view that any new development associated with Brentwood Rd must not be permitted until the dangerous Main Rd/Brentwood Rd junction is appreciably improved. The junction is a 'blind' one for traffic attempting to leave Brentwood Rd and thus has potential for a serious accident, and it is folly to generate any extra vehicular traffic on Brentwood Rd until this is resolved.
17. Derbyshire County Council Highways: Initial response requested deferral and details for widening the field access, altering its surface and how pedestrians would use it. Car parking provision, refuse storage and turning space was concluded to be acceptable, as was impact on highway safety. Details of trip generation requested.

Further response: *"Following a review of the additional information submitted by the applicant's agent, and having regard to the scale of development proposed (conversion of an existing barn to a single dwelling), the Local Highway Authority has considered the potential impact on the local highway network in the context of the National Planning Policy Framework.*

Given the limited traffic generation associated with a single dwelling, it is not considered that the proposal would result in a severe residual cumulative impact on the operation of the local highway network in terms of congestion.

With regard to the Main Road / Brentwood Road junction, which lies approximately 250 metres from the site access, the junction geometry and visibility constraints are acknowledged as existing characteristics of the local road network. However, the proposed development would introduce only a modest number of additional vehicle movements, and due to the separation distance between the site access and the junction, the proposal would not give rise to direct conflict or materially alter the operation or safety of the junction.

Collision data for the most recent five-year period has been reviewed and indicates that there have been no recorded personal injury collisions at or in the vicinity of the junction during this period. Whilst earlier incidents are noted on the wider network, there is insufficient evidence to demonstrate an ongoing highway safety concern that would be materially worsened by the additional traffic associated with the proposal.

Overall, whilst the junction does not meet current highway design standards, it has operated in its current form for a considerable period, and the limited additional traffic arising from the barn conversion to a single dwelling would not result in an unacceptable impact on highway safety. The proposal therefore does not conflict with the highway safety test set out in paragraph 116 of the NPPF. As such I will raise the issues at the junction with our road safety and traffic management teams at DCC for review.

On this basis, the Local Highway Authority raises no objection to the proposal, subject to conditions requiring the provision of the parking and turning arrangements as shown on the submitted plans, and the provision of a hardbound surface at the site access prior to the connection with the adopted highway."

18. Peak District National Park Authority Ecology: To achieve 10% BNG, it is proposed to create rural trees of moderate condition, vegetated garden, developed land; sealed

surface and species-rich native hedgerow. These proposals will result in a 15.56% net gain in habitat units and a 10.46% net gain in hedgerow units.

Bat surveys revealed a single common pipistrelle bat emerging from the building, and the presence of two roosts used by single common pipistrelle bats. Other bat species were recorded utilising the surrounding area. Barn owl pellets were discovered in the building and an adult barn owl was recorded existing the building immediately prior to the survey in July however, no evidence of nesting was recorded. All surveys are acceptable. An appropriate impact assessment has been undertaken along with details for appropriate mitigation/compensatory methods for all surveyed species/habitats.

Footnotes and conditions are recommended in respect of a Biodiversity Gain Plan to achieve BNG, details of habitat enhancement and management, the requirement for a Natural England Licence in respect of bats, compliance with the mitigation and method statement contained by the bat survey, provision of barn owl nesting / roosting features and measures around bird nesting.

19. **Peak District National Park Authority Trees:** If this application is approved, we will require by pre-commencement condition an Arboricultural Method Statement (AMS) including Tree Protection Plan (TPP).

On the north side of the existing open barn structure is a strip of vegetation and small trees (I don't know the details of these). If the development is approved it has significant potential to cause harm to these, or potentially their loss. Impacts would most likely result from the indicated drainage trenching or from construction access requirements (scaffolding or machines etc). If their retention is an important factor in the planning decision - re screening or BNG - we would require an Arboricultural Impact Assessment (AIA) in order to understand the effect on these trees, vegetation and screening.

In the event that an AIA is required, it must be in accordance with BS5837:2012 Trees in relation to design, demolition and construction. A condition for an arboricultural method statement and tree protection plan is advised.

Representations

20. None received. Neighbour consultation is currently being undertaken and members will be updated during the committee meeting.

Main Policies

21. Relevant Core Strategy policies: GSP1, GSP2, GSP3, GSP4, DS1, L1, L2, L3, CC1, HC1, T7
22. Relevant Development Management policies: DMC3, DMC5, DMC11, DMC12, DMC13, DMT3, DMT8

National Planning Policy Framework (NPPF)

23. National Park designation is the highest level of landscape designation in the UK. The Environment Act 1995 sets out two statutory purposes for National Parks in England: to conserve and enhance the natural beauty, wildlife and cultural heritage and promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the public. When they carry out these purposes, they also have the duty to; seek to foster the economic and social well-being of local communities in National Parks.

24. The NPPF is a material consideration and carries particular weight where a development plan is absent, silent or relevant policies are out of date. Paragraph 189 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, which have the highest status of protection in relation to these issues.
25. In the National Park, the development plan comprises the Authority's Core Strategy (2011) and the Development Management Policies (DMP) (2019). The development plan provides a clear starting point consistent with the National Park's statutory purposes for the determination of this application. In this case, it is considered there are no significant conflicts between prevailing policies in the development plan and the NPPF.

Assessment

Principle of Development

26. Policy DS1 permits housing in settlements and the countryside through conversion of traditional buildings. Policy HC1.C(I) states that exceptionally new housing can be accepted where it is required to achieve conservation and / or enhancement of valued vernacular buildings. DMC10 states for the purposes of HC1.C(I) valued vernacular includes non-designated heritage assets.
27. The application is supported by a Heritage Statement which confirms the presence of a 19th Century former threshing barn (c.1820 and 1842) which was later converted for livestock housing, and an attached open-fronted cattle shed constructed between 1897-1919. The Statement confirms whilst threshing barns are rare and Meadow Barn is a relatively complete example of one, the building is of medium significance due to its typical design. The open-fronted section is typical of its period however examples in the Peak District are understood to be rare and the Statement therefore identifies the structure as being of high significance.
28. In summary, the site is concluded to be of medium heritage significance and the stone barn proposed for conversion is considered to be non-designated heritage asset. The principle of conversion to an open market dwelling is therefore accepted under HC1 and DMC10, subject to the scheme proposed achieving conservation and / or enhancement.

Impact on Character and Appearance

29. The structural report confirms that provided works are undertaken with care, the conversion is likely to be achievable within the existing building shell. It is acknowledged that work is required to replace the main barn sheeted roof, and to repair the roof on the single storey section. However, for the purposes of DMC10.A(ii) the building is capable of conversion to an extent that would not compromise its significance or character.
30. The re-profiling of the roof pitch of the larger section of barn to restore a traditional 35 degree roof pitch and slate roof would enhance the barn's character, as would demolition of the wriggly tin buildings to better reveal the stone barn. A condition requiring those works to be completed prior to occupation is proposed to achieve those enhancements.
31. The replacement of the existing concrete yard surfacing is also considered to be a positive enhancement, subject to the replacement hard surfacing being sympathetic. The plans propose some crushed limestone which is not reflective of local geology, however the precise materials can be controlled by condition. The proposed hedging would define the barn curtilage and help to screen the siting of the air source heat pump.
32. The extent of the barn's curtilage that is defined on the submitted drawings is considered to be appropriate and proportionate, and the siting of vehicle parking is discreet. The hedging and drystone walling shown on the proposals would screen the domestic

curtilage in the wider landscape. A restriction on permitted development rights including outbuildings, extensions and hard surfacing would help to control the agricultural setting, whilst a restriction on external lighting would also help to conserve the landscape.

33. Turning to the building itself, new openings are limited to 4 rooflights, with the proposal making use of existing window and door openings in the building. The size of the rooflights have been reduced through discussion with officers and their siting is considered to be sensitive such that the approach is considered to reflect the approach supported under Principle 2 of the Conversions SPD.
34. The conversion proposes to glaze the open-fronted elevation of the lower building section. This element has been carefully considered, as 5.18 of the Conversions SPD requires the historic ratio of blank walling to openings ('solid to void ratio') to be maintained. The agent has referred to the Heritage Statement which states the glazing is appropriate in this case to retain the open-fronted feel of the shed, rather than to pursue a more solid frontage which would alter the open-fronted character.
35. Officers raised some concern that the glazing would lead to a high void to solid ratio and has the potential to be more domestic in character. However, it has been agreed that any glazing would have a deep recess and be set back behind the stone pillars of the front elevation, to limit its prominence. The sub-division of the glazing would be very slim aluminium. Subject to a sympathetic design and finish of the glazed insert, it is considered the glazed approach is appropriate to the specific character of the building.
36. The internal sub-division and re-use of the hayloft is considered to be an appropriate degree of intervention to the building. Whilst there would be some disruption to the layout of the former feeding pen area, it is recognised the conversion as a whole would secure the conservation of the building and the changes are accepted on balance having regard to the conservation and enhancement benefits that would be achieved.
37. The proposed conversion would achieve the conservation and enhancement of a non-designated heritage asset, and the proposed form, layout, detailing and landscaping is appropriate to the site context, subject to control of certain details such as lighting, landscaping, fenestrations and other detailing by condition.
38. Subject to those conditions, it is concluded the development complies with Policies GSP1, GSP2, GSP3, L1, L3, HC1, DMC3, DMC5 and DMC10 of the development plan.

Highways

39. The Parish Council objection raises concerns over the safety and intensified use of the Brentwood Road / Main Road, which vehicles leaving the site would be required to use.
40. The response has been shared with the Highways Authority, along with photographs of the junction. The Highways Authority response acknowledges the junction constraints however states within the most recent five-year period collision data indicates there have been no recorded personal injury collisions at or in the vicinity of the junction. Whilst earlier incidents on the wider network are noted, there is insufficient evidence to demonstrate an ongoing highway safety concern that would be materially worsened by the proposal, and there would be limited traffic generation associated with one dwelling.
41. The Highways Authority therefore confirm there is no objection to the application and that the proposal does not conflict with the highway safety test at paragraph 116 of the NPPF.
42. The parking and turning arrangement are acceptable. Whilst the Highways Authority have requested the widening of hard surfacing of the access track, officers consider the track is suitable with clear visibility along its route that allows vehicles to wait at either

end to allow passing, and for pedestrians to use the route safely. Widening and surfacing would harm landscape character.

43. It is concluded the development would not result in unacceptable impact on highway safety or cumulative severe impact on the highway network, and is acceptable in terms of access and parking, thereby complying with paragraph 116 of the NPPF and Policies T7, DMT3 and DMT8.

Residential Amenity

44. The site is 35m from the nearest dwelling, although the site access runs south of around 8 dwellings. The residential use is compatible with housing, and use of the track by residential vehicles is not considered to present an unacceptable impact on amenity, based on the number of vehicles associated with one dwelling and as this relationship is fairly typical of many properties in the area.
45. Given the works relate to the existing building shell with some landscaping, the development is not considered to harm neighbouring amenity by means of being overbearing, through overlooking or overshadowing.
46. The new dwelling would have a close relationship with the agricultural barn to the south east, which is in the ownership of the applicant. It is recognised there may be potential amenity impacts should the dwelling fall into new ownership once developed, however the close relationship is fairly typical of the local rural area and there are means to provide a buffer between the dwelling and agricultural building due to the intervening yard area, which at present includes the car parking area and drystone wall.
47. It is concluded that the amenity of existing and future residents is acceptable on balance and accords with Policies GSP3 and DMC3 in this respect.

Ecology

48. The supporting ecological surveys confirm the barn has 'moderate' potential for roosting bats, with a single bat was recorded emerging from the barn and two roosts present. Barn owl pellets were also discovered in the building with an adult barn owl recording in the building immediately prior to surveys, but no evidence of nesting recorded.
49. The Authority's ecologist accepts the survey findings and proposed mitigation and compensatory measures, which include obtaining a Natural England licence, retention of wall crevices and/or provision of bat boxes, undertaking certain works under ecologist supervision and measures for works in nesting bird season. Having regard to the need for a licence, the proposals are in the public interest as they would achieve conservation of a non-designated asset, considered to represent a satisfactory solution that will not harm protected species and would maintain the conservation status of the bat species.
50. The mitigation and compensatory measures would ensure development conserves the ecological interests of the site, including in respect of protected species, thereby complying with Policies L2, DMC11 and DMC12.
51. Turning to Biodiversity Net Gain (BNG), the application confirms the site has a pre-development baseline of 0.15 habitat units and 0.21 hedgerow units. The development would result in the loss of around 0.036 habitat units. As a result of the proposals, it is demonstrated the development is capable of achieving a post-development value of 0.17 habitat units (15.56% net gain) and 0.23 hedgerow units (10.45% net gain). The BNG trading rules are capable of being satisfied and the development is able to achieve at least 10% BNG.

Trees

52. The site is bounded by hedgerow to the north east. There is a smaller tree at the northern corner of the building range which is likely to be removed as a result of the proposals and the siting of drainage infrastructure. The tree is of poor condition and subject to provision of a replacement as part of a final landscaping scheme, its loss is not resisted.
53. There are a number of more mature trees further north of the site, although they lie outside of the application boundary and beyond the general scope of proposed works. The Authority's tree officer has therefore confirmed that subject to submission of an arboricultural method statement (AMS) and tree protection plan (TPP) to set out how those trees would be protected during development which could be achieved by condition, there is no objection to the proposed development.
54. The AMS and TPP would also be required to ensure landscaping to the north of the building range is appropriately protected. Following further discussions with the tree officer, it has been confirmed that based on the nature of species to the north of the building, and given the extent of works proposed, the provision of the AMS and TPP by condition would be appropriate and no further information is required in respect of trees as part of the application at this stage.
55. In light of the above and subject to appropriate protection measures and replacement planting which can be secured by condition, it is concluded the development is acceptable with regard to impact on trees and is in accordance with Policy DMC13.

Climate Change / Sustainability

56. The submission confirms provision of an air source heat pump adjacent to the main south gable elevation. Measures within the Sustainability Statement confirm re-use of on-site materials where possible, insulation upgrades and use of water efficient fittings. The site is not at risk of flooding. The measures to promote low-carbon energy and water and energy efficiency, whilst directing development in areas of low flood risk accord with CC1.

Conclusion

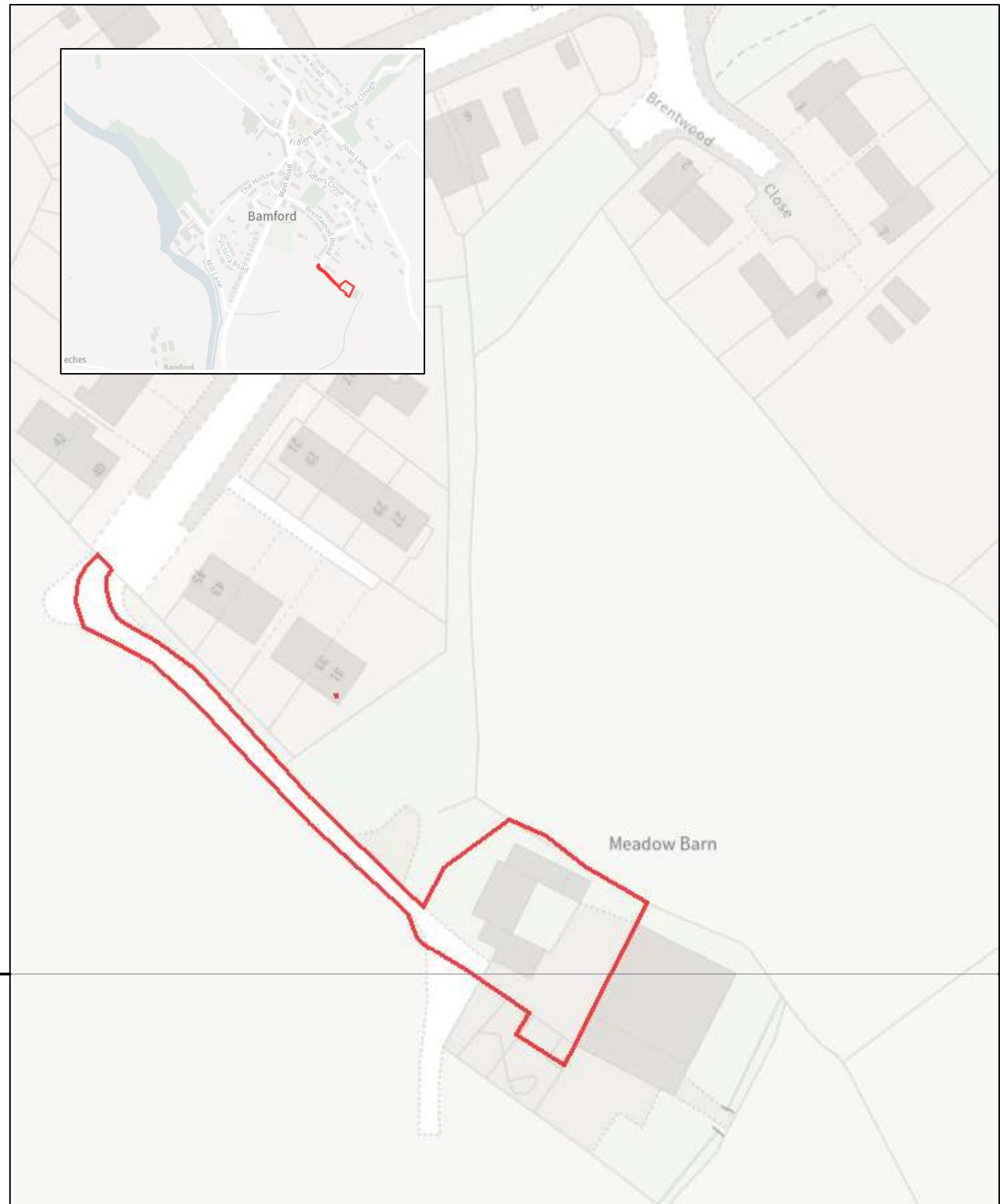
57. The proposed dwelling would achieve the conservation and enhancement of Meadow Barn and its setting, which is identified as a non-designated heritage asset. The proposals are considered to represent a sensitive scheme of conversion that are acceptable in terms of design, detailing and landscape impact.
58. It has been concluded that the development is acceptable in all other respects including highways, ecology, trees, residential amenity and climate change.
59. The proposed development complies with the Authority's development plan and there are no material considerations which indicate that planning permission should not be granted. The application is therefore recommended for approval.

Human Rights

Any human rights issues have been considered and addressed in the preparation of this report.

List of Background Papers (not previously published)

Nil



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Meadow Barn, Bamford

Item no. 9

Application no. NP/HPK/1125/1183

Committee date: 13/02/2026

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10. FULL APPLICATION – CHANGE OF USE FROM INTERPRETATION SPACE TO INTERPRETATION SPACE AND NATIONAL PARK CENTRE (INCORPORATING CYCLE HIRE) AT MILLERS DALE STATION (NP/HPK/1125/1163, WE)

APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY

Summary

1. The application proposes the change of use of the former goods shed from an interpretation space to a space comprised of interpretation, visitor information and limited small-scale retail (National Park Centre), and cycle hire.
2. Local policy supports facilities which enable recreation, environmental education and interpretation which encourage understanding and enjoyment of the National Park.
3. The proposed inclusion of additional facilities within the goods shed, including staffed small-scale retail, visitor information and cycle hire would not have a detrimental impact on the special qualities of the National Park. It would enable visitors to experience meaningful interpretation whilst also providing opportunities for the enjoyment of the National Park on a traffic free trail through bicycles/vehicles for hire regardless of mobility.
4. Officers are mindful that certain elements, notably the cycle hire, may intensify the number of visitors to the site. Accordingly, this recommendation has been based upon the requirement for the additional car parking proposed through NP/HPK/1125/1164 to be provided before first use of the development. The delivery of the car park before first occupation of the proposed use would be secured by planning condition.
5. The application is considered to be in compliance with local and national policy. It is recommended for conditional approval on this basis.

Proposal

6. The application proposes to change the use of the goods shed from a self-guided interpretation space to a space comprised of the existing interpretation space (which will remain unchanged), small-scale retail offer and cycle hire.
7. The application proposes the loss of two car parking spaces immediately to the north of the goods shed when the cycle hire is in operation.
8. The Design and Access Statement advises that the National Park Centre and cycle hire will operate 7-days a week between 09:00 and 17:00 between February and November inclusive.
9. It also advises that the cycle hire will have a fleet of inclusive and accessible bicycles/tricycles/hand-cranked cycles and other adaptive options, in addition to 20-30 e-bikes and 60-80 standard bicycles.

Site and Surroundings

10. The former Millers Dale Station site is in a mixed-use comprised of public car park, café, public toilets and interpretation space located in open countryside on the road to Wormhill which rises up from Millers Dale village in the valley bottom beneath the viaduct. The site sits on a level area of land and includes the car park and surviving station buildings and platforms. The Monsal Trail crosses the site along the route of the former railway.

11. The site is located within the designated Millers Dale Conservation Area. The viaducts are located to the east of the station, North Viaduct is Grade II listed and South Viaduct is Grade II* listed. The former station is not listed but does form part of the Historic Buildings, Sites and Monuments Records as a non-designated heritage asset.
12. The site is located outside of but adjacent to the Peak District Dales Special Area of Conservation (SAC) and the Wye Valley Site of Special Scientific Interest (SSSI). The site is located within the Limestone Dales Landscape Character Area for the purposes of the Authority's Landscape Character Assessment.
13. Much of the former station infrastructure has been demolished and only the booking office and post sorting room remains fully intact and is currently utilised by the National Park Authority as a café with public toilets. The adjacent goods shed has been partially re-build to provide an interpretation space.
14. The nearest neighbouring property is Station House which is located to the north of the site in an elevated position and shares access with the car park. There are two properties directly opposite the site entrance, Dale View and The Wriggly Tin.

RECOMMENDATION:

That the application be APPROVED subject to the following conditions:

1. **Statutory time limit.**
2. **Accordance with approved plans and specifications.**
3. **The cycle hire shall not be brought into use until the additional car parking provision approved through permission NP/HPK/1125/1164 has been completed and made available for use.**
4. **Restrict opening hours to between 09:00 and 17:00.**

Key Issues

- Principle of the development;
- Impact upon the special qualities of the National Park, including landscape character, ecology and biodiversity, and cultural heritage;
- Impact on amenity;
- Highway safety.

History

15. 1982: Planning permission granted conditionally for public toilets, ranger base, car park and septic tank.
16. 1992: Planning permission granted unconditionally for car park extension.
17. 2004: Planning permission granted on a temporary basis for siting of mobile refreshment vehicle.
18. 2018: Planning permission granted conditionally for change of use of former station building from office and workshop to visitor information point and café, extension to car park (NP/HPK/0518/0407)

19. 2018: Planning permission granted conditionally for replacement roof to railway goods shed and the change of use of the building to incorporate interpretation (NP/HPK/1118/1010).
20. 2023: Planning permission granted for Changing places facility (NP/HPK/0823/0972).

Consultations

21. Taddington and Priestcliffe Parish Council: Objection

The Parish Council have strong concerns regarding the applications and their impact on the Monsal Trail, adjoining footpaths and wild areas, where there is already considerable damage being caused as this is already a highly visited site.

The proposals in application NP/HPK/1125/1163 include provision of additional cycling hire at the site, despite the site having existing cycling hire facilities at Blackwell Mill and at Hassop, and without consideration that a large number of visitors also travel to the site with their own cycles too. The application proposes that twenty to thirty electric bikes and sixty to eighty standard bikes will be made available for hire. There are also to be an undefined number of accessible cycles, assisted wheelchairs, hand cranked cycles and other adapted cycles. This equates to well over one hundred additional cycles using the trail each day. This sheer volume of increased cycling capacity is likely to be detrimental to the area, for existing /other users and in terms of physical wear and damage to the trails themselves.

Walkers already struggle significantly at the Monsal Trail and Millers Dale, trying to navigate paths with cyclists speeding down the tracks, sometimes at dangerous speeds and quite often without even using their bells to notify others of their presence safely. To add such a volume of additional cycling traffic is potentially dangerous to all visitors alike, whilst also bringing to question the limits as to the capacity of the site to accommodate this, and concerns around sustainability for the site and wider nature.

The reality is that as the application states, the site is already a very popular area. There are concerns that it is in fact overused as a tourist hotspot, with local residents actively avoiding the area, especially at peak times, because quite simply, it becomes too populated, in terms of footfall, and in terms of traffic infrastructure and parking, for people to enjoy and appreciate. Further expansion can only exacerbate this.

Application NP/HPK/1125/1164 seeks to expand the existing car park on the west of the Monsal Trail providing an additional sixty-six parking spaces. We note there have already been two previous car park extensions at this site, and are apprehensive about this further proposed expansion, which may well set precedent for further applications of this nature, and raises the question, where a line will be drawn, how much parking will be allowed and how much is needed? We are concerned that will result in a loss of woodland area that is part of the site, however the greater concern is that additional parking will increase significantly the number of visitors to the site, and in doing so, exacerbates its current overuse, and the additional incoming visitors will also impact on nature recovery in this area. A very significant site and area of natural beauty runs the very real risk of becoming overrun, and whilst we recognise that the Peak National Park is there for all to access and appreciate, at the same time, consideration must be made as to how we can also preserve and protect sites like these so they continue to be there for that purpose.

There is also concern that whilst the purpose of the development set out in NP/HPK/1125/1163 is to attract additional visitors and expand upon local facilities, with NP/HPK/1125/1164 providing additional parking to support this; as things are, parking in this area is often excessive, extensive and outside of the existing car parks. There is strong concern that illegal and inconsiderate parking will continue despite the provision of additional parking. If the site is expanded and the car parks are charged, it may well be that additional

visitors are attracted, but parking difficulties locally significantly worsen as visitor numbers increase further, thus worsening issues with highways and road safety.

There is mention of a retail component in the application, however a lack of clarity in relation to this, leaving open to interpretation what this facility will be. We would like this to be more clearly set out. When the planning application for the existing cafe was approved there were going to be on street car parking controls, but these never happened until after the position became so severe that there was no option. It should be a requirement that no development is carried out until on-street parking regulation is in place between Millers Dale and Wormhill and a proper assessment made of the impact of visitor numbers on the wilder areas of the Wye valley is undertaken to reduce the damage being done, damage which, if allowed to continue is going to be irreversible.

Given the attraction of extra visitors to the site, and so the wider road network, our Parish Council also object to the application on grounds that it will result in increased traffic through Priestcliffe Ditch, Tideswell and Millers Dale and surrounding parishes and as a result, impact on local amenity as well as safety, for not only the area within the development, but for those around it as visitors travel to the site. This will impact detrimentally on our wider infrastructure and transport networks, and potentially policing as a result, and most of all on our existing road users and residents.

Finally, the Parish Council wishes to express concerns about the application itself coming from the PDNPA and at the same time, being assessed by the PDNPA, and whether, as such, this application will be considered consistently with expectations applied to other similar applications. There is failure in both applications, to demonstrate how any decisions reached will be impartial.

It is for these reasons that we therefore wish to object to both of these applications. The Parish Council would be happy to attend a public meeting to discuss concerns regarding this application should one be arranged.

22. Wormhill and Green Fairfield Parish Council: Objection

1. *The proposals appear to be a clear breach of Policy 64(B) in the currently-draft Local Plan. That Policy requires that any additional parking provision should be of a limited nature, taking account of its location and the visual impact of parking. The proposals could not reasonably be viewed as compliant with that requirement, given the quiet, beautiful location of the station. PDNPA, by seemingly being willing to ignore its own policy, brings into question whether it is a credible applicant.*
2. *The existing small businesses which provide cycle-hire at locations along the Monsal Trail (one of these, at Blackwell, is within our Parish) are likely to be adversely affected by PDNPA opening a further cycle-hire facility. It is surely not the role of PDNPA to needlessly undermine the viability of small local businesses in the Park.*
3. *The minor road on which Millers Dale station sits is angular and awkward, and clearly unsuitable for the appreciable extra road traffic which this proposal is likely to generate. And the entrance into the station off that road is at an unhelpful angle which exacerbates such traffic difficulties.*
4. *The site is in a steep-sided valley - this will significantly restrict the ability of traffic fumes to become dispersed, and is likely to lead to worsened air quality in the valley.*
5. *We are not convinced that the application gives adequate consideration to its negative effects on the adjacent woodland and SSSI - as distinct from just assessing the effect on the specific area of the proposed works. Those negative effects on adjoining areas need to be understood in greater detail than the application displays.*

In summary, we find the proposals to be an unacceptable step towards urbanisation of a site which will thus be forever damaged by these works.

23. Derbyshire County Council (Highways):

24. High Peak Borough Council: No response received to date.

Representations

25. 44 representations were received during the determination of the application.

26. All representations objected to the proposal or gave a general comment. The concerns raised were:

- Request that the car park is provided before the cycle hire is brought into use;
- Unclear how many cycles would be available for hire;
- Impact on Special Area of Conservation. Not assessment of additional waste water from facilities;
- Impact on SSSI and potential features being destroyed or harmed;
- No ecological appraisal submitted in support of the application;
- National Park Authority should support measures for public transport;
- The layby on Wormhill Road should be yellow lined to ensure visitors don't park and walk to the trail;
- Landscape impact of the proposed development with no LVA submitted in support;
- Concern over litter and dog fouling;
- Additional visitors putting strain on services, such as septic tank
- Bus stop is some distance from the trail on a blind bend with no pavements;
- Erosion of adjacent footpaths being a danger to visitors;
- Conflict between users of the trail, in particular dog walkers, walkers, and horse-riders;
- Impact of proposal on horse-riders and ability to load and offload;
- Proposal would put an existing cycle hire out of business;
- Additional cycles would cause congestion and safety issues on trail;
- Sufficient cycle hire services on the Trail;
- Assurance from Authority that the Goods Shed would not become a cycle hire facility;
- Misuse of public funding – should focus on infrastructure, maintaining footpaths and preserving the protected status of the area;

Main Policies

Relevant Core Strategy policies: GSP1, GSP2, GSP3, DS1, L1, L2, L3, CC1, RT1

Relevant Development Management Plan policies: DMC3, DMC5, DMC8, DMC11, DMC12, DMT6, DMT7

National Planning Policy Framework (NPPF)

27. National Park designation is the highest level of landscape designation in the UK. The Environment Act 1995 sets out two statutory purposes for National Parks in England: to conserve and enhance the natural beauty, wildlife and cultural heritage and promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the public. When they carry out these purposes they also have the duty to; seek to foster the economic and social well-being of local communities in National Parks.

28. The NPPF is a material consideration and carries particular weight where a development plan is absent, silent or relevant policies are out of date. Paragraph 189 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, which have the highest status of protection in relation to these issues.

29. In the National Park, the development plan comprises the Authority's Core Strategy (2011) and the Development Management Policies (DMP) (2019). The development plan provides a clear starting point consistent with the National Park's statutory purposes for the determination of this application. In this case, it is considered there are no significant conflicts between prevailing policies in the development plan and the NPPF.

Assessment

Principle of Development

30. Core Strategy policy RT1 states that:

Proposals for recreation, environmental education and interpretation must conform to the following principles:

- A) *The National Park Authority will support facilities which enable recreation, environmental education and interpretation, which encourage understanding and enjoyment of the National Park, and are appropriate to the National Park's valued characteristics. Opportunities for access by sustainable means will be encouraged.*
- B) *New provision must justify its location in relation to environmental capacity, scale and intensity of use or activity, and be informed by the Landscape Strategy. Where appropriate, development should be focused in or on the edge of settlements. In the open countryside, clear demonstration of need for such a location will be necessary.*
- C) *Wherever possible, development must reuse existing traditional buildings of historic or vernacular merit, and should enhance any appropriate existing facilities. Where this is not possible, the construction of new buildings may be acceptable.*
- D) *Development must not on its own, or cumulatively with other development and uses, prejudice or disadvantage peoples' enjoyment of other existing and appropriate recreation, environmental education or interpretation activities, including the informal quiet enjoyment of the National Park.*

31. The proposed development would comply with criteria A of this policy provided it conserves valued characteristics. Furthermore, it would be sited in the goods shed, which itself is a traditional building or historic and vernacular merit. It therefore complies with criteria D.

32. Accordingly, the pertinent consideration to determine whether the proposed development is an acceptable form of recreation and interpretation development is whether it is appropriate in its location in relation to the environmental capacity, scale and intensity of use and activity alongside how sustainable is access to the site. The application also needs to demonstrate that it would not prejudice or disadvantage peoples' enjoyment of existing and appropriate recreation, environmental education or interpretation activities.

Impact upon the special qualities of the National Park:

Landscape

33. The application site is in the Limestone Dales Landscape Character Area. These areas are characterised by:

- Steep sided limestone dales with craggy outcrops, cliffs and scree slopes
- Extensive patches of limestone grassland forming a landscape mosaic with interlocking blocks of ancient semi-natural woodland, secondary woodland and scrub
- Largely unsettled, apart from occasional small mill settlements
- Historic mineral working (quarrying, lead mining) and use of water power.

34. Policy L1 states that development must conserve and where appropriate enhance the valued characteristics of the landscape.

35. As this application seeks planning permission for a change of use, the wider landscape impacts of the proposal would be negligible and limited to cycles and other ancillary equipment being temporarily kept outside the building. No operational development or alterations to the building are proposed. Proposed advertisements are considered under a separate application (NP/HPK/1125/1166).
36. The proposed development would result in the loss of two car parking bays in front of the goods shed for use in connection with the cycle hire. On the forecourt of a busy car park on a popular Trail, the use of this area in connection with cycle hire would not be visually intrusive or harm the character of the site or the wider area.
37. The proposed change to provide small-scale retail use and improved visitor services in the National Park Centre, within the building, would not have a visual impact.
38. The proposed development would facilitate the increased use of the Monsal Trail through additional cycles available for hire. While this would not have a landscape impact per se, it would have an impact on the characteristics of the area. Arguably, it would decrease the ability for users of the trail to experience tranquillity and quite enjoyment of that section of the National Park. However, it should be noted that in 2021, it was estimated that the Monsal Trail saw 300k visitors per year. When assessed against the baseline numbers, the small additional number of cycles for hire would not contribute to any significant adverse impact to the characteristics of the site or the trail.
39. Therefore, the natural beauty and landscape character of the National Park would be conserved as a result of the proposed development.

Ecology

40. The development site is immediately adjacent to the Wye Valley Site of Special Scientific Interest and the Peak District Dales Special Area of Conservation. In addition, the impact of the proposed development on the habitat value of the site and protected species are also a key consideration. Policies L2, DMC11 and DMC12 are engaged.
41. The proposed change of use would not materially impact the significance of the ecological value of the site and surrounding designations as it would be solely located within the footprint of the existing goods shed and car park.
42. As noted in the introduction, the acceptability of this application is contingent on the additional car parking bays coming forward through application NP/HPK/1125/1164 before the cycle hire is brought into use. It is noted that the impact of increased recreation pressure on the designated ecological sites was a key consideration in the preliminary ecological appraisal and Habitat Regulations Assessment supported in support of that application. Appropriate mitigation for increased recreation pressures has been recommended as conditions for the car park application. As this scheme could not come forward without the car-park application, it is considered that the impact of increased recreational pressure in proximity to the designated sites has been appropriately mitigated for.
43. The proposed development would therefore not harm onsite ecology, habitats or the adjacent Wye Valley Site of Special Scientific Interest and the Peak District Dales Special Area of Conservation. It is therefore in compliance with policy L2, DMC11 and DMC12.

Cultural Heritage

44. The site lies in the Millers Dale Conservation Area. The grade II listed viaducts are approximately 150m to the east, and the grade II listed Milne House is 110m to the south. The railway station complex itself is a significant piece of industrial history locally and is

therefore deemed to be a non-designated heritage asset. Accordingly, policies DMC5, DMC7 and DMC8 are engaged which require development to conserve the significance and setting of designated and non-designated heritage assets.

45. The Millers Dale Conservation Area is split into two areas, the ‘village’ and ‘industrial area’. The industrial area is centred around the railway station, and includes the quarried cliff faces, lime kilns and the railway station itself. These contribute significantly to the historic importance, settlement pattern and surviving structures of the Conservation Area.
46. Similarly to landscape, the impact of the proposed development on the cultural heritage of the locality would be extremely limited. The visual impact of the development would be limited to the area directly in front of the goods shed which is an existing car park. It therefore would not harm the Millers Dale Conservation Area, nor the wider site as a non-designated heritage asset. Similarly, there would be no harm to the setting of the nearby listed viaducts nor Milne House.
47. The application does not propose any physical alterations to the goods shed which is recognised as being a non-designated heritage asset. Indeed, the new use represents an additional evolution to the building’s history and story.
48. Accordingly, the proposed development would conserve the significance and setting of heritage assets.

Residential Amenity

49. The provision of a cycle hire would intensify the site and result in more vehicles and visitors going to the site. Policies GSP3 and DMC3 require consideration of residential amenity.
50. The nearest residential properties are Station House (immediately to the north sharing a site access), Dale View and The Wiggly Tin (directly opposite the site access). There are other residential properties along the road between Glebe Farm and the B6049.
51. Representations have raised concern over the impact of increased traffic movements in the surrounding villages and parishes.
52. The proposal would be very likely to lead to additional vehicle movements to the site, in addition to more people using Millers Dale Station as a starting point for recreational days out.
53. Residents living along the unnamed road leading to Millers Dale Station, in addition to Station House, may notice a marginal increase in movements along the road, particularly during peak times. However, the marginal increase of vehicular movements on an adopted highway would not amount to any significant harm to the amenity of occupants.
54. Furthermore, a notable benefit of directing visitors to Millers Dale directly to the station car park is that it enables the public to access directly onto an established trail and right of way network. The Monsal Trail hosts a great number of visitors to the National Park and facilitates them in such a way which minimises impacts on communities by keeping them relatively contained to the Trail itself, in addition to a number of hubs along the Trail.
55. Therefore, the slight intensification of a recreation facility which is capable of taking a relatively high volume of visitors would not amount to an unacceptable impact to the residential amenity of neighbouring properties in Millers Dale or the locality. When considering the impacts further afield, the anticipated increase in vehicular movements associated with the proposed cycle hire would be negligible across the wider network.

56. The goods shed is an established interpretation space. Officers do not consider the other additional facilities, such as visitor information and small-scale retail, would make the space a 'destination'. Rather, it is an ancillary function in the wider site which people would make use of once there. Therefore, these elements would not impact residential amenity.

Highways & Access

57. As noted, the provision of a cycle hire centre would intensify use of the site and increase the number of vehicles entering the car park and site as a whole.

58. Millers Dale Station utilises an access onto the unnamed road from the B6049 and Glebe Farm. The proposed development would result in an intensification in use for this access, so the impact of the development on the safety of the public highway is a key consideration.

59. For vehicles emerging onto the highway, visibility to the north (towards Wormhill) is relatively clear and long ranging; however, visibility to the south is restricted to approximately 45m.

60. The Highway Authority originally requested additional information to understand the likely impact on the public highway, including anticipated trip generation, movements at peak times and visibility splays.

61. The adjacent public highway has a 40mph speed limit. Using standard guidance, accesses should have visibility of 120m. However, consideration should be given to the fact that the access is pre-existing (as opposed to new which should meet guidance), and it is the intensification of use which should be accessed as opposed to the use of the access as a whole.

62. Given the gradient of the road to the north, in addition to the very steep bend approximately 200m before the access point, it is very unlikely that vehicles would be driving at 40mph. A more probable speed would be between 20mph-30mph. For such speeds, accesses should have visibility of 43m. Vehicles emerging from the site would be capable of visibility up to 45m.

63. It is noted that there is currently an application under determination seeking to increase the car park capacity at Millers Dale by 48-bays. The applicant has cited a justification and demand for such an expansion. Therefore, it would be inappropriate to further intensify the use of the site through the approval of a cycle hire facility without an element of 'operational' car parking being provided. Therefore, this recommendation has been made on the basis that the 48-bays being provided before the cycle hire is brought into use.

64. On this basis, the Highway Authority have resolved to not object to the proposed development. Considering the above, Officers are satisfied that the development can be accommodated on the site without harm to highway safety nor any sever impacts upon the highway network. Therefore, the proposal is acceptable with regard to highway safety.

65. In addition to the above, Millers Dale Station is on the route for the No. 65 Bus from Tideswell to Buxton. Currently, this bus service stops at Millers Dale 7 times a day in each direction. Whilst Officer's acknowledge this is limited frequency, it nevertheless gives visitors the opportunity to get to the site using a sustainable mode of transport. Therefore, visitors would be able to visit the site and explore the trail using hired cycles without the need for a private vehicle.

Other matters

66. Concern has been raised over the impact of the proposed increase of use along the Monsal Trail itself. With consideration to 'wear and tear' the applicant is also the owner of the Monsal Trail who would have a responsibility for its upkeep. Therefore, dealing with the physical implications of the proposed development would fall to the applicant themselves. The additional wear and tear associated with the development, compared to the existing use is considered to be marginal.
67. Concern has been raised over the increased cycling provision and whether this would be at the expense of other Trail users, such as horse-riders and walkers.
68. These concerns are acknowledged; however, the Monsal Trail is maintained for the benefit of all who wish to experience the National Park on a traffic-free route, with no hierarchy given to users. The Monsal Trail invariably has peak periods where it is busy with cyclists, walkers and horse-riders. The proposed addition of cycles to hire at this site may exacerbate this during peak periods; however, across the 11.5km trail, the impact of the additional cycles would be minimised and would not prejudice other users.
69. Furthermore, some concern has been raised over the impact of the cycle hire on other similar local businesses. This is not a material planning consideration and is therefore given no weight.
70. In addition to increased opportunities for the public to enjoy the special qualities of the National Park, the proposed development would improve accessibility to the Monsal Trail through adaptive cycles/vehicle. The development would also result in a modest increase in users spending money at the various hubs along the trail enhancing the local economy.

Conclusion

71. To conclude, it is recognised that the proposed development would support a pre-existing facility which enables recreation, environment education and interpretation. Having considered the impacts of the proposed development, it is concluded that the scale of the proposal is suitable with regard to the capacity of the site. The proposed development would conserve the special qualities of the National Park, whilst also enabling increased enjoyment of those special qualities.
72. An assessment has been made on the potential conflict between the proposed use and existing recreation locally. It has been accepted that the proposed cycle hire would increase the number of cyclists on the Monsal Trail; however, the site is safeguarded for such a use and there is no evidence to suggest that the additional cycles across the 11.5km network would intensify the site to such a degree it would prejudice the enjoyment of other users, such as walkers and horse riders.
73. Furthermore, the proposed development would provide a modest improvement to the accessibility of the National Park through its adaptive vehicle range and also make small economic benefits to the businesses along the Trail.
74. Therefore, the proposed development is in compliance with the relevant recreation policy within the development plan, policy RT1. Furthermore, it would comply with the overarching General Spatial policy within the Core Strategy GSP1 which requires all development to be consistent with the National Park's legal purposes and duty.
75. The development is in compliance with the relevant policies of the development plan. There are no material planning considerations which indicate that planning permission should be granted otherwise than in accordance with the plan.

76. This application is therefore recommended for conditional approval.

Human Rights

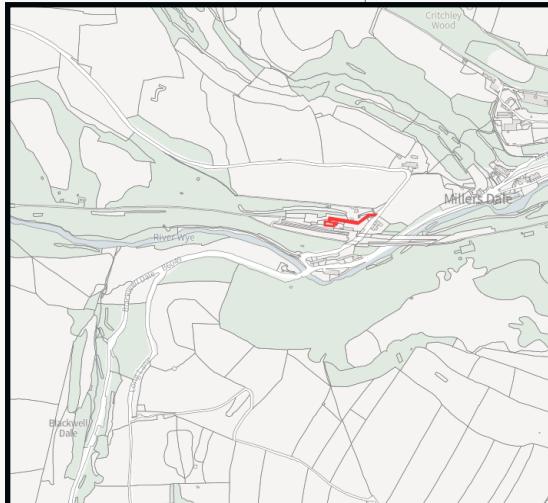
Any human rights issues have been considered and addressed in the preparation of this report.

List of Background Papers (not previously published)

Nil

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413800



The Goods Site

216.4m

413800

N

373200

373200

0 0.03 0.06 km

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Station Car Park, Unnamed Road From Glebe Farm To B6049, Millers Dale

Item no. 10

Application no. NP/HPK/1125/1136

Committee date: 13/02/2026

Page 72 Scale: 1:827 at A4 pagesize
 Map centre grid ref: 413,834 373,275



**PEAK
DISTRICT
NATIONAL
PARK**

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11. FULL APPLICATION – EXTENSION OF THE EXISTING CAR PARK TO THE WEST ALONG THE LINE OF THE MONSAL TRAIL AT STATION CAR PARK, UNNAMED ROAD FROM GLEBE FARM TO B6049, MILLERS DALE (NP/HPK/1125/1164, WE)

APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY

Summary

1. The application proposes the extension of the existing car park at Miller's Dale to the west, providing an additional 49 car parking bays. The application also proposes a reconfiguration of the existing parking bays which would turn 5 car bays into 4 minibus/large vehicle bays. Therefore, the net increase would be 48 car parking bays.
2. The application has provided a detailed justification for the extension of the carpark, utilising data from commercial car park applications. It provided evidence that the car park was often over-capacity, particularly in the summer months during weekends and bank holidays.
3. The application does not provide provision for the removal of off-street parking on adjacent roads as required by policy.
4. Notwithstanding the above, the application is acceptable with regard to highway safety, ecology, archaeology, cultural heritage, ground contamination and amenity. In addition, it would facilitate the expansion of an accessible and popular recreation site where visitors are able to understand and enjoy the special quality of the National Park.
5. The application is recommended for approval.

Proposal

6. The application proposes extend the existing Miller's Dale car park 65m to the west along the line of an existing section of trail which links the car park to the Monsal Trail, in addition to further bays to the south of the 'overflow' area at the western end of the existing car park.
7. The car park would provide a net additional 48 car parking spaces, bringing the total number of car parking spaces to 137. In addition to providing car parking bays, the application proposes a small reconfiguration of the site to substitute 5 car parking bays with 4 minibus bays.
8. The car park would be surfaced in Ulti-trek recycled surface. The proposed bays would not be marked. The application proposes to install timber edges, post and rail fence, and 5 bar gates to border the site.
9. To facilitate the development, the number of trees in addition to the verges surrounding the existing carpark would be built upon. The application has been supported by biodiversity net-gain assessments demonstrating that the statutory biodiversity net-gain requirement of 10% can be provided, albeit off-site.

Site and Surroundings

10. The former Millers Dale Station site is a mixed-use site comprised of car park, café, public toilets and interpretation space located in open countryside on the road to Wormhill which rises up from Millers Dale village in the valley bottom beneath the viaduct. The site sits on a level area of land and includes the car park and surviving station buildings and platforms. The Monsal Trail crosses the site along the route of the former railway.

11. The site is located within the designated Millers Dale Conservation Area. The viaducts are located to the east of the station, North Viaduct is Grade II listed and South Viaduct is Grade II* listed. The former station is not listed but does form part of the Historic Buildings, Sites and Monuments Records as a non-designated heritage asset.
12. The site is located outside of but adjacent to the Peak District Dales Special Area of Conservation (SAC) and the Wye Valley Site of Special Scientific Interest (SSSI). The site is located within the Limestone Dales Landscape Character Area for the purposes of the Authority's Landscape Character Assessment.
13. Much of the former station infrastructure has been demolished and only the booking office and post sorting room remains fully intact and is currently utilised by the National Park Authority as cafe with public toilets. The adjacent goods shed has been re-build to provide an interpretation space.
14. The nearest neighbouring property is Station House which is located to the north of the site in an elevated position and shares access with the car park. There are two properties directly opposite the site entrance Dale View and The Wriggly Tin.

RECOMMENDATION:

That the application be APPROVED subject to the following conditions:

1. **Statutory time limit.**
2. **Accordance with approved plans and specifications.**
3. **No development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the LPA. This strategy will include the following components:**
 1. Up to date Preliminary Risk Assessment (PRA) and conceptual model following the results of an exploratory investigation.
 2. A detailed site investigation scheme, based on the results from (1) to provide information for a detailed risk assessment to all receptors that may be affected, including those off-site.
 3. A tiered risk assessment using the results of the site investigation referred to in (2).
 4. An options appraisal including sustainability and treatability studies of the remediation measures required and how they are to be undertaken.
 5. A remediation strategy and verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, mitigation, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the LPA. The scheme shall be implemented as approved.

4. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to the National Park Authority for approval in writing. The CEMP shall include detailed construction phase impact avoidance and mitigation measures summarised within the Appropriate Assessment of the submitted 'shadow' HRA document, in addition to environmental control measures, including but not limited to: the implementation of strict protection measures for the root protection areas of retained trees, in accordance with BS5837:2012; details of appropriate fencing to restrict access into key ecological areas; information on any timing restrictions; and measures to prevent damage to sensitive ecological habitats and protected species, an ecological watching brief for works taking place during bird breeding season. Thereafter, the development shall only be carried out in accordance with the Construction Environmental Management Plan.
5. No development shall take place until an Ash Dieback Management Plan has been submitted to and approved in writing by the National Park Authority. Thereafter, the development shall be carried out and maintained in accordance with the Ash Dieback Management Plan.
6. The development shall not be brought into use until a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.
7. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until further investigation and a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the LPA. The remediation strategy shall be implemented as approved.
8. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written permission of the LPA. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

9. The piling or other foundation designs using penetrative method hereby permitted by the Local Planning Authority may not commence until such time as a scheme has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be based on the information submitted as part of the application and, where necessary, supported by:
 - Foundation Works Risk Assessment
 - A conceptual site model
 - Specification of the type, number and depth of proposed piles/ foundations/ dimensions of shaft/tunnel/ design of heating and cooling system
 - A detailed groundwater monitoring programme including a schedule for submission of interim and final monitoring reports
 - A contingency action plan including the list of potential mitigation measures that will be implemented, should unexpected changes in groundwater quality be noted as a result of decommissioning piling or other foundation design works.
 - Timing/phasing arrangements.The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements contained in the scheme, or any details as may subsequently be agreed, in writing, by the Local Planning Authority.
10. Prior to the commencement of any site works - or the arrival of any construction materials or machinery on site - the specified Tree Protection Fencing shall be installed. This to be installed as shown on the Tree Protection Plan at Appendix 5 of the Arboricultural Method Statement AWA7133 prepared by AWA Tree Consultants and dated November 2025.
11. The development shall not be brought into use until a method for the mitigation and monitoring of increase recreational pressure has been submitted to the National Park Authority for approval in writing. Thereafter, the development shall be carried out and monitored in accordance with the approved details.
12. The development hereby permitted shall be carried out in accordance with the approved biodiversity gain plan (approved under general condition imposed by paragraph 13(1), Schedule 7A of the Town and Country Planning Act (1990)) and the approved biodiversity gain plan shall be implemented before first use of the development hereby permitted.
13. The first planting season following first use of the development, tree and shrub planting shall be carried out in accordance with a detailed landscaping and planting strategy that shall be first submitted to the National Park Authority for approval in writing. The landscaping and planting strategy shall be based upon Outline Planting Plan Drawing no. WP-996-DR-L-002 but shall provide provision for the compensation of all trees lost, in addition to substituting the use of seed mix EM6 with specified bespoke seed mix.
14. The development shall be carried out in accordance with all Reasonable Avoidance Measures (RAMS) and Precautionary Methods as detailed in Section 5.0 of the Preliminary Ecological Appraisal.
15. Prior to the development being brought into use, the ecological enhancement measures as outlined Section 5.37 and 5.39 in the Preliminary Ecology Appraisal shall be carried out and maintained for the lifetime of the development.
16. No lighting shall be installed on site except in accordance with a specification which shall be first submitted to the approved in writing by the National Park Authority.

17. The development shall be implemented in full accordance with the stated requirements of the Arboricultural Method Statement AWA7133 prepared by AWA Tree Consultants and dated November 2025.
18. No tree which is retained or planted under conditions of the permission shall be cut down, uprooted, destroyed or damaged in any manner during the development phase and thereafter within 5 years from the date of completion of the development, other than in accordance with the approved plans and particulars or as may be permitted by prior approval in writing from the National Park Authority. Any such tree which is cut down, uprooted, destroyed, pruned, cut or damaged within that period shall be replaced with another of the same species at the same location and of minimum height 2.5 metres above ground level except where an alternative is approved in writing by the National Park Authority.

Statutory biodiversity net gain condition

Key Issues

- Principle of the development and justification for car park expansion;
- Impact upon the special qualities of the National Park, including landscape character, ecology and biodiversity, and cultural heritage;
- Impact on amenity;
- Highway safety;
- Overall planning balance.

History

15. 1982: Planning permission granted conditionally for public toilets, ranger base, car park and septic tank.
16. 1992: Planning permission granted unconditionally for car park extension.
17. 2004: Planning permission granted on a temporary basis for siting of mobile refreshment vehicle.
18. 2018: Planning permission granted conditionally for change of use of former station building from office and workshop to visitor information point and café, extension to car park (NP/HPK/0518/0407)
19. 2018: Planning permission granted conditionally for replacement roof to railway goods shed and the change of use of the building to incorporate interpretation (NP/HPK/1118/1010).
20. 2023: Planning permission granted for Changing places facility (NP/HPK/0823/0972).

Consultations

21. Taddington and Priestcliffe Parish Council: Objection

The Parish Council have strong concerns regarding the applications and their impact on the Monsal Trail, adjoining footpaths and wild areas, where there is already considerable damage being caused as this is already a highly visited site.

The proposals in application NP/HPK/1125/1163 include provision of additional cycling hire at the site, despite the site having existing cycling hire facilities at Blackwell Mill and at Hassop, and without consideration that a large number of visitors also travel to the site with

their own cycles too. The application proposes that twenty to thirty electric bikes and sixty to eighty standard bikes will be made available for hire. There are also to be an undefined number of accessible cycles, assisted wheelchairs, hand cranked cycles and other adapted cycles. This equates to well over one hundred additional cycles using the trail each day. This sheer volume of increased cycling capacity is likely to be detrimental to the area, for existing /other users and in terms of physical wear and damage to the trails themselves.

Walkers already struggle significantly at the Monsal Trail and Millers Dale, trying to navigate paths with cyclists speeding down the tracks, sometimes at dangerous speeds and quite often without even using their bells to notify others of their presence safely. To add such a volume of additional cycling traffic is potentially dangerous to all visitors alike, whilst also bringing to question the limits as to the capacity of the site to accommodate this, and concerns around sustainability for the site and wider nature.

The reality is that as the application states, the site is already a very popular area. There are concerns that it is in fact overused as a tourist hotspot, with local residents actively avoiding the area, especially at peak times, because quite simply, it becomes too populated, in terms of footfall, and in terms of traffic infrastructure and parking, for people to enjoy and appreciate. Further expansion can only exacerbate this.

Application NP/HPK/1125/1164 seeks to expand the existing car park on the west of the Monsal Trail providing an additional sixty-six parking spaces. We note there have already been two previous car park extensions at this site, and are apprehensive about this further proposed expansion, which may well set precedent for further applications of this nature, and raises the question, where a line will be drawn, how much parking will be allowed and how much is needed? We are concerned that will result in a loss of woodland area that is part of the site, however the greater concern is that additional parking will increase significantly the number of visitors to the site, and in doing so, exacerbates its current overuse, and the additional incoming visitors will also impact on nature recovery in this area. A very significant site and area of natural beauty runs the very real risk of becoming overrun, and whilst we recognise that the Peak National Park is there for all to access and appreciate, at the same time, consideration must be made as to how we can also preserve and protect sites like these so they continue to be there for that purpose.

There is also concern that whilst the purpose of the development set out in NP/HPK/1125/1163 is to attract additional visitors and expand upon local facilities, with NP/HPK/1125/1164 providing additional parking to support this; as things are, parking in this area is often excessive, extensive and outside of the existing car parks. There is strong concern that illegal and inconsiderate parking will continue despite the provision of additional parking. If the site is expanded and the car parks are charged, it may well be that additional visitors are attracted, but parking difficulties locally significantly worsen as visitor numbers increase further, thus worsening issues with highways and road safety.

There is mention of a retail component in the application, however a lack of clarity in relation to this, leaving open to interpretation what this facility will be. We would like this to be more clearly set out. When the planning application for the existing cafe was approved there were going to be on street car parking controls, but these never happened until after the position became so severe that there was no option. It should be a requirement that no development is carried out until on-street parking regulation is in place between Millers Dale and Wormhill and a proper assessment made of the impact of visitor numbers on the wilder areas of the Wye valley is undertaken to reduce the damage being done, damage which, if allowed to continue is going to be irreversible.

Given the attraction of extra visitors to the site, and so the wider road network, our Parish Council also object to the application on grounds that it will result in increased traffic through Priestcliffe Ditch, Tideswell and Millers Dale and surrounding parishes and as a result, impact on local amenity as well as safety, for not only the area within the development, but for those

around it as visitors travel to the site. This will impact detrimentally on our wider infrastructure and transport networks, and potentially policing as a result, and most of all on our existing road users and residents.

Finally, the Parish Council wishes to express concerns about the application itself coming from the PDNPA and at the same time, being assessed by the PDNPA, and whether, as such, this application will be considered consistently with expectations applied to other similar applications. There is failure in both applications, to demonstrate how any decisions reached will be impartial.

It is for these reasons that we therefore wish to object to both of these applications. The Parish Council would be happy to attend a public meeting to discuss concerns regarding this application should one be arranged.

22. Wormhill and Green Fairfield Parish Council: Objection

1. *The proposals appear to be a clear breach of Policy 64(B) in the currently-draft Local Plan. That Policy requires that any additional parking provision should be of a limited nature, taking account of its location and the visual impact of parking. The proposals could not reasonably be viewed as compliant with that requirement, given the quiet, beautiful location of the station. PDNPA, by seemingly being willing to ignore its own policy, brings into question whether it is a credible applicant.*
2. *The existing small businesses which provide cycle-hire at locations along the Monsal Trail (one of these, at Blackwell, is within our Parish) are likely to be adversely affected by PDNPA opening a further cycle-hire facility. It is surely not the role of PDNPA to needlessly undermine the viability of small local businesses in the Park.*
3. *The minor road on which Millers Dale station sits is angular and awkward, and clearly unsuitable for the appreciable extra road traffic which this proposal is likely to generate. And the entrance into the station off that road is at an unhelpful angle which exacerbates such traffic difficulties.*
4. *The site is in a steep-sided valley - this will significantly restrict the ability of traffic fumes to become dispersed, and is likely to lead to worsened air quality in the valley.*
5. *We are not convinced that the application gives adequate consideration to its negative effects on the adjacent woodland and SSSI - as distinct from just assessing the effect on the specific area of the proposed works. Those negative effects on adjoining areas need to be understood in greater detail than the application displays.*

In summary, we find the proposals to be an unacceptable step towards urbanisation of a site which will thus be forever damaged by these works.

23. Derbyshire County Council (Highways): Response expected in time for meeting.

24. Environment Agency: No objection following receipt of additional information:

The Phase 1 Geoenvironmental Desk Study identifies areas of Made Ground as potential historic sources of contamination with the potential to migrate vertically or laterally to the Principal Aquifer and the River Wye. The report recommends no further action and concludes that the overall risk to Controlled Waters is low, on the basis that the proposed development will involve minimal ground disturbance and that the hardstanding will act as an effective cap to limit infiltration. We however do not agree with the recommendation made in the report.

We will require an intrusive investigation to be undertaken to adequately characterise the site. No intrusive investigation and assessment report was provided despite the historical legacy of railway and quarry activities. These activities are known as contaminative uses with potential to cause pollution. Controlled Waters sensitivity at the location is high, as the site is located on a Principal Aquifer and within Source Protection Zone 1.

Given the additional documents submitted, we therefore withdraw our objection to the proposed development, subject to the inclusion of the following planning conditions to protect the controlled waters during construction and operation. The application's supporting documents demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information is however required before built development is undertaken. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the LPA. This is required prior to commencement of the development.

In light of the above, the proposed development will be acceptable, if a planning condition is included requiring the submission of a detailed land contamination management strategy. This should be carried out by a competent person in line with paragraph 196 of the NPPF.

Without these conditions, we would object to the proposed development in line with paragraph 187 of the NPPF because it cannot be guaranteed that the development will contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate or will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Recommended 5 conditions and several informative notes.

25. High Peak Borough Council: No response received to date.

26. Natural England: No objection subject to appropriate mitigation being secured

Natural England considers that without appropriate mitigation the application could:

- *have an adverse effect on the integrity of The Peak District Dales Special Protection Area.*
- *damage or destroy the interest features for which The Wye Valley Site of Special Scientific Interest has been notified.*

In order to mitigate these adverse effects and make the development acceptable, the following mitigation options should be secured:

- *CEMP – including measures to avoid water and dust pollution*
- *Ash Dieback Management Plan*
- *Boundary Fencing, Interpretation boards & ongoing monitoring*

We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.

A lack of objection does not mean that there are no significant environmental impacts. Natural England advises that all environmental impacts and opportunities are fully considered and relevant local bodies are consulted.

27. PDNPA Landscape: No landscape objection but questioned the number of trees being lost versus retained which appears to be 10 losses and 8 replacements.

28. PDNPA Archaeology: I have reviewed the application, particularly the supporting heritage assessment.

I agree with its conclusions. No archaeological concerns and no archaeological response or work is required.

29. PDNPA Ecology: No objection subject to conditions

The Site consists of hardstanding in the form of a gravel carpark and track equating to 0.07ha of 'Artificial Unvegetated, Unsealed Surface' bordered by 0.16ha of 'Other Woodland; Broadleaved'. There was also 0.02ha of 'Other Neutral Grassland' habitat at the woodland edge, extending as a verge down the track. Full habitat descriptions are detailed within the Preliminary Ecological Appraisal (PEA) report (Pioneer Environment, 2025).

Post-development, the area of 'Artificial Unvegetated, Unsealed Surface' will be retained as well as some areas of 'Other Neutral Grassland' and 'Other Woodland; Broadleaved.

A total of 0.09ha of baseline habitats will be lost as part of the proposals including: 0.02ha of 'Other Neutral Grassland', and 0.07ha of 'Other Woodland; Broadleaved'. Proposed habitats to be created post-development include additional areas of 'Artificial Unvegetated, Unsealed Surface', and 'Other Neutral Grassland'.

Under current landscape plans the proposed development on-site would result in an overall loss in habitat units (-48.74%) with a deficit of 0.84 HU area-based habitat creation measures are proposed delivering 0.01 HU.

It is understood the development plans constrain opportunities for net gain on site although .01 HU. Will be delivered through creation of a small area of grassland towards the north-west of the Site.

In order to deliver the required BNG units or meet trading rules and meet statutory requirements, the purchase of off-site biodiversity units is required. As per the Biodiversity gain Hierarchy, opportunities as close to the development site as possible need to be explored. If possible, units should be sourced from providers located within the same National Character Area (NCA), or an adjacent NCA, to ensure that ecological benefits are delivered locally. The Site lies within the White Peak NCA. The authority will need to be satisfied that the hierarchy has been followed before the discharge of any BNG condition.

We welcome Pioneer Environment's acknowledgement and recommendation (see Section 6.8 of the BNG report), that the Site is located within the Buglife's B-Lines network (Buglife, 2024) and so any proposed planting schemes within the development should be designed with the B-Lines objectives in mind, incorporating native wildflower species that are beneficial to insects, and ensuring habitat connectivity to adjacent wildlife-rich areas.

BNG on-site

In this case, the areas of habitat creation or enhancement on-site are not considered significant relative to existing habitats on site; therefore, in this case, it is not considered proportionate to require monitoring for 30 years for those habitats within the red line boundary. However, the enhancements are still required to be delivered and the proposed enhancements are recommended to be secured by condition. (We recommend securing the outline planting plan). However, if using seed, any species mix needs to be of UK origin and will need to be bespoke – rather than an off the shelf mix. For example, EM6 that is recommended in the outline planting plan have species that are not characteristic of grasslands of the National Park, e.g wild carrot and bladder campion. The remaining species in the EM6 composition are suitable, along with those listed in the PEA by Pioneer Environment (Section 5.39).

BNG off-site

Off-site units may be secured through a registered habitat bank or another accredited provider and should total the identified unit deficit 0.84 HU. Where possible, units should

be sourced from providers located within the same Landscape Character Type (LCT) or National Character Area (NCA), or an adjacent NCA, to ensure that ecological benefits are delivered locally. The Site lies within the White Peak NCA. We welcome evidence (can be a commentary of steps taken to purchase units) to be submitted prior to the submission of the gain plan (which needs to be submitted post determination and which will require details of purchase).

Any biodiversity gain developed on the applicant's land (outside of the red line boundary) will be required to be secured by a legal agreement for 30 years and is required to be registered with Natural England.

Ecological impacts

The Preliminary Ecological Appraisal identified potential impacts on protected species mainly through construction activity.

The ecological connectivity of the site is unlikely to be compromised. The proposed development is not expected to result in major habitat loss or fragmentation.

Provided mitigation and precautionary measures proposed in the Preliminary Ecological Appraisal by Pioneer Environmental group are implemented, the development is not anticipated to result in any significant residual negative effects on protected species or important ecological features. All recommendations in Section 5 of the report should be implemented.

Lighting design should be in accordance with Section 5.21 and 5.22 of the PEA by Pioneer Environment and in accordance with current guidance from the Bat Conservation Trust and Institution of Lighting Professionals 'Bats and Artificial Lighting at Night' (Guidance note 08/23).

The enhancements provided in Section 5.37-5.39 in the Preliminary Ecological Appraisal are welcomed and will provide a degree of compensation for loss of habitat.

The outline planting plan is welcomed. It is noted that Existing vegetation to be preserved wherever possible along the base of the cliff in close proximity to the Wye Valley SSSI and Peak District Dales SAC. All planting/management in close proximity to these designated areas to be undertaken in line with ecologist recommendations. We hold a record for Jacob's ladder *Polemonium caeruleum* within the area although it appears to fall outside of the redline boundary and is dated 2008. Jacob's ladder is a rare, native perennial plant of the White Peak and Nationally it is categorised as Near Threatened. We recommend that a pre works check of the northern area as shown in the screenshot of the planting plan below is undertaken by an ecologist with retention of the plant and a suitable buffer if present. Details of the Pre-works check should be included in the CEMP.

Habitats Regulations Assessment

In a letter dated 16th December 2025, Natural England state they are satisfied that the Report to Inform the HRA provided by Pioneer Environment has considered all relevant designated sites and impact pathways.

Natural England considers that without appropriate mitigation the application could:

- have an adverse effect on the integrity of The Peak District Dales Special Protection Area.
- damage or destroy the interest features for which The Wye Valley Site of Special Scientific Interest has been notified.

In order to mitigate these adverse effects and make the development acceptable, the following mitigation options should be secured:

- CEMP – including measures to avoid water and dust pollution
- Ash Dieback Management Plan
- Boundary Fencing, Interpretation boards & ongoing monitoring

30. PDNPA Tree Conservation Officer: Looking at the supplied Arboricultural Method Statement and Planting Plan (PWP-996-DR-L-002) I have no issues with the tree removals and tree work which is proposed, as the proposed tree and understorey planting is all suitable - and the trees to be lost are correctly assessed in the arboricultural report as lower quality Category C trees.

Two small trees which are not recorded in the arboricultural report – due to their particularly small size – are in fact trees planted a couple of years ago with grant funding from the Local Authority Tree Fund. One is between trees 21 and 22, the other is just west of tree 14. Both are field maples (*Acer campestre*). These will need to be replaced outside the hard-surfaced car park area - but at a location where there are appropriate growing conditions for that species (such as adequate light). At their small and recently planted size, it may well be possible to transplant them with careful excavation of enough intact rootball.

If the application is recommended for approval, conditions have been suggested.

Representations

31. 185 representations were received during the determination of the application.

32. 179 of the representations objected to the development and an addition 6 provided general comments. They cited the following reasons for concern and objection:

- Millers Dale is an important location and facility for horse-riders with safe access across the Monsal Trail and Pennine Bridleway;
- The current situation enables equestrians to park where there is sufficient space to manoeuvre their vehicles and offload the horses safely;
- Proposal has insufficient space for larger vehicles, and would make it difficult for equestrians to keep themselves and horses safe during loading and offloading;
- Enquired whether a risk assessment had been carried out to assess the impact on equestrians and horses;
- Each horse equates to a contribution of £6,887pa so making provision inclusive and welcoming on a practical level is important;
- Requests a revised layout with additional horse box parking which reflects the fact that many trailers have side loading;
- Queries whether the works are discriminatory given that the vast majority of horse riders are women whilst most cyclists are male;
- Development in the SSSI and impact on interest features;
- National Park Authority should encourage sustainable transport;
- Provided specific recommendation for improvement to local bus stop;
- Application should double yellow line nearby layby to avoid inappropriate parking;
- Adverse landscape impact and the application hasn't been supported by an LVA;
- Increased visitors would impact the struggling toilet facilities at Millers Dale, putting strain on the system and septic tank;
- Erosion to the trail and adjacent footpaths, could potentially lead to a public safety issue;
- Note that the Monsal Trail is meant to be available for all, including horse-riders, to experience the National Park and ride off-road;
- Contrary to the second purpose of the National Park limiting access to the National Park.

Main Policies

Relevant Core Strategy policies: GSP1, GSP2, GSP3, DS1, L1, L2, L3, CC1, T1, T7, RT1

Relevant Development Management Plan policies: DMC3, DMC5, DMC8, DMC11, DMC12, DMT6, DMT7

National Planning Policy Framework (NPPF)

33. National Park designation is the highest level of landscape designation in the UK. The Environment Act 1995 sets out two statutory purposes for National Parks in England: to conserve and enhance the natural beauty, wildlife and cultural heritage and promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the public. When they carry out these purposes they also have the duty to; seek to foster the economic and social well-being of local communities in National Parks.
34. The NPPF is a material consideration and carries particular weight where a development plan is absent, silent or relevant policies are out of date. Paragraph 189 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, which have the highest status of protection in relation to these issues.
35. In the National Park, the development plan comprises the Authority's Core Strategy (2011) and the Development Management Policies (DMP) (2019). The development plan provides a clear starting point consistent with the National Park's statutory purposes for the determination of this application. In this case, it is considered there are no significant conflicts between prevailing policies in the development plan and the NPPF.

Assessment

Principle of Development

36. The starting point for considering applications for visitor parking are policies T1 ("Reducing the general need to travel and encouraging sustainable transport" - Core Strategy) and DMT7 ("Visitor Parking" – Development Management Policies).
37. In so far as it relates to the proposed car park extension, the thrust of T1 is to encourage a shift towards sustainable transport, to minimise impacts of development within environmentally sensitive locations, avoid harm to valued characteristics, and to consider demand management where appropriate
38. Policy DMT7 states that new or enlarged car parks will not be permitted unless a clear, demonstratable need, delivering local benefit can be shown.
39. DMT7.B states that here new or additional off-street visitor parking is permitted, an equivalent removal of on-street parking will usually be required. This will be delivered through Traffic Regulation Orders to restrict on-street parking.
40. However, it should be noted that this application has been submitted alongside application NP/HPK/1125/1163 which seeks full planning permission for the change of use of the goods shed from interpretation space to interpretation space and National Park Centre - including cycle hire.
41. Officers consider that the applications should be determined concurrently as invariably the creation of a National Park Centre and cycle hire would have a bearing on the demand of the existing car park capacity.

42. Therefore, an element of proposed car parking can reasonably be interpreted as operational parking in connection with the cycle hire whilst also responding to the pre-existing demand of the site.

Justification

43. The application has been supported by a Car Park Capacity Report. The report provides data across 9-months (January – September 2025), and provides an overview of the number of tickets sold. The report makes several assumptions, including a 1 in 1 out count per transaction based on the time the ticket was purchased and the time the parking session expired.

44. The report found that the maximum number of cars recorded via ticket sales on a daily basis exceeds the 80-capacity limit 33% of the time over the period of 01 Jan 25 – 30 Sept 25, with the average maximum number of vehicles in the car park over the 9-month period equalling 113.

45. Furthermore, it found that the car park is over capacity 65% of the time (20 days out of 31) in August. It also found periods of capacity issues in April (53%) and May (39%).

46. Of particular note is the capacity in the car park on weekends and bank holidays. The report found that over the 9-month period, the car park was over capacity 85% of the time on weekend and bank holidays.

47. All weekend and bank holidays in both March and August exceeded capacity with the maximum number of vehicles paying for parking reaching an average of 131 and 126 respectively. It found capacity issues at the weekend in February, April, May, June and September.

48. Accordingly, the need for the car park has been demonstrated. While it is noted that evidence of over-capacity during particularly busy spells does not provide a rationale for the proposed 48-bay increase, consideration must also be given to the potential additional business demand stemming from the proposed National Park Centre and cycle hire facility.

49. This application does not propose measures to decrease on-street parking. The stretch of road from B6049 to Glebe Farm has been double yellow lined for several years following inconsiderate and anti-social parking along it. There are no opportunities to decrease on-street car parking as a result of this application. Additionally, there are no opportunities for 'pop up' car parks nearby as a result of the difficult topography formed from the Wye Valley. The flatter sites are also exceedingly open in the landscape.

50. However, the inability to reduce on-street parking does not minimise the demonstrable need for car parking in the locality. Whilst it could be argued that without removal of on-street cars there should be no expansion, there is no evidence that this would reduce vehicular movements locally. At present, visitors may arrive at the site to find the car park at capacity, requiring them to leave to find an alternative site to visit. The doubling up of movements would put additional pressure on the local highway network, particularly at the site access and junction with B6049.

51. Nevertheless, the proposed development would not be in complete compliance with policy DMT7. Officers are however mindful that the expression in policy that "removal of on-street parking will **usually** be required" implies it is not a binding requirement of the policy in all circumstances. The policy wording indicates that there may be circumstances where removal of on-street parking may not be required.

52. Therefore, the failure to provide on-street compensation for the additional 48 car parking bays will need to be weighed up in the wider balance, considering the impact of the proposed development on the landscape character, archaeology, cultural heritage, ecology, highway safety and amenity. Should the development be acceptable in all other regards, and be shown to demonstrate benefits locally whilst furthering the second purpose of the National Park through the improvement to the popular recreation facility, it could outweigh the conflict with policy DMT7 in respect of off-street parking reduction.

Impact upon the special qualities of the National Park:

Landscape

53. The application site is in the Limestone Dales Landscape Character Area. These areas are characterised by:

- Steep sided limestone dales with craggy outcrops, cliffs and scree slopes
- Extensive patches of limestone grassland forming a landscape mosaic with interlocking blocks of ancient semi-natural woodland, secondary woodland and scrub
- Largely unsettled, apart from occasional small mill settlements
- Historic mineral working (quarrying, lead mining) and use of water power.

54. Policy L1 states that development must conserve and where appropriate enhance the valued characteristics of the landscape.

55. The site is exceedingly well screened in the wider landscape. Immediately to the north is a limestone cliff face which is well vegetated with tree coverage. To the south is thick tree coverage before the land falls away towards the River Wye.

56. The application has been supported by a Landscape and Visual Context Report. The report states that *views of the site to and from the surrounding landscape are limited by the steep landform of the valley and the mature woodland which covers its sides. Overall, the woodland cover, coupled with the steep valley sides, create a strong sense of visual containment.* Officers agree with this summary. When standing on the proposal site, views outside of the Monsal Trail and its immediate locality are blocked by topography or thick screening.

57. As the proposal is an extension to an existing car park, which has been well-established, the proposed expansion of it to the west would not alter the landscape character locally. Indeed, the only viewpoints where it would be visible would be the site itself where it clearly forms a relatively modest extension to the existing car park facility.

58. It is noted that the proposal would remove some of the tree coverage; however, the density of the surrounding woodland is so that the proposal would not be seen, even during the winter months. In addition, the application has been supported by an Outline Planting Plan which assists in mitigating the impact of the proposal on the landscape. However, some amendments to the precise planting schedule are required, including grass mix and the number of replacement trees. This has been recommended as a condition.

59. On this basis, the proposed development would not have a detrimental impact on the landscape character of the site.

Ecology

60. The development site is immediately adjacent to the Wye Valley Site of Special Scientific Interest and the Peak District Dales Special Area of Conservation. In addition, the impact of the proposed development on the habitat value of the site and protected species are also a key consideration. Policies L2, DMC11 and DMC12 are engaged.

61. The development site is relatively small and is therefore not expected to result in major habitat loss or fragmentation. The retained boundary vegetation and adjacent woodland will continue to provide ecological connectivity and visual integration within the landscape. The site was typical of semi-improved neutral grassland and secondary woodland, containing a range of common widespread species are no rare or legally protected plants.
62. The woodland edge, scrub and grassland areas provide suitable foraging and shelter opportunities for wildlife, including invertebrates, amphibians, small mammals and bats. The submitted Ecological Appraisal advises that where vegetation clearance is unavoidable, compensatory planting and habitat reinstatement should be undertaken to ensure no loss of biodiversity or habitat.
63. No onsite trees were found to contain potential roosting features. As such, bat roosting is not considered to be present on site. The wider site has foraging and commuting habitats for bats and offers connectivity through the woodland network. The loss of some trees would have a small impact; however, it would largely be negligible in the context of the wider site.
64. The site is capable of providing habitat for breeding birds. All nesting birds are protected by WCA 1981. To mitigate the impact on breeding birds, the works should be undertaken outside of bird breeding season unless under the supervision of a qualified ecologist.
65. The site lies on the boundary of a Great Crested Newt Green and Amber Risk Zone, suggesting that while Great Crested Newts may occur within the wider landscape, the immediate area is unlikely to support significance or well-connected populations. Therefore, the presence of great crested newts within the site is improbable. However, the proximity to the Wye and the connectivity of the woodland and grassland suggests the site may be used for foraging or shelter. Therefore, the development should be carried out under a Precautionary Working Method.
66. The site provides some potential for reptiles, particularly for species commuting through the Millers Dale valley system. The site is ecologically suitable for low level reptile use and therefore the works should be carried out under a Precautionary Working Method Statement.
67. In addition to the above, the Ecological Appraisal sets out general recommendations and enhancement measures. Subject to strict compliance with the measures, in addition to the submission of additional Precautionary Working Methods, the proposed development would be acceptable with regard to onsite ecology.
68. The two adjacent SSSIs, Wye Valley and Monk's Dale, contribute to the protected network, being nationally significant for their botanical diversity, karst landforms, and assemblages of aquatic and terrestrial fauna.
69. Subject to the works being carried out in accordance with the measures outlined in the PEA, it would not have an adverse impact on the significance of the SSSIs.
70. A Habitats Regulations Assessment (HRA) has been carried out. The HRA screening process identified a number of likely significance effects:
 - Water pollution
 - Construction dust
 - Disease
 - Recreational disturbance

71. To mitigate these impacts, it is suggested that a Construction Environmental Management Plan is prepared and the work carried out in accordance with it. This would mitigate water pollution and construction dust. Furthermore, to mitigate the impact of ash dieback spread, ongoing monitoring is suggested. It also suggests that there is additional interpretation and signage installed locality to minimise the impact of increased recreational pressure. These measures will be conditioned. Natural England have been consulted and recommended the submission of the CEMP, Ash Dieback Management Plan and Boundary fencing and interpretation boards. Subject to these conditions, the proposed development would not have a detrimental impact on the significance of the Peak District Dales SAC (or the Peak District Moors South Pennine Moors Phase I SPA, or South Pennine Moors SAC). It is therefore in compliance with policy DMC12.
72. As noted, the application is subject to statutory biodiversity net gain. The application would impact a total of 0.09ha of baseline habitats units. Under current landscape plans the proposed development on-site would result in an overall loss in habitat units (-48.74%) with a deficit of 0.84 HU area-based units.
73. The plans state that 0.01HU will be delivered through creation of a small rea of grassland to the north-west of the site, with the remaining 0.084HU delivered onsite.
74. Therefore, it is recognised that the proposed development can achieve 10% biodiversity net gain through off site contributions.
75. The precise details of offsite net-gains are a post-determination matter. The applicant will be required to demonstrate compliance with the biodiversity net-gain hierarchy when seeking to discharge the Biodiversity Gain Plan.

Cultural Heritage

76. The site lies in the Millers Dale Conservation Area. The grade II listed viaducts are approximately 150 to the east, and the grade II listed Milne House is 110m to the south. The railway station complex itself is a significant piece of industrial history locally and is therefore deemed to be a non-designated heritage asset. Accordingly, policies DMC5, DMC7 and DMC8 are engaged which require development to conserve the significance and setting of designated and non-designated heritage assets.
77. The Millers Dale Conservation Area is split into two areas, the ‘village’ and ‘industrial area’. The industrial area is centred around the railway station, and includes the quarried cliff faces, lime kilns and the railway station itself. These contribute significantly to the historic importance, settlement pattern and surviving structures of the Conservation Area.
78. The application suite is in the former sidings created between 1902 and 1906 for the London to Manchester railway line. Notably, it is to the west of the key historic features associated with the railway line, including the station, platforms, and viaducts. The contribution the sidings currently make to the significance of the conservation area is negligible.
79. Whilst the proposal would extend and intensify the prevalence of modern interventions to the conservation area and railway station, it would be sited some distance from the main historical features of the site. Furthermore, there would be limited views from the station, viaduct and other areas of the conservation area onto the development site. It would therefore not interfere with the way the railway station and conservation area are interpreted from views further afield.
80. Accordingly, the impact of the proposed development on the significance and setting of the Millers Dale Conservation Area, adjacent listed buildings and railway station (as a

non-designated heritage asset) would be neutral. It would therefore conserve these assets.

81. The application has been assessed for likely impacts on non-designated archaeological remains. It found a low potential. The Senior Conservation Archaeologist is in agreement with the findings of the report. Therefore, the proposed development is acceptable with regard to archaeology.

Ground water

82. The application site is underlain by a Principal bedrock aquifer and lies within Source Protection Zone (SPZ) 1. The river Wye, which flows west to east, is located approximately 250 m south of the proposed site. To the north, Monk Dale drains into the river Wye. The site lies within a medium to high-risk flood zone and a groundwater vulnerability zone. Therefore, the impact of contamination of protected groundwater is a key consideration. Policy DMC15 is engaged.
83. A Phase I GeoEnvironmental Desk Study was carried out to assess the likely impact of the proposed development on the Principal Aquifer and River Wye. It found the overall risk to Controlled Waters to be low and recommended no further action. This was on the basis that the car park would be constructed with minimal ground disturbance, and the proposed hardstanding would create a cap to limit infiltration.
84. The Environment Agency were consulted on the Phase I GeoEnvironmental Desk Study and disagreed with the reports conclusion. They cited the railway and quarry legacy of the site as having a high likelihood of contamination which could cause pollution to the Principal Aquifer and Source Protection Zone.
85. However, the Environment Agency advised that the supporting information demonstrated that it would be possible to manage the risks posed to Controlled Water, but further details would be required to demonstrate how this could be achieved. Given the significance of the Principal Aquifer and Source Protection Zone, these would be negatively worded pre-commencement condition to satisfy the requirements of policy DMC15 and paragraph 196 of the National Planning Policy Framework.
86. Therefore, the proposed development is considered acceptable with regard to contamination and pollution subject to the EA's recommended conditions.

Residential Amenity

87. The creation of an additional 48 car parking spaces would intensify the site and result in more vehicles and visitors going to the site. Policies GSP3 and DMC3 require consideration of residential amenity.
88. The nearest residential properties are Station House (immediately to the north sharing a site access), Dale View and The Wiggly Tin (directly opposite the site access). There are other residential properties along the road between Glebe Farm and the B6049.
89. Representations have raised concern over the impact of increased traffic movements in the surrounding villages and parishes.
90. The proposal would invariably lead to additional vehicle movements to the site, in addition to more people using Millers Dale Station as a starting point for recreational days out.
91. Residents living along the unnamed road leading to Millers Dale Station, in addition to Station House, may notice a marginal increase in movements along the road, particularly

during peak times. However, the marginal increase of vehicular movements on an adopted highway would not amount to harm to their amenity.

92. Furthermore, a notable benefit of directing visitors to Millers Dale directly to the station car park is that it enables guests to access directly onto an established trail and right of way network. The Monsal Trail hosts a great number of visitors to the National Park and facilitates them in such a way which minimises impacts on communities by keeping them relatively contained to the Trail itself, in addition to a number of hubs along the Trail.
93. Therefore, the slight intensification of a recreation facility which is capable of taking a high volume of National Park guests would not amount to an unacceptable impact to the residential amenity of neighbouring properties in Millers Dale or the locality. When considering the impacts further afield, the anticipated increase in vehicular movements associated with 48 additional parking bays would be negligible across the wider network.

Highways & Access

94. Millers Dale Station utilises an access onto the unnamed road from the B6049 and Glebe Farm. The proposed development would result in an intensification in use for this access, so the impact of the development on the safety of the public highway is a key consideration.
95. For vehicles emerging onto the highway, visibility to the north (towards Wormhill) is relatively clear and long ranging; however, visibility to the south is restricted to approximately 45m.
96. The Highway Authority originally requested additional information to understand the likely impact on the public highway, including anticipated trip generation, movements at peak times and visibility splays.
97. The adjacent public highway has a 40mph speed limit. Using standard guidance, accesses should have visibility of 120m. However, consideration should be given to the fact that the access is pre-existing (as opposed to designed anew which should meet guidance), and it is the intensification of use which should be accessed as opposed to the use of the access as a whole.
98. Given the gradient of the road to the north, in addition to the very steep bend approximately 200m before the access point, it is very unlikely that vehicles would be driving at 40mph. A more probable speed would be between 20mph-30mph. For such speeds, accesses should have visibility of 43m. Vehicles emerging from the site would be capable of visibility up to 45m.
99. On this basis, the Highway Authority have resolved to not object to the proposed development. Therefore, the proposal is acceptable with regard to highway safety.

Other matters

100. A number of representations have raised concern over the impact of the proposed development on equestrians.
101. At present, the end of the car park is unmarked and is used by larger vehicles, including mini-buses, horse-trailers and coaches. This application proposes to extend into this area (and beyond).
102. It is understood that the applicant intends to make the proposed extended area only available for cars. This section of the car park would be unmarked. If larger vehicles parked in the end section it would fill up to capacity quicker, and the applicant, as the site

operator, would not be in a position to take enforcement action or impose larger fares for larger vehicles parking in unmarked section of the car park. The proposed development would require larger vehicles to park in the larger vehicle bays, or pay for the number of bays the vehicle is parking across in the marked sections of the car park. It should be worth noting that how the applicant intends to operate the site to generate income is not material to planning and is a commercial decision for the landowner.

103. The pertinent consideration is whether the proposed layout would detrimentally impact horse riders/equestrians and whether it would amount to a public safety concern. The Monsal Trail is a traffic free route retained for the enjoyment of walkers, cyclists, and equestrians. Any proposal which would prejudice the ability for users to gain access to the site would be a material planning consideration.

104. The submitted plans show that the amended layout would have 4 large vehicle bays located immediately 30m west of the goods shed. Furthermore, the applicant has explained that larger vehicles would be able to park in the main section of the car park, but would be required to pay for the number of bays they are parked across. On this basis, the proposal would not result in horse-boxes/trailers being unable to enter the site.

105. It is acknowledged that the proposed location for the larger bays would be some 50m away from the closest access onto the Trail. Further if the bays are full and they are required to park across a number of standard bays. Therefore, consideration should be given to whether there would be conflict between the vehicle users and horse riders when navigating the site.

106. The site is popular with families, school groups and outdoor support centres. It is therefore every common for children to be on the car park with bicycles. While it is acknowledged that horses could be more skittish of vehicles, the reference to children across the site is made because vehicles would not be travelling at speed across the site.

107. Furthermore, the main signage at the site access has reference to horses, so drivers across the site should be prepared to share the car park with horses and equestrians.

108. Therefore, Officer's acknowledge that the proposed layout would be less desirable than the existing for equestrians loading and unloading trailers/boxes, and crossing the site to enter the trail; however, it would not amount to an unacceptable impact to their enjoyment or access the Monsal Trail to justify refusal of the application.

109. Concern has also been raised over the impact of the proposed increase of use along the Monsal Trail itself. With consideration to 'wear and tear' the applicant is also the owner of the Monsal Trail who would have a responsibility for its upkeep. Therefore, dealing with the physical implications of the proposed development would fall to the applicant themselves.

110. The concern over the anticipated increase in users on the Trail, and the potential impact on existing users/walkers. Whilst it is acknowledged that the proposed development would result in additional users on the Trail; however, the Trail itself is an exceeding popular recreation site free of traffic. In some respects, it is a vital asset for visitors to the National Park to enjoy the special qualities of the area without harming or impacting communities which is often associated with visitors to smaller 'honeypot' villages. Therefore, officers do not consider the proposal to result in an unacceptable impact to existing users of the site, nor result in potential conflict.

Overall planning balance

111. Accordingly, it has been concluded that, subject to conditions, the proposed development would be acceptable with regard to landscape, ecology/biodiversity, cultural heritage, contamination, amenity and highway safety.

112. It would therefore conserve the special qualities of the National Park.

113. In addition to conserving the special qualities of the National Park, the development would also provide an opportunity for an increased number of people to visit the National Park. The Monsal Trail offers the opportunity for visitors to experience the natural beauty, cultural heritage and wildlife of the National Park all whilst on an accessible and traffic free route. It is therefore recognised as being an important asset in contributing towards the National Park's second purpose.

114. Core Strategy policy RT1 states that proposal for recreation, environmental education and interpretation must conform to the following principles:

- A. The National Park Authority will support facilities which enable recreation, environmental education and interpretation, which encourage understanding and enjoyment of the National Park, and are appropriate to the National Park's valued characteristics. Opportunities for access by sustainable means will be encouraged.
- B. New provision must justify its location in relation to environmental capacity, scale and intensity of use or activity, and be informed by the Landscape Strategy. Where appropriate, development should be focused in or on the edge of settlements. In the open countryside, clear demonstration of need for such a location will be necessary.

115. As noted, the proposal would conform with principal A. It is noted that the proposal would be contrary to the desire to provide opportunities for access by sustainable means; however, the policy isn't worded to require this.

116. Furthermore, the assessment of the impact of the proposal on the special qualities of the National Park has demonstrated that the site is capable for catering to the additional demand and visitors.

117. In addition to providing additional opportunities for members of the public to experience the National Park, there is also an economic benefit associated with increased footfall to the communities along the Monsal Trail, particularly near the larger hubs along it, including the business in Millers Dale itself.

118. With consideration to all of the above, Officers have concluded that the inability for the application to provide a reduction of on-street car parking should not be prohibitive of the scheme being acceptable in the wider planning balance.

119. As noted, the policy is worded as a reduction in on-street parking 'usually' being required. It is reasonable therefore that there may be circumstances where a reduction in on-street parking is not required, particularly if there are other public benefits.

120. Furthermore, an element of the car parking spaces is considered to be operational in association with the National Park Centre and cycle hire application which has been recommended for approval.

121. As such, Officers consider the application to be in compliance with policies T7 and DMT7.

Conclusion

122. The proposed extension of the car park to provide an additional 48 car parking spaces would not detrimentally impact the special qualities of Millers Dale, nor the

National Park as a whole. It has been concluded that the proposal is acceptable with regard to amenity, highway safety and protected waters.

123. Whilst it is unfortunate that the application is unable to provide a reduction of on-street car parking spaces, it is considered that this in isolation should not make the scheme unacceptable in the wider planning balance. Indeed, the reason a Traffic Regulation Order cannot be entered into to minimise on-street parking is because the road has already been subject to measures by the Highway Authority to reduce anti-social parking. However, traffic control measures on the road have not reduced the visitor pressure for car parking and the application has demonstrated a need for the proposal based on monitoring across a 9-month period. Furthermore, the assessment of the proposal has demonstrated that the site has the capacity to respond to such demand without harm to the locality.

124. The development is concluded to have an acceptable impact in respect of landscape, heritage, ecology, highways, residential amenity, subject to a number of conditions which are recommended by this report.

125. The application is therefore recommended for approval.

Human Rights

Any human rights issues have been considered and addressed in the preparation of this report.

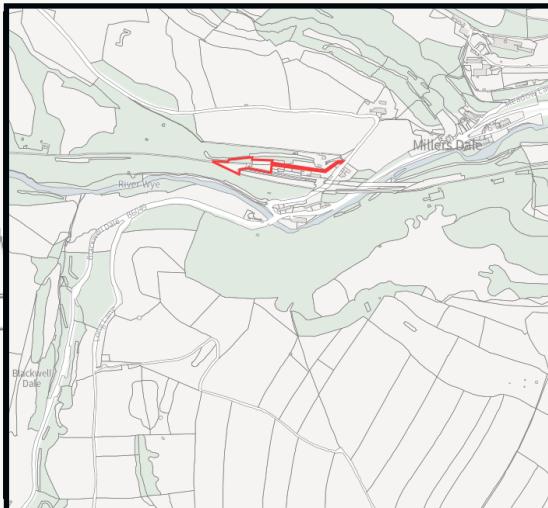
List of Background Papers (not previously published)

Nil

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413600

413800



373400

373400

240.6m

70

Path

373200

373200

The Cood's Shed

216.4m

Milne
HouseRose
Cottage

206.9m

206.2m

201.6m

202.8m

413600

413800

N

Station Car Park, Unnamed Road From Glebe Farm To B6049, Millers Dale

Item no. 11

Application no. NP/HPK/1125/1164

Committee date: 13/02/2026

Page 97
Scale: 1:1,654 at A4 pagesize
Map centre grid ref: 413,756 373,279

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**PEAK
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12. ADVERTISEMENT CONSENT APPLICATION – FOR INSTALLATION OF EXTERNAL SIGNAGE TO PROMOTE NATIONAL PARK CENTRE AT MILLERS DALE STATION (NP/HPK/1125/1166) LC.

APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY

Summary

1. The application seeks advertisement consent for the installation of 4 signs on a building at Millers Dale Station advertising a proposed National Park Centre and Bike Hire.
2. The proposed advertisements are considered acceptable with regards amenity and public safety.
3. The application is recommended for approval, subject to conditions.

Site and Surroundings

4. The application site falls within the Millers Dale Station complex approximately 400m south-west of Millers Dale, and 1.6km south-east of Wormhill, on the mid-slopes of the Wye Valley. The site is currently part of the wider yard serving the trail.
5. The building on which the advertisements are proposed is located immediately north of the Monsal Trail and is a restored former station building, recently renovated and known as the Goods Shed, now operating as a visitor and interpretation centre.
6. The site is within the Millers Dale Conservation Area. There are adjacent listed buildings – the 'North Viaduct - Millers Dale - Wormhill & Taddington (Listed Building – 82338)' and 'South Viaduct - Millers dale – Wormhill (Listed Building – 82337)

Proposal

7. Installation of 3 fascia signs and 1 hanging sign on the Goods Shed.

RECOMMENDATION:

That the application be APPROVED subject to the following conditions:

1. Any advertisement displayed and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the local planning authority.
2. Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.
3. Where an advertisement is required under these Regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the local planning authority.
4. No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

5 **No advertisement shall be sited or displayed so as to obscure or hinder the ready interpretation of, any road traffic sign, railway signal and to navigation by water or air, or so as otherwise to render hazardous the use of any highway railway, waterway or aerodrome (civil or military).**

6 **The advertisements hereby permitted shall not be displayed other than in accordance with the following approved plans:**

**Site Plan P10804/2025/CHC02
Proposed signage P10804/2025/CH03 Rev 03**

Key Issues

8. The impact of the proposed advertisements upon amenity and public safety.

History

9. NP/HPK/1125/1163- Change of use from Interpretation space to interpretation space and National Park Centre (incorporating cycle hire)- To be decided.

10. NP/HPK/1125/1164- Extension of the existing car park to the west along the line of the Monsal Trail- To be decided.

11. NP/HPK/0121/0076- Advertisement consent - A1 wooden lectern information sign for visitors to Millers Dale Station- Granted Conditionally.

12. NP/HPK/1118/1009- Advertisement consent - 5no. poster boards to contain reprints of original railway company posters, relevant to era of the building- Granted Conditionally.

Consultations

13. Highway Authority – No objection

14. District Council – No comments received

15. Parish Council - Objection received regarding this and two other applications on the site.

16. Officer Note: The submitted comments do not relate specifically to this application for advertisement consent. The objections relate to the proposed use of the building. The application for advertisement consent must be considered on its own merits.

Representations

17. Three representations have been received during the consultation period.

The issues raised are related to traffic on the trail, the impact of the proposed bike hire on other businesses, parking on local roads and potential potholes.

Officer Note: The issues raised by the representations are not related to the advertisements except through the proposed associated use of the building. No references to public safety or amenity impacts have been raised regarding the advertisements proposed.

Statutory Framework

18. National Park designation is the highest level of landscape designation in the UK. The Environment Act 1995 sets out two statutory purposes for national parks in England and Wales:

- Conserve and enhance the natural beauty, wildlife and cultural heritage
- Promote opportunities for the understanding and enjoyment of the special qualities of national parks by the public

When national parks carry out these purposes they also have the duty to seek to foster the economic and social well-being of local communities within the national parks.

In considering this application the Authority must exercise its powers in the interests of amenity and public safety, taking into account the provisions of the development plan, as far as they are material and any other relevant factors.

In taking account of factors relevant to amenity, the Authority may disregard any advertisement that is being displayed. Unless required in the interests of amenity or public safety, an express consent for the display of advertisements shall not contain any limitation or restriction relating to the subject matter, content or design of what is to be displayed.

Main Policies

Relevant Core Strategy policies: GSP1, GSP3 and L1

Relevant Local Plan policies: DMS5, DMC3 and DMC8

National Planning Policy Framework

19. The National Planning Policy Framework (NPPF) is a relevant factor for the purposes of the regulations. Development plan policies relevant to this application are up-to-date and in accordance with the NPPF and therefore should be given full weight in the determination of this application.
20. Paragraph 189 of the NPPF states: Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks.
21. Paragraph 141 of the NPPF states: The quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.

Assessment

Principle of Development

22. DMS5.A states adverts will be granted consent provided they are (i) as near as possible to the business or activity concerned, (ii) do not result in a proliferation of signs inappropriate to the building or locality, (iii) do not pose a hazard to public safety or unduly harm amenity, (iv) are of a high standard of design, (v) a scale that does not detract from the valued characteristics of the area, and (vi) conforms to the Authority's SPD on Shop Fronts.

Amenity

23. Planning Practice Guidance on Advertisements states that 'amenity' is a matter of interpretation by the Authority as it applies in any particular case, however that in practice it usually covers the effect on visual and aural amenity in the immediate area.
24. The signs are to be located on the elevations of the Goods Shed which acts as an interpretation space within the Miller's Dale Station grounds, and relate to the proposed change of use of this building being considered under application NP/HPK/1125/1163. The signs will therefore be located as near as possible to the business and activity concerned.
25. There are minimal signs within the wider site and in the proposed locations they will not be read collectively. They will therefore not result in a proliferation of signs.
26. In the context of the site the signage is located and proportioned to respond to how the building is viewed on the site. viewpoints of the building by members of the public and focussed on areas that respond to the functionality of the building such as the entrances to it.
27. The materials and colours for the proposed signage are acceptable and in accordance with the existing site, locality and the Authority's guidance on Shop Fronts and Design. The appearance is therefore appropriate to the building, locality and Conservation Area. The signs will therefore conserve the Conservation area and the setting of nearby listed buildings.

The proposal is therefore in accordance with policies GSP3, L1, DMC3, DMC8 and DMS5.

Public Safety

28. The signage is located within the station site and at a distance from the public highway. Derbyshire County Council Highways has no objection to the proposed as they do not anticipate any highways safety impacts as a result of the proposed signage.
29. Pedestrian and vehicle movements will remain unchanged. The advertisements would be mounted on the building and will not pose an obstruction to trail users or distract users of the car park.

The proposal is therefore in accordance with policy DMS5 in regard to public safety.

Conclusion

30. The proposals would conserve amenity and public safety. The application is therefore recommended for approval subject to the standard conditions imposed by the Advertisement Regulations and a condition to secure the amended plans.

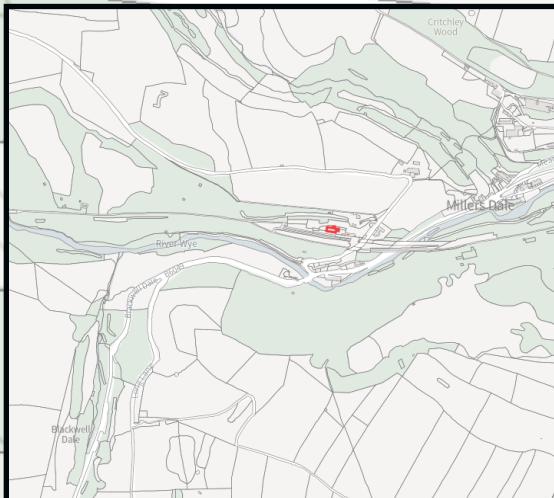
Human Rights

Any human rights issues have been considered and addressed in the preparation of this report.

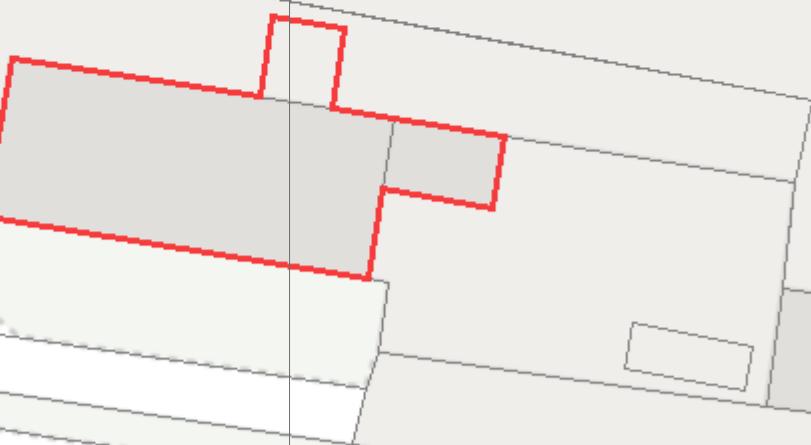
List of Background Papers (not previously published)

Nil

413800



The Goods Shed



216.4m

413800



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Station Car Park, Unnamed Road From Glebe Farm To B6049, Millers Dale

Item no. 12

Application no. NP/HPK/1125/1166

Committee date: 13/02/2026

Page 103 Scale: 1:413 at A4 pagesize
Map centre grid ref: 413,796 373,260



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13. FULL APPLICATION – S73 APPLICATION FOR THE REMOVAL OR VARIATION OF CONDITION 2 AND 5 ON NP/HPK/1015/0996 AT CARBOLITE LTD, PARSONS LANE, HOPE (NP/HPK/1125/1140, WE)

APPLICANT: CARBOLITE LTD

Summary

1. The application proposes amendments to planning permission NP/HPK/1015/0996. The proposed amendment is an infill extension between the existing two buildings on site which is currently an open yard.
2. In addition to seeking planning permission for the additional infill extension, this application has been supported by a Noise Assessment which was conditioned by the previous approval on site.
3. The proposed development represents a modest infill between two existing buildings on an existing industrial site. It has been concluded that the proposed development, individually or cumulatively with what has already been approved, would not detrimentally impact the valued landscape character, residential amenity, highway safety or contribute towards increased flood risk locally.
4. The application is considered to be in accordance with the relevant policies of the development plan. It is therefore recommended for conditional approval.

Proposal

5. The application proposes to extend a small link between the two existing industrial buildings on site to create a single-storey infill between the two structures. The proposed infill extension would have a floorspace of 405sqm.
6. It would measure approximately 28m in width and 15m in depth. It would have a mono-pitched roof and extend from the roof structure of the existing link between the two buildings. It would be single storey, measuring approximately 4.5m in height.
7. Externally, it would have a number of pedestrian doors, windows and a large central roller shutter door.
8. The extension would be clad in sheeting to match the existing buildings. The application states that it would be clad in sheeting finished in a brown colour.
9. This application has also been supported by a Noise Assessment and seeks to satisfy the details required by condition 5 on permission NP/HPK/1015/0996.

Site and Surroundings

10. Carbolite Ltd occupies the application site which is in use as a manufacturing premises. The site is located approximately 0.8 km to the east of the settlement of Hope. Hope Railway Station is located adjacent to application site and the railway line runs along the northern boundary of the site.
11. The site comprises a factory and office building with a link between them, along with a car park. The site is an elongated shape and relatively narrow.

12. Several residential properties are scattered around the site. Some of these properties are sited on the private road to the west of the site. Whilst the other properties are located approximately 150 m to the south of the site.
13. The Hallam Barn Grasslands Site of Special Scientific Interest lies some 500m to the north east. The site is in Flood Zone 2 and the area of the proposed infill extension is in an area at medium risk of surface water flooding.

RECOMMENDATION:

That the application be APPROVED subject to the following conditions:

1. Development to be carried out in accordance with amended plans
2. The new car park shall be constructed and made available for use prior to commencement of construction of the eastern extension of the factory building. Thereafter it shall remain available for use throughout the lifetime of the development.
4. The walls and roof of the building shall be clad to match the existing in terms of materials. Upon installation, the cladding shall be finished in Vandyke Brown (RAL 8014).
5. The rating level of sound emitted from the development site shall not exceed background day or night time levels (as determined within Hilson Moran, "Noise Impact Assessment (ref: 37705-HML-XX-XX-RP-O-500001 ISSUE P02 FINAL), dated 8 September 2025) for the lifetime of the development.
6. Prior to the installation of any external lighting, precise details of the intensity, direction, spread of luminance and shielding of light sources, has been submitted to and approved in writing by the National Park Authority and thereafter maintained in accordance with the approved scheme.
7. The car park barrier shall only be installed with the details approved through discharge application NP/DIS/1018/0980.
8. Before any other operations are commenced (excluding demolition/ site clearance), space shall be provided within the site curtilage for storage of plant and materials, site accommodation, loading, unloading and manoeuvring of goods vehicles, and parking and manoeuvring of site operatives and visitors' vehicles, laid out and constructed in accordance with the details approved through NP/DIS/1018/0980.
9. The development shall be carried out in accordance with the Construction Management Plan approved through NP/DIS/1018/0980.
10. Prior to the eastern extension being taken in to use a surface water attenuation tank with flow control shall be installed in accordance with the recommendations of the submitted Flood Risk Assessment.
11. The infill extension shall be carried out and managed in accordance with the conclusions made in Chapter 7 of the Flood Risk Assessment and SuDS Strategy (Hilson Moran, Issue P05, November 2025).

12. The landscaping shall be carried out in accordance with drawing number 9015-024/101 as approved through NP/DIS/1018/0980. All planting shall be carried out the first planting season following commencement of the approved car park and eastern extension.
13. The first planting season following commencement of the infill extension, additional tree planting shall be carried out on the southern boundary in front of the extension in accordance with a landscaping plan which shall be first submitted to the National Park Authority for approval in writing.
14. The two swift boxes and two bat boxes approved as part of the landscape works shall be installed prior to the extending factory building being taken in to use.
15. No removal of vegetation that may be used by breeding birds shall take place between 1st March and 31st August.
16. The construction of the car park shall be carried out in accordance with specification approved through NP/DIS/1018/0980.

Key Issues

- Principle of the development;
- Design and Landscape Impact;
- Residential amenity;
- Highway Safety;
- Flood Risk;
- Other matters.

History

14. 2016: Proposed extension to existing factory building and new car park accessed from Station Road (through existing station car park), together with associated landscaping, surfaces and low-level bollard lighting along Station Road – Granted conditionally

Consultations

15. Hope with Aston Parish Council: General comment

Carbolite is an established and significant employer in Hope, and as a Parish Council we strongly support its contribution to the local economy. In relation to the current application, we would like reassurances about the following issues:

1. *Carbolite requests a new infill extension replacing the proposed glazed walkway that gained permission in 2016. We argue that a full visibility assessment of the 674 sq m infill extension is needed. Windows in the infill extension and those proposed for the existing building on the north side will significantly alter visual impacts. The infill will also impact views of the site from the south. We would like to see improved landscaping to mitigate these impacts. We note that local residents are also concerned at the visual intrusion of the site.*
2. *The level of use of Station Road and the Network Rail car park has significantly changed since the original 2015 application. Many more railway passengers now cross the station car park on foot. We are concerned for the safety of these pedestrians in light of the proposals and note this issue was raised in comments relating to the original application, but that it was not fully addressed. The route through the site between Station Road and Parsons Lane has recently been proposed as a bridleway by DCC, Increased use of this route is likely to lead to further*

intermingling of traffic and users of the bridleway, We suggest mitigation measures are needed to enhance safety for pedestrians.

3. *We welcome the fact that cars will not be permitted to move between the Station Road car park and the works, and that access to the new car park will not be permitted from Parsons Lane. However, residents on Station Road are worried about loss of amenity from increased traffic. We are concerned that increased use of the station, along with the parking bays along the length of Station Rd up to the car park, established since the original permission, will create congestion when Carbolite shifts change and cars leave the new car park.*
4. *Residents are also worried about the proposed bollard lighting along the roadway in front of their houses on Station Road. This needs careful consideration. We are also concerned at any increases in lighting elsewhere on the site, because of potential negative impact on residents and the environment. The Parish Council would like the opportunity to comment on the detail of the lighting conditions when this is made available.*
5. *Clarity is needed regarding construction of the car park, the new infill and the new extension, to minimise risks for pedestrians and impacts on residents.*

16. Network Rail: No objection

17. Derbyshire County Council (Flood Management): No comments to make

18. Environment Agency: No formal comments to make

19. High Peak Borough Council Environmental Health Officer: No objection

The noise impact assessment submitted in support of the application may be accepted. Hilson Moran, "Noise Impact Assessment (ref: 37705-HML-XX-XX-RP-O-500001 ISSUE P02 FINAL), dated 8 September 2025.

The report concludes that the noise impact of the proposed development is low/negligible and as such additional acoustic mitigation is not required for the scheme. It's recommended that condition 5 may be discharged (subject to comments below).

Condition 5 contains three clauses that can be summarised:

1. *Submit noise assessment.*
2. *Mitigation agreed in writing*
3. *Agreed mitigation measures adopted within the development*

In hindsight it would be useful if there was an additional clause/condition limiting the noise from the site to specific sound level (dB LAeq) or "no increase above established background". Otherwise after the report is approved there appears to be no planning limit to noise the site can produce. If the LPA desire that long-term noise be considered an alternative may be for the applicant to submit a statement, for approval, supplementary to this report, formally stating "no increase above established background" as a form of long-term mitigation for loss of local residential amenity (noise).

An appropriate statement may be:

"As long-term mitigation it is proposed that the rating level of sound emitted from the development site (for the life of the development) shall not exceed background day or night time levels (as determined within Hilson Moran, "Noise Impact Assessment (ref: 37705-HML-XX-XX-RP-O-500001 ISSUE P02 FINAL), dated 8 September 2025). All measurements shall be made in accordance with the methodology of BS 4142:2014+A1:2019 "Methods for rating and assessing industrial and commercial sound" and/or its subsequent amendments. Where access to the nearest sound sensitive property is not possible, measurements shall be undertaken at an appropriate location and corrected to establish the noise levels at the nearest sound sensitive property.

20. Derbyshire County Council Highway Authority: Awaiting final comments – A verbal update will be given during the presentation.

21. High Peak Borough Council: No response to date

Representations

22. 9 representations were received during the determination of the application. 1 representation supported the proposal and 8 objected.

23. The reason for support was:

- The proposed parking would alleviate traffic exiting Parsons Lane and reduce wear and tear on the road surface.

24. The reasons for objection were:

- Increase in traffic along the single-tracked lane to the station compare which is already deteriorating significantly.
- Increase in traffic would have an impact on the residential amenity of properties fronting directly onto Station Road, with regard to noise, loss of privacy and transport movements;
- Concerns regarding the pollarding along section of Station Road;
- Requests that no vehicles access the factory complex from the new car park, and it is reserved only for pedestrian access;
- Situation has changed from the original 2015 application and now, with parking along Station Road and an increase in passenger numbers meaning there are more movements along that section of Station Road, creating additional congestion;
- Conflict between users of the railway station and employees using the extended car park;
- Impact of the development on wildlife through light pollution, particularly owls;
- Request additional planting on the northern boundary as it is currently thin and not evergreen, allowing views into the site from the north;
- Concern regarding loss of trees;
- Light pollution and loss of privacy from additional windows on the north facing elevation;
- Impact on dark skies as a special quality of the National Park;
- Impact of new car park on drainage, requesting permeable surface;
- Procedural concern regarding why the proposal has been submitted through a S73 application when they consider it to be a significant change;
- Change of private road to bridleway and impact of increased horse and cycle traffic;
- Change to Highway Code impacting feasibility of the access arrangement;
- Increased likelihood of cars parked close to the entrance of Station Road.

Main Policies

Relevant Core Strategy policies: DS1, GSP1, GSP3, L1, CC1, CC4, E2

Relevant Development Management Plan policies: DME7, DME8, DMC3

Statutory Framework

25. National Park designation is the highest level of landscape designation in the UK. The Environment Act 1995 sets out two statutory purposes for National Parks in England: to conserve and enhance the natural beauty, wildlife and cultural heritage and promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the public. When they carry out these purposes they also have the duty to; seek to foster the economic and social well-being of local communities in National Parks.

National Planning Policy Framework (NPPF)

26. The NPPF is a material consideration and carries particular weight where a development plan is absent, silent or relevant policies are out of date. Paragraph 189 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, which have the highest status of protection in relation to these issues.

27. In the National Park, the development plan comprises the Authority's Core Strategy (2011) and the Development Management Policies (DMP) (2019). The development plan provides a clear starting point consistent with the National Park's statutory purposes for the determination of this application. In this case, it is considered there are no significant conflicts between prevailing policies in the development plan and the NPPF.

Assessment

Principle of Development

28. The principle of the extending factory site was established under the approval of the original application NP/HPK/1015/0996. This original application was major development because it created over 1000m² of floorspace. This application seeks to amend the approved development incorporating a larger link extension.

29. A High Court decision in 2013 found that, for the purposes of planning policy, 'major development' should not have the same meaning as in the 2010 Order; rather it concluded that it should be considered in the context of the document it appears and that it is reasonable to apply the "normal meaning" of the words when interpreting the policies.

30. It is reasonable in this instance, therefore, to assess whether or not the development is major by reference to its impact on the National Park's valued characteristics as protected by planning policy. Officers consider that as an extension of a building that does not represent a change of use, does not extend the limits of the site, does not propose additional infrastructure, and does not lie within an area of ecological, historic, or archaeological designation, the development cannot reasonably be considered to be major in term of its likely impacts. That is not to say that its impacts could not still be significant within the context of the site itself – something that is assessed against planning policy in the following discussions – only that the restrictions placed on major development by national and local policy are not considered to apply to the proposal.

31. Policy DS1 outlines that in the open countryside, extensions to buildings are acceptable in principle. This is expanded upon in policy DME7 which states that outside of DS1 settlements, expansion of existing industrial and business development will only be permitted where:

- i) it is of a modest scale in relation to the existing activity and/or buildings; and
- ii) the scale and type of development can be accommodated without adversely affecting the residential amenity and valued characteristics of the area or traffic safety and circulation;
- iii) it does not adversely affect, and wherever possible, secures the enhancement of the site as well as the future management of the valued characteristics of the site and adjoining land; and

- iv) proper consideration has been given to the possibilities of conserving and enhancing landscape character by using, modifying or extending existing buildings.

32. Consideration to the impacts on residential amenity and valued characteristics from operating hours, lighting, and noise will also be given. Subject to the above therefore the principle of extension is acceptable.

Design and landscape

- 33. Core Strategy Policy L1 requires that development must conserve and enhance valued landscape character as identified in the Landscape Strategy Action Plan and other valued characteristics.
- 34. Development Management Policy DMC3 requires that where development is acceptable in principle, it will be permitted provided that its detailed treatment is of a high standard that respects, protects and where possible enhances the natural beauty, quality and visual amenity of the landscape, including the wildlife and cultural heritage that contribute to the distinctive sense of place. Particular attention is to be paid to the siting, scale, form, mass, levels, height and orientation in relation to existing buildings, settlement form and character, including impact on open spaces, landscape features and the wider landscape setting which contribute to the valued character and appearance of the area.
- 35. The changes to the proposed development include increasing the size of the previous extension to the 'link' between the two buildings, extending an additional 15m south. The extension would be mono-pitched, with the roof sloping from the front of the building, down towards the back where it would meet the existing link between the buildings.
- 36. The extension would be recessed significantly from the face of the adjacent buildings, approximately 6m from the western building and 12m from the eastern building. In addition, it would be set well-below the height of the adjacent buildings by approximately 4.3m.
- 37. Therefore, the proposed infill extension would be subservient in scale to the adjacent buildings. By virtue of its height and recess, it would still be seen as a link structure; albeit larger in scale. The materials and overall detailing of the proposed infill extension would match that of the adjacent buildings, featuring 'Vandyke brown' profile sheeted cladding.
- 38. Therefore, the proposed design of the infill extension is acceptable and in compliance with design policy DMC3.
- 39. The development site is in the valley farmland with villages landscape character type of the Derwent Valley. It should be noted that Carbolite is a relatively conspicuous site in the Derwent/Hope Valley by virtue of its size. Mitigating factors, such as the railway line and mature planting along its boundary go some way to minimising its impact; however, significant consideration needs to be given to whether any additional development on the site would further exacerbate its impact upon the landscape.
- 40. From the north, the impact of the infill extension needs consideration for views looking south from Aston, Parsons Lane and the right of way network in that area.
- 41. As the infill extension would be extended from the existing link, with its mono-pitch roof only extending modestly above the existing height of the structure, the potential for landscape harm is limited when viewed from the north. Representations have submitted photographs showing the visibility of the Carbolite site from the north showing the visibility of the site during the winter months when the trees are not in leaf.

42. These photographs show a complex which are at odds with the prevailing form and massing typically found in the National Park; however, they are existing features and that needs to be acknowledged. The pertinent consideration is not whether the existing complex is visible, it is whether the additional infill would constitute an unacceptable impact.
43. For the reasons explained above, it is concluded that the infill extension from the existing link would not have detrimental impact on the landscape. It would marginally increase the visibility and massing between the two structures; however, it would be a subservient feature in a well-established employment site and read clearly within the existing structures.
44. Representations have requested additional planting, but the pre-existing planting along the northern boundary is on the northern side of the Hope Valley railway land, outside of the control of the applicant. In any case, given the scale of change proposed between the existing link and proposed infill extension, the requirement for additional planting along the northern boundary would not be necessary to mitigate the impact of the development which would be minimal.
45. From the south, the complex is visible from Hope Road. Mature planting along its southern boundary assists in assimilating the site into the landscape; however, planting is fairly limited in front of the proposed infill extension. Whilst the infill extension would be a modest alteration, it would nevertheless increase its massing through increased height and prominence when seen from this location.
46. Therefore, it is recommended that additional tree planting is required in front of the extension. It is recommended this is secured through a planning condition which requires additional planting the first planting season following construction or first occupation.
47. Subject to the above, the proposed extension is considered to conserve the valued characteristics of the landscape.

Residential Amenity

48. As noted, there are several properties in close proximity to the development site, including properties along Station Road and off Parsons Lane.
49. This application has been supported by a Noise Impact Assessment which assesses the likely impact of both the extant eastern extension and the infill extension.
50. The Impact Assessment concluded that the noise impact of both the extant eastern extension, infill extension and wider noise generated from the site (such as forklift movements), that there would be no impact during the daytime or night-time at any of the identified sensitive receptors, and no mitigation is considered necessary.
51. With regard to building service plant noise emission, the precise specification of these have not been designed or provided. The Impact Assessment provided limits in accordance with criteria, and the building service plants shall be designed to achieve the specified limit.
52. The Environmental Health Officer has reviewed the assessment and has no objection. They have requested that measures be put in place to ensure that the noise limits do not exceed the specified criteria for the lifetime of the development. This has been recommended through a condition.
53. Therefore, the noise of the proposed development (individually and cumulatively) would not have an adverse impact on residential amenity.

54. This application does not propose any changes to the parking provision on the site. The previous application approved an additional car park off Hope Valley Railway Station car park for use in association with the site. The majority of site users would use the existing site entrance off Parsons Lane; however, provision for 32 additional bays on a grasscrete car park was approved. Users of this car park would park their vehicle in the car park and walk from the eastern end of the car park to Station Road, and walk along the track to Carbolite.
55. The impact of the vehicle movements along Station Road to the approved car park, and the foot traffic along Station Road from the car park, in addition to the impact of lighting bollards in the car park and along Station Road (details secured by condition) on residential amenity were considered in the previous application. This proposal would not materially alter parking or lighting provision.
56. The proposed development would not harm the residential amenity of neighbouring properties. It is therefore in compliance with the relevant amenity criteria outlined in policies GSP3, DME7 and DME8.

Highways & Access

57. As noted, the previous application granted permission for 32 car parking spaces on a site to the east of Hope Railway Station car park, which would be accessed via Station Road and the existing car park. Servicing of the site would be from the main access onto Parsons Lane.
58. This application has been supported by a Technical Note based upon the original Transport Statement submitted with the original application.
59. The Technical Note clarifies a number of matters, including:
 - The parking arrangement will remain unchanged, with staff and visitor parking provided from Station Road and servicing from Parsons Lane;
 - The modelled 'worse case' peak would remain as originally modelled, below 26 two-way movements in a single peak hour which is below the Department for Transport Guidance on Transport Assessment 30 two-way trips screening threshold. Therefore, no operational junction capacity modelling is required;
60. Therefore, the development now proposed would not result in any material change to transport or highway effects when measured against the approved baseline. There would be no change to the number of trips generated or the time of day in which they occur. No new mitigation, junction modelling, or off-site works are necessary.
61. The above assessment is based upon the logic that the proposed development is for operational purposes, the Technical Note stating that *current amendment is internal to the existing building complex and not introduce, re-site, or intensify any external vehicle or pedestrian access points.*
62. Officers accept that the proposed infill extension is to cover an existing area of operational land and would facilitate alterations to the internal layout of the factory, as opposed to providing a substantial expansion capable of employing additional staff. The extant number of car parking spaces is therefore accepted as suitable, as is the conclusion that it would not result in unacceptable vehicle movements during peak times.
63. On this basis, the proposed development would not have a detrimental impact on highway safety, nor impact the local highway network and emerging junctions.

Flood risk

64. The development site is in Flood Zone 2 for fluvial flooding, in addition to an area of medium risk to surface water flooding. The application has therefore been supported by a Flood Risk Assessment which assessed the development against current flood risk modelling in addition to future climate change modelling.
65. As the proposed development is for a small infill extension to an existing site, it has been concluded that it should not be subject to the sequential assessment or exception test. However, it should still demonstrate that it is safe with regard to flood risk.
66. The existing courtyard area between the existing factory and office buildings is currently covered by hardstanding and is therefore wholly impermeable. The proposed extension to widen the existing link structure between the two buildings will result in no increase to the impermeable area on the site.
67. The run off from the existing impermeable areas is currently attenuated underground attenuation tanks on the site. As the courtyard area is previously developed and there would be no increase in impermeable area, the proposed development would maintain runoff rates and volumes at existing conditions.
68. In addition, the Flood Risk Assessment identified a safe access and egress route for the development, in addition to a number of flood resilience measures which would be incorporated into the development.
69. The Lead Local Flood Authority and Environment Agency have been consulted on the above application and resolved to make no comments.
70. Therefore, subject to the development being carried out in accordance with the Flood Risk Assessment, the development is considered to be acceptable with regard to flood risk. It is therefore in compliance with policy CC4 and the National Planning Policy Framework.

Other matters

71. Given the scale of development, it is recognised that the proposed infill extension would not exacerbate the impact of the development as a whole on ecology and biodiversity. Therefore, the mitigation and enhancement measures required through the the original application are considered commensurate and appropriate to the increase in development proposed through this application.
72. The application is exempt from statutory Biodiversity Net Gain requirements.

Conclusion

73. This application seeks planning permission for an amendment to planning permission NP/HPK/1015/0996 for a small infill extension between the existing buildings on site. Having considered the scale and design of the proposed amendment, it has been concluded that subject to conditions, it would not have a detrimental impact on the valued landscape character, residential amenity, highway safety, flood risk or ecological value of the site. Consideration has been given to the cumulative impact of the proposed amendment and the extant permission.
74. It is therefore considered to be in compliance with policy DME7 and all other relevant policies of the development plan.
75. It is recommended for conditional approval on this basis.

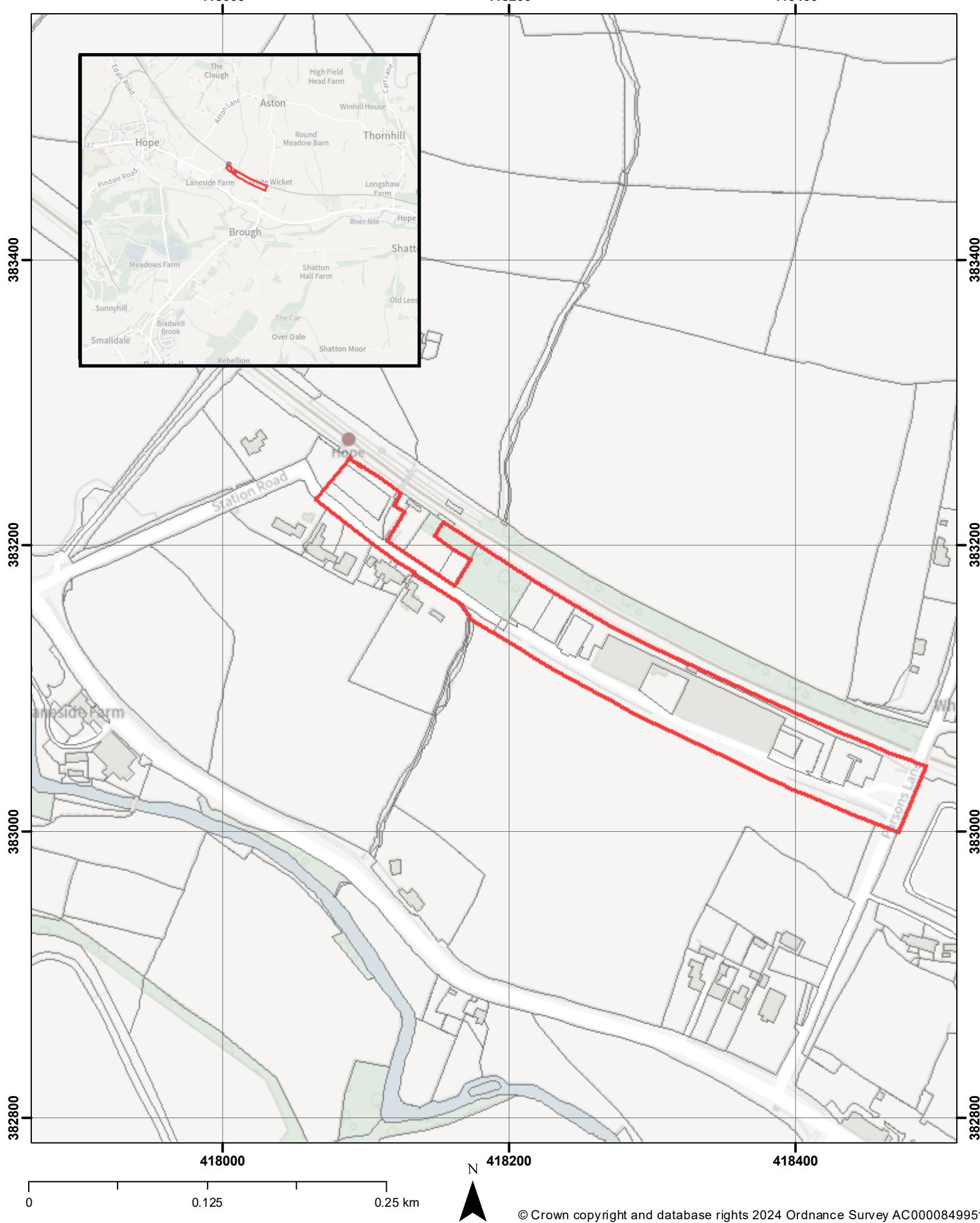
Human Rights

Any human rights issues have been considered and addressed in the preparation of this report.

List of Background Papers (not previously published)

Nil

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Carbolite Ltd, Parsons Lane, Hope

Item no. 13

Application no. NP/HPK/1125/1140

Committee date: 13/02/2026

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14. PLANNING APPEALS MONTHLY REPORT (A.1536/BJT)

1. APPEALS LODGED

The following appeals have been lodged during this month.

<u>Reference</u>	<u>Details</u>	<u>Method of Appeal</u>	<u>Committee/ Delegated</u>
6002576 NP/DDD/0825/0747	Two storey extension to the rear/east elevation of former restricted use property (Chequers Inn staff accommodation) on the footprint of the allowed single storey extension at The Stables, Froggatt Edge.	Householder	Delegated
6002575 NP/SM/0325/0233	Change of use of land to allow the stationing of a shepherd's hut and the creation of a surfaced access track (retrospective) at Land to the south east of The Glen, Hollinsclough	Written Representation	Committee

2. APPEALS WITHDRAWN

There have been no appeals withdrawn during this month.

3353734 Enforcement Notice	Enforcement Appeal - Unauthorised fence abutting a highway at 4 Greenhead Park, Bamford	Enforcement notice complied with	Delegated
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3. APPEALS DECIDED

The following appeals have been decided during this month.

<u>Reference</u>	<u>Details</u>	<u>Method of Appeal</u>	<u>Decision</u>	<u>Committee/ Delegated</u>
3371429 NP/S/0325/0256	Replacement store building at Land off Old Coach Road, Low Bradfield, Sheffield.	Written representation	Dismissed	Delegated

The main issue of the appeal is the effect of the proposed development on the character and appearance of the area with particular regard to the site's location within the Peak District National Park.

The Inspector did consider the potential benefits of providing facilities to enable outdoor recreation however, due to the small scale of the development, these benefits carried modest weight and did not outweigh the harm identified in the main issue.

The building that was removed was a simple building, used for storage, with timber frame, and corrugated metal roof. The building was open fronted, weathered and appeared to be assimilated well into the landscape. Therefore, it was consistent with the description of acceptable structures in the Building Design Guide. This states that the Peak District has a strong tradition of consistently simple and robust buildings, using mostly local materials to suit conditions. The result is buildings which fit into their setting.

However, in this case the Inspector considered that the proposal for a metal storage container, would appear to be a stark contrast to the building it replaces. The industrial shape and precision of the storage container would appear incongruous within the agrarian landscape. Whilst timber and a grass/sedum roof would be appropriate materials in a location such as this, timber cladded onto a shipping container would appear unnaturally engineered and at odds with the character and scenic beauty of the landscape in which it would sit, and would not conserve or enhance it.

Whilst the building would be contained, to a degree, within the hillslope from views from the south, due to its position on the hillslope and the openness of the location, it would, be prominent from views further down the hill

While considering that the proposal could benefit children and young adults with protected characteristics under the Equality Act 2010 these benefits would not outweigh the harm to the character and scenic beauty of the area as directed in both in local and national policies.

As such the appeal was dismissed.

3371429 NP/GDO/0525/0488	GDO Notification - Portal framed building for agricultural storage purposes at Shutts Farm, Shutts Lane, Bakewell.	Written representation	Allowed	Delegated
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Schedule 2, Part 6, Class A of the GPDO permits the carrying out on agricultural land comprised in an agricultural unit of 5 hectares or more in area of (a) works for the erection, extension or alteration of a building; or (b) any excavation or engineering operations, which are reasonably necessary for the purposes of agriculture within that unit. The permitted development right is qualified by conditions and limitations set out at Paragraph A.1. The National Park Authority (NPA) was satisfied that the proposal accords with the requirements of Paragraph A.1. and constitutes development permitted under Part 6, Class A.

The second aspect to address is Paragraph A.2(2)(i), which states that for development permitted by Class A the developer must, before beginning the development, apply to the local planning authority for determination as to whether its prior approval will be required as to the siting, design and external appearance of the building.

The NPA referred to a number of its development plan policies in its reason for refusal. For the avoidance of doubt, the Inspector explained that whilst these policies may be relevant as material considerations that help to inform a planning judgement, prior approval appeals are not expressly determined against the development plan.

However, the statutory purposes guiding National Parks and the policy in the NPPF that National Parks have the highest status of protection in terms of landscape and scenic beauty, meant that **the main issue in this case is the effect of the proposal on the landscape character of the surrounding area, having regard to its siting, design and external appearance.**

The proposed building would be of a typical, modern agricultural design, rectangular in shape with a shallow pitched roof. The side walls would be formed mainly of timber boarding above concrete panels. The western elevation and roof would be covered with metal cladding, whilst the

eastern elevation, facing Shutts Lane, would be open. The plans indicate the building would be located on a sloping site and partially set into the ground on its northern side.

At over 30m long, 18m wide, 4.5m to the eaves and 7m to the ridge, the proposal would still introduce a substantial agricultural building into the landscape. It would be visible from several vantage points, including Shutts Lane to the east, a public footpath a short distance to the west and from the grounds of Lady Manners' School to the north-east. However, agricultural buildings are part of the immediate character of the area. Various stone built outbuildings surround the existing farmhouse and the appellant's holding includes a significant farmyard to the opposite side of Shutts Lane with a mix of older, stone barns and large, modern steel portal buildings. Therefore, the site is not within expansive, unaltered countryside but in an area of transition between the built development of Bakewell and the open countryside where development is more fragmented and interspersed with agricultural land.

Therefore, the Inspector concluded that the siting, design and external appearance of the proposal would preserve the landscape character of the surrounding area. In doing so, the proposal would also accord with the purpose of the National Park to conserve and enhance its natural beauty, wildlife and cultural heritage.

As such prior approval was granted and the appeal allowed subject to conditions controlling external materials.

			Written representation	Dismissed	Delegated
3368852 NP/SM/0425/0386	Proposed alterations to a two storey apartment at Swythamley Hall, North Wing, Swythamley				

The proposed works relate to a listed building. Therefore, as required by section 16(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act), the Inspector had to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The main issue was therefore whether the proposal would preserve the grade II listed building or its setting or any features of special architectural or historic interest which it possesses.

The proposal included a number of internal alterations, including the insertion of a new staircase in the main entrance hall, the removal of both the ground floor WC and the existing staircase, and new openings between the corridor and hall; enlarging an existing opening between the landing on the approach to the master bedroom; inserting a high level internal glazed screen; and creating an opening between the kitchen and the morning room.

The special interest and significance of the Hall, in relation to this appeal, derive from it being an example of a country estate with attendant lodges, stable block, chapel, kennels, estate office and workshops within extensive landscaped grounds, including what was originally a deer park. Although the hall and buildings have been converted to several residential units, following planning permission in 1989, it retains evidence of the wealth and influence of landowners, particularly during the 19th century.

Paragraph 212 of the National Planning Policy Framework, 2024, (the Framework) advises that when considering the impact of development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Paragraph 213 goes on to advise that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting and that any such harm should have a clear and convincing justification.

The appellant had stated that the works in general affect non-significant late 19th or 20th century construction. However, the Inspector was not provided with plans of the Hall that showed the known dates and phases of the building, and the existing and proposed alterations made to this part of the building when it was converted. Therefore, whilst the appellant considered that the original subsidiary function of the servants' staircase had been lost following the conversion of the Hall, without knowing the plan form and the location of other staircases, there was no compelling evidence that supported this.

Similarly, in other aspects of the proposals only limited substantive evidence was provided to justify the development.

Therefore, the Inspector had to conclude that whilst Swythamley Hall has been altered and adapted over the last two hundred years, the proposed works would fail to preserve the listed building and its setting and any features of special architectural or historic interest which it possesses. As such the Inspector stated that this would harm the significance of the heritage asset which had to be given considerable importance and weight.

The level of harm proposed was considered to be at the “less than substantial” level. Nevertheless, the level of harm is still of a level that is significant to the planning balance, and could only be overcome if there were public benefits that would outweigh the harm.

The Inspector acknowledged that the appellant sought to improve the circulation of the building and make it more appropriate to their needs. However, they saw that the apartment was occupied and there was no evidence that it continues to be for sale. Therefore whilst there would be some economic benefits from the proposed building works, this would be a limited public benefit and this would not be sufficient to outweigh the harm that was identified.

As such the appeal was dismissed.

4. RECOMMENDATION:

To note the report.