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## Report from Planning Committee – 13<sup>th</sup> December 2013

### **7. FULL APPLICATION – RE-DEVELOPMENT OF BUSINESS PARK TO CREATE HERITAGE CENTRE WITH CRAFT SHOP/CAFÉ WITH ASSOCIATED RETAILING, TWO TIED WORKER ACCOMMODATION UNITS, TOURIST ACCOMMODATION SPACE, TRAINING ROOM/ COMMUNITY FACILITY, CAFÉ AND OFFICE SPACE AT, ROCKMILL BUSINESS PARK, THE DALE, STONEY MIDDLETON (NP/DDD/0713/0582, P.3289, 16.08.2013, 422427 375647/KW)**

**APPLICANT: MR COLIN AND DAVID HALL**

#### **Site and Surroundings**

This full application proposes the redevelopment of the Rockmill Business Park, as previously approved in outline, but with some of the previously approved facilities now situated on an adjacent separate site, which is now in applicants' ownership following its purchase earlier in 2013.

The main site is the Rockmill Business Park complex, which forms part of the small group of industrial premises along the southern side of The Dale, some 390m beyond the confines of Stoney Middleton village. It is situated immediately adjacent to the south side of the A623, the main Chesterfield/Baslow/Chapel-en-le Frith Road. The existing buildings are at the foot of the steep-sided valley, 'The Dale' which runs westwards from Stoney Middleton village with the A623 running along the valley floor.

The existing buildings at Rockmill are mainly single-storey, with a small two-storey section at the eastern end.

The buildings have been improved over the years and are in reasonable and tidy condition but are of an untraditional form, appearance and use of materials. There is an informal gravelled parking area on the rising ground to the west of the buildings. A narrow brook runs eastwards between the site and the road. This land immediately adjacent to the brook is situated within Flood Risk Zone 3. Vehicular access into the site is via a small bridge over the brook. To the south of the building complex the land rises steeply. This land has now largely re-vegetated with young trees and vegetation. Within this area of steeply sloping valley side there is a small cave entrance which is situated 51m south-west of the building complex. This cave entrance lies just outside the application site boundary. The valley side opposite the site is characterised by steep limestone rock faces that are a popular destination for rock climbing and much of that side of the valley is a designated SSSI.

The second "Cupola" site is situated 45m to the east of the main site and separated from it by an intervening lorry business, which is in separate ownership. The second site is presently occupied by a flat-roofed two-storey office buildings with its own separate narrow bridge access over the brook on to the A623. There is also a detached prefabricated garage/store building to the east of the main office building. The applicants acquired this site in 2013.

For the purposes of this report, the main building site will be described as the Rockmill site and the neighbouring site will be described as the Cupola site

#### **Proposal**

This is a full application for the redevelopment of the Rockmill site and the nearby Cupola site. The scheme proposes the provision of all the facilities which were approved under the previous outline permission, but separates them out over the two sites. The Rockmill site will provide the tourist accommodation, accommodation for training events and community facilities and the neighbouring Cupola site will accommodate a purpose-designed, stand-alone heritage centre

building (Cupola Building) with associated café and craft shop. The previously approved two tied worker units will also be provided on the first floor of the Cupola Building. Details of the proposal are as follows:

#### Main Rockmill Business Site:

The design concept follows the 'traditional mill-style' architecture favoured by members when considering the previous outline proposal. The building has a 39.5m x 13.4m footprint and takes the form of a three-storey mill building, with a taller, central projecting gable to the front and rear, providing a focal point to the building frontage. The building has a symmetrical, balanced frontage with its main ridge parallel with the A623. The main part of the building has a ridge/eaves height of 8.5m/13.4m, with the taller central projecting gable section having a ridge/eaves height of 9.6m/15.8m. The scheme proposes accommodation on four floors with the fourth floor accommodated within the roof space.

The proposed materials are random-coursed limestone walling throughout, built off a projecting natural gritstone plinth, with natural gritstone quoinwork to the external corners. The roof is to be clad with natural blue slate. There are a series of five large, arched window openings on the ground floor of the main front elevation, each of which are provided with segmented natural gritstone arches with quoinwork surrounds. The main window pattern comprises vertically proportioned sash openings, provided with arched coursed natural limestone lintels, and arranged in a formal rhythmic pattern. The central projecting gable has a vertical timber boarded wall section that terminates at the apex with a projecting horizontal-boarded timber overhanging pulley-block housing structure. This is designed to mimic the pulley block hoist systems employed on traditional working mill structures and serves to provide a focal point for the building and main entrance. Natural lighting to the rooms in the roofspace is to be provided by eight thin-framed fully-glazed dormers with flush-mounted solar panels fitted in between each projecting dormer. The building has an external fire escape fitted against its western gable. The eastern gable has a central timber boarded feature with a central arched ground floor opening which reflects the detailing of the projecting gable on the main frontage elevation. There is a 9.8m x 6.5m single-storey flat-roofed building attached to the eastern end of the rear elevation. This will accommodate the kitchen.

The extent of the accommodation is as follows:

Ground floor – main central reception/circulation area (122.5m<sup>2</sup>)  
indoor dining space – 102 covers (116.5m<sup>2</sup>)  
external dining space – 30 covers (58m<sup>2</sup>)  
meeting room (85.2m<sup>2</sup>)  
kitchen/serving space – (89m<sup>2</sup>)  
lift/stairs/toilets (65m<sup>2</sup>)  
staff/office/laundry (71m<sup>2</sup>)  
bike/boot store (37m<sup>2</sup>)

First floor – 21 double-bedrooms all with en-suite bathrooms, with one bedroom catering for disabled persons.

Second floor – 12 larger units comprising: 2 x double-bed units  
9 x flexible 2 x double-bed units  
1 x two single-bed unit catering for disabled persons

Third floor – 16 bunk bedrooms containing two bunk beds per room.  
Communal space continuing shared kitchen/dining/shower/toilet facilities (144m<sup>2</sup>)

The units of visitor accommodation on floors 1 -3 can cater for a maximum of 148 persons.

In terms of the footprint of the building, this is resited a further 3m into the site (as compared to the previously approved scheme) to improve manoeuvring of vehicles in front of the building in the vicinity of the bridge entrance access.

Car Parking: The most significant change over the previously approved outline scheme is that the application site boundary has been extended southwards into the sloping vegetated bankside to accommodate above-ground car parking. The previously approved scheme proposed underground parking for 24 vehicles in a basement beneath the building. After undertaking a detailed assessment of the costs of excavating into the ground to create the basement parking, the applicants have concluded that this method of providing the parking was not viable. The additional car parking area is located on the higher ground to the south-west of the building and significant excavation and engineering works are necessary to provide the required number of spaces.

The applicants have submitted two alternative car parking layout options. Option A involves the provision of fewer parking spaces on the Rockmill site (77 spaces) and consequently less encroachment and excavation into the steeply sloping hillside, but with more spaces (30 spaces) provided on the separate Cupola site to compensate for this. Option B involves the provision of 93 spaces on the Rockmill site, but with a reduced number of spaces on the Cupola site (19 spaces).

Both options require significant excavation into the vegetated hillside to the south-west of the building to accommodate the required level of parking.

#### Cupola building Site

The scheme propose the demolition of the existing two-storey, flat-roofed office building and its replacement with a two-storey heritage building designed to reflect the appearance and form of a cupola building. This industrial form and design has been chosen to complement the design approach on the main Rockmill site and also to represent the site's industrial past.

The building is to located in the south-west corner of the site in approximately the same position as the existing office building. The heritage building, however, has a larger footprint than the existing building, measuring 15.5m x 13m (max. dimensions). The eaves height of the building is 5.0m and the ridge height is 10.0m. It has a steep 45° roof pitch, which is designed to provide accommodation in the roofspace.

The building takes the form of an industrial cupola building; such buildings were used in the eighteenth century for lead smelting. The cupola furnaces required tall chimneys in order to provide sufficient draught for the fires required for the lead smelting process. The building has a central projecting gable on the main roadside frontage elevation and its main ridge is parallel to the A623. The building has a 'feature' 6.0m tall circular chimney stack projecting up from the west gable, which is designed to mimic the appearance of a traditional 18<sup>th</sup> century cupola furnace building.

Proposed materials are random-coursed limestone walling throughout, built off a projecting natural gritstone plinth, with natural gritstone quoinwork to the external corners. The roof is to be clad with natural blue slate. The main window pattern comprises vertically proportioned sash openings provided with arched coursed natural limestone lintels arranged in a formal rhythmic pattern. Natural lighting to the rooms in the roofspace is to be provided by single rows of patent glazing positioned centrally within the roof. There is a 13.7m x 2.75m two-storey flat-roofed building attached to the rear elevation. This provides kitchen and heritage centre space on the ground floor and a covered balcony area to the two managers' flats on the first floor.

The scheme proposes accommodation on three floors with the third floor accommodated within the roofspace. The cupola building accommodates a heritage centre with a craft/gift shop with associated retailing and a café on the ground floor with two units of tied worker accommodation on the first and second floors. The extent of the accommodation is as follows:

Ground floor – heritage centre (101m<sup>2</sup>)  
kitchen serving heritage centre (12.5m<sup>2</sup>)  
lobby/stairs to manager' flats (28.3m<sup>2</sup>)

First floor – managers' flats excluding covered balcony(139m<sup>2</sup>)

Second floor – managers' flats (104.8m<sup>2</sup>)

The proposed scheme does not now incorporate any craft workshop space within either of the Rockmill or Cupola buildings. The previously approved outline application on the Rockmill site provided space for 11 craft/workshop units

### **RECOMMENDATION:**

**That the application be REFUSED for the following reasons:**

- 1. Landscape grounds: the increased above-ground car parking requirement would require significant excavation works into the revegetated bankside to the south and west of the Rockmill building site which would seriously detract from the character and setting of this part of The Dale. Consequently, this element of the scheme is open to strong landscape objections and would be contrary to the above-stated Core Strategy policies GSP1, GSP2, GSP3, L1, RT1 And Local Plan policies LC4 and LE4.**

### **Key Issues**

- 1) Whether the principle and layout of the redevelopment of the Rockmill Business Park is acceptable and conforms with the Authority's policies.

As with the previous outline application, this full application has been advertised as a potential departure application as approval would represent a departure from adopted policies in the Authority's Development Plan. However, it is acknowledged that when the previous application was approved Members accepted that the redevelopment of the Rockmill site could be accepted as an enhancement of a prominent site at the entrance to the village and that the scheme would provide facilities for visitors.

- 2) The impact of the scale and character of the proposed development on the surrounding landscape.
- 3) Design issues.
- 4) Ecological Issues.
- 5) Highway Issues.
- 6) Contaminated land Issues.
- 7) Flood risk mitigation issues.

## History

### Rockmill Site

It is understood the original buildings on the site were initially used for mineral processing and then for storage and workshop purposes.

1984 – Consent granted for change of use from storage/workshop to industrial use relating to the manufacture of kitchen and bathroom furniture.

1986 – Consent refused for the extension of the use granted in 1984 to include a showroom.

1988 – Consent granted for the doubling of the width of the access bridge over the brook.

1988 – Detailed consent granted for extension and alterations to the kitchen manufacturing buildings.

1992 – Consent granted for change of use of part of the buildings to a showroom for retail sales in connection with the kitchen manufacturing business. Consent was conditional upon the retail use not exceeding 50% of the total floorspace of the buildings and the use being personal to the applicant.

1994 – Detailed consent granted for a 19m long single-storey side extension to western end of the existing building for storage and offices in connection with the existing kitchen business.

May 2013 – Outline consent granted for the redevelopment of the business park to create a heritage centre with café/community facility, craft/work units, craft shop with associated retailing, tourist accommodation with underground parking and two tied worker occupation units. The outline consent was referred to the Authority Meeting on the basis that it was a departure from planning policies. The subsequent outline approval was subject to prior entry into a S106 agreement regarding community benefits. The application was considered in 2012, but the issuing of the notice was delayed until May 2013 by the need to enter into a section 106 agreement

The S106 agreement covered the provision of community benefits, highway works and the control of the occupancy of the manager's dwellings. Key conditions attached to the consent covered the following:

- Mill style option with fourth floor in roof space and a maximum height of 15.3m.
- Maximum building footprint to be 40m x 16m.
- Café opening hours to be 8.00am to 10.00pm.
- Retail sales to be ancillary to the heritage centre and craft shop and limited to goods produced on site.
- Craft workshops to be restricted to B1 use only.
- Heritage centre and café available for D2 community use.
- 28-day occupation restriction on holiday units.
- Development in accordance with flood risk assessment and mitigation.
- Adoption of the ecological survey and mitigation measures.
- Highway conditions.
- Ground contamination recommendations.

### Cupola Site

1968 – Detailed consent granted for the conversion and extension of a derelict cottage to offices.

1968 – Temporary consent granted for the erection of temporary office accommodation.

1971 – Detailed consent granted for the change of use of temporary office to garage and store.

1973 – Detailed consent granted for the installation of a private petrol tank and pump.

1973 – Detailed consent granted for extension to offices.

1976 – Renewal of consent for garage and store.

1977 – Detailed consent granted for retention of private petrol tank and pump.

1979 – Refusal of consent for change of use of ground floor of offices to retail.

1980 – Temporary consent granted for change of use of utility room to ranger briefing centre.

### **Consultations**

Highway Authority – The submitted details suggest that the area included within the previous outline application is now to be redeveloped for accommodation purposes, with the heritage/café/shop etc. being proposed on the 'extended' cupola part of the site to the east.

In order to satisfy highway recommendations, the two areas of the site should be served via vehicular accesses meeting current layout recommendations and provided with adequate off-street parking/manoeuvring space to cater for the scale and nature of development proposed with safe pedestrian access between the two sites being secured.

The submitted details indicate that each of the vehicular accesses benefit from uninterrupted visibility in either direction, although there are no splays annotated on the drawings. Ideally splays of 2.4m x 149m should be shown as being over controlled land or existing highways for roads subject to 50mph speed limit.

Widening of the existing access to the 'Cupola' site, to enable mini buses travelling in opposite directions to pass, has been shown although there is no segregated pedestrian facility or, it would appear, safe refuge for pedestrians to use the access clear of vehicles entering/exiting the site. No works are proposed at the existing access to the Mill area of the site, although it is assumed that pedestrians will be expected to use this without any segregation from the traffic.

As there is likely to be pedestrian movement between the two areas of the site and the facilities are also being provided to attract passing hikers/cyclists etc., safe pedestrian passage needs to be given more detailed consideration.

It is appreciated that the two areas of site are separated by third party land, meaning that an off-road link is not currently possible and the applicant has indicated a willingness to provide localised widening of the footway between the two accesses. Whilst these intentions are welcomed, accommodating a reasonable widening may prove difficult due to the physical constraints i.e. due to the strategic nature of the A623, narrowing of the carriageway is unlikely to be permitted and the proximity of the stream to the rear of the verge may limit widening at the rear of the footway. A detailed investigation will be required to establish the extent of the widening that may be achieved. It is possible that, in the interests of safety, some form of barrier may be required between the footway and the stream with a commuted sum for future maintenance being payable. Ideally, creation of an off-highway link should be pursued further.

Whilst there is a continuous footway along the southern side of The Dale between Stoney Middleton, there is a Footpath on the northern side of the A623 which emerges onto the major road, a short distance to the east. It also appears that walkers have created a 'short cut' from this route, almost opposite to the application site entrance.

Given that the development is intended to provide an attractant to leisure visitors in the area, including walkers, it is probable that there will be a demand for residents and visitors at the development to access the surrounding public footpaths. In the event that pedestrian demand increases materially to the pathway on the northern side of the A623 it may prove necessary either to improve or prohibit the crossing point and path access opposite the site. It is therefore recommended that this situation be monitored for a period of 5 years post full opening of the development, and in the event that the Highway Authority identifies a problem, a sum of money be set aside to carry out improvements to the path crossing point.

The current scheme demonstrates an intention to allow 'drop-off/ pick up' by coaches for the Mill part of the site whereas previously there was to be no coach access. Whilst the advantages in this to the developer are acknowledged, there are highway concerns with the proposals as submitted. The swept path details suggest that the full width of the access will be required to accommodate use by a coach meaning that other vehicles may become stationary on the A623 whilst manoeuvring is undertaken; pedestrian safety at the access may be compromised; turning left to/from the site would involve use of the opposing traffic lane; coaches would be reversed across the frontage of the building where, presumably there is likely to be pedestrian activity; and, due to the apparent 'tight' space across the access bridge, manoeuvring is likely to be carried out at very low speeds potentially leading to disruption of safe and efficient flow of traffic on the highway.

Consequently, it is recommended that the applicants' willingness to revert to parking of coaches and access by mini bus shuttle should be accepted and such a solution be implemented. It is also suggested that for periods of high visitor demand and special events in particular, this type of transfer facility should be available from a remote overspill parking area to be secured by the applicant as on-highway space at the location currently identified (or elsewhere) cannot be guaranteed.

The Updated Transport Statement includes two off-street parking scenarios, i.e. One for a total of 107no. spaces over the two sites and another for 117no. spaces. Bearing in mind the proposal to secure funding for the introduction of Traffic Regulation Orders should these prove necessary to prevent overspill onto the highway network within a post monitoring period post development, each of these proposals would be considered acceptable, although neither appears to tally with the proposed site plan submitted separately. Notwithstanding this, the provision of 113no. parking spaces shown on the site plan would also be considered acceptable.

The Highway Authority recommends that, if the application is approved, funding should be secured for the mitigation of any issues arising from overspill parking on the A623 and/or pedestrian crossing of the same road, together with undertakings for remote coach parking/pick up by shuttle buses and inclusion of the following conditions:

- i. Before any other operations are commenced, revised detailed designs to be submitted to the Authority indicating the proposed access layouts including safe pedestrian provision together with improvements to the pedestrian link between the two areas of the site.
- ii. Space provided within the site curtilage for storage of plant and materials/site accommodation etc.
- iii. Before any other operations are commenced, existing accesses to be modified in accordance with the revised application drawings required by condition i.

- iv. Premises not to be occupied until the parking/manoeuvring areas have been provided and then retained free from obstruction throughout the life of the development
- v. Premises not to be occupied until the improved pedestrian link between the two separate areas of the site has been provided.
- vi. No gates or barriers within 10m of the nearside highway boundary, any gates to open inwards only and be locked in an open position during times of operation within the site.
- vii. The accesses to the A623 shall be no steeper than 1 in 40 for the first 10m from the nearside boundary and 1 in 20 thereafter
- viii. Premises not to be occupied until a Travel Plan has been submitted to and approved in writing by the Authority.

District Council – No reply to date.

Parish Council – All in agreement that they wholly approve of this application and hope all members will vote in support of it. The change in position of the proposed Heritage Centre is noted and this will enhance the area. Also state that the car park is of good design, having low impact on the surroundings.

Environment Agency – Confirm that their reference to the 'outline' application is incorrect and that their comments relate to the full application.

Having considered the accompanying Flood Risk Assessment recommend that full planning permission should only be granted subject to the following conditions:

Development not to be commenced until such time as a scheme to

- 1) Ensure a flood evacuation plan has been prepared for the site in accordance with the requirements of the Emergency Planner. The plan shall incorporate the installation of a flood alarm gauge system positioned at an appropriate location and set at a threshold of 161.44 AOD. The alarm system shall be maintained by the owner..
- 2) The finished site threshold shall be no lower than 163.66m AOD.

The finished scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or with any other period as may subsequently be agreed, in writing, by the Authority.

- 3) Development not to begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The finished scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements embodied within the scheme, or with any other period as may subsequently be agreed, in writing, by the Authority.

District Council Environmental Health Officer – No reply to date.

Natural England – Request further information relating to the previously undertaken great crested newt survey.



## Representations

DCC Cabinet Member for Jobs, Economy & Transport – Supports the proposal. The redevelopment of the site will add to the wider tourism offer of the Peak district as well as providing for direct employment opportunities. On this basis, it is considered that the proposal will contribute to the longer term strategic objectives of the County Council.

Visit England – Whilst we do not routinely comment on individual planning applications, we are willing to offer general support for the concept of improving visitor services and providing new visitor accommodation within such areas as the Peak District. New development proposals are needed and help contribute both to the national growth target and in supporting local communities by providing visitor spend and new jobs. Derbyshire attracts around 2 million visitors per annum and expenditure is worth over £283m for the county. The majority of domestic visitor expenditure is for leisure purposes (over 70%) and for overseas visitors the ratio is even higher.

It is important that we continue to improve our tourism product and facilities to remain internationally competitive and this can only be achieved if investment in tourism infrastructure can be maintained with high quality development proposals.

One letter of individual support has been received from a DDDC Calver Ward Member – The addition of the Cupola makes this an even more viable development. Although this goes against policy it has so many benefits for the area and will benefit the area by providing local jobs, a community centre and bring forward the possibility of providing some affordable housing all of which Stoney Middleton needs badly. Rock Mill will provide affordable accommodation for rock climbers and walkers and will encourage visitors to stay overnight rather than return to the cities and spend their money there. The development will also create an attractive gateway to Stoney Middleton, thus encouraging tourists to stop rather than drive through what is a very interesting village.

Further letters of support have been received by the applicant following registration of the application. These have been forwarded to the Authority by the applicant and are as follows:

DCC Strategic Director, Culture & Community Services - Fully supports the applicants' argument that this is an area of Derbyshire with a rich and varied history, yet which is perhaps overshadowed by its more well-known neighbours. This department of the DCC has particular responsibility for conserving, interpreting and promoting the history and heritage of the county and it is considered that the proposed heritage centre will play a valuable role in collecting, conserving and interpreting the social, economic and industrial history of Stoney Middleton and the surrounding area. It will fulfil an important educational role, as well as ensuring that local people and visitors alike gain an appreciation of what makes the Stoney Middleton community unique. In providing a focus for community engagement and a resource for visitors it has the potential to make a significant contribution to the economic vitality of the village.

DDDC Head of Regeneration & Organisational Devt – Gives support to the Heritage Centre proposal and the applicants' application for Heritage Lottery fund grant. This support is given on the basis that Stoney Middleton has an important industrial past and a strong community. The village has suffered from lost employment due to the closure of local quarries, and this development and visitor/heritage centre would be a significant boost to local employment as well as giving the village a renewed sense of identity and pride of place. Other businesses within the village would benefit from the influx of visitors to the Heritage Centre, which would complement the 'Derbyshire Dales' existing heritage visitor attractions.

Mike Longden, Elected Member of DCC Corporate Resources - Lends support to this exciting proposition following the support given to the previous outline application. This latest proposal clarifies the detail that demonstrates the benefits such a provision will deliver for the village of Stoney Middleton, its visitors and the community. The addition of the Cupola is a bonus. It is also pleasing to note the positive comments of the Highway Authority. The proposal, if approved, will provide a focal point for visitors from which to enjoy the outstanding beauty of the local landscape and explore the extensive history of this former mining village.

Rt. Honourable Patrick McLoughlin MP – Gives confirmation to the application that he has contacted the Authority and has requested that they give sympathetic consideration to the application.

### **Main Policies**

Relevant Core Strategy policies: GSP1, GSP2, GSP3, DS1, L1, L2, RT1 A, RT1 B, RT1 C, RT1 D, RT2 A, E1, E1 D, E2, E2 D, E2 E, T1, T2, T7

Relevant Local Plan policies: LC3, LC4, LC21, LC22, LC24, LS3, LE4,

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaced a significant proportion of central government planning policy with immediate effect. The Government's intention is that the document should be considered to be a material consideration and carry particular weight where a development plan is absent, silent or relevant policies are out of date. In the National Park the development plan comprises the East Midlands Regional Plan 2009, the Authority's Core Strategy 2011 and saved policies in the Peak District National Park Local Plan 2001. Policies in the Development Plan provide a clear starting point consistent with the National Park's statutory purposes for the determination of this application.

It is considered that in this case there is no significant conflict between prevailing policies in the Development Plan and more recent Government guidance in the NPPF with regard to the issues that are raised. This is because the NPPF continues to promote the building of a strong, competitive economy and is committed to securing economic growth. In order to achieve this objective the Paragraph 21 of the NPPF states that local authorities should support existing business sectors, taking into account whether they are expanding or contracting, and where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow for a rapid response to changes in economic circumstances.

Paragraph 22 states, amongst other things, that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of the site being used for that purpose. Where there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings should be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

Paragraph 28 states that planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development. Amongst other things, support should be given to sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.

Notwithstanding the support and promotion for a strong, competitive economy contained in the NPPF, the conservation and enhancement of the natural environment forms one of the 12 core planning principles within the NPPF. Paragraph 115 in the NPPF states that great weight should be given to conserving landscape and scenic beauty in National Parks along with the conservation of wildlife and cultural heritage.

### Core Strategy

Policy GSP1 states, that all policies in the Core Strategy must be read in combination and where there is an irreconcilable conflict between the statutory purposes, the Sandford principle will be applied and the conservation and enhancement of the National Park will be given priority.

Policy GSP2 states, that opportunities for enhancing the valued characteristics of the national Park will be identified and acted upon. Proposals intended to enhance the National Park will need to demonstrate that they offer significant overall benefit to the natural beauty, wildlife and cultural heritage of the area. They should not undermine the achievement of other Core Policies. When development is permitted, a design will be sought that respects the character of the area and, where appropriate landscaping and planting schemes will be sought that are consistent with local landscape characteristics and their setting, complementing the locality and helping to achieve biodiversity objectives

Policy GSP3 states, that development must respect, conserve and enhance all valued characteristics of the site and buildings that are subject to the development proposal. Particular attention will be paid to, amongst other things, impact on the character and setting of buildings; scale of development appropriate to the character and appearance of the National Park; design in accordance with the National Park Authority design guide; form and intensity of proposed use or activity; impact on living conditions of communities; impact on access and traffic levels, use of sustainable modes of transport.

Policy DS1 relates to development strategy and seeks to promote a sustainable distribution and level of growth and support the effective conservation and enhancement of the National Park. It refers to the forms of development that will be acceptable in principle in all settlements and in the countryside outside the Natural Zone. These include extensions to existing buildings; recreation and tourism; conversion or change of use for community facilities and business uses including visitor accommodation, preferably by re-use of traditional buildings. Policy DS1 also permits other development in principle and alternative uses needed to secure effective conservation and enhancement.

Additionally in named settlements, such as Stoney Middleton, there is additional scope to maintain and improve the sustainability of communities across the National Park. In or on the edge of these settlements new-build development will be acceptable for affordable housing, community facilities and small-scale retail and business premises.

Where there is pressure for development and the National Park is uncertain about the capacity for this in a named settlement, an assessment of site alternatives will be required to demonstrate the extent of development which may be permitted. This process should involve the Parish council and demonstrate that the proposed development complements:

- the settlement's overall pattern of development;
- the character and setting of nearby buildings and structures; and
- the character of the landscape in which the settlement sits.

Policy L1 states, amongst other things, that development must conserve and enhance valued landscape character, as identified in the Landscape Strategy and Action Plan, and other valued characteristics.

Policy L2 states that Development must conserve and enhance any features or species of biodiversity importance and where appropriate, their setting. Other than in exceptional circumstances development will not be permitted where it is likely to have an adverse impact on any sites, features or species of biodiversity importance or their setting that have statutory designation or are of international or national importance for their biodiversity.

Policy RT1 A states that the NPA will support facilities which enable recreation, environmental education and interpretation, which will encourage understanding and enjoyment of the National Park, and are appropriate to the National Parks's valued characteristics. Opportunities for access by sustainable means will be encouraged.

Policy RT1B states that 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.

Policy RT1 C states that wherever, possible, development must re-use 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.

Policy RT1 D states that development must not on its own, or cumulatively with other development and uses, prejudice or disadvantage peoples' enjoyment of other existing appropriate recreation, environmental education or interpretation activities, including the informal quiet enjoyment of the National Park.

Policy RT2 A states, amongst other things, that proposals for hotels, bed and breakfast and self-catering accommodation should be small-scale and should mainly be provided through conversions and changes of use of existing traditional buildings of historic or vernacular merit. Appropriate developments which extend or make quality improvements to existing holiday accommodation will also be permitted. Large-scale new-build holiday accommodation will not be permitted, except for a new hotel in Bakewell.

Policy E1 relates to business development in towns and villages and states, amongst other things, that new sites and buildings for business development within or on the edge of named settlements in policy DS1. Proposals must be of a scale that is consistent with the needs of the local population. Wherever possible, proposals must re-use existing traditional buildings of historic and vernacular merit or previously developed sites, and take up opportunities for enhancement. Where this is not possible, new buildings may be permitted. Appropriate improvement to make existing employment sites more attractive to businesses will be welcomed.

Policy E1 D states that The NPA will safeguard existing businesses and land or buildings, particularly those which are of a high quality and in a suitable location. Where the location, premises, activities or operations of an employment site are considered by the NPA to be no longer appropriate, opportunities for enhancement will be sought, which may include redevelopment to provide affordable housing or community uses.

Policy E2 relates to businesses in the countryside outside the Natural Zone and the named settlements. The intention of this policy is to encourage small-scale business development within any smaller settlement, on farmsteads, and in groups of buildings in sustainable locations.

This policy states, amongst other things, that businesses should be located in existing traditional buildings of historic or vernacular merit. However, where no suitable traditional building exists, the re-use of modern buildings may be acceptable provided that there is no scope for further enhancement through a more appropriate replacement building.

Business use in an isolated existing or new building in the open countryside will not be permitted.

Policy E2 D states that proposals to accommodate growth and intensification of existing businesses will be considered carefully in terms of their impact on the character and appearance of landscapes.

Policy E2 E states that ancillary retail operations must be small scale and principally offering for sale goods that are produced on the premises.

Beyond this policy and policies RT1, RT2 and RT3, there is no scope for setting up new businesses in the countryside.

#### Local Plan policies

Policy LC3 states that to determine whether proposed development is in or on the edge of a Local Plan Settlement, regard will be had to its relationship to nearby buildings and structures and the settlement's overall pattern of development, which should be complemented and not harmed. Development will not be permitted where it is separated from the existing development to such a degree that it no longer forms part of the whole or is likely to result in pressure to infill an intervening gap.

Policy LC4 states that where development is acceptable in principle, it will be permitted provided that its detailed treatment is of a high standard that respects, conserves and where possible it enhances the landscape, built environment and other valued characteristics of the area.

Particular attention will be paid to:

- Scale, form, mass and orientation in relation to existing buildings, settlement form and character, landscape features and the wider landscape setting.
- The degree to which design details, materials and finishes reflect or complement the style and traditions of local buildings.
- The use and maintenance of landscaping to enhance new development.
- The amenity, privacy and security of the development and of nearby properties.
- Any nuisance, or harm to the rural character of the area, caused by lighting schemes.

Policy LC17 states that for statutorily designated sites, features or species of international, national or regional importance development applications in the vicinity of designated sites will be carefully considered to assess the likelihood of adverse effects. Development that would detrimentally affect the value to wildlife of established patterns of wildlife stepping stones and corridors will not be permitted. Development will not be permitted unless adequate information is provided about its likely impact on the special interests of a site.

Policy LC21 states that development that presents a risk of pollution or disturbance that could adversely affect, amongst other things, the amenity, ecology or other valued characteristic of the area; water supply, groundwater resources and the water environment, will not be permitted unless adequate measures to control emissions within acceptable limits are put in place, and (when the permitted use finishes) appropriate removal of any pollutants from the site is assured.

Policy LC22 states that development will be permitted provided that adequate measures are included to deal with the run-off of surface water from the site. Such measures must not increase the risk of a local water course flooding.

Policy LC24 states that development on land believed to be contaminated will be permitted provided that an accredited assessment shows that:

- There is no risk to public health arising from any existing contamination.
- Remedial measures (in situ or by safe disposal off site) can remove any public health risk and make the site fit for its intended use without harm to the valued characteristics of the area.

Where serious contamination is known or suspected, the assessment will be required before a planning decision is made. Where there is suspicion or evidence of only slight contamination, the assessment will be required and remedial measures must be agreed before development commences.

Policy LS3 relates to retail development outside Local Plan Settlements and states, amongst other things, this will not be permitted unless it is closely associated with farm diversification, tourist or recreational development, or is part of on-site sales from an existing factory unit. Where retail development is associated with an industrial or business unit, sales will be wholly or mainly restricted to goods produced on site.

Retail development will not be permitted if it would lead to inappropriate types or volumes of traffic on country roads and lanes, or is of a scale or nature that threatens the retail viability or potential of nearby settlements.

Policy LE4 relates to industrial and business expansion. This states that within or on the edge of a Local Plan settlement this will be permitted provided that, amongst other things, it is operating in an appropriate location and the use remains of a scale and type intended to meet local need. The policy also requires that the development can be accommodated without harm to the amenity and valued characteristics of the area or to traffic safety or circulation.

Outside Local Plan settlements, expansion of existing industrial and business development, other than that linked to appropriate recreational development, will not be permitted unless;

- It is of a modest scale in relation to the existing activity and/or buildings, and does not extend beyond the limits of the established use.
- It does not harm and wherever possible secures an enhancement to the amenity and value characteristics of the area and appearance of the site.
- New or extended buildings are clearly justified and proper consideration has been given to the possibilities of using appropriate existing buildings to meet the needs of the business.

### **Applicant's supporting statement**

As with the previous outline submission, the applicants have submitted a comprehensive supporting statement. The key driver to the proposal is still based on the applicants' previous statement that the business park is no longer fit for purpose and is becoming economically unviable. Without intervention they believe that the site would fall into decline and disrepair. The reintroduction of rates on empty units has added further to the unviability of the existing business space, and, as a result, space is now let at substantially reduced levels to avoid these charges. Additionally, the village has suffered employment losses as a result of the loss of jobs from quarries being closed down. The creation of new jobs would, therefore, be an important advantage.

This full application follows the previously approved outline application in 2012 (decision issued May 2013), but seeks to enhance it by the inclusion of a further replacement building, the 'Cupola Building', on a neighbouring site. This additional site and the other alterations to the scheme are proposed after detailed assessments by the applicants following the outline approval. These changes are required to improve the viability of the original proposal. The applicants state that this revised application provides the following further enhancements:

#### Improved viability

- Additional visitor accommodation due to the relocation of the tied worker accommodation.
- Car parking requirements accommodated on two sites, removing the need for underground parking and the associated costs.

#### Site enhancements

- Removal and replacement of additional untraditional buildings on the Cupola building site.
- Additional landscaping to accommodate the car park extension.

#### Improved visitor experience

- Heritage centre (day visitors) located independently from accommodation visitors, providing better tailored facilities.
- Independent coffee shop for day visitors.
- Independent café/bistro for accommodation guests.
- Secure bike store, drying room/boot store, laundry, equipment store, staffroom/office.
- Dedicated independent parking for each facility.
- All parking above ground (preferred by the public and avoids security risks).
- Larger spaces for activity/craft training.

#### Community improvements

- Larger and more adaptable community spaces to better accommodate a wider variety of activities.
- Additional employment opportunities (a further 7 full time equivalent positions, making 40 in total).

The applicants consider that the application is in accordance with local and national planning policies and accords with the statutory purposes of the National Park as set in the 1995 Environment Act in that it:

- Provides an enhancement to the natural beauty and cultural heritage of the park and:
- Promotes opportunities for the understanding and enjoyment of the special qualities of the park by the public.

The applicants state that the proposal accords with the Authority's Core Strategy and refer to explanatory paragraphs 4.7, 4.8, and 4.10. These paragraphs refer to the challenge to progressively reduce the negative impact of quarries on the surrounding landscape, surrounding communities, and visitors' enjoyment and to support and enable the sustainable growth of tourism businesses. The applicants consider that the proposed scheme fulfils these objectives as it removes the legacy of quarrying, achieves significant enhancement of this area and provides sustainable growth of tourism businesses without any detrimental or negative impact to the National Park.

Additionally, they consider that the proposed scheme meets the terms of paragraph 6.2 of the explanatory text to the Core Strategy, which acknowledges the need to facilitate and promote sustainable development, and to contribute to reducing greenhouse gas emissions in order to stabilize climate change. This is because the proposed development will replace old inefficient buildings with new efficient ones, taking advantage of its fortunate location to provide a number of significant green energy productions.

The applicants also consider that the proposed scheme also accords with Core Strategy policies GSP1, L3 and RT1 as it will provide many economic benefits to the village, local and wider economies; facilities for recreational activities; a sustainable location for tourism and holiday accommodation and facilities designed to encourage and promote increased understanding of the National Park for both its residents and the surrounding urban communities.

In support of their proposal, the applicants refer to 'The English National Parks and Broads UK Government Vision and Circular 2010' which states that two Priority Outcomes for 2010 – 2015 are an enhanced cultural heritage and the fostering and maintenance of a vibrant, healthy and productive living and working communities.

They also refer to a recently published report 'Valuing England's National Parks' (May 2013) published by National Parks England. In this report Environment Minister Richard Benyon MP states "*Our National Parks are the most treasured places in the country. More than 90 million people visit them each year, helping boost economic growth in rural area. This report highlights the value of these areas in promoting tourism and contributing to the UK economy*".

The report highlights that National Parks and their economies face a range of challenges and opportunities which include the potential to grow visitor numbers and visitor expenditure. It highlights the following key opportunities for NPA's and their partners to address the challenges and realize the opportunities facing National Parks:

- Promoting sustainable tourism;
- Working more closely with businesses;
- Further developing positive development management and community led planning approaches.

Paragraph 9.3 of the report states that there is potential to grow visitor numbers by encouraging more staying and out of season visitors and capitalising on growth areas, such as outdoor pursuits and adventure activities. Many of these opportunities involve further strengthening of the relationship between tourism, land management, local produce and the built environment, and the role of NPAs is often to work at the interface of these different interests. Para 9.5 states that NPAs have an important role in promoting sustainable development that respects and conserves the quality of the natural and built environment. Paragraph 10 states that NPAs are uniquely placed to continue supporting sustainable economic growth in National Parks. That is, to maintain thriving living landscapes, where natural assets are conserved and enhanced and where people, businesses and communities can prosper, now and in the future.



The applicants' supporting Planning Statement concludes by emphasising that the application seeks only minor changes; the changes sought provide significant enhancements to the previous application with no detrimental compromises. The proposals have also have financial backing agreed by a reputable commercial bank.

Finally, the Planning Statement refers to the many different and conflicting interests within the National Park, which have to be managed, such as protection of the landscape versus economic factors, viable local communities versus tourism. Notwithstanding these challenges, the applicants consider that this application offers all the advantages sought without any of the usual conflicts or compromises. It emphasises the need to acknowledge that the National Park is a living, man-made cultural landscape that has evolved over time and needs to continue evolving to sustain its future.

Issue 1 - Whether the principle and layout of the redevelopment of the Rockmill Business Park is acceptable and conforms with the Authority's policies.

## **Assessment**

### **Issue 1 - Whether the principle and layout of the redevelopment of the Rockmill Business Park is acceptable and conforms with the Authority's policies.**

The scheme proposes the provision of all the facilities approved under the previous outline permission (with the exception of the craft workshops) but separates them over two sites. The Rockmill site will provide the tourist accommodation, accommodation for training events and community facilities, whilst the neighbouring Cupola site will accommodate a purpose-designed, stand-alone heritage centre building (Cupola Building) with associated café and craft shop. The previously approved two tied worker units will also be relocated from the Rockmill building on to the first floor of the Cupola Building.

The relevant policies that should be applied to this proposal are those relating to development which is permissible in the open countryside, beyond the confines, or on the edge of villages. Any references in the following section need to take account of the conclusion previously reached by Members that the site is within the settlement of Stoney Middleton. The key policies concern the Authority's Core Strategy policies relating to residential, recreational, retail and business uses. In respect of the provision of occupational dwellings, these must be justified by a functional and financial test and tied to the rural enterprise for which it is declared to be needed (Core Strategy policy HC2). In respect of recreational development, the policies generally permit such facilities which enable recreation, environmental education and interpretation and which will encourage understanding and enjoyment of the National Park, and are appropriate to the National Parks's valued characteristics.

More specifically, in relation to the provision of holiday residential overnight stay accommodation, policy RT2 A states, amongst other things, that proposals for hotels, bed and breakfast and self-catering accommodation should be small-scale and should mainly be provided through conversions and changes of use of existing traditional buildings of historic or vernacular merit. It states further those appropriate developments which extend or make quality improvements to existing holiday accommodation will also be permitted, but separately states clearly in RT2C that "New build holiday accommodation will not be permitted except for a new hotel in Bakewell."

Policy E2 relates to business development in the open countryside, outside the Natural Zone and the named settlements. The intention of this policy is to encourage small-scale business development within any smaller settlement, on farmsteads, and in groups of buildings in sustainable locations. This policy states, amongst other things, that businesses should be located in existing traditional buildings of historic or vernacular merit. However, where no suitable traditional building exists, the re-use of modern buildings may be acceptable provided

that there is no scope for further enhancement through a more appropriate replacement building. Business use in an isolated existing or new building in the open countryside will not be permitted.

Policy E2 E states that ancillary retail operations must be small scale and principally offering for sale goods that are produced on the premises.

The relevant local plan policy LE4 states that outside Local Plan settlements, expansion of existing industrial and business development, other than that linked to appropriate recreational development, will not be permitted unless it is of a modest scale in relation to the existing activity and/or buildings, and does not extend beyond the limits of the established use.

Policy LS3 relates to retail development outside Local Plan Settlements and states, amongst other things, this will not be permitted unless it is closely associated with farm diversification, tourist or recreational development, or is part of on-site sales from an existing factory unit. Where retail development is associated with an industrial or business unit, sales will be wholly or mainly restricted to goods produced on site. Retail development will not be permitted if it would lead to inappropriate types or volumes of traffic on country roads and lanes, or is of a scale or nature that threatens the retail viability or potential of nearby settlements.

The thrust of these policies is that business or recreational development proposals involving overnight stay accommodation, which are situated outside Local Plan settlements, should be small-scale and should generally be provided through the appropriate re-use of existing traditional buildings. In respect of the present proposal, this involves the replacement of the existing buildings on the Rockmill site which have a total internal floor area of around 517m<sup>2</sup> with a new building on a larger footprint which has accommodation on four floors, the internal floorspace being created above ground level being around 2,006m<sup>2</sup>. The applicant states that this scale of holiday accommodation and uses is required to justify the build cost and ensure the viability of the project. This would not represent a small-scale expansion of the existing use of the site. Furthermore a large part of the development, i.e. the upper three floors, would involve the provision of new-build holiday residential accommodation, which is not permitted by the Authority's recreational policies.

#### Previous Outline Approval

At the time of the previous outline application, the Planning Committee and the Authority meeting did not accept the officers' view that the site was situated outside the village, their assessment being based on the evidence that there is other built development within the proximity of the site which is a part of the established built form of the village, consisting of ribbon development stretching along the A623. Members also considered that any landscape harm effectively mitigated, particularly as the site is not prominent in the landscape due to its position on the steep valley floor.

It was the officer view that there were other policy objections in terms of Core Strategy policies RT2 which does not allow large scale new build holiday accommodation and HC2 which requires a demonstration of a functional need for the occupational dwellings. Members considered that in view of the merits of the scheme, the proposal should be approved as an exception to policy.

Furthermore, Members did not accept the officers' concerns regarding the scale of the proposal being incongruous with the traditional vernacular style in the park. Members were concerned to ensure that, of the two design options presented, it was necessary to require by condition that the building should be the mill style option with fourth floor in the roof space with a maximum height of 15.3m. This is the lower height option.

Following referral the Authority meeting, the proposed outline scheme was recommended for approval. It was acknowledged that there were clear main policy contraventions relating to Core

strategy policies RT2C which does not allow new build holiday accommodation and HC2 which only allows occupational dwellings only in cases when a functional need has been explicitly proven.

It was concluded, however, that due to the benefits in terms of provision of jobs, community facilities and tourist accommodation, this development should be granted as an exception to policy. Furthermore, it was concluded that whilst the proposal was contrary to these policies it did not conflict with national park purposes as there was no overriding landscape harm and, therefore, as an overview it was acceptable as an exception to policies.

The current scheme

The current scheme has been formulated by the applicants following a thorough reappraisal of the functional and financial viability of the approved outline scheme, which was undertaken by three RICS industry professional surveyors. These further viability assessments concluded that the provision of individual letting bedrooms was entirely appropriate as the site is well positioned on a busy road with considerable amounts of passing traffic and good access and egress.

However, these appraisals also identified several shortfalls in the business model, which would need addressing for the development to achieve a sufficient level of viability. These involved the following matters:

- Maximisation of the accommodation space by omitting the tied worker units on the third floor.
- Ground floor redesigned so that the majority of the space is devoted to a larger catering facility solely for staying guests, larger activity training/community room as well as facilities for drying and storing equipment, including bicycles.
- Omission of the heritage centre from the ground floor, although it was acknowledged that this could not be lost completely from the scheme, but would need to be relocated.
- Omission of the proposed underground parking on technical and cost grounds, and further problems in its desirability. It was considered that there was a reluctance to use these types of parking facility, especially amongst more vulnerable groups such as the elderly and lone females.

In order to resolve these shortfalls and in recognition that the size of the building could not be increase, the preferred solutions involved the acquisition of the two adjacent sites to the east of the Rockmill site, namely the neighbouring haulage yard and the office site (Hargreaves offices).

Expansion into these site would enable the heritage building facility to be separated from the main Rockmill building. This element would not provide a viable business plan on its own, however, with the inclusion of the tied worker units on the upper floors this would ensure viability. Expansion into the two adjacent sites would also provide the level of car parking required to service the Rockmill accommodation block and the heritage centre and the other proposed uses.

Following discussions with the owners of the two adjacent sites, the applicants were unable to acquire the neighbouring haulage yard site, but they have now acquired the Hargreaves office site. The financial viability appraisal acknowledges that the inability to acquire the immediately adjacent haulage site is unfortunate. However, it is still considered that an alternative interim plan is possible.

This interim plan proposes that the increased parking requirement generated by the increase in the number of accommodation units, the loss of the underground car parking and the separation of heritage building and associated café uses should be shared between the two sites. Another consequence of this increased parking requirement is that in order to provide the necessary level of parking, the revegetated bankside to the south west of the Rockmill building has to be

significantly redeveloped and re-contoured in order to provide the appropriate vehicle parking spaces.

#### Functional and Financial appraisal – Key Worker accommodation

In respect of the proposed two tied worker units, a Functional and Financial appraisal has been submitted. In respect of the functional appraisal, this states that the proposed development will be visited by the general public in significant numbers. These visitors will include all age groups including young and disabled people who will require special consideration. The facility will include accommodation for staying visitors who will be unfamiliar with the building and will have little or no knowledge of emergency procedures. The management of the facility will have a duty of care to these visitors.

Consequently, it will be a requirement that suitable competent persons are available on site day and night 24 hours a day, 7 days a week. The appraisal considers that this can only practically be provided by the inclusion of two accommodation units, allowing the owners or managers to reside on site. It states that alternative housing in nearby buildings would be unsuitable as it would be remote from the building. It is envisaged that this would create a number of problems, including uncertainty in awareness of an incident or alarm activation, as well as a delay in response time.

In respect of the financial appraisal, this states that the application has been thoroughly appraised. It acknowledges that in circumstances such as this where the development is not already operating, the provision of temporary accommodation (caravan or wooden structure) could be recommended. It states, however, that in this case, such provision would be impractical as the accommodation units are to be located within the Cupola building and it is hard to see how these could be made temporary.

Furthermore, the appraisal states that the applicant has provided substantial amounts of information informing the Authority of the detailed nature of the application. It considers that viability is principally supported by the provision and extent of the accommodation and activities generated on the two sites.

Your officers still consider that the functional requirement for two workers to be on site is still not proven and the functional case advanced is further diminished in this scheme as the key worker accommodation is relocated on to the Cupola site. Notwithstanding these concerns, it is acknowledged that the principle for two key worker units was established at the outline application stage.

#### Officers' assessment of the principle of the current scheme

This full application increases the site footprint of the previously approved outline scheme through the inclusion of the Cupola site and the expansion of the car parking on to the upper slopes of the revegetated bankside to the south west of the Rockmill building site. The Rockmill building footprint has also been repositioned a further 3m into the steeply sloping bankside. The proposed uses are largely the same as those previously approved, with the exception of the omission of the eleven craft workshop units. Whilst the number of visitor accommodation units has increased, the size, height and form of the proposed Rockmill building remains within the parameters of the outline approval, with the exception of the ridge height of the central projecting gable section, which measures 0.5m higher than the 15.3m dimension specified in the outline conditions. This increase is, however, considered to be relatively minor and acceptable, given the size of the building and its context.

The present office building on the Cupola site has an untraditional two-storey, flat-roofed form and its replacement with the Cupola building is considered to be a significant enhancement. The Authority's Core Strategy policy E1 D seeks to safeguard existing businesses and land or buildings, particularly those which are of a high quality and in a suitable locations, such as this building which is situated next to a major road. The policy does, however, permit alternative uses where the location, premises, activities or operations of an employment site are considered by the Authority to be no longer appropriate. In such cases, opportunities for enhancement will be sought, which may include redevelopment to provide affordable housing or community use

In this case, given that the redevelopment of the office building site will provide significant enhancement and, as the site is closer to the village and will provide a heritage centre use that has been supported by the village residents, this is considered to be acceptable in principle and outweighs the loss of the existing office use.

Whilst your officers are still have some concerns that the scale of the proposed development and its impact, together with the provision of two tied worker units, does not meet the Authority's policies, it is acknowledged that the proposed development has previously been accepted in principle on an exceptional basis because of the benefits in terms of provision of jobs, community facilities and tourist accommodation and the enhancement of the site.

Given that this latest scheme proposes the same type of uses (except for designated the craft workshop space) and the principle has already been accepted on an exceptional basis in outline, it is considered that this scheme is also acceptable in principle.

It is considered essential, however, that in order to ensure that the development provides the benefits to the community and the scale of tourist accommodation and employment opportunities, together with the heritage centre facility, both sites need to be developed concurrently. This could be ensured by the attaching of an appropriate condition requiring the two sites to be developed at the same time.

The main issues therefore concern the physical changes to the scheme and the impact of the expansion of the proposed development upon the established landscape character of the locality. This is assessed in the following Issue 2.

## **Issue 2 - The impact of the scale and character of the proposed development on the surrounding landscape.**

The need for new development to be sympathetic to and enhance the special landscape character of the National Park is enshrined within all the Core Strategy and Local Plan policies relevant to this proposal. Core Strategy Policy GSP2 states that proposals intended to enhance the national park will need to demonstrate that they offer significant overall benefit to the natural beauty, wildlife and cultural heritage of the area. It further states that they should not undermine the achievement of other Core Policies.

Core strategy Policy GSP3 states that proposals must respect, conserve and enhance all valued characteristics of the site and buildings that are subject to the development proposal. Particular attention will be paid to, amongst other things, impact on the character and setting of buildings; scale of development appropriate to the character and appearance of the National Park.

Core Strategy policy DS1 C refers to other development and alternative uses needed to secure effective conservation and enhancement.

Core Strategy policy L1 states, amongst other things, that development must conserve and enhance valued landscape character, as identified in the Landscape Strategy and Action Plan, and other valued characteristics.

Core strategy policy RT1 supports recreational developments that are appropriate to the National Park's valued characteristics.

Local plan policies LC4 and LE4 reflect the objectives of the Core Strategy policies by requiring that new developments outside Local Plan settlements should not harm and where possible secure an enhancement to the amenity and valued characteristics of the area and the appearance of the site.

It is acknowledged that the existing buildings at the Rockmill Business Park and the office buildings on the Cupola site are of no architectural merit. They are adjacent to the A623 and are readily visible from the adjacent road and public footpath. The existing buildings therefore have a simple functional character and appearance related to their workshop and office uses which, together with the external yard and parking areas are, therefore, not particularly attractive in landscape terms. The existing range of buildings are, however, relatively low-key and do not impose upon the wider landscape of Stoney Middleton Dale, which due to the steep-sided wooded slopes and cliffs, dominates The Dale.

Given that the outline approval permitted a building of the substantial scale and form that is currently being proposed, it is accepted that whilst this would impact upon the established landscape character and setting of this part of Stoney Middleton Dale, the extent of its impact is the same as that envisaged when outline approval was granted. Additionally, the replacement of the office building with the Cupola building, which is a larger, more imposing building with a footprint double that of the present office building, is still considered to be of an appropriate scale and form and design that would enhance the established landscape character of the site and its setting.

However, whilst the proposed buildings are considered to be acceptable in landscape setting terms, your officers are particularly concerned about the impact of the increased parking provision on the landscape character and valued characteristics of this part of The Dale.

The previous outline approval confined the required vehicle parking areas to the mainly established parking areas to the west of the building complex. Whilst officers raised concerns about the impact of this parking area, it was acknowledged that the scheme was mainly confined to the already developed 'brownfield' site that was situated on the lower slopes adjacent to the road. The scale of the previously approved scheme required around 73 car parking spaces, 27 of which were to be located in a basement car park, leaving an above-ground requirement for 46 spaces.

The current scheme, due to its increased scale, now requires a minimum of 107 spaces, all above ground as the underground parking option previously envisaged in the outline scheme has now been ruled out on cost and technical grounds. The applicants originally submitted two parking layout options designed to achieve the Highway Authority's minimum requirements. Option A proposes 100 spaces on the Rockmill site and option B proposes 77 spaces. Both require significant excavation and re-contouring of the steeply sloping valley side in order to create suitable gradients to access and provide the parking areas. In response to officers' concerns about the impact of the car parking on the Rockmill site, the applicants have submitted a third option for a more concentrated parking area which would not stretch as far up the valley slopes as the previously submitted car parking options. This third option (Option C) would relocate the car parking further way from a cave entrance, which is used by bats and has raised ecological concerns (see Issue 4). However, it would require significant excavation works.

The Authority's Landscape Architect has assessed the three options and has concluded that they all have a landscape impact of varying degrees. All of the schemes extend the parking up onto higher levels, increasing the visual impact of parking on the wider landscape. Option B would

have the worst impact, whilst Option A has the benefit of appearing to follow the levels of the existing land form and retain some of the existing landscape features in the central area; however, it is still visually intrusive and extends the car parking further up the hillside. The recently submitted Option C would be very formal and would require extensive excavation and construction of a large new retaining wall and possible importation of fill material.

The Authority's Landscape Architect is also concerned about the stability of the car parking works, as this is an old quarry area with a mixture of existing faces and tipped material. It was not designed for extensive regrading or the regular use as a car park. It is suggested that an engineer looks at these proposed works and stability issues. It would also be necessary in places to have a barrier around the edges of the car park to prevent cars or people falling down the steep slopes. This should take the form of drystone wall or large boulders placed at the edge. The latter would be reminiscent of edge treatment that takes place in quarries to prevent people and vehicles falling over edges.

Amongst other concerns, the Authority's Landscape Architect states that the car park will need to be lit for safety reasons. Consequently, a comprehensive outdoor lighting scheme for the whole site needs to be provided to reduce the potential light pollution and minimise the impact of the development on The Dale when it is dark.

It is not anticipated that any of the trees in the central section of the proposed car park would be retained due to the nature and extent of the excavation and re-contouring works. Consequently, a comprehensive landscaping scheme would be required to take into account the impact Ash die-back will have in the area. Any such scheme would therefore need to incorporate replacement planting for retained trees as well as new planting. The Authority's Landscape Architect advises that whilst Option A is the least intrusive, it still has many issues that need to be resolved.

As stated above, the existing steeply sloping bank side to the south west of the proposed Rockmill building formed part of the previous quarry use, but this has now largely revegetated with young trees (mainly Ash) and now forms a pleasant green backdrop to the Rockmill site and contributes to the landscape character of this part of The Dale. Whilst the redevelopment of the Rockmill site was considered to be acceptable at the outline stage, this scheme was largely confined to the existing disturbed areas of the site. The scheme as now proposed requires significant excavation and expansion into the revegetated slopes of the steep bankside, fundamentally changing its character. Whilst the proposed car parking schemes propose landscaping and low level lighting schemes to minimise this impact, your officers consider that this would be insufficient. The associated hardstanding areas and car parking prominently located on the steeply rising slopes would seriously detract from the valued characteristics of The Dale in a manner which was not envisaged when the previous outline application was considered.

It is considered, therefore, that whilst the redevelopment scheme still achieves significant benefits in respect of tourism, employment and community facilities, these benefits are outweighed by the Authority's wider purposes to protect and enhance the National Park landscape. It is, therefore, considered that the increased above-ground car parking requirement is open to strong landscape objections and would be contrary to the above-stated Core Strategy policies GSP1, GSP2, GSP3, L1, RT1 And Local Plan policies LC4 and LE4.

### **Issue 3 – Design issues**

#### **Rockmill building site**

The overall size and form of the Rockmill building largely meets what was envisaged in the outline application and its 'traditional mill style' form and appearance reflects the preferences of

the committee when they considered the outline application. A detailed specification for the building can be found in the Proposal section of this report. Generally, your officers consider that the proposed design, form and materials are acceptable, but there are two design issues that need to be given further consideration.

Firstly, the scheme proposes a series of eight thin-framed fully-glazed dormers on each roof slope, with flush-mounted solar panels fitted in between each projecting dormer. Whilst the insertion of patent-flush-mounted glazing within the roofslope of the building interspersed with solar panels would be appropriate to the mill style concept of the scheme, the introduction of domestic scale projecting dormers would not. It is therefore considered that these dormers should be omitted and replaced with flush-mounted glazing. It is considered that this design change could be achieved through an appropriately worded condition.

Secondly, the scheme proposes dummy sash window frames to the window openings, which would be top-hung. UPVC is proposed in order to achieve a high level of insulation. Your officers are concerned that top-hung opening windows would detract from the traditional mill style concept of the scheme, when the windows are in the open position. It is considered, therefore, that the all the window frames should be vertically sliding sash frame. Whilst timber would be preferable, it is considered that uPVC would be acceptable, provided that a high quality uPVC vertical sliding sash window frame was sourced. Your officers are aware of such window frames that have the appearance of a vertical sliding sash that are constructed of uPVC and have slender glazing bars that would reflect the appearance of a traditional sash that are considered to be appropriate for a new development such as this, subject to submission of details and a sample.

#### Cupola building site

Given the design concept for the Rockmill building site, the proposed Cupola building design for the proposed heritage building is also considered to be acceptable. Whilst the two sites are presently separated by the intervening haulage business site, officers consider that it is appropriate to reinforce the relationship between the two sites by adopting a similar traditional industrial style building approach to the Cupola site. A detailed specification for the building can be found in the Proposal section of this report. Generally, your officers consider that the proposed design, form and materials are acceptable, but there are two design issues that need to be given further consideration.

Firstly, as on the Mill development, the scheme proposes a series of six thin-framed fully-glazed dormers on each roof slope with flush-mounted glazing fitted in between each projecting dormer. Whilst the insertion of patent-flush-mounted glazing within the roofslope of the building would be appropriate to the mill style concept of the scheme, the introduction of domestic scale projecting dormers would not. It is therefore considered that these dormers should be omitted and replaced with flush-mounted glazing. It is considered that this design change could be achieved through an appropriately worded condition.

Secondly, again as on the Mill development, the scheme proposes dummy sash softwood window frames to the window openings, which would be top-hung. Your officers are concerned that top-hung opening windows would detract from the traditional Cupola building concept of the scheme, when the windows are in the open position. It is considered, therefore, that the all the window frames should be timber, vertically sliding sash frames.

#### **Issue 4 – Ecological Issues**

The accompanying Ecological report concluded that no regionally or nationally important habitats were recorded within the site boundary. Nearby SSSIs of Combs Dale and Stoney Middleton Dale would not be affected by the proposals for residential accommodation at the site. The



report, however, noted that the habitats on the site have the potential to support great crested newts, bats and breeding birds. A full inspection of the building for the potential to support roosting bats was also recommended.

The ecological reports have been updated to include the expanded Rockmill site and the additional Cupola site.

#### Rockmill site

As with the previous outline scheme, the submitted ecological report concluded that the existing buildings on both sites had low bat roosting potential and could be demolished with no predicted impacts on bats or their roosts.

The proposed site area has expanded, however, to incorporate the additional car parking areas and the boundary of which comes within close proximity to a cave entrance to a former mine adit. A Daubenton's bat roost has been confirmed within this former mine adit. The evidence to date indicates only a small number of bats (less than 5) are likely to be using the mine and site conditions are such that roosting bats are likely to be present all year. The site conditions mean it is unlikely to support a breeding (maternity) roost but it is considered that it could be used by males and non-breeding females as a day time roost.

The ecological report states that there are no direct impacts identified for the roost, as the mine adit will remain in situ under the proposed scheme. It acknowledges, however, that the car parking proposals are likely to confer some indirect impacts through:

- Disturbance during construction.
- Increased post-development disturbance from increased risk of casual public access to the former mine adit. This may also confer a health and safety risk to members of the public.
- Post-development interference of the roost from any outside lighting scheme.

In order to mitigate the ecological concerns in relation to bats, the report states that a specially designed bat grille and gate is installed at the mine entrance. To further minimise disturbance to bats, it also recommends that an undisturbed protection zone is created around the mine entrance so that passing vehicles are 4m away from the mine entrance. The existing habitat should also remain unaltered within this protection zone. This protection zone should apply for both construction and operational vehicle use and should be incorporated into the final parking layout. Additionally, any outside lighting proposed in vicinity of the mine entrance should be sensitively designed so as not to deter bats from continuing to use the mine for roosting.

A Natural England European Protected Species (EPS) licence in respect of bats and development is required for the proposed development as the proposed installation of the bat gate will impact upon the entrance to the roost and the proposed car park creation/use could result in disturbance to bats using the mine adit. The detailed gate design and timing of installation would need to be presented in the licence application, as would the lighting scheme and protection zone.

In respect of breeding birds, the removal of the vegetation could affect their habitats and it is therefore recommended that these are removed outside the main bird breeding season, which runs from March to September (inclusive). If this is not possible, a suitably experienced ecologist must be commissioned to check the vegetation no more than 48 hours prior to removal to ensure no active nests are present. If nesting birds are confirmed to be present then works would need to be postponed until the young have fledged and/or nesting has been completed. This approach is necessary to minimise the risk of destroying active nests and avoid any infringement of the wildlife legislation.

The submitted ecological report states that potential for great crested newts has been previously assessed in detail. It concludes that it is unlikely that this species would use the site, given the distance and intervening habitat between the known breeding ponds south of the site. As per previous recommendations, however, the report states that an ecologist, working to a prepared method statement should be present during the early stages of site clearance to check any areas presenting suitable refuge for amphibians, and if discovered, appropriate action taken. The proposed approach should form a Reasonable Avoidance Measures (RAM) Statement prepared by an appropriately qualified and experienced ecologist.

Following consultation, Natural England require further information to be submitted in respect of the previous assessment of the potential for great crested newts. This information was submitted to Natural England at the time of the previous application and satisfied their concerns in this respect at that time.

The Authority's Ecologist is concerned, however, about the impact and proximity of the proposed car parking to the mine entrance and the resultant disturbance, both during construction and when the car park becomes operational. These concerns relate to both the proximity and noise disturbance from car and people and also the requirement for external lighting to the car park. Whilst a 4m exclusion zone is recommended in the accompanying ecological report, this buffer zone is considered to be insufficient. It is considered that it may be possible to revise the preferred car parking layout (Option A) by relocating more of the car parking spaces to the Cupola site and repositioning the access steps, thus achieving a more extensive buffer zone and minimising the amount of external lighting in the vicinity of the mine entrance.

It is considered, therefore, that subject to any further comments from Natural England, that ecological issues and requirements can be accommodated by amending the car parking layout and through the attaching of appropriate ecological survey/mitigation conditions.

#### **Issue 5 - Highway Issues.**

An updated Transport Statement accompanies the application. Given that the principle of a development of this scale has already been accepted through the previous outline approval, the main consideration is the whether the physical access and parking arrangements are acceptable or can be modified to meet the Highway Authority's requirements.

In respect of site access the development proposals for the Rockmill site do not result in any changes to either vehicular or pedestrian access. Access to the Cupola site will require widening to the bridge, which is currently too narrow and will not permit two-way working. These widening works would require the submission of further plans and a planning condition would need to be attached to require the submission to the Authority of an appropriate widening scheme.

In respect of car parking, the report states that 108 parking spaces are required between the two sites to cater for the proposed uses and activities and that both parking layout options will provide sufficient parking.

Cycle storage will also be provided at the development in line with DCC standards. Secure storage for residents and staff as well as short stay 'Sheffield' stands will be provided in prominent locations to the front of both developments for visitors.

In respect of coach access, the previously proposed solution was to prohibit coach parking at or nearby the site (particularly along the A623). However, a revised solution has now been prepared. The scheme now proposes that coaches will be permitted to access the Rockmill site for drop-off and pick-up. It is still intended that coach parking will not be permitted on site, and that any coaches will continue to lay-over by prior arrangement by using the bus lay-by facilities in Calver, along the A623.

The Transport Statement states that this arrangement will prevent the need for coaches to park on site and ensure that coaches are not stopping in Stoney Middleton, where there are no currently no appropriate facilities and as such parking would impede the free-flow of traffic along the A623.

As with the previously approved application, the applicants are still willing to provide a commuted sum to the DCC (via the section 106 agreement) to implement a 'clearway' along the A623 in the vicinity of the scheme to ensure that no parking can occur along this section of the highway. The Transport Statement states that the repositioning of the Rockmill building a further 2-3m back from the road frontage allows sufficient room in front of the building for coaches to use this space as a drop-off and pick-up point.

The Transport Statement concludes, however, by stating that should the revised coach access arrangements be unacceptable to the Highway Authority, the applicants are willing to revert to the previously proposed solution where coaches use the Calver Sough lay-by for coach parking and access to the site can be obtained from this location via minibus.

The Highway Authority are satisfied with the access improvements and the car parking provision and layouts as proposed. However, they still remain concerned that even with the repositioning of the Rockmill building a further 3m back into the site, the access would still be inadequate for use by coaches and could impede the free-flow of traffic along the A623.

Your officers concur with this view and it is therefore considered that the coach parking arrangements and the other highway works secured previously through the S.106 agreement attached to the outline approval should be retained.

The Highway Authority also wish to see localised widening of the roadside public footpath between the two sites. This section of footway is relatively narrow and the Highway Authority wish to see this widened to provide a safer passage by pedestrians between the two sites, given the large numbers and type of traffic that uses the A623. This widening would only be possible by encroaching into the verge area between the footpath and the adjacent brook. As a consequence, some form of barrier would need to be erected alongside the brook for safety reasons. The applicants have submitted preliminary plans demonstrating how this could be achieved. These show a simple metal railing which is considered to be acceptable in visual design terms. The Highway Authority would require a sum of money for future maintenance of the barrier and it is considered that this requirement should be incorporated into the section 106 agreement.

Subject to the highway requirements contained in the previous S.106 and the attaching of other appropriate highway conditions (see consultation section above), the proposed scheme is considered to be acceptable in highway terms.

#### **Issue 6 - Contaminated land Issues.**

Policy LC21 of the Local Plan relates to pollution and disturbance and states that development that presents a risk of pollution or disturbance that could affect, amongst other things, the amenity, ecology, or other valued characteristics of the area; water supply, groundwater resources and the water environment or potential future uses of the land, will not be permitted unless adequate measures to control emissions within acceptable limits are put in place.

As part of the 2011 outline application submission, a Phase 1 Contamination Desk Study was submitted following initial concerns raised by the Environment Agency relating to the requirement for an assessment of the potential risk to controlled waters from the proposed development.

The Phase 1 works comprised a site walkover, interpretation of readily available environmental site information and historical mapping, development of a preliminary conceptual site model and the completion of a qualitative land contamination preliminary risk assessment.

The purpose of this report was twofold. Firstly, to determine the potential for onsite or offsite land contamination issues arising from current or historical uses of the site and the surrounding area. Secondly, to provide an initial assessment of potential risks that any such land contamination may pose to sensitive receptors on the redeveloped site, including future site users, controlled waters and infrastructure.

The application site land has been developed since at least the late 1800's, initially as a barytes and lead smelting mill prior to conversion to its current commercial usage. The wider area has a lead mining and quarrying legacy and disused and deep underground workings are present in the vicinity of the site.

The contamination desk study identified that there are some contamination issues but the identified low risks are considered acceptable for the proposed redeveloped use. Further investigation and implementation of mitigation measures would be necessary in order to make the site suitable for the intended development. These requirements were addressed by the attaching of relevant conditions to the outline consent.

An updated Environmental Site Assessment report accompanies the application. This incorporates the Cupola site and the extension of the site to the south and west of the Rockmill site.

These updated findings state that the land in the west of the extended Rockmill site has not been previously developed and potential contaminants are limited to impact to shallow soil from storage of an end-of-life vehicle and burning of materials. Given the proposed use of this area for car parking, the identified potential contaminants are unlikely to require that the risk classifications assigned to the site during the report attached to the 2011 be amended.

The Cupola site has been developed at least since the late 1800's, initially as a residential land use and more recently for commercial usage (office). The principle current source of contamination on this site relates to the presence of a 3,000 litre above ground fuel oil storage tank and associated pipework linking it to the office building. Limited evidence of hydrocarbon staining was noted during the site walkover. Given the proposed use of this area, the identified potential contaminants are unlikely to require that the risk classifications assigned to the site during the report attached to the 2011 be amended.

The 2011 report identified potential risks to the site from the adjacent haulage yard, though these risks were moderated to an extent due to the Rockmill site being up-gradient of the source. The inclusion of the Cupola site which is down-gradient of the haulage yard has resulted in the need to amend the risks to sensitive receptors from this source being added to the revised Preliminary Risk Assessment findings.

The updated supplementary report, however, concludes that the 2011 recommendations remain valid. The contamination desk study identified that there are some contamination issues but the identified moderate/low risks are considered acceptable for the proposed redeveloped use. Further investigation and implementation of mitigation measures would be necessary in order to make the site suitable for the intended development.

No response has been received from DDDC Environmental Health Officer in respect of the current scheme. It is considered, however, that given that the updated report revealed no new significant contamination issues on the additional sites, the further investigation and mitigation measures required can be addressed by the attaching of appropriate conditions.

### **Issue 7 - Flood risk mitigation issues.**

An updated Flood Risk Assessment (FRA) accompanies the application. This states that the site is in an area broadly classified by the Environment Agency (EA) as Flood Risk Zones 1 and 3, the low and high flood risk areas with an estimated chance of flooding less than 0.1%, and greater than 1% in any one year respectively. Modelled flood levels are not currently available for Dale Brook adjacent to the site; however this information is impending as part of the EA's Dale Brook hydraulic study which is due for release. The primary risk of flooding is cited as Dale Brook.

Historical fluvial and ground water flood records were requested from the EA, who confirmed that they had no records of historical flooding on the site from any sources held in their archives. The applicant has also confirmed that to his knowledge, the site has not flooded, and remained unaffected by the Glebe Mine tailings water lagoon breach in January 2007, which produced substantial flood depths over large areas of Stoney Middleton village.

The EA flood map shows that approximately a 10m linear strip encompassing Dale Brook lies within Flood Risk Zone 3, this appears to roughly follow the northern border of the existing building on the site. Areas beyond the linear strip of Flood Zone 3 are Flood Zone 1, where the annual risk of flooding is less than 0.1%, which is considered to be a low risk by PPS25.

The main policies in respect of flood risk and surface water run-off issues are Core Strategy policy CC5 and Saved Local Plan policy LC22. Core Strategy policy CC5 states, amongst other things, that development proposals which may have a harmful impact upon the functionality of floodwater storage, or surface water conveyance corridors, or which would otherwise unacceptably increase flood risk, will not be permitted unless net benefits can be secured for increased floodwater storage and surface water management from compensatory measures. Local Plan policy LC22 states that development will be permitted provided that adequate measures are included to deal with the run-off of surface water from the site. Such measures must not increase the risk of a local watercourse flooding.

In respect of the revised scheme, the omission of the underground car parking minimises the previous concerns raised in respect of the impact of the construction of the basement parking on the adjacent existing groundwater conditions.

In respect of flood risk issues, the Environment Agency have recommended that full planning permission should only be granted subject to conditions requiring a finished site threshold being no lower than 163.66m AOD and the preparation of a flood evacuation plan in accordance with the requirements of the DCC Emergency Planner. This plan should incorporate the installation of a flood alarm system positioned at an appropriate location and set at a threshold of 161.44m AOD, the alarm system being maintained by the site owner.

The Environment Agency further states that the proposed development will only be acceptable if a planning condition is attached requiring that development should not commence until a surface water drainage scheme for the site based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context has been submitted to and approved in writing by the Authority. The scheme shall also include details of how the scheme shall be maintained and managed after completion.

Although the Environment Agency are satisfied at this stage that the proposed development could be allowed in principle, the applicant will need to provide further information relating the proposals to an acceptable standard to ensure that the proposed development can go ahead without posing an unacceptable risk.

It is considered therefore, that the flood risk and surface water drainage issues can be mitigated for by the attaching of appropriate conditions, which must be satisfactorily discharged prior to the commencement of the development.

### **Conclusion**

It is acknowledged that the proposed redevelopment scheme still achieves significant benefits in respect of tourism, employment and community facilities. However, the increased above-ground car parking requirement is open to strong landscape objections and would be contrary to the above-stated Core Strategy policies GSP1, GSP2, GSP3, L1, RT1 and Local Plan policies LC4 and LE4. It is considered that the benefits generated by the scheme are outweighed by the Authority's wider purposes to protect and enhance the National Park landscape. It is therefore considered that the scheme should be refused on the above-stated landscape grounds.

### **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