

7. FULL APPLICATION; PROPOSED CHANGE OF USE FROM PUBLIC HOUSE TO B & B GUEST HOUSE WITHIN PART OF THE MAIN BUILDING, WITH THE REMAINDER BEING LANDLORD RESIDENTIAL ACCOMMODATION. ALSO INCLUDING ADDITIONAL BUILDINGS WITHIN THE GROUNDS TO HOUSE A CAFE, SHOWER BLOCK, STABLES (INCREASED IN SIZE AND REPOSITIONED FROM PREVIOUS PERMISSION), GARAGE AND 4NO. CAMPING PODS (INCLUDING ONE ACCESSIBLE POD). PROVISION IS BEING ALLOWED FOR 3NO. CAMPERVAN 'HOOK-UP' POINTS AND 4NO. TENT PITCHES, AT STANHOPE ARMS, DUNFORD BRIDGE, SHEFFIELD S36 4TF, (NP/B/0318/0195, P2026, 415828 / 402320/JK)

APPLICANT: Mr and Mrs Hartley

1. Site and Surroundings

- 1.1. The Stanhope Arms is a former public house sited within the hamlet of Dunford Bridge on the east side of Windle Edge Road. The start of the Dunford Bridge to Wortley stage of the Trans Pennine Trail (TPT) lies on the north side of the site where there is a public car park but no other facilities. A link path to the TPT passes from Windle Edge immediately north of the curtilage to the Stanhope Arms.
- 1.2. The Stanhope Arms ceased trading as a public house in 2005 and, until it lapsed this February, benefited from permission for its conversion to two large open market houses. It is a large traditional two/three storey building, constructed of natural gritstone under a slate roof and sited within large grounds bordered by drystone walls. Mature trees and hedging run along the northern boundary of the site with the TPT. The former beer garden and extensive lawned area lies to the east of the building with the car park lying to the west side with access onto Windle Edge Road beside a separate roadside dwelling whose rear curtilage backs onto the car park. To the south of the site there are steeply rising grazing fields above which run the line of electricity transmission pylons which carry the power lines that come from underground through the Woodhead Tunnel.
- 1.3. Windle Edge Road leads southwest from the hamlet to the A628, which in turn gives access westwards towards Manchester and southeast to Sheffield. The site lies within the Dark Peak Yorkshire Fringe as depicted in the Authority's Landscape Character Assessment, which comprise upland areas that have largely been enclosed and where settlement is associated with industry as well as agriculture. Sloping land is often well wooded and it is this characteristic that defines the upland edge along the margin of the Dark Peak. Much of this land still retains a strong pastoral character despite the urban and, in some cases, industrial influences of the towns and villages. Dunford Bridge, whilst retaining the effects of past industrial activity, is now itself predominantly residential in nature.

2. Proposal

- 2.1. The application has been amended since submission and consequently the description of the development has changed in that the number of camper van pitches has reduced from 3 to 2 and the tent pitches increased from 4 to 12.
- 2.2. The main element of proposal is the change of use of part of the building from a former public house to a bed and breakfast guest house with 5 letting rooms and a 2 bed suite together with landlord/owner residential accommodation remaining on the top floor (2 bed flat).

- 2.3. The plans further propose a 1 ½ storey extension linked to the south east corner of the Stanhope Arms building to house a new café facility, together with the erection of a detached 3 bay garage block in the car park off the south west corner of the building.
- 2.4. Furthermore, in the former beer garden it is proposed to site 4 camping pods - 1 accessible camping pod and 3 standard pods, together with a stone and slate roofed stable block for up to 4 horses. The central garden area would also be used for tented camping with an indicative layout of 12 pitches.
- 2.5. The car park would be formally marked out to provide 20 spaces, 2 of which would be accessible spaces. The application also describes provision for two electric charging points and on the south side beside the garage it is proposed to site two spaces with hook ups for camper vans.

3. RECOMMENDATION:

That the application be APPROVED subject to the following conditions:

- 1. 3 year time limit for commencement of development.**
- 2. Development in respect of the camper van pitches shall be for a temporary period until the end of 2019.**
- 3. Specify approved amended plan numbers.**
- 4. 28 day maximum holiday occupancy restriction for all staying visitors.**
- 5. Specify minor building details – eaves, gutter, rain water goods, pointing and minor design details.**
- 6. Submit and agree sample walling panels and all external finishes including paint finishes for all new buildings. Render shown on amended plans to be omitted in favour of natural gritstone.**
- 7. Submit and agree full details of all new windows and doors.**
- 8. Restrict café opening hours to between 8 am and 6pm.**
- 9. Stable block use to be ancillary to Stanhope Arms and restricted to owners or staying visitors horses only.**
- 10. Submit and agree details of muck storage and disposal.**
- 11. Camping pods to be timber construction with no facilities other than lighting; Prior to their installation full details, including precise siting and external finish shall be submitted for written approval by the Authority.**
- 12. Car park to be laid out in accordance with submitted plan before any occupation of the site by staying visitors.**

- 13. Submit and agree full details of an external landscaping scheme for the site and which contains specific measures to strengthen the existing planting between the car park and the adjacent residential dwelling.**
- 14. Submit for agreement details of the disposal of all spoil/waste from the site.**
- 15. Submit and agree details of safe cycle parking facilities.**
- 16. Garage restricted to parking of the Stanhope Arms owners domestic vehicles only. Parking spaces retained for designated use throughout lifetime of development.**
- 17. First floor of garage to be used solely for ancillary domestic purpose by the owners of the Stanhope Arms only.**
- 18. Omit proposed alteration to window opening to bedroom 5 and the proposed balcony outside.**
- 19. Submit and agree details of smaller conservation roof lights in the main roof.**
- 20. Submit and agree full details of the café and B and B kitchen extract ventilation/odour filtration system.**
- 21. Agree precise details of solar PV panels on café and garage.**
- 22. Agree precise details of the means of disposal of sewage and business waste from the site.**
- 23. Omit proposed timber cladding on rear of garage in favour of natural gritstone.**

4. Key Issues

- The principle of the premises use for each of the proposed developments/uses.
- The impact of the proposals upon the immediate landscape and the amenity of Dunford, with particular regard to the nearest dwelling adjacent the car park.
- Design, materials and landscaping

5. History

- 5.1. 1985 – 1997 - Various extensions approved to former public house.
- 5.2. 2005 – Public house use ceased
- 5.3. 2006 – 2014 - Numerous enquiries received regarding alternative uses
- 5.4. 2012/13 - The use of the premises by a London Theatrical Group for rehearsals with staying accommodation ceased around this time.

- 5.5. 2013-15 – The property was understood to have been vacant and for sale.
- 5.6. 2015 – Planning permission granted for conversion of the building to two open market dwellings Ref NP/B/0914/0988. Lapsed in February 2018.
- 5.7. 2016 – Current applicants purchase the property and engage with Planning Service regarding pre-application advice about future uses. Positive advice given in support of plans to use the premises as a guest house and develop a café and ancillary holiday uses subject to scale and the normal design, layout, landscape and amenity considerations.

6. Consultations

- 6.1. Highway Authority – No response at the time of writing the report
- 6.2. Dunford Parish Council – No response at the time of writing the report

7. Representations

- 7.1. At the time of drafting the report there were 34 letters in support, 10 objecting with 2 making general comments or concern. The representations also include those from the following organisations.
- 7.2. Dunford Parish Community Association - raise concerns over the size of development over the whole site.
- 7.3. Cycle Penistone CIC – Support
- 7.4. Friends of the Trans Pennine Trail – Support
- 7.5. Trans Pennine Trail Office - Support
- 7.6. All representations are available to read in full on the Authority's website.

8. Objectors' points

- Overdevelopment of the site / sprawl of new development over the site. In particular café could be incorporated into main building.
- Scale of garage excessive.
- Increased activity all week compared to just weekends now.
- Impact of unwanted traffic on local amenity.
- Noise and disturbance from camp site and camper vans
- Noise and extra traffic spoiling peace and tranquillity of Dunford.
- Adverse visual impact/blight upon landscape and local wildlife.
- Risk of fire particularly from camping cooking close to moorland.
- Camper vans unsightly and bring adverse impact on neighbour's amenity.
- Adverse impact of garage on adjacent house – *Officer Note: Garage now relocated further away.*
- Security concerns from traffic and visitors.
- Concern about heating proposals as these may negatively affect the environment as current log fires.

- Camp site will adversely affect landscape.
- Adverse impact of visitors cars coming into the site disturbing the neighbouring dwelling

9. Concerns/Suggestions

- Applicants should consider electric bike charging points.
- Signage
- Garage may be used for repair and sale of used vehicles
- Potential for light pollution
- Concern regarding horse trailers and boxes in the car park.
- Flood risk in the cellars.
- Review why there is no chemical toilet disposal point
- Several concerns over the accuracy of the descriptions in the design and access statement.
- Concern about opening hours and construction impacts
- Concerns about the structural viability of stable location
- Suggest conditions to agree appropriate site management and a fence to keep campers and waste off the adjacent agricultural land

10. Supporters' points

- Building and site ideally suited to this development.
- Proposal will bring The Stanhope Arms back to life and be a great asset.
- New venture will greatly benefit the area, tourism and locals.
- A positive step for the building and the Trans Pennine Trail
- The café will be a great benefit as nowhere currently to get food drink or toilet facilities
- The B and B and campsite will provide an opportunity for staying visitors.
- There are no other facilities of this type in the area.
- Proposals will revitalise the area, benefit local economy.
- Provide a focal point for all including horse riders.
- Applaud applicants intentions regarding working with many TPT partners to provide accessible camping pod and facilities in the main building

11. Main Development Plan Policies

11.1. National Planning Policy Framework

- 11.2. 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. A revised NPPF was published on 24 July 2018. The Government's intention is that the document should be considered as 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 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.

- 11.3. Paragraph 172 of the NPPF states that ‘great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads.’
- 11.4. Paragraph 172 includes footnote 54, which notes that further guidance on how National Parks should be managed is provided in the English National Parks and Broads: UK Government Vision and Circular 2010 (the Vision and Circular).
- 11.5. Paragraph 83 states that planning decisions should enable the sustainable growth and expansion of all types of businesses in rural areas.
- 11.6. Core Strategy
- 11.7. Policy GSP1 sets out the broad strategy for achieving the National Park’s objectives having regard to the Sandford Principle, (that is, where there are conflicting desired outcomes in achieving national park purposes, greater priority must be given to the conservation of the natural beauty, wildlife and cultural heritage of the area, even at the cost of socio-economic benefits). GPS1 also sets out the need for sustainable development and to avoid major development unless it is essential, and the need to mitigate localised harm where essential major development is allowed.
- 11.8. Policy GSP3 and policy LC4 set out development management principles and states that all development must respect, conserve and enhance all valued characteristics of the site and buildings, paying particular attention to, amongst other elements, impact on the character and setting of buildings, scale of the development appropriate to the character and appearance of the National Park, design in accordance with the National Park Authority Design Guide and impact on living conditions of communities.
- 11.9. Policy DS1 sets out the development strategy for the National Park. DS1 C says that in the countryside (outside of the Natural Zone) recreation and tourism development is acceptable in principle as is the conversion or change of use of buildings for business uses.
- 11.10. Policy L1 identifies that development must conserve and enhance valued landscape character and valued characteristics, and other than in exceptional circumstances, proposals in the Natural Zone will not be permitted.
- 11.11. Policy L2 states that development must conserve and enhance any sites, 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.
- 11.12. LC20 is relevant for development that would impact upon trees.
- 11.13. Policy L3 states that development must conserve and where appropriate enhance or reveal the significance of archaeological, architectural, artistic or historic assets and

their settings, including statutory designations and other heritage assets of international, national, regional or local importance or special interest. Other than in exceptional circumstances development will not be permitted where it is likely to cause harm to the significance of any cultural heritage asset of archaeological, architectural, artistic or historic significance or its setting, including statutory designations or other heritage assets of international, national, regional or local importance or special interest.

11.14. Saved Local Plan Policy LC8 provides more detailed criteria to assess development proposing to convert existing buildings to new uses.

11.15. Policy RT1 states that proposals for recreation, environmental education and interpretation must conform to the following principles:

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

11.16 Policy RT2 states that proposals for hotels, bed and breakfast and self-catering accommodation must conform to the following principles:

- A. The change of use of a traditional building of historic or vernacular merit to serviced or self-catering holiday accommodation will be permitted, except where it would create unacceptable landscape impact in open countryside. The change of use of entire farmsteads to holiday accommodation will not be permitted.

11.17 Policy RT3 Camping and caravanning states that:

11.18 Proposals for caravan and camping sites must conform to the following principles:

- A. Small touring camping and caravan sites and backpack camping sites will be permitted, particularly in areas where there are few existing sites, provided that they are well screened, have appropriate access to the road network, and do not adversely affect living conditions.

B. Static caravans, chalets or lodges will not be permitted.

- 11.19 Policy CC1 states that development must make the most efficient and sustainable use of land, buildings and natural resources, taking into account the energy hierarchy and achieving the highest possible standards of carbon reductions and water efficiency.
- 11.20 Policy E2 states that proposals for business development in the countryside must take account of the following principles:
- A. Businesses should be located in existing traditional buildings of historic or vernacular merit in smaller settlements, on farmsteads, and in groups of buildings in sustainable locations. However where no suitable traditional building exists, the reuse of modern buildings may be acceptable provided that there is no scope for further enhancement through a more appropriate replacement building.
 - B. On farmsteads, or groups of estate buildings, small scale business development will be permitted provided that it supports an existing agricultural or other primary business responsible for estate or land management. The primary business must retain ownership and control of the site and building, to ensure that income will be returned to appropriate management of the landscape.
 - C. Business use in an isolated existing or new building in the open countryside will not be permitted.
 - D. Proposals to accommodate growth and intensification of existing businesses will be considered carefully in terms of their impact on the appearance and character of landscapes.
- 11.21 Policy T6 A. and policy LT20 state that the Rights of Way network will be safeguarded from development, and wherever appropriate enhanced to improve connectivity, accessibility and access to transport interchanges. This may include facilitating attractive safe pedestrian and cycle routes between new residential or industrial developments and the centre of settlements. Where a development proposal affects a Right of Way, every effort will be made to accommodate the definitive route or provide an equally good or better alternative.
- 11.22 Policy T7 is relevant for minimising the adverse impact of motor vehicles and managing the demand for car and coach parks and states. T7 C. says that non-residential parking will be restricted in order to discourage car use, and will be managed to ensure that the location and nature of car and coach parking does not exceed environmental capacity. New non-operational parking will normally be matched by a reduction of related parking spaces elsewhere and wherever possible will be made available for public use.
- 11.23 Policy LT10 states that in new development parking must be of a very limited nature or accompanied by on-street waiting restrictions, especially in areas served by good public transport.
- 11.24 Emerging Development Management Policy DMT5 is also relevant for business parking and says that new or enlarged car parks will not be permitted unless a clear

demonstrable need can be shown. Parking provision should be of a limited nature whilst being appropriate to the size of the development and taking account of its location and the visual impact of parking. The relevant parking standard for the proposed café use is 1 space for 4m² dining area plus 1 space for disabled users per 25 spaces.

- 11.25 Policy LT17 states that the provision of secure cycle parking will be encouraged at recreational attractions. New development will be required to provide secure cycle parking.
- 11.26 Policy LT18 says that the provision of safe access is a prerequisite of any development in the National Park.
- 11.27 Saved Local Plan Policy allows for facilities for the keeping and riding of horses provided these do not detract from the landscape or valued characteristics of the area and are located adjacent existing buildings as well as not cause a nuisance to local residents landowners or farmers by noise, smell or other impact.
- 11.28 Relevant Core Strategy (CS) policies: GSP1, GSP3, DS1, L1, L2, L3, RT1, RT2, RT3, CC1, E2, T6 and T7.
- 11.29 Relevant Local Plan (LP) policies: LC4, LC8, LC20, LR5, LR6, LR7, LT10, LT14, LT20.

12 Assessment

- 12.1. Principle of proposed development
- 12.2. This application consists of several related elements designed by the applicants to develop a viable and sustainable business use at The Stanhope Arms as well as providing some ancillary domestic facilities in the garage block for the owners/occupiers of the site. The main element is the change of use of the main building from a public house which is an A4 use into a Class C1 guest house together with an extension to provide a new A3 café facility on the site.
- 12.3. In addition a small 12 tent camp site and four camping pods are proposed along with a stable facility for visitors with horses, two camper van pitches, as well as a detached garage building for the site owners.
- 12.4. The application site is located within the small settlement of Dunford Bridge adjacent to the Trans Pennine Trail which is a nationally recognised trail well used by members of the public. Dunford Bridge is not a named settlement in Core strategy policy DS1 and whilst the Stanhope Arms is located in the village, it is nevertheless treated as being within the open countryside for planning policy application purposes.
- 12.5. The Stanhope Arms is large traditional building of some architectural and heritage merit from its connection to the former railway and wider area. Although not of listable quality it is nevertheless considered to be a non-designated heritage asset. It benefits from a large car park and extensive gardens from its former use as a public house which also provided staying B and B accommodation with 5 letting rooms. That use ceased around 15 years ago and the Authority reluctantly had to accept the public house use was lost in allowing the principle of the change to another use with

the planning permission for the redevelopment of the site into two market dwellings. That consent has only just lapsed and in the absence of any significant change in circumstances it is still a potential fall-back position that carries some weight as a material planning consideration.

- 12.6. The proposed change of use of the premises to a guest house is a closely related use to its original purpose and requires few external changes alongside much needed repairs and refurbishment; principally in the form of new window frames and doors. The building and indeed the whole site has been showing increasing signs of disrepair and neglect before the current owners acquired the property. The proposed use would therefore give the building a viable and beneficial use consistent with the conservation of the building itself as a non-designated heritage asset and also provide for the restoration of the curtilage and extensive gardens to benefit the wider landscape. As a building of some vernacular merit the proposed reuse as a guest house would in principle accord with adopted economic and tourism policies RT1, RT2 and E2 in the Development Plan.
- 12.7. The proposed new build café by way of an extension to the existing building is intended to provide an additional offer for visitors and users of the TPT and is a key part of the applicants plans to develop a viable business at the Stanhope Arms. There are currently no facilities whatsoever at Dunford Bridge for trail users other than a basic car park. Although a new facility, the café would be operated in association with guest house and tap into the latent need arising from the well-established recreation activities associated with the use of the TPT and the wider locality. The site is located on the edge of the village and being formed by way of an extension of an existing traditional building the proposed café would also accord with Policies RT1 and E2. It would therefore be acceptable in principle subject to the normal design, landscape and amenity considerations (policy LC4) which are discussed in more detail below.
- 12.8. In respect of the camp site pitches in the garden and the camper van pitches in the car park, Policy RT3 allows for the principle of such development provided such sites are small, well screened, have appropriate access and do not affect the living conditions of nearby properties. The amended plans now show a layout of 12 tent spaces and 4 pods in the garden east of the main building and 2 camper van spaces on the south side of the car park. This would represent a small scale site envisaged by policy and therefore accords with the principle of RT3A. In respect of the camping pods these are essentially small timber tents but being semi-permanent, in policy terms are more akin to small static caravans. Static caravans and chalets are not permitted by policy RT3B. The preamble to policy RT3 does however set out that it envisages that small timber structures such as pods in this case may be acceptable on an exceptional basis where they are in locations that are not intrusive in the landscape. The principle therefore rests on the acceptability of their landscape impact, and in this case the proposed siting in between existing trees is considered to be acceptable.
- 12.9. The final aspects of the proposal are i) the domestic garaging/ancillary accommodation block for the owners which is acceptable in principle provided it is restricted to ancillary domestic uses and ii) the proposed stable block which is intended for accommodation of recreational staying visitors wishing to accommodate their horses as well as any of the site owner. There are no objections in principle to such a building which would be acceptable under policies DS1, RT1 and LR7 subject to design, layout landscaping and amenity considerations.

13 Detailed considerations

13.1. The proposed guest house

- 13.2. The Stanhope Arms is considered to be a non-designated heritage asset and is in clear need of a viable and sustainable use to conserve and enhance its historical and architectural interest which is associated with the former railway line and wider local area.
- 13.3. The introduction of the guest house use would be an appropriate and viable use for the Stanhope Arms and as such is welcomed. The guest house would be a preferable and much more appropriate way to secure the long term conservation of the building than the recently lapsed scheme for its conversion to two large market homes. It would bring benefits to the local economy and meet the needs of staying visitors with the café providing a much needed facility for many users of the TPT and wider area.
- 13.4. The guest house would provide 5 en-suite rooms at first floor with a separate annexe that could be used either as a self-contained suite or as part of the overall letting B and B accommodation. The ground floor would provide lounge kitchen, bar and dining space along with service areas. The loft/second floor space would be the owner accommodation and comprise a 2 bed apartment. The accommodation would be similar to the previous scale when it operated as pub, however the overall level of use of the building would be far less given the absence of a public bar.
- 13.5. Few alterations to the building are proposed to secure the guest house use and are mainly confined to the rear elevation where a later prefabricated garage would be demolished along with a small cold store. Existing flat roofed extensions at the rear would be partly disguised by new half pitched roofs. These would enhance their appearance while still retaining the current metal fire escape route from the first and second floor onto the screened flat roofed areas. The new roofs, which would also have modest sized roof lights inserted, would be clad in natural slate to match the existing roof and are considered to be acceptable in form and scale. Screened bin storage facilities would also be provided to the rear of the building.
- 13.6. A new small area of flat roof is proposed on the rear elevation to create a small balcony in front of an existing window opening which would be lowered to form a Juliet balcony style opening/balcony. This would remove a small lean to roof and alter an original window opening and frame which are a surviving part of the original and valued character of the building. Following discussions with the applicants over the officer's concerns, a condition is suggested omitting this from the proposal to conserve the existing valued detail.
- 13.7. The application forms state the existing windows and doors are to be repaired as necessary, or replaced with timber windows to match existing. New windows and doors are stated as being high performance, aluminium and double glazed. Since submission the applicants have discussed the design of new window frames and doors with officers as many of the windows/doors in the building are not original. More research is required on the appropriate pattern and therefore no final design has yet been agreed. It is therefore considered that a condition would be appropriate requiring these details to be agreed. The applicants have also raised the possibility of using a high quality uPVC window frames in the building due to long term maintenance issues. Whilst timber windows are preferred, the condition would also allow this option to be explored further with officers given the improved windows available now in other materials and the fact that the building is neither listed nor in a Conservation Area.

- 13.8. New roof lights are also proposed in the main roof to replace some that are existing. Although in principle there are no objections to the roof lights their scale as shown on the amended plans remains excessive for the size of the roof and therefore a condition is required in any approval to agree a smaller, more appropriately proportioned conservation roof light design better suited to the building.
- 13.9 Subject to the above conditions covering detailed design issues, officers are satisfied that the proposed conversion to a guest house would conserve the valued character and appearance of the building and is therefore acceptable.

14 The café extension

- 14.1. In respect of the café amended plans show this would be a 1 and ½ storey extension built in natural stone under a natural slate roof. It would have a rectangular plan form (16.6m x 19.6m) and a low 3m eaves height. It would sit at the rear of the site off the south east corner of the Stanhope Arms and be linked to it via a single storey stone and glazed link housing the access lobby, accessible toilets and camping laundry room. The café extension would house a café on the ground floor with additional tables on the first floor in the loft space. The ground floor would also accommodate the café kitchen, servery and some tables as well as space for camping showers/toilets which would be accessed from the rear. Plans indicate up to 80 covers with 9 tables of four on the ground floor and 11 at first floor. Plans also show a further 5 tables outside under the gable overhang.
- 14.2. The café building would have a fairly plain public elevation facing toward the trail which would be punctuated by a series of five glazed patio door style openings. Conditions would be required in any approval to agree precise frame details and recess as well as to achieve appropriate stone lintel detailing to these openings and others around the café to match the main building. The roof would have two patent glazed ridge lights and be fitted with solar panels across the south facing roof slope.
- 14.3. The key feature of the café building design is an open gable detail with overhanging roof which would provide a covered outdoor seating area at both ground and first floor. The treatment to the recessed gable elevation is shown to be largely timber vertical boarding at ground level around window/door openings but at first floor the gable is a fully glazed timber frame. This contemporary design treatment for the gable end allows for a simpler detail with fewer openings on the rest of the building and would not be prominent from the main public views of the site. Whilst it is a large extension, it would nevertheless still be subservient to the much larger main Stanhope Arms building and would reflect the local building tradition in its use of materials. In this context the design, subject to minor details and control over precise finishes is considered to be acceptable.
- 14.4. The amended plans initially showed the use of render for the rear elevation to save costs however this would be seen as an incongruous and inappropriate material in views of the site down the hill from Windle Edge road and it is therefore considered that the whole of the building (other than the gable end under the canopy) should be stone clad. A condition to that effect is therefore suggested for the avoidance of doubt although final amended plans are expected for the meeting.

15 The camp site and camping pods

- 15.1. These would be sited in the former beer garden which is well screened from the village and well away from the nearest residential property. The land rises to the south and so

whilst there would be glimpsed views, these would be fleeting. The site would not therefore be prominent or intrusive in the wider landscape and being well screened by trees and landform and is considered acceptable in terms of the impact upon the wider landscape. Although the application plans show 12 tented spaces, local authority site licensing would be likely to reduce the total number due to fire separation distances, however 12 tents and 4 pods are still considered to be an appropriately small scale business use for the site.

- 15.2 The camping pods themselves are indicated to be sited amongst the mature trees at the eastern end of the site and so would replicate the semi-wooded setting where recent schemes, such as at the Authority's own North Lees camp site, have demonstrated that small numbers of such timber camping pods can be accepted without harm.
- 15.3. The camping/pods scheme would also provide further choice for the staying visitor and provide a much needed facility in the area, as well as boost the viability and resilience of the proposed business use on the site to maintain and enhance the Stanhope Arms and its curtilage. In the absence of any landscape harm or amenity concerns the proposal is considered to accord with adopted recreation and tourism policies and is therefore acceptable subject to controls over the final design of three pods to ensure they remain simple timber tents of a small scale appropriate to the setting. The accessible pod would be slightly larger but all should be two person units to be accommodated satisfactorily on this site. Subject to those conditions the siting of the pods is considered acceptable.

16 The stable block

- 16.1 This would be a typical stone and slate roofed stable block of modest scale with timber front facing away from the public elevation into the site. It would allow trail users to stable horses during an overnight stay and provide a further resource for horse riders on the TPT. The siting is relatively discreet and well away from the nearest nearby residential dwellings in the village. Subject to minor design details and control over the means of muck storage and disposal, the stable would be acceptable. It should also be noted from the planning history that permission did exist for a similar sized stable building on the garden area which was never implemented.

17 The garage block

- 17.1. This would be a stone and slate roofed building for the site owners own use and provide three garage spaces and an open car port with ancillary domestic accommodation above in the loft. The roof would also house more solar PV panels on the rear south facing roof slope along with two roof lights to light the first floor space. An external stone staircase would give access to the first floor domestic space. There would be further light provided to the first floor space by the glazed access door and window opening on the opposite gable end, the upper section of which would be timber clad being over the open car port below. The rear of the garage is shown on amended plans being all timber clad which would not be an appropriate material and therefore a condition is suggested to secure the use of stone for the rear. A further a condition would be required to ensure the use remains available to its stated purpose as ancillary domestic use to the site owners.

18 Highway safety and amenity

- 18.1. It is anticipated that most day visitors would arrive from the trail on foot, bike and to a lesser extent, on horse up the access that leads directly into the site from the TPT. A number will have parked in the Dunford TPT car park. The existing car park at the Stanhope is not marked out at present and the application shows it being marked to provide 20 spaces, two of which would be accessible with a further accessible space in front of the café. The Stanhope spaces would obviously be used by visitors staying on the site or passing trade coming to the café.
- 18.2. The intention of the application in respect of the café is to provide a facility primarily for visitors already using the trail. Staying visitors on the site would also make use of the facilities and the presence of a café would also attract additional visitors to the site itself as well as to the trail once facilities were available. It is therefore considered that the proposed development would result in additional trips to the site by visitors and additional use of the TPT, its car park and the Stanhope car park. Quantifying the likely level of increased use and whether the existing car parking is sufficient is difficult. No response has been received from the Highway Authority as to their views on the parking and traffic implications of the plans at the time of writing the report.
- 18.3. A simple calculation of the ratio of spaces to uses on site of would however indicate that after say 7 spaces are taken by the B and B guests it would leave 14 for café visitor turnover and those camping on site. The scale of the café would normally require 25 spaces plus 1 fully accessible space so would indicate a shortfall. On balance, officers consider that there would be sufficient parking bearing in mind the nearby trail car park and the number of likely non-car borne visitors from the trail. However, in the light of experience the car park could be reconfigured to create further spaces given its size and previous capacity as a public house car park.
- 18.4. The café would be located is some distance from the nearest noise sensitive dwelling and on the far side of the Stanhope Arms building where the tented camping and camping pods would also be located. Therefore, subject to suitable extract provision, there are no concerns that any additional noise and disturbance from cooking, fan extracts or visitors within and around the proposed café would harm the amenity or privacy of the nearest residential dwelling situated to the west of the car park.
- 18.5. There were some concerns with the initial siting of the garage building immediately next to the neighbours rear garden appearing overbearing upon the garden and outlook of the adjacent dwelling. This has resulted in the garage building being moved away and located close to the main Stanhope Arms building some distance away from the neighbour such that those concerns are considered to have been overcome.
- 18.6. There are also objections from the immediate neighbours by the car park entrance over the presence of the camper van pitches in the car park in terms of potential noise and disturbance. Whilst it is considered that the intervening distance coupled with the existing planted boundary, which is proposed to be strengthened, will be sufficient to prevent any loss of amenity, officers consider it would be prudent, on balance, to initially restrict the consent for the camper van pitches on a temporary basis only until the end of 2019 in order to properly assess the impact on the neighbour following actual evidence of use over a full season and a half.

19 Environmental Management

- 19.1 Whilst the refurbishment and change of use of the main building will have to meet the building regulations for the conservation of heat power and water the opportunity to introduce renewable forms of energy into the scheme has been taken by utilising the south facing slope of the new café extension for solar PV cells. Subject to condition agreeing the precise details of the panels there are no objections to the scheme on these grounds.

20 Conclusion

- 20.1. The proposed development offers considerable scope for the enhancement of the Stanhope Arms through the introduction of the guest house use and café extension which together with the camping pods tents and camper van pitches would combine to create a viable and sustainable business use to secure the long term future of the site and boost the local rural economy. At the same time the plans would provide much needed facilities for visitors to the area and users of the trail, particularly those in need of accessible facilities in an area where no such facilities exist.
- 20.2. The principle of the reuse is in accordance with adopted recreation, tourism and business policies for the countryside and there are no objections to the detailed design, layout or landscaping of the site subject to the imposition of the conditions specified in the report. Furthermore there is adequate parking available on the site and a suitable access from the highway.
- 20.3. Whilst it is acknowledged that the proposals will bring more traffic and activity to the site, this is commensurate with its former use as a public house and would not harm the amenity of the area or the interests of adjacent residents.
- 20.4. In summary, the proposals are considered to be in accordance with adopted policies in the development plans which are consistent with the NPPF. Furthermore, in the absence of any objections on design, landscape, amenity or traffic grounds the proposals are recommended for approval subject to the condition set out above.

21 Human Rights

- 21.1 Any human rights issues have been considered and addressed in the preparation of this report.
- 21.2. List of Background Papers (not previously published)
- 21.3 Report Author: John Keeley, Planning Manager North Area