

**8. FULL APPLICATION – TO INSTALL A NEW ACCESSIBLE RAMP AND STEPS FROM THE CAR PARK INTO THE CYCLE HIRE CENTRE AND INSTALL A NEW DOORWAY TO ENHANCE THE FLOW OF THE CUSTOMERS THROUGH THE BUILDING AT DERWENT BIKE HIRE, REPAIR AND SERVICE CENTRE, FAIRHOLMES CAR PARK, DERWENT LANE, BAMFORD. (NP/HPK/0422/0470, DH)**

**APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY**

**Summary**

1. Derwent Bike Hire, Repair and Service Centre is situated within Fairholmes car park, by Ladybower Reservoir in the Upper Derwent Valley, approximately 425m south of Derwent Dam.
2. The bike hire building is to the north side of the Fairholmes complex of car and coach parking. The Fairholmes Visitor Centre building is located 20m to the north-east.
3. The bike hire building is a simple rectangular single storey gritstone structure with a pitched roof clad with concrete tiles inset with three rooflights. The single entrance door is off-centre in the west facing principal elevation, a small window is to the north side of the door, and a further window is in the north gable.

**Proposal**

4. The provision of an accessible ramp to the main entrance into the building with flanking wall and handrails together with the insertion of a new pedestrian door in the south gable to act as an exit door for all with the aim of improving circulation within the building.

**RECOMMENDATION:**

**That the application be APPROVED subject to the following conditions:**

1. **Statutory 3 year time period for commencement of development.**
2. **That the development shall be in complete accordance with the submitted plans, received by the Authority 5 April 2022.**
3. **The retaining wall including the ‘millstones’ forming the wheels of the cycle motive embedded in the wall along with the steps shall be constructed from natural gritstone.**
4. **The handrails shall be painted a matt black and shall be permanently so maintained.**
5. **The new door shall be provided with a natural gritstone lintel.**
6. **The new door shall be recessed a minimum of 100mm from the external face of the wall.**

**Key Issues**

5. The impact of the proposal upon the character and appearance of the site and its setting;

## **History**

6. 1985 – The erection of a permanent cycle hire building (the cycle hire was previously operated out of a timber building) was granted unconditionally under application reference NP/HPK/1284/0504
7. 2019 – A pre-application advice request, enquiry reference 35034 related to a new signage scheme for the Authority's cycle hire sites.

## **Consultations**

8. Derbyshire County Council (Highway Authority): No objections.
9. High Peak Borough Council: No response to date.
10. Derwent & Hope Woodlands Parish Council: No response to date.

## **Representations**

11. During the consultation period, the Authority has not received any formal representations regarding the proposed development.

## **Main Policies**

### **Wider Policy Context**

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

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

13. When national parks carry out these purposes they also have the duty to:

Seek to foster the economic and social well-being of local communities within the national parks

### **National Planning Policy Framework**

14. The National Planning Policy Framework (NPPF) replaced a significant proportion of central government planning policy with immediate effect. A revised NPPF was published in July 2021. 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 policies in the Peak District National Park Development Management Policies document 2019. 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.

15. Paragraph 176 of the NPPF states that ‘great weight should be given to conserving and enhancing 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 these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in all these areas, and should be given great weight in National Parks and the Broads.’
16. Part 6 – Building a strong, competitive economy. Paragraph 84 of the NPPF states that local planning authorities should enable: (a) the sustainable growth and expansion of all types of business in rural areas; and (c) sustainable rural tourism and leisure developments; and (d) the retention and development of accessible local services and community facilities.
17. Part 8 – Promoting healthy and safe communities. This part of the NPPF relates to planning policies aiming to promote social interaction, and enabling and supporting healthy lifestyles. Paragraph 92 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which (b) are safe and accessible; and (c) enable and support healthy lifestyles. Paragraph 93 relates to providing social, recreational and cultural facilities and services, and states that planning policies and decisions should (b) support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community; and (d) ensure that established facilities and services are able to develop and modernise.
18. Part 9 – Promoting sustainable transport. Paragraph 104 (c) states that opportunities to promote walking, cycling and public transport use should be identified and pursued

#### Peak District National Park Core Strategy

19. GSP1 & GSP2 - *Securing National Park Purposes and sustainable development & Enhancing the National Park*. These policies set out the broad strategy for achieving the National Park’s objectives, and jointly seek to secure national park legal purposes and duties through the conversion and enhancement of the National Park’s landscape and its natural and heritage
20. GSP3 - Development Management Principles. GSP3 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.
21. CC1 – Climate change mitigation and adaptation. CC1 requires all development to make the most efficient and sustainable use of land, buildings and natural resources to achieve the highest possible standards of carbon reductions
22. DS1 - Development Strategy. This sets out what forms of development are acceptable in principle. DS1(C) specifically states that development for recreation and tourism is acceptable
23. E2 - Businesses in the Countryside. E2 (D) states that proposals relating to existing businesses need to be considered carefully in terms of their impact on the appearance and character of landscapes.

24. L1 - Landscape character and valued characteristics. This policy states that all 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.
25. RT1 – Recreation, environmental education and interpretation. This is supportive of development which encourages recreation and enjoyment of the National Park. RT1 (A) specifically says that opportunities for access by sustainable means will be encouraged.

#### Local Plan Development Management Policies

26. DM1 – *The presumption of sustainable development in the context of National Park purposes.* These being (i) to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park; and (ii) to promote opportunities for the understanding and enjoyment of the valued characteristics of the National Park.
27. DMC3 - *Siting, Design, layout and landscaping.* DMC3 states that where development is acceptable in principle, it will be permitted provided that its detailed treatment is of a high standard that respects, protects and where possible enhances the natural beauty, quality and visual amenity of the landscape, including the wildlife and cultural heritage that contribute to the distinctive sense of place.

#### Assessment

##### Principle

28. The National Planning Policy Framework (NPPF) is supportive of development which meets the needs of the area, contribute to building a strong, responsive and competitive rural economy. The NPPF supports development which creates employment opportunities and supports sustainable rural tourism and leisure developments in appropriate locations and which respect the character of the area.
29. As noted in the Authority's policies, development for recreation and tourism and the expansion of an existing business are acceptable in principle provided it can be accommodated without harm to the valued characteristics of the area and amenity.

##### Design Considerations

30. The proposed alterations to the existing building are small scale and proportionate to the size of the existing. They would have minimal impact on the site, the immediate surrounding area, or the wider landscape.
31. In terms of the design and materials of the ramped access, the retaining wall is constructed from natural sandstone with flat stone coping. Two 'millstones' are proposed to be embedded in the wall with black metal bars fixed to the wall to create a bike symbol. These are proposed to be in artificial stone which would be out of keeping with the natural stone in the rest of the wall and in the building as well as not being in accordance with the policy requirement for all development to be of a high standard of design and use of materials. Accordingly a condition is suggested in the event of an approval that these be in natural stone. The surfacing of the ramp would be tarmac as existing to match the building it will be seen against, steps would be provided at the other end which also need to be clarified to be constructed in natural stone. A simple black painted handrail would be fixed to the building and wall.

32. The new door opening in the south gable would become the new exit for all users in order to improve the current circulation through the building. This opening would be fitted with a stone lintel and the door would be glazed timber door to allow customers to see into the building and match the existing. The tarmac immediately in front of the new door would be graded to provide an accessible exit.
33. The proposals are modest in scale and would be designed and constructed to match the main building. The development is therefore considered to be acceptable as it would allow the site to be used to its best potential by all and would not have an adverse impact on the character and appearance of the existing building, the site or the wider setting. The proposal is therefore in line with policies GSP3, DS1, E2, HC5, RT1, DMC3 and DMS3, and national policy.

### Amenity Impacts

34. The development would not extend the business or intensify the use, however, it would benefit the business in that it would provide a better arrangement to the existing in allowing egress which is separate from the access. More importantly, it would enable disabled access to the building, providing a clear public benefit and thereby serving the National Parks statutory purposes as required by policy DM1 (ii)
35. Due to the location of the existing building within the car parking complex at Fairholmes there would not be any negative impact on the residential amenities of any neighbouring properties, the nearest of which is a considerable distance away. Nor would there be any effect on the wider landscape due to the building being sited in a hollow in the land and the site being well screened by mature trees. The character and existing use of the site would not change. It is therefore considered that the proposal complies with the requirements of the NPPF, and policies GSP1, 2, 3, E2, L1, DM1 and DMC3.
36. The ramped access does not impact on any parking provision at the site and does not protrude so much that the existing pedestrian access around it is lost.

### Conclusion

37. The proposed development would improve the existing use, providing a clear public benefit. The alterations will match the character and appearance of the building in terms of use of materials and design and would have minimal impact on the site, will not be visually intrusive, and will have no impact on the wider landscape setting. The proposals do not give rise to any amenity issues.
38. The application is therefore recommended for conditional approval.

### Human Rights

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

### List of Background Papers (not previously published)

40. Nil

### Report Author and Job Title

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