

9. FULL APPLICATION - DEVELOPMENT OF A CHANGING PLACES TOILET FACILITY ON AN EXISTING GRASS VERGE AREA AT PARSLEY HAY CYCLE HIRE, UNNAMED SECTION OF C138 FROM A515 TO TISSINGTON TRAIL BRIDGE, PARSLEY HAY (NP/DDD/0724/0697, CC)

APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY

Summary

1. The proposal is to install a changing places facility, with an exterior design of a reflection of a traditional rail carriage. Ground works are required to provide suitable footings for the building and level access to the facility for wheelchair users and a number of facilities on the site such as litter bins, horse tie points and benches will be required to be moved to accommodate the unit as well as the removal of a small wall on site.
2. The proposed scheme is considered to comply with relevant policies and is therefore recommended for approval.

Site and Surroundings

3. The application site is located approximately 750m to the north west of the Parsley Hay Visitor Centre. Parsley Hay Visitor Centre is located in the north of Parsley Hay, a railway hamlet situated close to the A515 Buxton-Ashbourne road.
4. The Visitor Centre is located in open countryside, approximately 3.5km to the north east of Hartington and 2.6km to the south west of Monyash. The building is located an elevated site on a former railway goods yard, and was constructed as a purpose-built bike hire, toilet facility and food kiosk.
5. Access to the site is to the south of the main building and is gained off a minor road that passes through the nearest neighbouring properties including a small group of houses. The Tissington Trail runs adjacent to the application site, and just south of the site, the High Peak Trail branches off the Tissington Trail. Arbor Low, an ancient stone circle lies 1 mile to the east. The surrounding landscape character is defined as Limestone Plateau Pastures within the Authority's Landscape Character Assessment.

RECOMMENDATION:

That the application be APPROVED subject to the following conditions:

1. **Statutory time limit for implementation.**
2. **Development not to be carried out otherwise than in accordance with specified approved plans.**
3. **Conditions to specify architectural and design details for the building, including stonework, roof materials and joinery details / finish.**
4. **Prior to the commencement of the development a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a Tree Protection Plan(s) (TPP) and an Arboricultural Method Statement (AMS) to be submitted and approved, and thereafter implemented.**

5. Scheme of archaeological monitoring to be submitted, approved, and carried out, including appropriate analysis, publication, dissemination and archiving.

Key Issues

- The principle of development
- Whether the building can be accommodated without harm to the landscape character and other valued characteristics of the National Park.
- The potential impact on the character and appearance of the building
- The privacy and amenity of neighbouring dwellings
- Highway safety

History

6. October 2004 - NP/DDD/1004/1092: Full Planning Permission - Erection of visitor centre – Granted Conditionally

Consultations

7. PDNPA Tree Officer – Some impact but capable of mitigation, recommendation to add conditions to mitigate.
8. Highway Authority – Appears to be no material impact on the public highway and therefore no comments to make.
9. PDNPA Archaeologist - Some impact but capable of mitigation, recommendation to add conditions to mitigate.
10. District Council - No response at time of writing.
11. Parish (Town) Council - No response at time of writing.

Representations

12. No letters of representation have been received to date.

Main Policies

13. Relevant Core Strategy policies: GSP1, GSP2, GSP3, CC1, L1, L3, and RT1
14. Relevant Local Plan policies: DMC3, DMC5, DMC13, DMT3

National Planning Policy Framework

15. In the National Park the development plan comprises the Authority's Core Strategy 2011 and Development Management policies. These policies provide a clear starting point consistent with the National Park's statutory purposes for the determination of this application. There is no significant conflict between prevailing policies in the Development Plan and the NPPF.

Assessment

Principle of Development

16. Recreation and tourism development are accepted in principle by policy DS1, subject to the development being of a suitable design, scale, form and massing and does not raise

any amenity issues upon the development itself, any neighbouring properties, or its setting, in accordance with the principles of policies RT1, and DMC3.

17. Development of facilities which enable recreation and enjoyment of the National Park is supported in by policy RT1, provided they are appropriate to the National Park's valued characteristics. Opportunities for access by sustainable means are also encouraged by this policy. The policy states that the construction of new buildings may be acceptable only when the enhancement of appropriate existing facilities or reuse of existing traditional buildings of historic or vernacular merit is not possible.
18. The proposal is to install a changing places facility. The enhancement of appropriate existing facilities or reuse of existing traditional buildings of historic or vernacular merit is not possible in this case due to the current facilities layout, and consideration of accessibility of the facility. The applicant states that the facility will improve accessibility of the National Park as there are a limited number of such facilities available within the boundary of the National Park. At the time of writing only three other changing spaces facility exist in the National Park. The facility will therefore contribute to enabling recreation and enjoyment of the National Park and complies with policy RT1.

Design

19. The proposed facility is modest in scale and subservient to the visitor centre. The facility is proposed with a wood-panelled wall and door within a metal frame, with a curved steel sheet roof. These features and form relate it to the railway heritage of the wider site, influenced by the appearance of a traditional railway goods wagon. Although the proposed materials are different to those of the existing building, which consists of coursed limestone, Staffordshire blue tiled roof, and weathered steel, the reference to the cultural heritage of the site ties the proposal to the building as it was also designed, through its materials and detailing, to reference the railway heritage of the site. As a modest, freestanding addition of functional design, the appearance of the building is considered appropriate.
20. Ground works are required to provide suitable footings for the building and level access to the facility for wheelchair users and a number of facilities on the site such as litter bins, horse tie points and benches will be required to be moved to accommodate the unit as well as the removal of a small wall on site. These groundworks and adjustments are not considered to have a significant impact on the site as a whole, and are therefore considered acceptable. Foul sewage would be disposed of using a septic tank, connecting to the existing drainage system.
21. It is considered that the development accords with Policies GSP3, RT1, and DMC3.

Landscape

22. The site is located within the white peak in the limestone plateau. The building would be sited in a reasonably discreet area of the site. It would be bound to the west and north by mature trees and tall hedges, to the east by the bike hire centre, and to the south a mound of earth and vegetation obscures most of the proposed building from direct view from the cycle path when arriving from the north west, only coming into view when immediately opposite. The proposal is more visible when arriving along the trail from the south east, yet due to its proximity and design it would be viewed as part of the existing facilities, not as isolated or sporadic development in the open countryside.
23. Views further afield from New Vincent Farm and the public right of way that leads towards it from the Tissington trail are limited due to vegetation and the earth bunds that sit either side of the trail. Therefore, due to the scale and siting, the proposal will not have a

significant impact on the surrounding landscape, with limited impact of long-distance views into the site from the south west due to topography and existing vegetation which breaks up views into the site. Given the scale of the development, no additional landscaping is currently required to mitigate the potential impact.

Trees

24. While the supplied plans provide sufficient information to show that the development would not cause unacceptable impacts on trees, having regard to policy DMC13, there is insufficient information to understand fully the extent of impact and therefore what mitigation and working methods needed to be employed.
25. There is potential for the ground works and moving of the horse-tie points to affect tree roots. Any incursion into the Root Protection Areas (RPAs) of the nearest trees should either be none or should be sufficiently minor that significant damage to tree roots and tree health will be avoided. If this is the case, tree protection fencing will be needed to exclude works from those RPAs during the construction phase. Removal of horse tie points will need to be achieved without any mechanical excavation to surrounding ground. However, if excavation is required within the RPA that tree decline or loss is the more realistic outcome, then new tree planting should be proposed as mitigation.
26. Due to the uncertainty stated above, a condition requiring an Arboricultural Method Statement document (AMS) and Tree Protection Plan (TPP) be submitted prior to commencement of development is necessary.
27. As the proposal stands, no trees are required for removal to facilitate the development. With the condition of the submission of an AMS and TPP to ensure minimal landscape impacts, the proposal is considered to conserve the landscape character, and therefore accords with policies GSP2 and L1.

Amenity

28. The closest neighbours are Parsley Hay House to the south east, New Vincent Farm to the south west, and Darley Farm to the west.
29. Due to the location of the proposed building behind vegetation buffers and the intervening distance, the proposal is not considered to have any unacceptable impact on neighbouring properties with regard to outlook, amenity, privacy and daylight, nor would it disadvantage people's enjoyment of existing activities or the quiet enjoyment of the National Park. The proposal therefore is in accordance with policies RT1, GSP3 & DMC3.

Highways impacts

30. The Highway Authority has raised no objection to the proposal. Access to the building will be from existing vehicular roadways to and around the Bike Hire Centre. The applicant does not seek to alter existing access or parking arrangements. The proposal is for an ancillary facility to the existing visitor centre and therefore does not raise any significant highway safety impacts.
31. Accordingly, the development raises no concerns in relation to highway safety or amenity. Therefore, the development is acceptable in accordance with policy DMT3.

Climate Change

32. Policy CC1 requires that new development makes the most efficient and sustainable use of land, building and natural resources and achieves the highest possible standards of carbon reductions and water efficiency.
33. The following details were submitted with the application:
34. *The proposed development will have background heating to prevent frost damage and will use some water. However, in the context of the overall environmental management impacts of the site, any additional impact will be negligible.*
35. Given the scale of development proposed the measures submitted with the application, stated above, are considered sufficient to comply with policy CC1.

Archaeology

36. The site where the changing place is proposed to be located is over some of the former railway sidings associated with the Cromford and High Peak Railway, built 1826-1831. This is part of a wider complex of industrial remains, structures and buildings associated with the site's former railway use that are thought to lie buried beneath the existing buildings, car park and surfacing on site and are recorded in the Peak District National Park Authority's Historic Buildings, Sites and Monuments Record (MPD1851) and the Derbyshire Historic Environment Record.
37. Where such remains survive they would be considered to be non-designated heritage assets of archaeological and historic interest. However, they can be estimated to be of local interest only.
38. The proposed groundworks have the potential to encounter remains associated with the former railways use of the site, within the footprint of the development. However, the area affected by the development is small in size, and therefore the harm to the archaeological interest of the wider Parsley Hay site is minor in scale.
39. Considering the harm would be minor in scale and of local interest only, balanced against the public interest of providing a fully accessible facility, it is considered that harm may be managed by condition that a Written Scheme of Investigation for a programme of archaeological monitoring will be submitted to and approved by the local planning authority in writing prior to any works taking place. With this condition, the proposal complies with policy L3 and DMC5.

Conclusion

40. Subject to conditions it is concluded that the development is in accordance with relevant policies. In the absence of any other material considerations the application is recommended for approval.

Human Rights

41. Any human rights issues have been considered and addressed in the preparation of this report.
42. List of Background Papers (not previously published)
43. Nil