

High Peak Saved Local Plan Policies



High Peak Borough Council



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1 Introduction

1.1 The Planning and Compulsory Purchase Act 2004 provides for the saving of policies in adopted Local Plans for a period of 3 years from whichever is the later of either:

- the date of commencement of Section 38 of the Planning and Compulsory Purchase Act 2004 on 28th September 2004 or
- the date the Plan was adopted or approved.

1.2 Policies in adopted Local Plans at commencement date of the Planning and Compulsory Purchase Act 2004 expired on 27 September 2007. In High Peak's case, as the Local Plan was not adopted until March 2005, the 3 year period expired as of the 28th March 2008.

1.3 Local Planning Authorities were invited by the Department for Communities and Local Government (DCLG) to make an application to the Secretary of State to issue a direction to save selected Local Plan policies beyond the 3-year period.

1.4 DCLG set out in a protocol the broad principles to save selected Local Plan policies. Local Planning Authorities needed to demonstrate that the policies to be saved:

- reflect the principles of Local Development Frameworks;
- are consistent with current national policy;
- and that it is not feasible or desirable to replace them by the date at which they were set to expire.

1.5 The schedule of those policies in the High Peak Borough Local Plan that required saving in accordance with the protocol, was submitted to the Secretary of State for consideration on 25th September 2007. In a "Direction" letter from the Government Office of the East Midlands (GOEM) dated 26 March 2008, the Secretary of State approved the submitted Saved Policies Schedule.

1.6 The Secretary of State's Direction came into effect on 31st March 2008 and accordingly all Local Plan policies not saved cease to have Development Plan status as of the 30th March. Saved Local Plan policies now need to be read alongside the adopted Regional Plan and any adopted Development Plan Documents (DPD's). In time, emerging Local Development Framework DPD's will replace most Local Plan policies.

1.7 Please Note: Some of the text within this document may refer to policies which have since expired and therefore hold no Development Plan status. Where a policy or section of text refers to Appendices, please refer to the Adopted Local Plan 2005 for this information.

2 General Development Framework

Built-up Area Boundaries

2.1 The Council has, for many years, successfully pursued a policy of restricting development outside the existing built-up areas. The Structure Plan confirms this policy by directing new development, where possible, to locations within the framework of existing settlements. Within the countryside development should generally be limited to that which is necessary in such a location.

2.2 To reinforce the Council's policy, the Local Plan defines a 'Built-up Area Boundary' around the towns, villages and larger hamlets. Within the Built-up Area Boundary planning permission can be expected to be granted for development provided that it complies with other policies and proposals of the Local Plan. Smaller or scattered hamlets or pockets of development where further development would be damaging to their character, or which are tightly built and offer only extremely limited development opportunities, are treated as being in the countryside, as are the many small groups of dwellings and farmsteads isolated from nearby settlements. In the Central and Glossop areas of the borough there are some examples of small settlements which have not been delineated by a built up area boundary. This is because they are washed over by Green Belt designation and such as they are considered part of the countryside.

2.3 The Built-up Area Boundary is based upon the existing extent of built development within a settlement, and establishes a line beyond which new development could not reasonably be regarded as 'infilling' or 'rounding-off', but which instead would result in expansion into the countryside. In this context, 'infilling' means the filling of a small gap within small groups of houses or other built development, and 'rounding-off' applies to small sites which are already substantially surrounded by existing built development. Potential housing sites within the urban area are identified in the Council's urban capacity studies. The Built-Up Area boundary is also drawn around most new housing and employment allocations in anticipation of the areas development.

2.4 Detailed policies and proposals relating to development within and outside the Built-up Area Boundaries are dealt with in the later topic chapters. The following policy defines the settlements which comprise the built-up areas, the detailed boundaries of which are indicated on the Proposals Map:

Policy 1

GD2- BUILT-UP AREA BOUNDARIES

The built-up areas will cover the following settlements, as defined by the boundaries on the proposals map, and will provide the main focus for development:

Glossop Area	Central Area	Buxton Area
Tintwistle	Hayfield	Smalldale
Padfield	Birch Vale	Peak Dale
Hadfield	Thornsett	Buxton
Gamesley	New Mills	Sterndale Moor

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Glossop Area	Central Area	Buxton Area
Glossop	Furness Vale	
Charlesworth	Buxworth	
	Chinley	
	Chapel Milton	
	Whaley Bridge	
	Tunstead Milton	
	Chapel-en-le-Frith	
	Combs	
	Dove Holes	

Improvement Corridors

2.5 First, and often lasting, impressions of a place are usually gained from the main roads into towns and villages. Some of these approaches have spectacular views. However, particularly on some stretches of the A6 and A57, the two main routes through the Plan area, some development is poor quality and some areas appear run down. In places, these have been the focus of industrial and commercial investment over many years, and are suffering from the effects of heavy traffic, pollution and economic decline.

2.6 To help achieve a good quality, attractive and prosperous environment, these principal roads have been selected as high priority for environmental enhancement. Where appropriate, the Council will aim to carry out enhancement schemes on land in its ownership, and will encourage private landowners to do the same. The sorts of projects which might be undertaken include tidying eyesores, improving or removing advertising signs, stone cleaning, painting and tree and shrub planting. In addition, development proposals will be expected to be of a high standard.

2.7 The river valleys of the Sett, Goyt and Etherow are identified in the Structure Plan as priority areas for conservation and improvement. The Borough and County Councils will seek to undertake physical improvements within these corridors as resources and opportunities permit. These might include tackling areas of dereliction, removing eyesores and increasing access for recreation, whilst always respecting and wherever possible, enhancing wildlife value and opportunities for the river corridors. These improvements should be complemented by improvements in water quality and should encompass and be sympathetic with the requirements of the relevant Local Environment Agency Plans produced by the Environment Agency. These valleys fall within the area of the Mersey Basin Campaign, and grant aid may be available to voluntary and community groups to undertake small environmental improvements.

Environmental Improvements



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2.8 Enhancement of the environment is equally important as conservation in achieving the Council's broad aims of improving the quality of life for local residents and visitors and safeguarding the Peak District as a national asset. Often, the best opportunities for enhancement arise through well designed new development, in the right locations. Environmental enhancement and regeneration go hand in hand with enhancements leading to development investment and development investment fuelling further investments.

2.9 The Council intends to continue its own programme of environmental improvements, and to support initiatives from the private and voluntary sectors, as resources and opportunities allow. With limited capital resources available the Council has to establish clear priorities for spending. Resources will be concentrated in town centres, improvement corridors and regeneration areas in Buxton and Glossop, for these are the areas where the benefits and impact will be most felt. Voluntary groups and the private sector may have access to a wider range of funding sources than the Council. The Council will encourage and liaise with the private and voluntary sectors to initiate improvement schemes and to access all potential sources of funding available.

2.10 All improvement schemes will need to respect the character of the area, including any nature conservation value which may have become established. The Council will also try to ensure, by prior liaison, that works carried out by highway authorities and utility companies are done so in a manner which conserves and enhances the landscape and the street scene.

2.11 Policy GD7 defines a number of road and river corridors within which environmental improvements would be beneficial. In some places they have been the focus of industrial and commercial development, and are suffering from the effects of heavy traffic, pollution and economic decline. They are amongst the priority areas for the Council's own environmental improvements programme.

2.12 The run down appearance of some of these areas does not imply that lower standards should be accepted for new development. On the contrary, it is crucial that high quality new development is achieved. Indeed, new development, in the right locations, may be the catalyst for improvements. The Council will seek high standards of design, layout and landscaping for all new development within the Improvement Corridors. In general, parking and servicing areas, outside storage of goods, materials, plant and machinery should be located to the rear of premises away from public viewpoints. Additional screening with suitable boundary walls, fences, mounds or landscaping should be provided where appropriate. The Council may prepare development briefs for key sites.

2.13 The Council will also use its powers of enforcement to tackle problems of unauthorised development and may issue discontinuance notices for hoardings, signs and other advertisements which detract from the amenity of those corridors

Policy 2

GD3 – IMPROVEMENT CORRIDORS

The improvement corridors will cover the following areas defined on the proposals map and a high priority will be given to environmental enhancement within them:

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- A57 from woolley bridge to glossop town centre;
- A6 through newtown, furness vale and bridgemont;
- A6 through dove holes;
- A6 fairfield road approach to buxton;
- Sett river valley;
- Goyt river valley, including blackbrook;
- Etherow river valley, including Glossop Brook; and
- Peak Forest Canal;

Planning permission will be granted for development within the improvement corridors, provided that:

- its layout, scale, design, external appearance, boundary treatment and landscaping will enhance the appearance of the area; and
- there will be no undue detrimental effect on existing important landscape, townscape, historic, wildlife or water features.

Character, Form and Design

2.14 Conserving and enhancing the quality of the environment is a major theme of the Plan. Sensitive design, siting and layout of new development, respecting the traditions and character of the High Peak, will be crucial to achieving this aim. The appearance of any proposed development, its appropriateness to the site and its relationship to its surroundings will be key factors in determining planning applications. Design respecting the wider principles of sustainable development will also be encouraged, as set out in Policy GD1. In particular encouraging energy efficiency through building type, siting and orientation.

2.15 There is increasing acknowledgement that the spread of standard forms of housing and commercial development, particularly in the 1960s and 1970s, detracts from the distinctiveness of the area. The Council, developers and the local community have a responsibility to ensure that high standards of new development are achieved, having regard to the individual characteristics and setting of the particular site. Community involvement is particularly encouraged through the current Market Towns Initiatives taking place across the High Peak.

2.16 There is also growing unpopularity with developments which are so large as to be out of scale with, or which are otherwise inappropriate to, their surroundings. New development should be well related to, and integrated with, the existing pattern of development. Design should respect the traditions of the area, particularly in the use of external materials, building form elevational details and vernacular detailing of buildings. The individual parts of a development should be in proportion to one another, and provide a balanced composition whose form, scale, siting, massing, density and height complement the landscape and neighbouring development. This does not mean that innovative and imaginative design solutions will not be encouraged, indeed, this can often help to enhance the environment. Where there are existing buildings of inappropriate character in the vicinity these should not be used to justify continued poor design.

2.17 The hilly nature of the High Peak means that development is often seen from above, and at a distance, as well as close to. This makes it all the more important for new development to relate well to the existing settlement pattern and traditions, and to maintain or improve the

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relationship with the landscape and townscape setting. Important views of, and from, the site should be retained, and existing site features (eg trees, ponds) respected. An accurate site survey as a precursor to submitting planning applications should help applicants to ensure that levels, site features and relationships with existing buildings and the landscape are properly considered, and that the new development will be in keeping with the predominant character of the area.

Policy 3

GD4 – CHARACTER, FORM AND DESIGN

Planning Permission will be granted for development, provided that:

Its scale, siting, layout, density, form, height, proportions, design, colour and materials of construction, elevations and fenestration and any associated engineering, landscaping or other works will be sympathetic to the character of the area, and there will not be undue detrimental effect on the visual qualities of the locality or the wider landscape

Amenity

2.18 Typical factors, which are likely to affect amenity, include loss of privacy; overbearing and overpowering effects of development; loss of sunlight and daylight; noise, vibration, odours, fumes and other effects of pollution; hazardous substances and processes; and traffic safety and generation. In many cases the principle of the development will be acceptable, but its detailed scale, siting and design may need to be adjusted to protect amenity.

2.19 It is equally important that new development does not suffer from unacceptable levels of amenity from nearby existing or planned development, which could lead to problems for occupiers.

Policy 4

GD5 - AMENITY

Planning Permission will be granted for development provided that:

- It will not create unacceptable loss of, nor suffer from unacceptable levels of, privacy or general amenity, particularly as a result of:
 - overlooking;
 - loss of daylight and sunlight;
 - overbearing effects of development;
 - air, water, noise, light and other pollution;
 - risk from hazardous substances and processes;
 - traffic safety and generation
- Where appropriate, conditions will be imposed and/or planning obligations sought, to ensure amelioration measures are taken to adequately address the impacts on amenity.

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Landscaping

2.20 The appearance and treatment of spaces between and around buildings can often be as important as the design of the buildings themselves. Good quality hard and/or soft landscaping should be an integral part of all but the most minor developments, and not be treated as an afterthought. In this way, landscaping is more likely to make a beneficial contribution to the environment, and help blend new development into its surroundings.

2.21 Landscaping proposals should therefore be submitted as part of a detailed planning application. Where appropriate, they should identify the location, height, spread, condition and species of existing trees, shrubs and hedges, together with potential constraints such as telegraph poles and overhead cables; indicate those which are to be retained, removed or lopped; and show the proposed location, species and type of new landscaping works.

2.22 Care must be taken to ensure that the selected trees and shrubs are suitable for the chosen site, so that they survive to be healthy and attractive and do not cause long term problems, such as excessive over-shadowing of houses or gardens, structural damage from root systems or high levels of maintenance. Native species will usually be preferred for landscape and wildlife habitat reasons, and will be most important within or on the fringes of the countryside as landscaping plays an important role in habitat creation and enhancement. Where possible, planting should include a mixture of shrubs and trees to form a woodland structure. In the vicinity of the most ecologically sensitive areas (such as wildlife sites, ancient woodlands or SSSI's) and along watercourses consideration should be given to the use of plant specimens of local origin or to providing areas of natural regeneration within wider landscaping schemes, in order to maintain the uniqueness of local strains of plant species. Within less sensitive parts of the urban areas and within housing estates there may be greater scope for planting hybrid ornamental trees, providing a greater degree of colour and variety. Planting and establishing new trees may need work over several months or years and the Council may wish to secure details of longer term maintenance and management of certain planted areas. Where appropriate, conditions will be imposed to ensure not just initial planting but also maintenance of trees and plants during the first five years and replacement and maintenance of any which die or which are removed within that time.

2.23 Protection and retention of existing trees, hedges and other site features such as drystone walls, where appropriate, will both enhance the development and provide a greater feeling of maturity and visual integration with its setting. Changing land drainage due to large areas of hard surfacing can cause stress and impede normal healthy growth. If buildings, gardens, boundaries and overhead cables, for example, are close to trees, the trees may be perceived as a nuisance and requests made for their removal or pruning. These situations should be ameliorated by ensuring that, at the earliest development planning stages, sufficient space is allowed for normal tree growth around proposed buildings, services, hardsurfaced areas etc.

2.24 Hard landscaping details, which may include surface treatments for footpaths and parking areas, walls, fences and other boundary treatments, must also respect the setting, and the predominant colours and traditional materials of the locality. This may include the use of natural gritstone walling or surface materials in the Glossop and Central areas, and the more predominant use of limestone in the Buxton area. Sensitive surface dressing of areas of tarmacadam can also help to assimilate new development.

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Policy 5

GD6 – LANDSCAPING

Planning Permission will be granted for development provided that:

- where appropriate, it will contain a high standard of hard and/or soft landscape treatment in keeping with the character of the area, including the integration of existing features and the use of native species suitable to the location

Conditions will be imposed, and/or planning obligations sought, to ensure that appropriate steps are taken to maintain and manage landscaping features.

Crime Prevention

2.25 The High Peak Community Safety Strategy provides detailed aims and objectives in trying to create safer communities, to reduce crime and disorder and to reduce the fear of crime and disorder. The planning system has an important role to play in creating safer and more secure environments, and reducing the risks of crime against people and property. It is not only crime, but the fear of crime, that affects the way in which people use and enjoy the places they live, work and relax in. Incorporating simple crime prevention measures at the design stage of development will assist. Whilst no single measure will in itself necessarily prevent crime from taking place the chances can be reduced by adopting some basic principles, particularly in the layout of housing areas.

2.26 For example, risk of personal attack can be reduced by ensuring that footpaths and cycleways can be seen from the highway and other vantage points, and are not hemmed in by high, close-boarded fencing or trees and shrubs behind which people can hide. Car parks and children's play areas should be open to natural surveillance from residents and passers-by. On a large housing estate a mix of housing types will help achieve a balance of occupancy, increasing the likelihood of residents being at home throughout the day, and so lessening the opportunity for casual crime to be committed. The council will encourage developers to seek "Secured by Design" status for new developments where appropriate. Advice may need to be sought from the Police Architectural Liaison Officer of the Derbyshire Constabulary.

2.27 Careful design will be needed in some cases to reconcile the visual quality of the development with the need for crime prevention measures. For example, a well-planned landscaping scheme can allow both abundant tree planting and the retention of open areas for good visibility, and successful forms of security measures on shopfronts can be achieved which still respect the architectural and historic character of buildings (see Policy BC5).

Policy 6

GD7 - CRIME PREVENTION

Planning Permission will be granted for development, provided that:

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- its design, layout and landscaping will help create a safe and secure environment and minimise the opportunities for crime to be committed

Unstable Land, Landfill and Contaminated Sites

2.28 To make the best use of existing urban land, and to reduce the need to expand onto greenfield sites, it is important that development is guided towards underused and derelict land. However, it is recognised that some potential development sites have been subject to mineral extraction and processing, landfilled or otherwise disturbed and may be the subject of contamination. In addition, the geology and topography of the High Peak renders some parts of the Plan area susceptible to ground slippage and instability. Such areas must be treated with great care. The Proposals Map identifies known landfill or contaminated sites on the basis of best available current information; however, it is not necessarily exhaustive. The existence of the naturally occurring radioactive gas, radon, in certain parts of the Plan area is also recognised.

2.29 The proposed development site must be free of or made free of any contamination which may constitute a hazard to occupiers or users, or adequate measures taken to overcome the problem. Similarly, precautions may be needed to prevent contaminants escaping from the site to cause air or water pollution, or pollution of nearby land. Areas which are most likely to be affected by contamination include long-standing industrial areas, former gas holders and sewage works. In appropriate cases, the Council will seek the views and advice of the Environment Agency to determine whether the proposed development is acceptable and to identify appropriate mitigation measures.

2.30 Landfill gases can potentially migrate in any direction through permeable strata, and, without control, accumulation of the gases may lead to explosions or other effects such as increased fire risk and odours. Landfill sites also need to be sufficiently settled and stable to ensure that development on them will not be vulnerable to subsidence.

2.31 Certain parts of the Plan area, notably around New Mills and Whaley Bridge, have been extensively mined for coal in past centuries. This industrial history has left a legacy of abandoned pits, shafts and drifts creating unstable ground conditions in some areas. Elsewhere the natural geology and geomorphology also potentially engenders instability. In the Buxton area the underlying carboniferous limestone is susceptible to solution leading to problems associated with sinkholes.

2.32 In the overriding interests of safety, and in accordance with Government advice, the Council will deal with development proposals within 250 metres of a waste site, and on or adjacent to a site which is known or strongly suspected to be contaminated or unstable, as follows:

- responsibility for assessing whether or not land is suitable for the proposed development, including whether or not it is contaminated or unstable, lies primarily with the developer; and
- investigations to assess the condition of the site and to identify any particular hazards or problems must be undertaken by a competent expert with a proven track record in such works. Comprehensive tests in and around the site should be undertaken. The study should detail a programme of works to resolve known or potential problems resulting from ground disturbance or natural instability and risk arising from the use, activity or buildings on the land; and
- where it is known that there are problems of contamination or ground instability any proposal to develop the site should be accompanied by a full assessment to be submitted with the planning application;

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- elsewhere where contamination or instability is suspected, conditions will be attached to any planning permission to make clear that development will not commence until site investigation has been carried out and the proposed development incorporates all remedial measures shown in the assessment to be necessary;
- unless suitable arrangements can be made to overcome identified problems or hazards, planning permission will not be granted.

Policy 7

GD12 - UNSTABLE LAND, LANDFILL AND CONTAMINATED SITES

Planning Permission will be granted for development, provided that:

- it will not be unduly adversely affected by its siting on, or its proximity to, a known or suspected landfill, unstable land or contaminated site; and
- it will not adversely affect the safety, stability or environmental quality of neighbouring or associated land; and
- it will not lead to materially harmful levels of air, ground water or surface water pollution
- in the case of sites of known contamination or instability the proposal is accompanied by a full assessment of the effects both of, and upon, the development.

Where appropriate, conditions will be imposed, and/or planning obligations sought, to ensure investigation prior to the development, adequate monitoring during and after development and the implementation of any necessary remedial works.

Buxton Mineral Water

2.33 Buxton's famous mineral water is particularly important to the High Peak. This water occurs through the very slow filtration of rainwater over many thousands of years through the underlying limestone of the surrounding hills and moors, appearing as clear springs of natural purity around the town centre.

2.34 Today, Buxton Mineral Water, because of its long association with the Spa, plays an increasingly important role in the Council's plans to develop Buxton, not only as a tourist area, but as an important local centre. The protection of the Mineral Water catchment area is necessary if the national reputation, quality and existing volume of the water is to be maintained. In particular, soakaways and underground discharges as a means of disposal of effluents will not be permitted, and additional extraction and any storage of, or activity involving, toxic or potentially toxic substances will be very strictly controlled. The catchment area, as presently understood, is indicated on the Proposals Map.



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Policy 8

GD13 - BUXTON MINERAL WATER

Planning Permission will be granted for development within the Buxton Mineral Water catchment area, provided that:

- it will not put at risk the quality or quantity of the mineral water



3 Conservation and Enhancement of the Open Environment

Development in the Countryside

3.1 Beyond the Built-up Area Boundaries (as established in Policy GD2) land will be treated as 'Countryside'. Here, development should be limited to those uses which are an integral part of the rural economy and which can only be carried out in the countryside. This approach will continue to ensure that the countryside is protected for its own sake - its beauty, character and diversity of landscape, historic heritage, natural resources, ecological, agricultural and recreational value, limiting the problems created by heavy flows of vehicles on unsuitable rural roads; and making the most efficient use of facilities and services which are already provided within the towns and villages. In short, it will make a major contribution to achieving the aims of sustainable development and growth.

3.2 Certain forms of development are acceptable in the countryside and, indeed, some may be actively encouraged as a means of improving facilities for public recreation and enjoyment and of diversifying the rural economy. Nevertheless, in the interests of preserving the countryside all new development requires careful control. Most forms of development of an urban character, such as housing, industry, commerce and retailing will normally be resisted in the countryside.

3.3 Development, which is appropriate in the countryside, is considered under individual topic headings in later chapters. It will often be related to agriculture or other acceptable developments which may include the conversion of rural buildings to new uses, farm diversification projects, small-scale extensions to existing development, countryside recreation/tourism facilities, new roads, reservoirs and development linked to waste and minerals, which clearly can only take place where the resource is available. However, in all cases particular care will be necessary to ensure that development is assimilated into the landscape in order to minimise its impact.

3.4 Directing most new development to the existing built-up areas will help to ensure that development and growth are sustainable, in accordance with the aims of the Local Plan. Where development in the countryside is acceptable it should contribute towards the principles of sustainability. This suggests that development should preferably be located adjacent to, or very close to, existing settlements and should be served by public transport routes. This will be particularly important where a facility is intended to serve the wider community or is likely to attract large numbers of people, since it will offer opportunities for people to reduce the need to use the private car to get there. Reusing buildings or land which has become derelict, disused or despoiled will also be preferable to erecting new buildings or using land which can continue to serve the needs of agriculture.

3.5 Wherever development is permitted in the countryside particular care will be needed to ensure that it is integrated sympathetically into the landscape and that its impact is minimised. Development thus needs to be viewed in its context and in some cases the cumulative impact of successive smaller developments may affect the character of the countryside.

3.6 Much of the countryside is also Green Belt and Special Landscape Area. It is important to understand that the exclusion of land from these designations does not imply that it is available or acceptable for development. Because Green Belt boundaries require a high degree of permanence sufficient land must be left outside them for development which may be needed in the much longer term. Similarly, just because some areas of countryside are not within the Special

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Landscape Area does not mean they are not attractive. Indeed, most of the countryside within the High Peak is both important and attractive, and can be seen from a variety of long and short distance public viewpoints.

3.7 These areas, mainly on the fringes of settlements between the Built-up Area Boundaries and the inner edge of the Green Belt and/or Special Landscape Area, are sometimes known as 'white' land. They remain defined as 'countryside' and are therefore subject to Policy OC.1. Where planning applications are received in these areas for development that is not appropriate in the countryside, such as housing and retailing, they are likely to be refused.

3.8 Detailed guidance upon acceptable developments in the countryside are, where appropriate, given under the individual policy headings of the Plan. All development proposals in the countryside will be judged initially against the following policy:

Policy 9

OC1 - COUNTRYSIDE DEVELOPMENT

The Countryside will cover all land beyond the Built-Up Area Boundaries defined on the proposals map, including the Green Belt and Special Landscape Area.

Within the Countryside, Planning Permission will be granted for development which is an integral part of the rural economy and which can only be carried out in the Countryside provided that individually or cumulatively:

- the development will not detract from an area where the open character of the countryside is particularly vulnerable because of its prominence or the existence of a narrow gap between settlements; and
- the development will not generate significant numbers of people or traffic to the detriment of residential amenity, highway safety, landscape or air quality or otherwise have an unacceptable urbanising influence; and
- the development will not have a significant adverse impact on the character and distinctiveness of the countryside

Policies relating to specific categories of development acceptable in the Countryside can be found under individual topic headings elsewhere in the plan.

Development in the Green Belt

3.9 Green Belts have been a well understood and important element of planning policy for many years. They can make a significant contribution towards sustainability objectives.

3.10 The North West Derbyshire Green Belt is defined in the Structure Plan as the area northwards from Whaley Bridge between the boundaries of the Peak District National Park, Cheshire, Stockport and Tameside. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, the most important attribute of Green Belts being their openness. There are five principal purposes of including land in Green Belts:



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- to restrict urban sprawl on a permanent basis
- to safeguard the countryside from further encroachment
- to maintain the separate identity of settlements
- to assist in the regeneration of nearby urban areas
- to preserve the setting and special character of historic towns.

3.11 The detailed boundaries of the Green Belt were laid down in the North West Derbyshire Green Belt Local Plan, adopted in December 1990. Some very minor boundary changes to improve consistency and to rectify anomalies (for example, where the existing boundary does not follow strong natural boundaries) have been made.

3.12 The general policies controlling development in the countryside apply with equal force in Green Belts but there is, in addition, a general presumption against inappropriate development. New buildings inside a Green Belt are normally considered inappropriate, unless they are for certain clearly defined purposes. Mineral operations can be an appropriate activity in the Green Belt provided that high environmental standards are maintained and that the site is well restored. In order to preserve the character of the Green Belt development conspicuous from it should not injure the visual amenity of the Green Belt by way of siting, materials or design.

3.13 Detailed guidance upon development which may be acceptable in the countryside is given under Policy OC1 and relevant individual policy headings in the Plan. In addition, all development proposals within the Green Belt will be judged against the following policy:

Policy 10

OC2 - GREEN BELT DEVELOPMENT

In the area of green belt defined on the proposals map approval will not be given, except in very special circumstances, for the construction of new buildings for purposes other than:

- agriculture and forestry;
- essential facilities for outdoor sport and recreation and cemeteries;
- limited extension, alteration or replacement of existing dwellings;
- limited infilling or redevelopment at existing major developed sites;

Other development, including material changes in the use of land and buildings, will only be permitted where it maintains the openness of the Green Belt and does not compromise Green Belt purposes.

Development within or conspicuous from Green Belts should not injure the visual amenities of the Green Belt.

Development in the Special Landscape Area

3.14 The Council strongly supports protection of the local landscape, some of which is as fine as that found within the adjoining Peak District National Park. Much of the countryside within the Local Plan area has been defined as "Special Landscape Area" in the Derbyshire Special Landscape

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Areas Local Plan, adopted in June 1988. Part of this area also enjoys Green Belt designation. The Special Landscape Area has a very high intrinsic quality because of the strength and variety of its scenery, with its steep slopes, undulation, woodland, patterns of hedgerow or boundary walls, areas of water and heritage features, and freedom from despoliation such as quarries and electricity pylons that detract from its quality. Accordingly the siting, design and landscaping of new development in the Special Landscape Area must have special regard to its landscape quality and character.

3.15 The High Peak Local Plan largely incorporates the existing defined Special Landscape Area, subject to some minor changes to improve consistency and to rectify some anomalies (for example, where the existing boundary does not follow strong natural boundaries). Recent changes in Government legislation require that all countryside designations, such as the Special Landscape areas are reassessed and they should only be maintained where normal planning policies cannot provide the necessary protection. As a replacement for the Special Landscape Area designation, Derbyshire County Council, in partnership with the districts is undertaking Landscape Character appraisals. At the time of the Structure Plan Examination in Public this work was not sufficiently advanced to replace the Special Landscape Areas designation. The Special Landscape Area has therefore remained in the current Structure Plan.

3.16 Within the Special Landscape Area new development or major extensions to existing development is normally resisted unless it can be shown to be essential in its proposed location or would enhance the character of the area. Detailed guidance upon development which may be acceptable in the countryside is provided under Policies OC1 and OC2 and relevant individual policy headings in the Plan. In addition, all development proposals in the Special Landscape Area will be judged against the following policy:

Policy 11

OC3 - SPECIAL LANDSCAPE AREA DEVELOPMENT

Within the Special Landscape Area defined on the proposals map, development in accordance with policies OC1 and OC2 will be permitted, provided that it will not detract from the special qualities and character of the Special Landscape Area.

Where development is permitted in the Special Landscape Area the developer will be required to have special regard to the landscape quality of the area in relation to siting, design and landscaping.

Landscape Character

3.17 Government advice in PPG7 The Countryside - Environmental Quality and Economic and Social Development 1997 required that existing landscape designations be reassessed and replaced with a character appraisal approach. This is based on the Countryside Agency's Character of England Regional Character Areas. It was recognised that these areas were too broad to assist in policy formulation and in 2000 Derbyshire County Council began a more detailed landscape character assessment of the whole of Derbyshire (with the exception of Derby City and other urban areas) in conjunction with the District Councils. This has been carried out following guidelines



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issued by the Countryside Agency and published in Landscape Assessment Guidance 1993 (CCP423). It gives a consistent categorisation which goes beyond administrative boundaries within Derbyshire and also takes account of adjoining landscape types in other counties.

3.18 The 9 landscape character types identified in High Peak Plan area by the Derbyshire Landscape Character Assessment are split between the Regional Character Areas, the White Peak and Dark Peak (including Southwest Peak and Manchester Pennine Fringe). They are

3.19 White Peak

- Plateau Pastures
- Limestone Dales
- Limestone Moorland

3.20 Dark Peak

- Open Moors
- Enclosed Moor and Heath
- Moorland Fringe
- Settled Valley Pastures
- Wooded Upland Valleys
- Riverside Meadows

3.21 Development which is considered to be appropriate in the countryside as defined in policies OC1, OC2 and OC3, will be required to be designed in a way which complements and relates to the particular type of landscape in which it is located. Many of the landscape types cut across local authority boundaries. As resources permit Supplementary Planning Guidance on each of the landscape types will be written to indicate the design principles that are appropriate to each one. This will include such things as characteristic building materials, local building styles and details, grouping and siting of buildings, enclosure and other landscaping details.

Policy 12

OC4 - LANDSCAPE CHARACTER AND DESIGN

Planning Permission will be granted for development considered appropriate in the Countryside provided that its design is appropriate to the character of the landscape.

Appropriate design of development shall accord with the characteristics of the type of landscape within which it is located including having regard to and conserving:

- the landform and natural patterns of drainage;
- the pattern and composition of trees and woodland;
- the type and distribution of wildlife habitats;
- the pattern and composition of field boundaries;
- the pattern and distribution of settlements and roads;

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- the presence and pattern of historic landscape features;
- the scale, layout, design and detailing of vernacular buildings and other traditional man made features.

Existing features which are important to the local landscape character, shall be retained, incorporated into the development and protected during construction work.

Where appropriate the Local Planning Authority will impose planning conditions and/or seek to enter into a planning obligation under section 106 of the Town and Country Planning Act 1990.

Development Conspicuous from the Peak District National Park

3.22 The Council supports the need to give the highest priority to protection of the Peak National Park, which is of both regional and national importance, and which contains some of the country's wildest and most beautiful landscape. Much of the upland area adjoining the National Park falls within the Special Landscape Area and is of a similarly fine quality. If the special qualities of the Peak District are to be protected careful controls need to be exercised. The hilly nature of the High Peak means that many developments are seen from above, and from long as well as short distance viewpoints. Planning permission should not be granted for development considered to be harmful to the valued characteristics of the National Park. The types of proposals that may be unacceptable are those that could adversely affect the purposes of the National Park Authority. This could include development conspicuous from within the National Park, nearby development that generates harmful pollution from industrial activities, power generation and agriculture or development that would interfere with the enjoyment of the National Park by the public.

Policy 13

OC5 - DEVELOPMENT CONSPICUOUS FROM THE PEAK DISTRICT NATIONAL PARK

Planning Permission will not be granted for development which, due to its use, scale, design, siting, external appearance or landscape treatment, would materially harm the purposes or valued characteristics of the National Park.

Agricultural Development in the Countryside

3.23 Clearly, agriculture is a rural activity, and development associated with agriculture is normally acceptable in the countryside. However, there are instances where some limitation on agricultural development is justified.

3.24 There may, for example, be critical open breaks between settlements or prominent open areas where a large agricultural building could be as damaging as a factory. The Derbyshire County Council Landscape Character assessments have identified the landscape types which are capable of accommodating new development. In addition the Supplementary Planning Guidance will identify the types of building and materials and mitigating landscape species suitable in each landscape type. Some landscape character types may not be able to accommodate any such building without



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having a detrimental effect on the character whereas others will be less sensitive to development. Wherever possible, the Council will encourage farmers to re-use and adapt existing buildings, particularly in the Green Belt and Special Landscape Area, to avoid undue proliferation of potentially intrusive modern buildings in the countryside. For development in prominent or isolated locations conditions may be imposed requiring the removal of a building once the specific agricultural need has ceased.

3.25 In assessing applications for agricultural development the Council will wish to be satisfied that there is an agricultural need for the development and that the scale of development is appropriate to that area. Part 6 of Schedule 2 of the Town and Country (General Permitted Development Order) 1995 grants permitted development rights for a range of agricultural buildings and operations. However, in some cases, this planning permission cannot be implemented until the developer has asked the Council to determine whether prior approval will be required for details of siting, design and appearance. This allows the Council to consider the impact of the proposed development on the landscape, listed buildings and their setting, sites of recognised nature conservation value and so on, although the principle of development will not be at stake. Policy OC6 will be employed for agricultural development requiring planning permission and its criteria will also be applied to applications for prior approval.

Policy 14

OC6 - AGRICULTURAL DEVELOPMENT IN THE COUNTRYSIDE

Planning permission will be granted in the countryside for development required for agricultural purposes, provided that;

- The scale of development is appropriate to the agricultural need; and
- The development is designated and sited such that it does not cause significant harm to visual or residential amenity, or local landscape character; and
- Buildings will be demolished if no longer required for agricultural purposes in prominent or isolated locations and in other locations if an acceptable alternative use cannot be found.

Nature Conservation

3.26 One of the main environmental aims of the Plan is to ensure the effective conservation of wildlife and natural history resources and to seize opportunities for habitat creation. The term nature conservation includes matters of geological as well as ecological interest. The Council is a partner in the Peak District Biodiversity Action Plan, and will assess development proposals in relation to their effects on flora and fauna, and wildlife habitats. European habitat regulations require the protection of features of importance for wild flora and fauna.

3.27 The Council recognises that nature conservation should not be limited to a few exceptional sites but is concerned with protection and enhancement of the wider environment. There is also increasing recognition that within towns and villages sites of even relatively modest landscape character and wildlife interest may be valuable.

3 Conservation and Enhancement of the Open Environment

3.28 The need to allow relatively unhindered movement of wildlife between the countryside and the towns and villages is addressed by several provisions of the Plan. These include the protection of strategic areas of open land which surround, separate and penetrate settlements by the Built-up Area Boundaries and Green Belt and Special Landscape Area designations. At the more local and site specific level are policies which carefully control the scale, siting and layout of new development, including requiring new landscaping, where appropriate. In addition, policies relating to the Improvement Corridors, Conservation Areas, protection of recreation land, sites of nature conservation importance, natural and man-made features, trees and woodlands and protected species will combine to ensure that the importance of these places for wildlife remains. A key concern will be to prevent fragmentation or disturbance of these areas of land to an extent which would seriously impede wildlife movement within and between them.

3.29 The Council is also mindful of the indirect effects of development on nearby recognised nature conservation sites, but it believes that much new development can be successfully designed around nature to achieve attractive and stimulating environments which will benefit humans and wildlife alike. Where appropriate, the advice of expert bodies such as English Nature, Derbyshire Wildlife Trust, the Royal Society for the Protection of Birds and the Environment Agency will be sought on wildlife issues.

3.30 Nationally important sites in the Plan area are recognised through their statutory notification as Sites of Special Scientific Interest (SSSIs). These sites are designated by English Nature as examples of irreplaceable parts of the national heritage, because of their outstanding flora, fauna, geological or physiographical features. There are eight SSSIs in the Plan area - Toddbrook Reservoir, Combs Reservoir, Waterswallows Quarry, Duchy Quarry, Poole's Cavern and Grinlow Wood, Wye Valley, Dark Peak and Goyt Valley, the latter three crossing the boundary with the Peak District National Park. Their protection is clearly essential. SSSIs, together with National and Local Nature Reserves, will be protected from any development which would be harmful to them. Nature conservation sites of international importance within the locality are designated Special Protection Areas (SPAs) or are candidate Special Areas of Conservation (SAC) under the EC directives on the Conservation of Wild Birds and the Conservation of Natural Habitats and Wild Fauna and Flora ('Habitats Directive'). Relatively small parts of the Plan area are so denoted, but all proposals for development will be stringently assessed having regard to the site's nature conservation value, its integrity and the necessity for the proposed works.

3.31 Local authorities have powers to set up and manage Local Nature Reserves (LNRs). Potential sites must be owned or leased by a local authority, or agreement from the landowner that the site can be designated and managed as a Local Nature Reserve must be obtained.

3.32 At present there are two statutory Local Nature Reserves in the Plan Area, at Watford Lodge, New Mills and the Brookfield Pond at Whaley Bridge. A further designation is underway at Goytside Meadows, New Mills and Derbyshire Wildlife Trust has identified additional further sites.

3.33 The Derbyshire Wildlife Sites Register, prepared by Derbyshire County Council and the Derbyshire Wildlife Trust, identifies natural history sites of more local significance. The preparation of a separate register of Regionally Important Geological Sites is being co-ordinated by the County Council. English Nature has produced an inventory of Ancient Woodlands in Derbyshire and concluded that high priority should be given to preventing further reductions in the area or nature conservation value of ancient woodland. These woodlands, which have existed under woodland

3 Conservation and Enhancement of the Open Environment

management from before 1600AD afford excellent habitats for wildlife because of their unrivalled structure and shelter, as well as having a significant landscape presence. The best of the ancient woodlands have been incorporated in the Wildlife Sites Register. These sites and the Regionally Important Geological Sites reflect the High Peak's rich and diverse heritage of moorland, meadowland, woodland, bog and wetland. The Council will give protection from significant loss or adverse impact from development to such sites. However, if other material factors are sufficient to override nature conservation considerations, measures will be taken to minimise and mitigate impact on identified sites. Certain species of flora and fauna are included in the Endangered Wildlife in Derbyshire publication, known as the Country Red Data book. Assessment of the impact of development on these species should be included.

3.34 The Wildlife Sites Register and the identified Regionally Important Geological Sites are being reviewed by Derbyshire Wildlife Trust on a rolling programme. Other additional sites are also being investigated and if appropriate they are being designated as Wildlife Sites. The Council will normally require further detailed investigation of proposed sites to be carried out to assess the nature conservation value and the impact of the development, including proposed mitigation measures. This assessment will help the Council to decide, on the basis of the most up to date information, the importance to be attached to nature conservation interests.

3.35 In the few instances where specific proposals of the Local Plan might have an adverse effect on known natural history interests the Council is satisfied of the need for the development but will seek to minimise and mitigate disturbance.

Policy 15

OC8 - SITES OF IMPORTANCE FOR NATURE CONSERVATION

Development which individually or cumulatively with other development may affect a proposed or designated Site of European Importance will be subject to rigorous examination and will only be permitted where:

- there are no imperative reasons of over-riding public interest for the development such as human health or public safety or for beneficial consequences of primary importance for nature conservation.
- there is no alternative solution; and

Development in or likely to affect Sites of Special Scientific Interest will be subject to special scrutiny and will only be permitted where:

- measures are put in place to ensure the protection and enhancement of the site's nature conservation interest.
- the reasons for development clearly outweigh the nature conservation value of the site itself; and

Development likely to have an adverse effect on Local Nature Reserves, a Derbyshire Wildlife Register site or a Regionally Important Geological Site will only be permitted where:

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- measures are in place to ensure appropriate mitigation and compensatory measures including the management of such provision
- it can be clearly demonstrated that there are reasons for the proposal that outweigh the need to safeguard the substantive nature conservation value of the site;

Trees and Woodlands

3.36 Whether solitary, in small groups or in woodlands and forests, trees are very important. In both urban and rural areas they make a significant contribution to the character and attractiveness of places, and they often provide a resource for quiet recreation and a haven for wildlife. They can also help the rate of CO2 'fixing', since trees lock up carbon as they grow, and so a progressive increase in tree cover as appropriate (especially broad-leaved trees) is desirable.

3.37 Local authorities have powers to make Tree Preservation Orders (TPOs) as a means of protecting trees of amenity value. The Council frequently uses these powers where trees appear to be under threat, and will continue to do so. Trees in conservation areas are also protected and consent is needed for felling or lopping. However, TPOs are only a means of protecting trees as they stand, and do not ensure positive management or even renewal. Indeed, in some cases there is a need for selective felling in the interests of good tree management, subject to appropriate re-planting. New development proposals can sometimes provide these opportunities, and felling is more likely to be accepted where it forms part of a comprehensive woodland management scheme. Woodland management agreements are tailor-made for each woodland, and provide greater scope to encourage good husbandry and woodland regeneration.

3.38 As well as protecting important trees and woodlands from felling and development, the Council wishes to encourage additional tree planting in appropriate locations. The establishment of new woodlands in partnership with the local community and statutory bodies will be explored where opportunities arise. The use of native species is preferred, particularly in the countryside and on the fringes of settlements. The Landscape Character Assessments will identify the types of species most suitable for the particular landscape area type. Wildlife considerations are important in considering tree planting proposals, though it is recognised that, sometimes, the existing habitat may be more valuable than the potential of newly created woodland.

3.39 The Council has published a leaflet entitled "Protection of Trees on Development Sites", the advice in which applicants will be encouraged to follow.

Policy 16

OC10 - TREES AND WOODLANDS

Planning Permission will be granted for development, provided that:

- it will not result in the loss of, or materially injure the health of, a woodland (in whole or in part) or other significant individual, group or area of trees, unless required in the interests

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of safety, good tree management or a wider scheme of conservation and enhancement; or

- exceptionally, where loss or injury is accepted, adequate replacement planting, in terms of numbers, species, planting density and location, will be provided as part of the development

Conditions will be imposed, and/or planning obligations sought, to ensure adequate protection and management of individual, groups and areas of trees and woodlands which are important for landscape, amenity, recreation or nature conservation reasons.

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Facing Materials

4.1 To ensure that the built environment of the area is preserved and enhanced new development should respect the existing architectural and visual qualities of the High Peak.

4.2 The major influence is often the use of traditional local materials and methods of building construction. Ideally, natural materials should be encouraged in all new developments, particularly where they are prominent or conspicuous from public view points. However, it is recognised that natural stone is more expensive than artificial stone, and that it also needs to be quarried, which puts a demand upon the local landscape. High quality artificial substitutes which reflect the colour and appearance of the natural material can therefore be used in some cases.

4.3 The Plan proposes a hierarchical approach to determining which materials will be acceptable for new development, dependent upon location and type of development. In general, the more sensitive the location, the more likely it is that the Council will require the use of natural materials. In the Glossop area, and most parts of the Central area, gritstone is the predominant natural stone, whilst towards the south of the Plan area, generally from Dove Holes southwards, limestone also has been a traditional construction material. However there are other traditional materials which are particular to a local area.

4.4 Where natural stone is used, particular attention must be paid to the type of stone (i.e. gritstone or limestone) and to the method of construction appropriate to the area (e.g. coursed, random, rubble), size of blocks and the type of pointing used. Where the location or the nature of the development allows the use of man-made substitutes, the colour and type of materials to be used will be carefully considered to ensure that they are appropriate to their surroundings.

4.5 Guidance on best practice for pointing and repointing stonework has been produced by Derbyshire County Council in its leaflet entitled "Repointing Your Building". Applicants will be required to follow the advice in this design leaflet.

Facing Materials for Large Buildings

4.6 Commercial, industrial, sports and agricultural buildings tend to have large expanses of walls and roof. These buildings are often essential to the local economy, including the creation of new jobs. The costs involved mean that it is not always reasonable or realistic to insist upon the use of natural materials throughout. In all but the most sensitive locations (Conservation Areas and the settings of listed buildings) a combination of natural/reconstructed stone or brick of an appropriate colour, together with suitably coloured cladding materials (usually dark green, brown or grey) will usually be acceptable. Roofing materials should be dark and non-reflecting, to avoid nuisance to adjoining occupiers and to help assimilate the development into the wider landscape. When materials are assessed, consideration will be given to how they weather over time.

Facing Materials for Extensions, Alterations and Ancillary Buildings

4.7 In designing extensions and alterations to buildings, or ancillary buildings within their curtilage, it is essential that they are not considered in isolation and that the completed work blends in with the original. The choice and use of walling and roofing materials is important. There may however be occasions where the materials used in the original building are incongruous to the area, and in these circumstances the use of more appropriate materials will be expected, to help enhance the area.



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Policy 17

BC1 - EXTERNAL MATERIALS

Planning Permission will be granted for development, provided that:

- the type, colour and specification of all external materials and the way they are applied will be sympathetic to the character and appearance of the immediate surroundings and the wider area

In particular, natural facing materials will be required in locations conspicuous from public viewpoints within:

- areas conspicuous from the peak district national park and in conservation areas and their settings
- other areas where natural materials predominate.

Shopfronts

4.8 The centre of every town and village has, over time, developed its own unique character. Individual buildings, local style, traditions and materials have all made their contribution. Shopfronts have played, and will continue to play, an important role in this evolution. Good design of shopfronts and other commercial premises is very important to the overall aim of conserving and enhancing the qualities of the High Peak.

4.9 The Council is concerned about the loss of traditional shopfronts arising from modernisation. The Council's preference, therefore, is for the retention and repair of existing traditional shopfronts, especially in conservation areas or where they make a significant contribution to the character of an area. This does not mean that modern design solutions are not appropriate but that clear principles of good design should be established.

4.10 The Council has published a leaflet entitled 'A Design Guide for Shopfronts' which sets out detailed guidance upon fascia, stallrisers, materials, colours, windows and window displays, canopies and blinds, doors, security measures, signs and disabled access. Developers will be encouraged to follow this design guidance when submitting planning applications for shopfronts.

Policy 18

BC2 - SHOP FRONTS

Planning Permission will be granted for new or replacement shop fronts, and for their alteration and/or additions, provided that:

- the development will respect the size, proportions, age, character and architectural style of the building; and

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- where appropriate, the development will be constructed to incorporate traditional details, features, proportions and materials; and
- the development will respect the character of adjacent buildings and the wider townscape

Security

4.11 The Council understands and supports the need for security measures to protect commercial and other premises, as a means of reducing the risks of crime. However, security developments must be well designed to minimise their potentially detrimental visual appearance. It is also important to ensure that measures such as bollards are not hazardous for people with visual difficulties, and that the intensity of security lighting or focus of cameras does not offend neighbours.

4.12 Security shutters illustrate well the tension that can exist between the need for effective crime prevention and the environmental quality of an area. For example, solid roll shutters and the associated external shutter boxes tend to contribute towards a fortress-like and potentially hostile atmosphere, with 'dead' frontages and vulnerability to graffiti. This can be self-defeating since they may deter people from going there. Using laminated glass or internal lattice grilles may be more beneficial and may avoid the need for formal consent. Not only will they maintain the attractiveness of the area, but they can let light from the premises onto the street outside normal trading hours and enable people to see inside, deterring criminals further.

4.13 The main town centres within the plan area are now covered by CCTV. This is helping to reduce the levels of crime and vandalism. In areas covered by CCTV the use of solid roll shutters will be resisted.

4.14 The Council intends to produce a design guide for security measures, particularly in relation to shopfronts' security.

Policy 19

BC3 - SECURITY MEASURES

Planning Permission will be granted for security measures, provided that the design, positioning and appearance:

- will respect the size, proportions, age, character and architectural style of the building and the wider townscape; and
- will not have an undue detrimental effect on the amenities of neighbouring occupants; and
- will not unreasonably impede public passage, particularly that of the visually impaired

Conservation Areas

4.15 Conservation Areas are areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. At present, there are 30 Conservation Areas in the Plan area. These are listed for information in Appendix 7 and are identified on the Proposals Map. Most are centred upon the historic core of towns and villages, though some relate



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to small hamlets and/or include the countryside setting of a settlement. The Council will continue to review the Plan area from time to time to consider whether any further designation or extension of Conservation Areas is called for.

4.16 Designation as a Conservation Area acknowledges the area's special character, declares confidence in its future and makes it clear that the Council will apply strict controls over the design and appearance of development. It also means that the Council has to formulate and publish proposals for the preservation and enhancement of the area. The Council has published a leaflet entitled 'Conservation Areas' setting out its approach to, and providing a simple explanation of, controls relating to the design of new development, minor works, demolition and trees.

4.17 Conservation Area status does not rule out new development. Indeed, where a high standard of development can be assimilated without adversely affecting the character or appearance of the area it will often be welcomed, since this can help to sustain communities and attract fresh investment into the area. Rather, it aims to direct any changes so that the existing architectural and historic character is respected, and the new can sit sympathetically alongside the old.

4.18 Proposals must therefore respect the features of the Conservation Area which warranted its designation. These might include the historic form and layout of street patterns, views, open spaces, trees and other landscape features. Similarly, scale, proportion, design, layout and use of materials should reflect the area and adjoining buildings. For example, large obtrusive buildings would clearly be inappropriate in an intimate townscape. Similarly, alterations to existing buildings normally allowed under permitted development rights might also impact detrimentally on the character of a Conservation Area. In such cases, the Council may consider the use of Article 4 Directions to control development in Conservation Areas. Development that generates excessive traffic, or which unduly creates or adds to parking difficulties, will also be inappropriate in a Conservation Area in some instances. The Council is in the course of preparing Conservation Area Character Statements for most Conservation Areas, outlining its particular features of importance and perceived threats to its character and appearance. These statements will be adopted as Supplementary Planning Documents.

4.19 In a Conservation Area, the detailed aspects of a proposal are often of such importance that the Council may ask for full details to be submitted to ensure sufficient information is available upon which to base a decision. This should normally include a survey of the site and its immediate surroundings, showing all existing buildings, elevations, floor and ground levels, roof heights, and the position, condition and spread of trees. Details of the proposed scheme should include drawings of the proposal in its setting, particulars of construction, materials, colours, surface finishes and landscape treatment. Applicants are encouraged to provide computer generated representations, isometric projections or artists' impressions of the proposed development.

4.20 The Council will continue to offer technical and financial support to private sector initiatives to carry out sympathetic repairs to historic buildings and enhancement works within Conservation Areas - for example, through joint arrangements with English Heritage and Derbyshire County Council.

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Policy 20

BC5 - CONSERVATION AREAS AND THEIR SETTINGS

Within Conservation Areas and their settings planning permission will be granted for development, including extensions, alterations and changes of use, provided that:

- the use, siting, scale, detailed design, external appearance and landscape treatment of the development will preserve or enhance the special architectural or historic character or appearance of the area; and
- important buildings, open spaces, views, trees, walls and other natural and man-made features which positively contribute to the special architectural or historic character or appearance of the area will be protected from harmful development

Demolition in Conservation Areas

4.21 Where a proposed development in a Conservation Area includes demolition of a building or structure, key factors in its acceptability will be the part it plays in contributing to the special architectural or historic interest of the area, and the wider effects of demolition on the building's surroundings and the Conservation Area as a whole. The starting point will be to resist demolition, unless to do so will clearly enhance the special architectural or historic character of the area. The Council will encourage alternative solutions, including new uses for the building. Where demolition is accepted, it will usually be important for approved plans for redevelopment or environmental enhancement to be in place, and contracts made for implementation, to ensure that an unsightly gap does not remain.

4.22 The criteria in the following policy will be applied in determining both planning applications and applications for Conservation Area Consent for demolition.

Policy 21

BC6 - DEMOLITION IN CONSERVATION AREAS

Planning Permission will not be granted for development in a Conservation Area which includes demolition of the whole or a substantial part of a building or structure, unless:

- the demolition will not harm the special architectural or historic character or appearance of the Conservation Area; or
- the building or structure to be demolished does not make a positive contribution to the special architectural or historic character or appearance of the area; or
- the state of structural repair of the building or structure is such that it is incapable of reasonable and economic re-use; or
- redevelopment will produce substantial benefits for the community which would materially outweigh the loss resulting from demolition; and
- there are detailed plans approved and contracts made to redevelop or otherwise environmentally improve the site



4 Conservation and Enhancement of the Built Environment

Where demolition is accepted, conditions will be imposed, and/or planning obligations sought, to ensure that redevelopment or other environmental improvements will be carried out promptly following demolition.

Listed Buildings

4.23 The Secretary of State for Culture, Media and Sport is responsible for compiling and updating a list of buildings of special architectural or historic interest. Listed Buildings are graded I, II* or II in recognition of their relative importance, according to many factors, including age, quality, character, relevance to social or economic history, technological innovation, group value and rarity. They include fine examples of well-known architects' work or of a particular architectural period. Within the Plan area there are presently about 390 listed buildings, ranging from minor structures such as post boxes and telephone kiosks through to the internationally recognised Crescent in Buxton. These are listed in Appendix 7.

4.24 The Council has published a leaflet entitled 'Listed Buildings' which explains the legislation and controls over Listed Buildings.

Alterations and Extensions to Listed Buildings

4.25 The whole of a Listed Building is protected. This includes its interior, where historic fabric survives, as well as its exterior. The character or historic significance of a Listed Building can be damaged by unsympathetic alterations, even if they are relatively minor in nature. Repair work should, as far as possible, retain original features such as windows, doors and chimney stacks and where this is not possible, careful attention must be given to the detail of any replacements. Even matters such as mortar mixes and paint finishes can be critical to the character and sound repair of a Listed Building.

4.26 Proposals to extend or alter a Listed Building should be sympathetic in scale, proportion and materials to the existing building and should not detract from its character or setting. A detailed and accurate survey of the building which clearly shows the proposed changes will be required as part of any application. This will normally require a considerable level of professional expertise. The use of reclaimed materials may also be required.

4.27 Notwithstanding the need for Listed Building Consent, the criteria in the following policy will be applied in determining planning applications to extend or alter Listed Buildings.

Policy 22

BC7 - ALTERATIONS AND EXTENSIONS TO LISTED BUILDINGS

Planning Permission will not be granted for alterations or extensions to Listed Buildings, unless:

- the historic form, character and structural integrity of the building will be retained; and

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- architectural or historic elements which contribute to the special architectural or historic character of the building will be retained; and
- the proposal will respect the special architectural or historic character of the existing building in terms of its scale, design, external appearance and detailing; and

Facing materials, installed and finished in a manner which match the original or existing materials, will be used

Conditions will be attached to any consent requiring that the features which will be destroyed are suitably recorded.

Settings of Listed Buildings

4.28 The setting of a Listed Building is an essential part of its character. Historic buildings can lose much of their interest and townscape value if they become isolated from their surroundings, for example by a new road, car park or other development. Often the setting of a Listed Building owes much to its place in a group of buildings and the spaces between them in the overall street scene. These areas require careful appraisal in considering development proposals.

4.29 The criteria in the following policy will be used to determine applications for planning permission for development proposals affecting the setting of a Listed Building.

Policy 23

BC8 - SETTINGS OF LISTED BUILDINGS

Planning Permission will not be granted for development which would materially harm the setting of a Listed Building in terms of its special architectural or historic character due to its use, scale, size, siting, detailed design, external appearance or illumination.

Demolition of Listed Buildings

4.30 The Council has a duty to ensure that all works to Listed Buildings preserve their special historic or architectural character. There will be a presumption against the total or substantial demolition of any Listed Building without convincing evidence that real efforts have been made, without success

- to sustain existing uses or
- to find viable new uses, or
- that the building is demonstrably beyond economic use, or
- that clear evidence that redevelopment would produce substantial planning benefits for the community which would decisively outweigh the loss resulting from demolition.



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4.31 In cases where demolition or alteration of a listed building is allowed the Council will condition the approval so that applicants will have to arrange suitable recording of the features which will be destroyed. In some cases hidden features may be revealed during the works. These should also be recorded and if possible retained.

4.32 Notwithstanding the need for Listed Building Consent, the criteria in the following policy will be used to determine planning applications involving demolition of listed buildings.

Policy 24

BC9 - DEMOLITION OF LISTED BUILDINGS

Planning Permission and/or Listed Building Consent will not be granted for development which will require the demolition of the whole or a substantial part of a Listed Building, unless:

- the condition of the building makes it impracticable to repair or renovate, and demonstrable efforts have been made to sustain existing uses or to find viable new uses for the building; or
- redevelopment would produce substantial planning benefits for the community which would materially outweigh the loss resulting from demolition; or
- there are detailed plans approved and contracts made to redevelop or otherwise environmentally improve the site

Where demolition is accepted, conditions will be imposed, and/or planning obligations sought, to ensure that redevelopment or other environmental improvements will be carried out promptly following demolition, and that the building to be demolished is satisfactorily recorded.

Archaeological and other Heritage Features

4.33 The Plan area is rich in archaeological and other heritage features. Twenty sites are protected as Scheduled Ancient Monuments under the Ancient Monuments and Archaeological Areas Act 1979, ranging from stone crosses through to major earth works such as Melandra Castle Roman Fort at Glossop and the Bull Ring henge at Dove Holes. These are listed for information in Appendix 7. There are also many other known sites, finds and areas of archaeological potential listed in the County Sites and Monuments Record, compiled by the County Council in consultation with English Heritage.

4.34 Archaeological remains form the major source of information for the study of much of the human past. Such remains are a fragile and non-renewable resource, and are highly vulnerable to damage or destruction. The planning system has an important role to play in the conservation, preservation and interpretation of archaeological remains, whether scheduled or not. Where appropriate, the Council will request an archaeological evaluation to be carried out by the applicant to provide information on the nature and importance of archaeological remains. This will help the Council to properly consider the impact of development upon the remains and the weight to be given to their preservation.

4 Conservation and Enhancement of the Built Environment

4.35 In some cases the archaeological remains will be of such importance that no development is acceptable. This may well be the case with Scheduled Ancient Monuments and some unscheduled sites of major importance. Wherever possible, archaeological remains should be preserved in situ, even if this means being sealed beneath modern developments. Depending on the nature of the development this may not always be possible. In such cases preservation by record is the next best option. This is achieved by excavation of the remains by a qualified archaeological body and the production of an archive and report on the results. Where excavation and recording is required it will be secured by planning conditions and obligations. In other locations watching brief conditions may be imposed.

4.36 Any works to demolish, alter or remove a Scheduled Ancient Monument or its setting requires consent from the Department of Culture, Media and Sport, regardless of any planning permission granted.

4.37 During the Roman period Buxton was one of only two settlements developed primarily due to their natural supply of thermal mineral water in Britain, the other being Bath. Aquae Arnemetiae, as Buxton was known, grew up as a religious centre and settlement around the springs in the area of the present Crescent. The town was also a major road junction and was probably the site of a Roman Fort. The only source of evidence for the development and history of this important centre, in both Roman and subsequent medieval periods, is that provided by archaeology.

4.38 Buxton's Area of Archaeological Interest is that in which Roman remains and artifacts have come to light, and indicates the likely extent of the Roman settlement. Archaeological remains could survive anywhere within this area. Consequently, their possible existence should be taken into account in considering any development proposals which involve below-ground disturbance. The Area of Archaeological Interest is shown on the Proposals Map.

4.39 A project is currently underway funded by English Heritage to produce a series of Extended Urban Surveys (EUS) for a number of towns in Derbyshire including Buxton, Glossop, Chapel-en-le-Frith and Whaley Bridge. These will set out an archaeological assessment of the town and a strategy to deal with the threats of development on archaeological remains. The EUS for Buxton will develop the concept of the Area of Archaeological Importance. The strategies which emerge will be drawn up in consultation with Derbyshire County Council and High Peak Borough Council. Once completed the Council will then consider the adoption of these strategies as Supplementary Planning Guidance.

Policy 25

BC10 - ARCHAEOLOGICAL AND OTHER HERITAGE FEATURES

Planning Permission will not be granted for development which is likely to result in harm to a Scheduled Ancient Monument or other nationally important site, its setting or amenity value.

Elsewhere, Planning Permission will be granted for development, provided that:

- there will not be a significant adverse effect upon other known archaeological or heritage features, including Buxton's area of archaeological interest as defined on the proposals map



4 Conservation and Enhancement of the Built Environment

Where proposals will affect a feature or an area of archaeological interest, they will, where appropriate, include an archaeological evaluation of the site and a statement demonstrating how it is intended to satisfactorily accommodate or preserve the archaeological or heritage features.

Where Planning Permission is granted, conditions will be imposed, and/or planning obligations sought, to ensure that:

- archaeological or heritage features are recorded and retained intact in situ; or
- where this is impractical, archaeological or heritage features are appropriately excavated and recorded, prior to destruction by development.

Historic Parks and Gardens

4.40 A register of parks and gardens of special historic interest is maintained by English Heritage. These are of national importance. At present, there are three entries within the Plan area, Pavilion Gardens in Buxton (Grade II*) and the Slopes, also in Buxton (Grade II), and Howard park (Grade II). Pavilion Gardens including the nearby Serpentine Walks is largely owned by the Borough Council which is undertaking improvements including restoration of some of its historic features. The Gardens are currently the subject of a comprehensive restoration scheme being funded by the Council and the Heritage Lottery Fund. The Council also completed a programme of restoring the Slopes in 1993-94.

4.41 The Council will work with Derbyshire County Council, Derbyshire Historical Gardens Society and the Historic Gardens Society to identify historic parks and gardens of local importance for inclusion on the County Sites and Monuments Record. If appropriate, English Heritage will be asked to include the most important ones on the national register.

4.42 It is important that the effects of any proposed development on an historic park or garden are taken into account. The Council will aim to ensure that an historic park or garden is protected or, where they cannot be protected fully, the impact of any development on the site is minimised. Where necessary, prospective developers should engage a suitably qualified person to investigate and record the historic features of a site to the satisfaction of the Council before any development takes place.

4.43 Sometimes these parks are a focal point for a community and a place of recreational and tourism activity. Provided that the proposed development (eg children's play equipment) is sympathetic to the character of the park it should be acceptable.

Policy 26

BC11 - HISTORIC PARKS AND GARDENS

Planning Permission will be granted for development:



4 Conservation and Enhancement of the Built Environment

- within registered nationally important historic parks or gardens, only if it will protect or enhance their character or appearance or will improve their use for public enjoyment in a manner sympathetic to their historic character; and
- within other locally important historic parks or gardens, only if it will not have a significant adverse effect upon their character or appearance or will improve their use for public enjoyment in a manner sympathetic to their historic character

Where disturbance is likely to occur development proposals will, where appropriate, include an historical and environmental evaluation of the site and a statement demonstrating how it is intended to accommodate, preserve or enhance important historic features.

Conditions will be imposed, and/or planning obligations sought, to ensure important historic features are accommodated, preserved or enhanced.

5 Town Centres and Retailing

The High Peak's Centres

5.1 The High Peak has a hierarchy of town centres. Glossop and Buxton are clearly the major centres in terms of their size and the number and range of shopping and other facilities available. These are the centres with the most significant development opportunities and potential for growth.

5.2 Hadfield, New Mills, Whaley Bridge and Chapel-en-le-Frith also have town centres with a strong identity characterised by traditional shopping areas, and which fulfil an important, but more local role. They are second tier centres compared with Glossop and Buxton.

5.3 The larger villages of Charlesworth, Hayfield and Chinley also have distinct and attractive centres, though their influence is more limited than the second tier centres.

5.4 Policies are intended to sustain and enhance the vitality and viability of centres, to promote and encourage high quality mixed use developments and to focus development (especially retailing) in locations which promote competition and maximise the opportunity for using transport other than the car. Town centres contain, and should retain a wide range of uses that need to be accessible to a large number of people, including housing, employment, shopping, offices of local and central government, leisure and entertainment, hospitals and higher education. Thus, although retailing should continue to underpin such centres, it is only one of many components in a healthy town centre.

5.5 The town centres are also amongst the priority areas for the Borough Council's own capital spending programmes so it is important that they are clearly defined. The town centre boundaries are shown on the Proposals Map. The policies in this chapter are in two sections:

- i. Policies applying to all town centres
- ii. Policies specific to particular centres

Policies applying to all town centres

Policy 27

TC1 - TOWN CENTRES

Within town centres Planning Permission will be granted for development which sustains and enhances the vitality and viability of the centre.

The town centres will cover the areas defined on the proposals map for the following towns:

- Glossop
- Hadfield
- New Mills
- Whaley Bridge
- Chapel-en-le-Frith
- Buxton

Town Centre Environment

5 Town Centres and Retailing

5.6 The High Peak's town centres have many opportunities and problems in common. Each not only provides services for residents, but also attracts tourists and day-trippers, many of whom are visiting the Peak District National Park, but relying on the surrounding towns as a base. There is a clear need to maintain and enhance the standard of services and quality of environment for tourists as well as for residents. Town centre management plays an increasingly important role in maintaining vital and viable town centres. The Council is playing its part through various measures:

- The Council is working in partnership with traders and local groups to promote town centre improvements and initiatives such as The Buxton Partnership, Glossop Town Centre Partnership, Whaley Bridge Regeneration Partnership and Chapel-en-le-Frith Regeneration Partnership. These partnerships are producing vision statements and business plans to help promote appropriate town centre developments
- Town Centre management programmes cover such matters as the maintenance of highways, open spaces, lighting, public buildings, signing, litter and street cleaning, anti-vandalism, disabled access and public conveniences;
- All the town centres, except Hadfield, are covered by Conservation Areas;
- The Borough Council, English Heritage and Derbyshire County Council jointly fund Heritage Economic Regeneration Schemes in Buxton, New Mills and Chapel-en-le-Frith through which sympathetic repair of important historic buildings, many of which are in the town centres, enhancement and restoration works can be grant-aided;
- There is a programme of environmental improvement and/or conservation area enhancement schemes for each town centre, including measures in some areas to reduce the dominance of the motor vehicle;
- Guidance leaflets have been published to assist developers on appropriate detailing of shopfronts, advertisements, security shutters etc. to illustrate how commercial development can best be accommodated within a sensitive historic setting;
- The Pavilion Gardens Park in Buxton has recently been improved and further car parking improvements are proposed in Buxton and Hadfield to provide 'Secured Car Park' status.
- The location of bus stops, taxi ranks and 'disabled badge' parking is being reviewed to improve facilities and accessibility to shops and services.

5.7 Developers also have an important part to play in improving the town centre environment. The development control process will be used to ensure that new development maintains and enhances the quality and character of the built environment of town centres and makes or maintains appropriate provision for public accessibility.

Policy 28

TC2 - TOWN CENTRE ENVIRONMENT

Within the town centres the Council will implement environmental improvement and traffic management programmes, including traffic calming, pedestrian priority and car parking schemes, and will secure environmental improvements through the control of development in order to maintain and enhance the quality and character of the built environment.

Planning Permission will be granted for development in town centres, provided that:

5 Town Centres and Retailing

- it will be of high quality design, external appearance, landscaping and other site treatment; and
- it will be sympathetic in use, siting, scale and character to its immediate and wider surroundings; and
- it will not prejudice the provision of public transport or otherwise adversely affect public accessibility

Major Retail Stores

5.8 In recent years major new stores or store extensions have been built in Buxton, Glossop and Chapel-en-le-Frith in locations mainly on the edge of the town centres. Nevertheless potential trade is still being lost to other nearby centres such as Manchester, Stockport, Ashton under Lyne and Macclesfield and large regional centres such as Meadowhall and the Trafford Centre. It is the Council's policy to focus future large store development (shops of over 500 square metres floorspace) within the existing town centres. The Council wishes to strengthen the Borough's town centres by expanding retailing and encouraging more people to shop locally. Accordingly a sequential approach will be taken with new retail stores, such that preference is given for proposals within the defined town centres.

5.9 The Council's retail strategy is based upon the identification of key sites which can accommodate comprehensive development schemes. The Regeneration Areas have been concentrated within the larger High Peak towns of Glossop and Buxton where comprehensive retail schemes can support rather than undermine existing town centre uses.

5.10 The Central Area towns of New Mills, Chapel-en-le-Frith and Whaley Bridge already accommodate a supermarket and it is considered that any major new proposals might undermine the strength of the existing town centres. A recent Retail Capacity Study for the Central Area of High Peak Borough, undertaken on behalf of the Council, has ascertained that demand for significant new food retail floorspace in the Central Area is limited. In terms of new non-food retail, the study has found that, although there is a leakage to other centres outside the Borough, the Council's strategy to focus new non-food retail in the key centres of Buxton and Glossop is robust given the quantitative limitations of the Central Area. The Study has found that, sequentially, there is little scope for provision of non-food floorspace within the existing centres in the Central Area and the only real opportunity to clawback leakage of non-food retail is an existing edge of centre site or through expansion of an existing edge of centre retail facility.

5.11 The individual approaches for each town centre are outlined later in this chapter and in particular policies TC11 and TC15 provide the key town centre sites where retail developments could be accommodated. However other sites may also emerge within the town centres. These may include buildings that are suitable for conversion as well as 'brownfield' development sites. The compact nature of the town centres in the High Peak means that such development sites may be constrained in size or shape. As a consequence retail development may have to be flexible in its format, design and scale.

5.12 Town centres have the advantage that they are usually accessible by a variety of means of transport. Focusing development there can make it easier to provide good public transport or enable one car journey to serve several purposes. Consequently it is important that town centre developments are well linked to other central facilities and enjoy good access to public transport.

5 Town Centres and Retailing

Large stores should ensure that through their siting, layout and design they are readily accessible by pedestrians and cyclists and also provide the means for people to combine their shopping trip with the recycling of bottles, cans and newspapers etc. through the adequate siting of appropriate recycling facilities.

5.13 The town centres in the High Peak include many buildings of architectural and historic interest that contribute to the character and variety of the shopping areas. This high quality environment must be maintained if the town centres are to remain attractive to local people and visitors. The design of proposals for retail development should have proper regard to their relationship with their surroundings and should, where appropriate, develop and enhance local character. In particular, designs should avoid blank frontages or bland facades but endeavour to add interest and variety to the town centre.

5.14 The following policy relates to all forms of retailing, including DIY stores and factory outlets, and is intended to be used for any other forms of retailing which may evolve in an ever-changing market. Applications for predominantly retail uses such as garden centres and car showrooms will also be assessed in this way. A threshold of 500 square metres has been applied to the policy to define a large store. It is considered that this is an appropriate threshold given the size of the Borough's market towns and the likely impact of such a store on existing town centres. Retail impact assessments will be sought when it is considered that the size of a proposed retail development might undermine the vitality and viability of nearby centres. The scale and nature of any proposed large retail store will therefore need to be appropriately related to the centre itself and its catchment.

Policy 29

TC3 - LARGE STORES

Planning Permission will be granted for retail development of more than 500 square metre gross floorspace (including extensions to existing stores) within the defined town centres provided that:

- it is of satisfactory siting, design and layout appropriate to the size and character of the town centre and has safe and convenient pedestrian links to existing facilities; and
- the proposal, due to its scale and nature, does not individually or cumulatively undermine the vitality and viability of any other existing nearby centre.

Retail Development Outside Town Centres

5.15 PPG6 (Revised) states that the vitality and viability of town centres should be sustained and enhanced and that the focus of retail development should be in locations which maintain an efficient, competitive and innovative retail sector and which maximises the opportunity for accessibility and a choice of transport. As outlined above it is the Government's and the Borough Council's policy that town centres should be the preferred location for developments like retailing that generate many journeys. The Council will adopt a sequential approach to retail proposals with first preference being for town centre sites as defined on the proposals map (see Policy TC3). Edge of centre and out of centre proposals will also have to be accompanied by evidence of a need for the additional retail space.

5 Town Centres and Retailing

5.16 By adopting a sequential approach primacy is given to safeguarding the business and wider environment of the town centre. This means that developers must demonstrate that all potential town centre options, within a catchment appropriate to the development, have been thoroughly assessed before less central sites are considered for development. As well as being suitable, potential retail sites should be viable for the proposed use and likely to become available within a reasonable period of time. If there are no sites or buildings suitable for conversion within the defined town centres, the next preference is for sites that are on the edge of the town centre. Edge of centre developments are those within easy walking distance of the town centre shops, usually about 200-300 metres. Only if there are no suitable sites or no suitable buildings in either of these places will consideration be given to retail development in peripheral locations.

5.17 In addition to locational criteria, applications for retail development away from the central locations will be assessed against their impact on the vitality and viability of any nearby town centre and on their appropriate scale. The effect of new development on vitality and viability can be gauged by the extent to which the scheme would prejudice the implementation of current town centre proposals, the effect on future private investment in the centre, any changes to the quality and attractiveness of the town centre, the impact on the range of services within it and the likely increase in vacant property. Such assessments can be assisted by information relating to the diversity of uses in the centre, the retailer representation, shopping rents, the proportion of vacant property, commercial yields on premises, pedestrian flows and accessibility, customer safety and behaviour and the quality of the town centre environment. Planning permission for retail development in peripheral locations will only be granted where it can be shown that the Local Plan strategy of maintaining the vitality and viability of town centres in the High Peak will not be undermined. The adverse impact of a major new store may build up over a number of years so it is important to assess not just the immediate impact but also the long term impact.

5.18 In addition to safeguarding the health of existing centres it is equally important that new retail development is accessible by a variety of modes of transport, including cycling and public transport. Applications will be assessed to establish whether they are served by reliable and frequent public transport and are easily accessed by pedestrians, cyclists and disabled people from the locality.

5.19 In order to demonstrate that a sequential approach has been followed applications for large retail stores in peripheral locations should be accompanied by supporting information and evidence about the availability of sites and buildings in and on the edge of the town centre. A retail impact study is likely to be necessary to assess the impact of the new store on the vitality and viability of adjacent town centres. Such studies should also demonstrate how the new store is accessible by a variety of means of transport. They will be required for every proposal above a threshold of 2500 sq m and also for developments in the range 500 – 2500 sq m where it appears that the vitality and viability of adjacent centres may be undermined.

Policy 30

TC4 - LARGE STORES WHICH CANNOT BE LOCATED IN EXISTING TOWN CENTRES

Where it can be demonstrated that there are no suitable sites and no suitable buildings for conversion within the defined town centres, Planning Permission will be granted for large stores (more than 500 square metre gross floorspace) in the following locations:

5 Town Centres and Retailing

- edge of town centre sites; or
- out of town centres, where there are no suitable sites and no suitable buildings for conversion in edge of town centre locations.

And provided that:

- the developer can demonstrate that there is a proven need for the proposed development;
- the developer can demonstrate that the proposed development has arisen from a sequential approach to site selection.
- the scale and nature of the development, either individually or cumulatively will not undermine the vitality and viability of nearby town centre(s) as a whole or the role of local centres, and in rural areas, on village shops
- the scale of new retail developments should be appropriately related to the centre – town district or local – the development seeks to serve;
- the development will be easily and safely accessible by pedestrians, cyclists and disabled people from the surrounding area and will be well served by a choice of public transport;
- the development is within the built-up area boundary;
- the site is not allocated for industrial, business or housing use

Where appropriate, the proposal will be accompanied by a Retail Impact Study to assess the likely effects of the development on the vitality and viability of any nearby town or local centre or, in rural areas, on village shops.

Small Shops

5.20 As well as large, modern stores for food and other shopping goods, any successful centre depends on a range of smaller shops and services such as Post Offices and Pharmacies. Proposals for such shops, including changes of use and extensions and alterations to existing premises, will be encouraged in all town centres. For the purposes of this Plan, small shops are defined as being less than 500 square metres gross floorspace.

5.21 Local shopping facilities in the form of small centres, parades and corner shops play a vital role in providing a basic supply of food and daily goods within walking distance of the local community. They provide a particularly important service for those who are less mobile, especially elderly and disabled people, families with small children and those without access to a car. They also reduce the need to travel to larger centres, and therefore can cut fuel consumption. Similarly, village shops are important in rural areas. It is important that such facilities are retained wherever possible, particularly in areas which are poorly served, in order to meet the needs of local communities.

Policy 31

TC5 - SMALL SHOPS

Planning Permission will be granted for small shops, (under 500 square metres gross floorspace) including changes of use, extensions and alterations, in the following locations:

5 Town Centres and Retailing

- within town and village centres; and
- outside town and village centres but within the built-up area boundary,

Provided that:

- the scale, nature and location of the development, either individually or cumulatively, will not be such as to undermine the vitality or viability of any existing nearby town or local centre as a whole or the role of nearby village shops

Retention of Local Centres and Village Shops

5.22 Pressure for the change of use of local shops and community services, such as public houses, tourist facilities, coffee shops, post offices and other community facilities, can threaten their continued existence. It is important that such facilities are retained wherever possible unless the applicant can demonstrate that the facility is no longer required. The current profitability of the facility will not however be considered a sufficient reason to merit its loss in isolation as it is possible that the future potential of the premises could be made more viable.

Policy 32

TC6 - RETENTION OF LOCAL CENTRES AND VILLAGE SHOPS

Proposals for change of use or redevelopment of existing shopping facilities and community services which serve the local community will be permitted provided that:

- there are adequate alternative facilities elsewhere within the vicinity of the site; or
- it can be demonstrated that there is no demand for a retail unit in the area within which it is located; and
- it can be demonstrated that the facility no longer serves the needs of the community in which it is located.

The Evening Economy – Pubs, Clubs and Takeaways

5.23 Proposals for developments which would include the sale of alcoholic drinks and late opening for food sales are often of particular concern to local residents, because of their impact on the neighbourhood through late night noise and congregation of, and disturbance from, customers.

5.24 Such developments, which include wine bars, restaurants, public houses, night clubs and discotheques and hot food takeaways, provide an important means of entertainment or relaxation for many people, and should generally be welcomed. For reasons of general accessibility, particularly by public transport, and helping to maintain activity and vitality, town centres are the preferred location. Nevertheless, in some cases (especially takeaways) they will be intended to serve a more local area. Due to their potential to lead to disturbances it will be important to avoid locations in predominantly residential areas.

5 Town Centres and Retailing

Policy 33

TC9 – THE EVENING ECONOMY – PUBS, CLUBS AND TAKEAWAYS

Planning Permission will be granted for licensed premises, night clubs and hot food takeaways, provided that:

- the development will not be within a predominantly residential area, nor will directly adversely affect a predominantly residential area due to noise, vibration, odours, gaseous pollutants, activity or traffic disturbance; and
- where appropriate, conditions will be imposed to control opening hours and operating conditions in order to mitigate the environmental impact of the development.

Local Transport Plan

5.25 The Borough Council is working closely with Derbyshire County Council, the Highway Authority to develop integrated Local Transport Plan proposals for Buxton and Glossop. This will include reviews of car parking strategy.

Pedestrian Priority/Traffic Calming

5.26 Pedestrian priority schemes can provide a number of benefits to a town centre - accidents and traffic nuisance are reduced, the environment is improved and businesses benefit as more shoppers are attracted. In practice, the scope for pedestrian priority schemes in the High Peak's town centres is quite limited. Schemes in Norfolk Square, Glossop and Spring Gardens, Buxton have recently been completed.

5.27 Traffic calming offers further opportunities to improve both safety and the environment. Proposals recently completed or currently planned include Station Road, Hadfield; Market Street and Torr Top Street, New Mills; Market Street, Chapel-en-le-Frith; and Market Place and Water Street, Buxton.

Car Parking and Public Access

5.28 The availability of car parking space has an influence on people's choice of means of travel, as do levels of public transport provision. The Council wishes to encourage the greater use of public transport; nevertheless, in an essentially rural area, there will continue to be heavy reliance on the use of the car for shopping and other trips to town centres. The availability of appropriate well managed on and off street parking facilities is essential to help maintain the viability of High Peak's town centres.

5.29 The car parking strategy will adopt the following principles:

- Short stay parking will be provided in key centre locations to provide for shopping, business and leisure trips by local residents and visitors;
- Short stay car parking capacity will be reviewed and if necessary expanded to meet the needs identified above

5 Town Centres and Retailing

- Long stay car parks will be provided in more peripheral locations to cater for the needs of commuters and over-night visitors who are unable to reasonably access High Peaks town centres by public transport
- Residents parking schemes will be introduced in areas where residents have no off-street parking provision and are subject to severe competition for use of limited on street parking
- Parking charges for both on and off street parking will be set:
 - - to assist the management of the spaces as short stay/long stay
 - - to cover the cost of management /enforcement
 - - to help fund town centre parking and access improvements generally
- Car parks and key pedestrian routes to and from car parks will be clearly signed and made visually attractive and secure from crime

5.30 There is a particular need to increase the short stay car parking capacity in Buxton Town Centre and to examine the need for additional long stay parking to cater for significant new developments such as the University of Derby. This is likely to involve the redesignation of existing on street parking as short stay and the identification of more peripheral locations for long stay parking.

5.31 Additional short stay parking should also be provided as part of any major development on Wye Street Car Park in the Buxton Central Regeneration Area (see Policy TC15).

5.32 Developers will generally be expected to provide car parking within their developments in accordance with the principles above and the standards set out in Appendix 1. However, the standards recognise that it may not always be possible or desirable to provide on-site car parking for all new developments within town centres because of lack of space, or on design or access grounds.

5.33 In appropriate circumstances developers may be asked for a commuted payment, in accordance with Government advice contained in Circular 1/97. This payment will enable the Council to provide the required number of new spaces elsewhere within the town centre, which it will do as quickly as possible. In accordance with Government advice, a commuted sum would be negotiated, by means of a planning obligation, where the development generates a need for parking which cannot be met by existing parking provision, the developer's contribution being limited to that sufficient to service his own development.

5.34 Alternatively, the Council may seek an appropriate level of contribution from the developer to assist in the provision of public transport (e.g. a bus turning facility), walking or cycling facilities as a means of helping to encourage other means of public access to the development, and to the town centre generally.

Policy 34

TC10 – CAR PARKING AND TOWN CENTRE ACCESS IMPROVEMENTS

Where a development generates a need for car parking, provision shall normally be made in accord with the principles set out in paragraph 5.29 and the standards in Appendix 1

5 Town Centres and Retailing

Where a development generates a need for car parking and/or for access improvements that will not be acceptably or adequately met on site, nor will be adequately met by existing town centre provision, the council will negotiate with the developer to fund off-site parking provision in a nearby accessible location sufficient to service the development, or to contribute towards other public access improvements in the town centre.

Glossop

5.35 Glossop town centre straddles the A57 from the eastern end of Wren Nest Mill to Glossop Leisure Centre, and is largely contained by Glossop Brook and the railway line. New commercial and retail development in the town centre has not matched the significant population growth in the town over the last 10-20 years although more recently new retail opportunities have come forward and a number of town centre regeneration initiatives have been completed.

Shopping

5.36 Glossop is a fairly self-contained shopping centre, with a traditional High Street of small shops, relatively few national retailers, and only a small 'prime' area. Total retail floorspace is about 13,000 sq m (140,000 sq ft), small for the size of town, mainly because it has a limited retail catchment and is overshadowed by larger centres like Manchester, Stockport and Ashton-Under-Lyne. It has an active outdoor market held on Fridays and Saturdays, and an indoor market that also opens on Thursdays. The major store in the centre is a 2,600 sq m (28,000 sq ft) Co-op Superstore.

5.37 There have been a number of small shopping developments over the last ten years. Part of the Howard Town Mills was converted to 420 sq m (4,500 sq ft) of shop units in 1990; this has increased the use of the adjacent car park and extended the shopping area to the east. There has also been a scheme to convert the former Co-op building on Norfolk Square into unit shops and several small units have been constructed on George Street.

5.38 The most significant development in recent years in Glossop has been a 4,090 sq m (44,000 sq ft) Tesco store on an edge-of-centre site near Wren Nest Mill. This has recently been extended to 5,480 sq m (58,977 sq ft). A study has shown that most shoppers drive to the store for one-stop food shopping and do not do any comparison shopping in the town centre on the same trip. A smaller, Kwik Save supermarket 1,300 sq m (14,000 sq ft) opened at Arundel Street in 1995 on the site of the former gas works.

5.39 As a result of these various proposals, a retail impact study was commissioned by the Council in 1991 to identify the potential for additional retail floorspace in Glossop up to 2001. The main findings were that:

- Glossop is lacking in national retailer representation, and there is some scope for improving the retail environment;
- the influence of stronger centres, particularly Manchester and Stockport, limits the ability of Glossop to support more retail floorspace;
- Glossop has a very limited catchment - most shoppers using Glossop are from the immediate vicinity and few are attracted from far away;
- most shopping is for food, and surveys indicated that 75% of food shoppers use Tesco;

5 Town Centres and Retailing

- most of the available shopping spending goes outside - Glossop retains only 30% of potential convenience expenditure, and 11% for comparison goods;
- there is limited scope for new shopping floorspace up to 2001.

5.40 Planning permission has recently been given for a 3,298 sq m (35,500 sq ft) retail store at Wren Nest Mill this development site also includes 20, 000 sq ft of non-food retail space. A planning application for major mixed use development on the Howard Town Mill site was approved in 2005.

5.41 The traditional High Street is one of Glossop's major assets and should be protected. Policies are required:

- to protect the most important retail frontages from harmful change of use to non-retail uses that would undermine the vitality of the town centre
- to ensure that any retail development within the Regeneration Areas is of a scale, design and location that enhances the vitality and viability of the town centre as a whole.

5.42 The Local Plan now looks beyond the retail study end dates of 2001 to 2011. Given the continuing population growth in Glossopdale and the paucity of national retail representation the Council accepts a need of some further retail development during the plan period. This is most likely to take place in one or more of the Regeneration Areas.

Traffic Calming and Car Parking

5.43 There may be scope for introducing pedestrian priority areas to some of the streets at right angles to High Street West. The environmental enhancement scheme for Norfolk Square has included pedestrian priority of the street on its west side. In the longer term, it may be possible to improve conditions for pedestrians by traffic calming and other measures on streets such as George Street and Cross Street.

5.44 Car parking surveys carried out in the Summer of 1993 confirmed that there are, overall, plenty of parking spaces in Glossop to meet demand, although the distribution of parking needs to be improved, by directing vehicles to the public car parks on Bernard Street/Edward Street where many of the empty spaces were found. A comprehensive scheme for signposting Glossop's car parks has subsequently been introduced. Only on market days is car parking space generally stretched, though difficulties tend to be limited to the Municipal Buildings Car Park and nearby streets. There are also some conflicts on primarily residential streets in the town centre (eg Edward Street), where there is competition for free on-street parking space between residents and long stay commuters. These issues will be addressed through a new survey and review of parking strategy in Glossop town centre.

5.45 Some Glossop traders have expressed concern that business is suffering because of the policy of charging for parking in the town. However, the parking survey results indicate that there are spaces available on-street and in the free parking areas at most times.

5.46 No new car parks are specifically proposed for Glossop since supply appears to be adequate for some years to come. However developers will be expected to provide appropriate new parking space and/or access improvements in accord with Policy TC11. When development takes place on existing car park areas it will be necessary to cater for the spaces displaced.

Tourism



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5.47 Glossop has a very attractive location on the fringe of the Peak District National Park, with good access to and from Manchester.

5.48 The Plan aims to encourage additional tourist facilities and accommodation and the Regeneration Areas (see Proposal TC11) have scope for tourist developments.

Glossop Regeneration Areas

5.49 The Council is keen to try to encourage and promote a more focused town centre strategy for Glossop town centre which would provide both the development of a vibrant town centre, providing links towards and along the High Street and highlight the importance of Glossop's historic character. A town centre partnership has recently been established which will guide and focus key regeneration initiatives for the future.

5.50 One of the Glossop Town Centre Partnership's principle aims is improving the appearance of the town centre. The development and promotion of a High Street enhancement scheme, in conjunction with the Council's A57 Improvement Corridor policy, will help to establish a focused and coherent programme of improvements. This also extends to improving the riverside areas within the centre as Glossop Brook is an under utilised natural link through Glossop town centre. The brook could play a key role in the development of linked routes towards the centre, building on the recent improvement works carried out by the Environment Agency and in tidying up and landscaping neglected sites along its route. The Council will seek improvements of these areas where possible through development schemes and improvement initiatives.

5.51 Glossop has a legacy of impressive but underused mill buildings on the east and west of the town centre, and a number of cleared mill sites and housing areas within and adjacent to the centre. These sites currently do little to enhance the town centre but some provide opportunities where development can take place without harming the character of the traditional High Street.

5.52 One of the ways towards improving the historic town centre is through the promotion of Glossop's mill heritage. The industrial past of Glossop is an opportunity which has not been fully recognised or promoted in the past but can form a key element in an integrated town centre strategy. Viable development is likely to include mixed use schemes involving conversion and refurbishment of the existing important mill buildings alongside high quality new-build development on adjoining land. Through the allocation of regeneration areas and publication of site development briefs the Council can assist developers in the regeneration of some of these sites and try to bring in uses which will provide key elements for a vibrant town centre.

5.53 These regeneration sites, at Howard Town Mill, Wren Nest Mill / Surrey Street and George Street/Market Street, are generally suitable for a wide range of town centre uses, such as retail, office and business development, leisure uses or tourist accommodation. Mixed development will be appropriate on the larger sites where limited residential development could also be accommodated and may be necessary to achieve viable development. However, due to the oversupply of housing in the Glossopdale area, any residential element will be limited to only that required to ensure the development is viable. Developments will need to be well linked with the High Street to ensure that it complements and strengthens the town centre and any retail development will need to meet the requirements of policies TC3 and TC4.

Howard Town Mill

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5.54 The Regeneration Area covering the Bentwood Factory, which occupied Woods Mill, also includes the car park, Howard Town Mills, some of the shops along High Street East and the Scrap Yard. Currently the site does little to enhance the centre but does provide opportunities for a high proportion of employment use alongside a mix of other town centre uses including leisure, residential, retail and tourism accommodation.

5.55 The proximity of the site to the existing town centre retail development provides an ideal opportunity to provide additional businesses and shops and to improve the urban environment without harming the character of the High Street.

5.56 The Woods Mills building, existing retail development and the riverside frontage are key elements which could contribute to a comprehensive mixed use development scheme including conversion of the mill building and high quality new build development taking advantage of the riverside frontage and key pedestrian links to the High Street. The viability of retail development on the site will be determined by:

- market demand
- access and parking requirements
- a retail impact assessment demonstrating no harm to the town centre as a whole

5.57 Part of the designated regeneration area lies outside the defined town centre and any retail proposals will be assessed against policies TC3 and TC4 to ensure that the siting is within or well related to the centre.

5.58 Additional town centre housing could be provided on the site currently occupied by the scrapyards on the other side of Glossop Brook facing the enhanced riverside area and the inclusion of Howard Town Mill facing the brook will allow for comprehensive redevelopment and improved access routes into the site.

5.59 Given the existence of opportunities for major retail development at Wren Nest Mill it is unlikely that major retail development will take place in both regeneration areas during the Plan period. In each case a viable alternative probably rests with the development of more limited specialist retailing as part of a mixed use 'urban village' development. The inclusion of leisure and tourist development will be particularly encouraged.

Wren Nest Mill / Surrey Street

5.60 Wren Nest Mill is on the edge of, the defined town centre area. The site has remained vacant and underused for many years; however planning permission for a supermarket with residential development above has recently been approved for conversion of the remaining part of the listed mill building together with new build development on the former scrap yard. The development will provide good town centre links and will improve the appearance of the area from the main road. This should help to reinforce the town centre and link well with the enhancement of both the High Street and the Riverside.

5.61 The new retail proposals will improve the majority of the Wren Nest Mill Regeneration Area but premises on Surrey Street will remain underused and run down. The Regeneration Area also covers sites either side of Surrey Street including the Council's Depot. The redevelopment of this site together with other buildings and vacant land could improve this area of the town considerably.

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Leisure in particular will be promoted on this site as the existing football ground and children's activity centre provide the key anchor points and a number of other leisure facilities which could be designed around these. The inclusion of leisure uses within the converted mill buildings will also be encouraged.

George Street/Market Street

5.62 Development opportunities on the George Street site have not come forward during the last few years. In light of the recent move by Social Services the Regeneration Area has been extended to include land between Market Street and George Street. This presents an increased opportunity to introduce a mixed-use scheme incorporating the George Street Clinic and to take advantage of the frontage to Glossop Brook and the attractive outlook to the park opposite. Again there is the potential to achieve high quality new build development around the Old Glove Works which has been successfully converted to leisure use.

Policy 35

TC11 –REGENERATION AREAS IN GLOSSOP

Within the following development opportunity areas identified on the proposals map:

- Howard Town Mill area;
- George Street; and
- Wren Nest Mill / Surrey Street (refurbishment of listed mill building) and its surrounds,

Planning Permission will be granted for comprehensive development schemes to provide:

- retail development; and/or
- office and business accommodation; and/or
- leisure facilities; and/or
- tourist accommodation; and/or
- limited residential accommodation in a mixed use scheme only.

Provided that:

- the development will be of high quality and will be sympathetic to the character of the area in terms of its siting, scale, form, layout, design, detailing, external appearance and landscape treatment; and
- a travel plan is prepared for the development; and
- the development will include pedestrian links to existing town centre facilities; and
- the development will be provided with adequate car parking areas; and
- retail development will be subject to policies TC3 and TC4
- residential development will be considered in the context of the overall housing requirements for the Glossop area

In the Wren Nest Mill area, planning permission will not be granted for development which will prejudice:

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- the overall and comprehensive re-use of the mill.

Prime Retail Frontage in Glossop and Buxton

5.63 Some important frontages have already been lost to non-retail uses in Glossop and attractive and lively shopping areas are important to both Glossop and Buxton as the major towns in High Peak. The proposals map identifies core sections of both town centres where it is considered beneficial to restrict street level frontages to shops, financial services and pubs/cafes (use classes A1, A2 and A3, A4 & A5). This only applies in the very centre of the towns. Where a non-retail use has already been granted the policy below provides for such premises to be brought back into retail use at a further date.

Policy 36

TC12 - PRIME RETAIL FRONTAGE

In the areas of prime retail frontage, as defined on the proposals map, change of use at street level, to uses other than shops, financial services and pubs/cafes will be granted provided that the proposal would not:

- cumulatively lead to a loss of vitality and viability of the prime shopping area; and
- lead to a concentration of non retail uses in the area reducing the dominant shopping characteristics

Hadfield

5.64 Hadfield is quite a thriving centre, although like many other centres it has experienced several shop closures and has had little pressure for new development.

Built Environment

5.65 Hadfield has a linear 'centre' with modest buildings along a quite wide shopping street. It has no real focus except at its southern end. Here the entrance to the station, across the road from the war memorial, has been improved.

Shopping

5.66 Hadfield's shops serve mainly the local community. There have been no significant proposals for new shopping and there is no obvious scope for major new development within the centre because of the tight knit nature of existing development and the lack of vacant sites with a frontage to Station Road.

5.67 There may be some limited scope for courtyard development, opening off Station Road and utilising vacant backland areas to the rear. Land adjoining the station may also have potential for retail or mixed-use development subject to the appropriate relocation of existing employment uses. However, Hadfield lies in the same shopping catchment area as Glossop, and any large scale shopping development would be likely to adversely affect Glossop's town centre.

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Traffic Calming and Car Parking

5.68 The Council has acknowledged that there are car parking and traffic problems on Station Road, and has begun to address them. A scheme of traffic calming and pavement widening, including environmental improvements and improved road crossing facilities has made conditions better for shoppers. The public car park at Albert Street has been extended and upgraded, as a means of trying to reduce the level of long-stay on-street parking. The Council has also developed an additional off-street public car park to the rear of shops on the east side of Station Road. Nevertheless, further complementary measures are required to assist in maintaining the vitality and viability of the centre. These include limiting on-street waiting to short periods, so increasing the turnover of cars and improving accessibility to the shops, and providing further off-street parking. The Albert Street car park is also to be upgraded to achieve 'Secured Car Park' status.

Tourism

5.69 Hadfield is well placed to benefit from the development of visitor and tourist-related developments. It lies at the crossroads of the Trans Pennine Trail and Pennine Bridleway and the use of Hadfield as a location for the TV series 'The League of Gentlemen' has boosted visitor numbers to the town.

Retailing in the Central Area

5.70 The Council takes a positive approach towards town centres and retailing, and managing change, and has commissioned retail studies (White Young Green, 2003 and 2004) to assess the retail needs for both convenience and comparison shopping in the Central Area. Overall, these studies show a need for additional convenience (food) and comparison (non-food) retail floorspace in the Central Area. It is clear there will be an impact on the Central Area whether or not this need is met. Without additional retailing, existing shopping patterns will remain largely as they are, but trade will continue to be lost from the area and essential town centre improvements will be hindered. New facilities will help retain wealth in the area and increase investment, but will inevitably involve a period of adjustment. The Council considers that, on balance, new retail facilities will benefit the area. The location, amount and type of retailing to meet this need is analysed below.

5.71 These studies predicted a small surplus of convenience floorspace capacity by 2011, if centres maintained their market share. Other studies indicated a larger surplus capacity, based on an increase in market share as expenditure is clawed back through better provision within the Area. Both conclusions are supported by evidence of some over-trading within the Area. The Council has broadly accepted this analysis, but considers that a substantial clawback is unlikely. It is considered, therefore, that there is justification for a small expansion of some 600 sq m foodstore floorspace within the Central Area.

5.72 The location of any new convenience floorspace to meet this need is likely to be limited by the characteristics of the Central Area towns. Each town already has one or two supermarkets and a range of small shops that largely meet the day-to-day needs of the settlement and surrounding rural area. Whilst this additional floorspace is insufficient to support a major new foodstore, there may be potential to accommodate a small-scale development. However, a sequential search indicates that there are no new sites available within or on the edge of the town centres to meet the identified need. In addition, there are only very limited opportunities for redevelopment within the town centres or expansion of existing shops and supermarkets to meet this need. Any proposals



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which distribute the new provision through the Central Area would have no significant impact and could be dealt with by existing policies. It is possible, however, that this floorspace could be accommodated at one place by an expansion of the existing Tesco store at Hogs Yard, Whaley Bridge. In this event, the impact on the adjacent centres would need to be carefully assessed as part of the planning application.

5.73 The retail studies also showed that the towns in the Central Area retain only a very small proportion of the catchment's comparison goods expenditure, and indicated that there is a significantly greater potential for clawing back some of this trade than for convenience goods. In addition, there is likely to be higher growth in this sector. The studies concluded that some increase in comparison floorspace is justified, and this has been confirmed by other retail assessments. The location, amount and type of any new comparison floorspace to meet this need will be limited by the characteristics of the Central Area towns.

5.74 The Council has adopted a sequential approach to determine where this additional floorspace should be accommodated. The conclusions of the retail assessment confirm the Council's own study that there is no land or premises available for a free-standing or extended retail non-food store within these centres, or on edge-of-centre sites, that could meet the qualitative and quantitative need for additional non-food floorspace. Furthermore, there is insufficient retail space within these centres, whether from vacant units or expansion of existing units, to collectively accommodate this increase. The next category of sequential site is out-of-centre sites accessible by public transport. Only one site, at Hogs Yard, Whaley Bridge meets these criteria, and has the potential to provide linked shopping trips. Further details of the allocation at Hogs Yard are given below in the section on Whaley Bridge.

New Mills

5.75 New Mills is largely a product of the industrial revolution. The town centre occupies a unique site above the Torrs - a spectacular gorge formed by the Rivers Goyt and Sett. The main development opportunities in New Mills town centre relate to re-use of sites and buildings, some of which have splendid settings overlooking the Torrs.

Built Environment

5.76 New Mills is dominated by its location on the steep banks of the river valley. The town centre lies within the Conservation Area, which was extended in 1994, and provides some fine examples of traditional detailing such as shop fronts, historic sash and casement windows and stone flag roofs.

5.77 The Council, in conjunction with Derbyshire County Council and English Heritage, operates a Heritage Economic Regeneration Scheme, which offers financial assistance to regenerate the historic character of the New Mills Conservation Area.

5.78 One of the Council's principle aims, through the regeneration scheme, is to raise the profile of rich industrial textile heritage within the town and build upon this and the Torrs as a tourist attraction. The recently constructed Millennium Walkway has created a key attraction for the town and the conversion and re-use of Torr Vale Mill will form a central part in continuing the promotion of mill heritage.

Shopping

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5.79 New Mills town centre has about 4,000 sq m (42,000 sq ft) of retail floorspace, providing mainly non-food shopping for the local population. Few national retailers are represented, and the Co-op on Torr Top Street is the only relatively large store. An outdoor market is also held on Torr Top Street. Foodstore provision in New Mills significantly increased with the opening in 1993 of the Co-op Pioneer store in Church Road, on the edge of the town centre.

5.80 Apart from that foodstore there has been little interest by developers, and there are no vacant sites of sufficient size to attract a major retailer. New Mills' main potential to increase retailing and commerce lies in the re-use and refurbishment of existing buildings.

Traffic Calming and Car Parking

5.81 It is not possible to restrict traffic on either of the main shopping streets (Market Street and Union Road) because of the lack of an alternative through route. However, traffic calming is both possible and desirable and, in association with environmental enhancement schemes, will improve town centre conditions for shoppers and may encourage greater investment.

5.82 The Borough and County Councils have jointly promoted a scheme for Market Street and Torr Top Street/market ground area. The scheme has improved parking lay-bys, pedestrian crossing points and integrated high quality surface treatment to improve safety, reduce traffic speeds and enhance the environment.

5.83 A car parking survey and review of parking policy was carried out in January 1997 and March 1998. These reviews resulted in a change to the amount of free parking available within the town in order to provide a better balance between the availability of short term spaces and long stay provision. The Council has no further proposals to increase off-street parking provision, though it will continue to monitor parking patterns and pricing policy to ensure that the best use is made of the spaces available.

Tourism

5.84 Torr Vale Mill is a magnificent Grade II* Listed Building in a dramatic position overlooking the River Goyt. The site is in a sustainable location close to New Mills town centre, two railway stations and the bus station. A partnership of public and private sector interests is working to restore the Mill to active use. Despite its sustainable location the mill has poor vehicular access and some enabling development is likely to be necessary to achieve successful conversion and re-use of the mill buildings. In this respect it is important that development on the associated land is clearly linked to the conversion of the mill buildings and does not take place in isolation. A Regeneration Area is proposed including the mill buildings and associated land within the built up area. The site lies within the New Mills Conservation Area and the associated land has extensive tree cover.

5.85 The proposed new access route to the site involves a route outside the built up area. A new link road is required from Grove Street along the edge of the playing fields to link up with the existing mill access. The Council will support the construction of this access provided certain basic safeguards are met. It is recognised that the alignment and funding of this link require further work and a package of measures may be required to secure its implementation.

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Policy 37

TC13 - TORR VALE MILL REGENERATION AREA

Within the Torr Vale Mill Regeneration Area identified on the proposals map Planning Permission will be granted for a comprehensive development scheme to provide:

- education use;
- office and business use;
- leisure and tourism facilities;
- residential development necessary to enable the conversion of the mill to mixed use development

Provided that:

- the development will be of a high quality and will be sympathetic to the character of the area in terms of its siting, scale, form, lay-out, design, detailing, external appearance and landscaping treatment
- a travel plan is prepared for the development
- the development will include pedestrian links to existing town centre and public transport facilities
- the development will be provided with adequate parking areas
- a new access road is constructed from Grove Street to the mill
- existing tree cover, woodland and wildlife habitats are not adversely affected. In this respect the developers will be required to undertake a tree survey and a habitat survey and submit proposals for management of the woodland areas.

Planning Permission will be granted for a new access road from Grove Street to serve Torr Vale Mill provided that:

- the development does not result in significant loss of existing open space/playing fields
- existing tree cover, woodland and wildlife habitats are not adversely affected. In this respect the developers will be required to undertake a tree survey and a habitat survey and submit proposals for management of the woodland.

Whaley Bridge

5.86 Whaley Bridge is a local centre which has potential for tourist developments related to the town's position at the end of the Peak Forest Canal and as the "Gateway to the Goyt".

Built Environment

5.87 Whaley Bridge has an attractive town centre, most of which lies within the Conservation Area which was extended in 2000. Shops and services are concentrated in a relatively compact area along Market Street and adjoining roads.

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5.88 A Regeneration Partnership has been established in Whaley Bridge to try to formulate and implement a clear strategy for the town, focusing in particular on the town centre. Key themes in trying to regenerate town centres are to boost the economy of the town, improving its appearance, encouraging more visitors and developing pride through greater involvement of the local community.

5.89 One of the main priorities for the Partnership is securing improvements to the Canal Basin. The Peak Forest Canal Basin is a major asset, and the Council has worked with British Waterways to carry out the first phase of a conservation area enhancement scheme. It has also restored the former Cromford Railway Bridge over the River Goyt. Nevertheless, the Canal Basin still suffers from the imposition of industrial traffic, especially to the Bingswood Industrial Estate over unadopted roadways on the only route linking with the national roads network, and has considerable potential for further improvements.

5.90 The Whaley Bridge Regeneration Partnership continues to work with British Waterways to enhance the Basin area and has put forward a number of recommendations to rejuvenate and encourage investment in the area. The improvement of the Canal Basin is a key priority for the regeneration of the town for both the enhancement of the centre for local people and to attract tourists.

5.91 The lease of the Grade II* Transhipment Shed has reverted back to British Waterways who are working up plans to secure its future through sustainable restoration, conservation and regeneration. Much of the improvement work however will depend on securing a new route to the Bingswood Industrial Estate to reduce the level of heavy traffic through the Canal Basin (Proposal TR3).

Shopping

5.92 Whaley Bridge's shopping facilities reflect the town's status as a local centre. Its retail floorspace was about 3,000 sq. m. (34,000 sq. ft.), before Tesco opened a 2,696 sq m (29,000 sq ft) retail store in 2002 as part of an approval for mixed commercial and industrial development at Hogs Yard, outside the town centre to the north of the Bingswood Industrial Estate. Other than Tesco, it has no major food stores and very little national retailer representation. The town has a moderately sized furniture store, Plants, which serves a wider area.

5.93 There is land available for a modest extension of the Tesco store at the rear of the existing building. Such an extension could accommodate the additional convenience floorspace need for the Central Area arising from a growth in food shopping expenditure. Whilst a small amount of additional food floorspace is unlikely to have a significant impact on the vitality and viability of adjacent town centres, a wide range of non-food goods is likely to be more significant. It may be necessary, therefore, to impose a condition restricting the floorspace devoted to the sale of non-food goods. A retail impact assessment will be necessary to inform this condition.

5.94 It will also be important to encourage the maximum number of linked trips. At present, only a very small proportion of main food shopping trips are combined with a visit to other shops and services in Whaley Bridge. In Chapel, for example the proportion is much higher. There is the potential in Whaley Bridge to increase such linked trips, for example using the attractive canal-side walk, but the town centre environment needs substantial improvement.

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5.95 Access to the Tesco store is via a new bridge over the Peak Forest Canal. A section 106 agreement (see para 3.7 for explanation of these agreements) has been negotiated to provide some of the funding necessary for a further bridge over the River Goyt to the Bingswood Industrial Estate. This new bridge is the key to the future of the town. Without it, the environment of the historic core will continue to be degraded by industrial traffic, and the town centre will fail to attract the investment needed to compete with other centres and develop the tourism assets of the Canal and Canal Basin. When built, this new access will also allow additional land to be developed north of the Bingswood Industrial Estate (see Policy EMP2).

5.96 Approximately 1 hectare of undeveloped land remains adjacent to the Tesco store at Hogs Yard. This area has planning consent for mixed commercial and industrial uses of which the Tesco development was part. The site has the potential to anchor a vibrant mixed use development including business, retail, tourism and leisure development taking advantage of the sites canal-side and riverside frontages. In the Central Area retail analysis, Hogs Yard was the sequentially preferable site to accommodate additional comparison floorspace. It is some 500m north of Whaley Bridge town centre, and accessible by a choice of transport modes. Further retail development would also consolidate the existing Tesco store, and further encourage multi-purpose trips.

5.97 The amount of retail floorspace should take into account the characteristics of Whaley Bridge and the other Central Area towns. New floorspace should be on the one hand sufficiently large to be viable in market terms and to claw-back trade that is now leaving the area, but on the other hand, not be so large as to divert trade unduly within the catchment area. A maximum floorspace of 2,500 sq m is proposed. It is considered that, with appropriate mitigation measures, this could be accommodated in this location without harming the vitality and viability of Whaley Bridge town centre. Mitigation measures should aim at strengthening the town centre economy and improving its environment by removing industrial traffic, as set out above.

5.98 The retail study shows that the impact of any additional floorspace on the town centres in the Central Area would be highly related to the range of goods on sale, and the type of store. Given the limited range of goods on offer at the existing three towns in the Central Area, it is considered that the impact of any future non-food retailing at an out-of-centre location would not be detrimental to the vitality and viability of the town centres if the type of goods was restricted to 'bulky' goods. A condition should be imposed, therefore, that the proposed store should only be used for the sale of non-food 'bulky' goods: DIY products, hardware, garden products, furniture, carpets and floor coverings, and electrical goods. In addition, it should not be subdivided into smaller units comparable in size to existing units within the town centres in the Central Area. Such a scheme would, in effect, introduce an out-of-town shopping centre which might adversely affect the vitality and viability of such centres. A further condition should be added, therefore, that any new out-of centre store in the Central Area should be limited to a single user, or limited number of users.

5.99 Applications for retail floorspace at Hogs Yard will not be required to demonstrate need and compliance with the sequential approach. However, whilst current evidence suggests that, with appropriate mitigation measures, the vitality and viability of existing centres will not be adversely affected, a retail impact study will be necessary to inform these measures. Issues of the effect of new development upon flood risk will still need to be considered where it has not previously been demonstrated that development can take place without causing flooding problems.

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Policy 38

TC14 - REGENERATION AREA AT HOGS YARD, WHALEY BRIDGE

Within the Regeneration Area at Hogs Yard identified on the proposals map, Planning Permission will be granted for:

- business
- hotels
- assembly and leisure
- food and drink
- tourist accommodation and facilities and non-food retail development provided that:
 - the retail floorspace should not exceed 2500 square metres
 - an amount of business and non-retail floorspace equal to the retail floorspace should be developed
 - the retail floorspace should not be occupied until the non-retail floorspace is substantially complete
 - any retail floorspace should be used for the sale of non-food bulky goods in the following categories only: diy products, hardware, garden products, furniture, carpets and floor coverings, and electrical goods
 - use should be limited to a single user, or limited number of users

The proposal should be accompanied by a Retail Impact Study to assess the likely effects of the development on the vitality and viability of Whaley Bridge town centre and other Central Area town centres

A planning obligation including appropriate mitigation measures will be negotiated before the retail floorspace is occupied

Within the development, land will be reserved to allow for the construction of an access road and a new bridge over the River Goyt to provide a new access to the Bingswood Industrial Estate and undeveloped land adjoining the Bingswood Estate in accordance with policy TR3

Traffic Calming and Car Parking

5.100 Market Street was once part of the A6 trunk road, and despite the construction of the by-pass, it still takes some through traffic. Whaley Bridge's traffic problems are less severe than most other town centres in the High Peak, but traffic calming measures would nevertheless be desirable to give pedestrians greater priority and security. Possible opportunities will be investigated with Derbyshire County Council, as highway authority.

5.101 Car parking surveys of Whaley Bridge were carried out in 1999. These found that the two existing public car parks, together with on-street parking, should be sufficient to satisfy parking demands for several years. The Council has no proposals to provide additional public parking

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areas. Nevertheless, a scheme to improve the surfacing and landscaping of the Station Car Park, and to mark out parking bays has recently been completed, and the Whaley Bridge Regeneration Partnership has initiated a scheme to re-organise and improve the Canal Wharf Car Park.

Tourism

5.102 Whaley Bridge has significant potential for visitor-related development, building on its association with the Canal and nearby Bugsworth Basin, the former Cromford and High Peak Railway and the Goyt Valley, including the Goyt Way and Mid-Shires Way long distance trails. The Council through the strategy of the Regeneration Partnership wishes to encourage the provision of overnight accommodation and other visitor facilities, particularly where these also help to conserve and enhance the character of the area.

Chapel-en-le-Frith

5.103 Chapel-en-le-Frith's town centre focuses on the Market Place. It experiences problems of traffic congestion and lack of parking space. Recent shopping and commercial development has tended to take place outside the core area of the Market Place, along Market Street and at Thornbrook Road.

Built Environment

5.104 Chapel-en-le-Frith's historic core contains a wealth of fine detailing of materials and textures, and has an intimate scale of buildings and open space. The main road passes along the south side of the old Market Place, and does not detract much from the very attractive environment of the market area, which is at a higher level. The Conservation Area, which covers most of the town centre, was extended in 1994.

5.105 The Council, in conjunction with Derbyshire County Council and English Heritage operate a Heritage Economic Regeneration Scheme, which offers financial assistance to suitable repair and restoration schemes which will help protect, enhance and regenerate the historic character of the Chapel-en-le-Frith Conservation Area. The scheme is managed through the Chapel-en-le-Frith Regeneration Partnership and has aided in the restoration of a number of problem buildings and sites including 2 Rowton Grange Road and has also grant aided the surface dressing of the pavements along the town's main street.

5.106 The Regeneration Partnership in Chapel-en-le-Frith has been established to try to formulate and implement a clear strategy for the town, focusing in particular on the town centre. Key themes in trying to regenerate town centres are to boost the economy of the town, improving its appearance, encouraging more visitors and developing pride through greater involvement of the local community. One of the principle aims of the Partnership is to increase the awareness of Chapel as an historic old town.

Shopping

5.107 Chapel's centre has about 4,400 sq m (47,000 sq ft) of retail floorspace, providing mainly non-food shopping for the local population. The shops lie in the Market Place and along Market Street, from Cross Street to Town End. There is also a small arcade of shops on Thornbrook Road which has benefited a little from the development of the nearby car park, clinic and doctor's surgery. A new 2,969 sq m (32,000 sq ft) Sainsbury store has recently been built close to the town

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centre which has provided a major boost to the town and has developed good town centre links. The town also has a Co-op located within the Market Place however elsewhere, there has been little interest in major retail development in the town, and opportunities are likely to continue to be concentrated upon the re-use and refurbishment of existing buildings. Loss of existing shop units to other uses continues to cause concern and the problem is compounded when traditional shop fronts are at risk. A balance needs to be struck between the protection of important retail frontages and the problems associated with retail units remaining vacant for many months. Any residential development or change of use of existing properties within the town centre will need to meet the requirements of Policy TC8.

Traffic Calming and Car Parking

5.108 Although the volume of traffic along Market Street has been reduced by the A6 bypass, it continues to be used by some through traffic and remains very busy at times. There is no scope for diverting traffic to create a pedestrian priority area, but traffic calming measures introduced by Derbyshire County Council have slowed traffic down and improved conditions for pedestrians on Market Street.

5.109 Parking remains difficult because of the layout of the town centre. The Miry Meadow car park appears underused probably because of its lack of visibility and poor vehicular and pedestrian access. There is also scope to extend the existing car park at Thornbrook Road, should the need arise.

Tourism

5.110 Chapel-en-le-Frith is known as the 'Capital of the Peak'. With its historical role within the Royal Forest of the Peak, its very attractive Market Place and surrounding countryside and walks and the tranquillity and attraction of Combs Reservoir, there is great potential for tourist developments, including specialist shops and facilities in the town. Schemes such as the refurbished Hearse House as an information centre should help to promote other developments.

Buxton

5.111 Buxton is an historic town of national importance. It developed and grew as a spa town, and has a splendid architectural and cultural heritage. Buxton is the principal service centre for the Peak District and is a major draw for visitors. Its relative isolation from Greater Manchester also means that it is not overshadowed by larger centres. The town centre is consequently larger and has a higher quality and range of shops than might otherwise be expected for a town of its size.

Built Environment

5.112 Recently a number of initiatives of local and regional importance have emerged which will affect the growth and status of Buxton Town Centre. These provide great potential to help further the regeneration of Buxton but also make prescriptive planning policies difficult and dictate a flexible approach. Major developments by HSL at Harpur Hill and Tarmac at Waterswallows will boost activity in the town centre. The merger between High Peak College and the University of Derby is another major initiative that will directly affect the town centre and create many jobs. The University is undertaking an ambitious programme of expansion in Buxton with the acquisition of

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major new buildings in the town centre including the Devonshire Royal Hospital as their main campus building. They are also looking to acquire land and buildings for student accommodation and have secured planning permission for flats at Lightwood Road.

5.113 In the long term, the possible re-opening of the Buxton-Matlock railway on the former Manchester – Derby mainline will also have major implications for the town. This major infrastructure project is now the subject of feasibility work and might involve the relocation of Buxton station to accommodate through trains. At present Buxton station is at the terminus of the line from Stockport and Manchester and could not accommodate through trains if the old mainline is re-opened.

Buxton Central Regeneration Area

5.114 The existing Buxton Regeneration Areas include the Station area, Spring Gardens Shopping Centre and Wye Street Car Park. Some new development has taken place in this area in the form of Buxton Mineral Water's continued expansion and the new Aldi store. However there is a need to revise the boundaries of this area and the policy focus in the context of the impending major developments in Buxton.

5.115 The prominent area of land around Buxton station, a listed building, contributes little to the image of the town. The Station Yard area provides perhaps the best opportunity in Buxton town centre for a comprehensive redevelopment scheme particularly if the station is to be relocated. This would also provide the opportunity to deal with the problem of access between the town centre and development in the Hogshaw area. Development of offices, workshops, hotel or leisure uses would be particularly welcomed. The area would also be suitable for extension of the proposed University campus. Any redevelopment proposals for this area will need to include the retention and reuse of the existing Buxton Station Listed Building if the Buxton-Matlock line is reopened and Buxton Station is relocated. However, if the station remains it is important that any new development safeguards passenger access to the railway station and does not discourage use of the railway or bus/rail interchange.

5.116 Another site which offers scope for town centre redevelopment is the Wye Street car park. In particular, sensitive development could enhance the area, which currently presents the very stark rear view of the Spring Gardens Centre from the relief road and the station area. Any development should, where possible, improve the rear servicing arrangements for Spring Gardens and the pedestrian links between the Centre and Spring Gardens and also increase car parking capacity on the site.

5.117 The triangle of land bounded by Bridge Street, Spring Gardens and the Ashwood Dale railway is a potential site for a new station and also has potential for other new development. It has recently been the subject of a planning application for student residential accommodation and is identified as an urban capacity site for housing.

5.118 These sites are designated as the Buxton Central Regeneration area in the Plan, where high quality comprehensive development schemes will be welcomed. Existing well used car parking spaces which are displaced will need to be incorporated in the overall development scheme. In the case of Wye Street, this is likely to mean parking above ground level. Variations in existing ground levels in the area should help such a parking scheme to be successfully

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assimilated. A well-designed scheme could mitigate past design failures in this area and provide a new and more attractive focus. (Any retail development on this site will also have to meet the requirements of policies TC3 and TC4)

Market Place Regeneration Area

5.119 Higher Buxton is the original centre of Buxton and still serves an important role as a civic and shopping area and as a focus for evening leisure activities. The higher Buxton Heritage Economic Regeneration Scheme is focussing grant aid on the repair and restoration of historic shopfronts. A consultants study is looking at the use of the space within the Market Place and the enhancement of the space and the buildings that surround it. Issues to be resolved include the revitalisation of the market, conflicts between car parking, public transport and market activity and the underuse of upper floors and backland sites.

5.120 The Cattle market car park and Council depot on Market Street have potential for new-build development subject to satisfactory replacement of the depot and the reconciliation of new-build development with conservation requirements and car parking requirements for local residents and visitors to the Market Place area.

5.121 A Regeneration Area is designated including the existing buildings around the Market Place and the sites on Market Street. Its purpose is to promote appropriate conversion and re-use of buildings in the Market Place and appropriate high quality new build development at Market Street. The focus of any development should be on maintaining and enhancing the vitality and viability of the Market Place as an important component of the town centre. In particular the development of specialist retail uses, leisure and tourism uses and business development will be encouraged. Residential development will also be encouraged particularly where it makes use of upper floors and/or underused land. (Any retail development on this site will also have to meet the requirements of policies TC3 and TC4)

Policy 39

TC15 – REGENERATION AREAS IN BUXTON

Within the following Regeneration Areas, identified on the proposals map:

- Buxton Central; and
- Buxton Market Place,

Planning Permission will be granted for comprehensive development schemes including the conversion and re-use of existing buildings to provide:

- office and business accommodation; and/or
- leisure facilities; and/or
- tourist accommodation; and/or
- retail development, and/or
- university development, and/or
- public transport and parking facilities, and/or
- residential development as part of a mixed use scheme and/or re-use of existing buildings

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Provided that:

- the development will be of high quality and will be sympathetic to the character of the area in terms of its siting, scale, form, layout, design, detailing, external appearance and landscape treatment; and
- a travel plan is prepared for the development
- the development will include pedestrian links to existing town centre facilities; and
- the development will be provided with adequate car parking areas; and
- retail development will be subject to policies TC3 and TC4

In the Buxton Central area, Planning Permission will not be granted for development which would prejudice the continued provision of public passenger transport or the operational railway requirements of freight and passenger services and facilities.

Shopping

5.122 Buxton is the major shopping centre in the High Peak. There is over 25,000 sq m (277,000 sq ft) of retail floorspace, providing a wide range of convenience and comparison outlets serving a large catchment area and the many visitors to the town.

5.123 Buxton's two main shopping areas - the Market Place and Spring Gardens - reflect its historical development. The Market Place was the original shopping centre for Buxton before the development of the Spa in the 18th and 19th centuries. It is still the site of the market but, with the exception of Kwik Save, there are no national retailers present. The main shopping street is now Spring Gardens in which many of the major national retailers are represented, and the importance of this area has been emphasised by recent developments.

5.124 The town centre relief road led to the redevelopment of a large area between the by-pass and Spring Gardens in 1986. This scheme - the Spring Gardens Centre - amounted to approximately 9,950 sq m (107,000 sq ft) of new retail floorspace, including an extension to Marks and Spencer, a 2,044 sq m (22,000 sq. ft) Somerfield Supermarket and 22 smaller units. A glass-covered arcade links the scheme to Spring Gardens.

5.125 Other schemes include the conversion of the Thermal Baths, an important listed building, in 1987 to 930 sq m (10,000 sq ft) of specialist shops and restaurant, and the conversion of the Old Courthouse behind the Crescent to 465 sq m (5,000 sq ft) of small shop units. A refurbishment for the Thermal Baths is currently under consideration.

5.126 In 1992, a 3,650 sq m (39,500 sq ft) foodstore opened on an out-of-centre site on part of the former gas works on Bakewell Road. More recently Aldi has carried out a high quality development on a prominent site on Station Road. Buxton now has 4 supermarkets, and there is probably little scope for additional food shopping. However, there may be potential for further growth in comparison shopping including some limited "courtyard" development off Spring Gardens. Sites for possible comprehensive development schemes have also been identified in the town centre Regeneration areas (Policy TC4). It is also hoped that the University development will lead to further development of specialist shopping throughout the town centre.

Traffic Calming and Car Parking

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5.127 The town centre received a major boost with the completion of the Spring Gardens Pedestrian Priority Scheme in 1998. This scheme not only improved the environment for pedestrians in the town's main shopping street but also improved the linkage across Terrace Road to The Crescent and Spring Gardens. Full pedestrianisation was not possible due to the lack of rear servicing opportunities although possible redevelopment of land to the rear of Spring Gardens may provide better rear servicing arrangements in the future.

5.128 In addition, the Council will continue to pursue with Derbyshire County Council traffic calming measures and improved facilities for the pedestrian elsewhere, including in the Crescent, the Square/Hall Bank, Water Street and Market Place.

5.129 Car parking surveys were carried out in 1999 to assess overall parking numbers and patterns. The results show that the centre of Buxton gets extremely busy particularly during the summer months, at weekends and on Market days. Some off-street areas did reach capacity at the busiest times (e.g. Saturday afternoons). The extension of Pavilion Gardens car park has helped to alleviate some demand and new highway signing now directs traffic to this car park. Overall off-street capacity can just about keep up with the current demand however if any spaces are lost through development Buxton would not have sufficient spaces. The Council will be seeking to keep up with car parking demand and seek new parking areas within the town centre where possible.

5.130 Some on-street areas are also very heavily used, and the survey concluded that more parking spaces could be made available by increasing turnover, for example by imposing shorter waiting limits. The Council has requested Derbyshire County Council to conduct a review of on-street parking restrictions, and to consider the scope for residents' only parking areas in parts of the town.

5.131 Major new developments, such as at the Station Yard site, will be expected to provide sufficient new spaces to meet the additional demand created by them and where possible increase the total capacity within the town. However, as in Glossop, the scope to introduce additional car parks is constrained because the areas of underused land in the town centre also provide the best opportunities to introduce high quality retail, office, leisure or other town centre uses.

5.132 If, in the longer term, the level of car ownership and demand for parking spaces continues to increase, the solution may be to increase the capacity of the Wye Street car park by multi-storey parking. However, unless this can be achieved as part of a town centre redevelopment scheme, it is likely to be uneconomic.

Tourism

5.133 Buxton is the 'Heart of the Peak District', the major tourist centre of the High Peak and the wider Peak District

5.134 The Council will continue to promote the development of tourist facilities and accommodation, and to market Buxton on the basis of its central location in relation to the Peak District and other tourist destinations.

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5.135 The university development should help to enhance year round entertainment and leisure activities and the reopening of the Buxton-Matlock railway is an important element in maintaining and enhancing Buxton's role as a sustainable tourism location and the development of sustainable tourism within the wider Peak District.



6 Population and Housing

Principles of Housing Provision

6.1 The Local Plan seeks to provide sufficient housing for the needs of the area, in line with the Structure Plan. It is important to make adequate provision for new housing to ensure that all sections of the community have access to a decent home and to maintain the momentum of economic growth.

6.2 In planning for new housing, priority will be given to the development of previously developed ('brownfield') land in built up areas and to the conversion of existing urban buildings, which are suitable for housing use. This approach not only maximises the use of finite land resources, but also minimises the loss of valuable open space and countryside. Housing sites will be assessed for suitability by considering the following criteria:

- The availability of previously developed land
- Their location and accessibility in relation to jobs, shops and services
- The capacity of transport, utility and community infrastructure
- Their ability to build sustainable communities
- The physical and environmental constraints on the land

6.3 In order to promote the development of brownfield land, greenfield housing will not be permitted except where it is specifically permitted under policies OC7, H2, H4 and H10.

6.4 The Local Plan seeks only to identify sufficient land to meet the housing requirements set by the Structure Plan. In two out of three High Peak sub areas there is a significant risk of house building exceeding the Structure Plan provision. In the Central Area some 1439 homes had already got off the ground by 2003 – 39 more than the Structure Plan total – whilst in Glossopdale the combination of homes completed and those with permission comfortably exceeds the Structure Plan figure of 2000 dwellings.

6.5 In order to maintain strategic planning objectives for the area and to ensure that urban regeneration in adjacent conurbations is not undermined, it is important that further housing in these areas, on both green and brownfield land, be curtailed. Where an adequate supply of housing exists to meet the Structure Plan provision, new housing will only be allowed in the following limited circumstances:

- Schemes comprising at least 90% affordable housing (as defined by policy H9)
- Dwellings permitted by policies H7, H8 and H10
- Replacement dwellings
- Dwellings forming an integral part of comprehensive development schemes permitted under policies TC11, TC13 and EMP9
- The re-use of a listed building or significant building within a conservation area where housing is the only proven viable alternative to dereliction or demolition.

6.6 An 'adequate supply' is defined as when completions, homes under construction and homes with planning permission (less 10% slippage) exceed the Structure Plan housing totals. Renewals of consent, variations of conditions which extend the life of permissions and intensification of existing schemes will not be permitted unless they are necessary to contribute to this supply.

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6.7 Throughout the Local Plan the term 'brownfield' land is employed as shorthand for 'previously developed land' as defined by annex C of PPG3 (March 2000). Any land falling outside this definition is termed 'greenfield' for the purpose of the Plan.

Policy 40

H1 – PRINCIPLES OF HOUSING PROVISION

Planning Permission will be given for new housing, giving priority to:

- the redevelopment of previously developed land in built up areas
- conversions and sub division of existing urban buildings

Residential development on Greenfield Land (including renewals) will not be permitted except for dwellings approved under policies OC7, H2, H4 and H10.

And where an adequate supply of housing exists within a sub area to meet the Structure Plan housing provision, new residential development will only be permitted where it falls within one of the exceptional categories listed in the preamble above.

Glossopdale

6.8 The Structure Plan sets out a housing provision figure of 2000 dwellings between 1991 and 2011. This figure reflects the need to support urban regeneration in Greater Manchester and concern that past rates of building have outpaced the capacity of local infrastructure and employment. Glossopdale is heavily constrained by the surrounding hills (which are mostly within the Peak District National Park) and experiences considerable congestion on the limited vehicular routes along the principal valley floor.

6.9 A significant feature of the housing supply in Glossopdale is the notable number of unimplemented commitments. This mostly a consequence of two large housing sites previously owned by Egerton Construction which obtained permission in the late 1970's and early 1980's and which have been built at an unusually slow rate ever since. At 1 April 2002 there remained a total of 453 units on the Egerton sites, which have planning permission but remain unstarted. In the summer of 2001 planning permission was granted to a different developer for a revised scheme of 200 dwellings on the Simmondley site and this revised development is now under construction. In March 2002 a new developer on the site at Sheffield Road also submitted a fresh application. With renewed interest in the site there is now every prospect that all these commitments will be built within the Plan period.

6.10 The Urban Capacity Study for Glossopdale has examined all existing sources of supply within the urban area and has made adjustments for potential housing losses and slippage in implementation. High development pressure in the past has meant there are few large sites within the urban framework, but opportunities for conversion, infilling and intensification are reflected in the windfall and urban capacity sites contributions. Overall the housing position in the sub area can be summarised as follows:

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Glossopdale Housing - base date 1 April 2003			
Supply		Losses	
1991-2003 Completions	1455	Demolitions	5
Under Construction	72	Other losses	15
Commitments	588	10% commitments slippage	60
Urban Capacity Sites (10+)	265	10% urban sites slippage	27
Projected windfalls (<10)	76		
Sub Total	2456	Sub Total	107
Projected Housing Supply ~ 2349 - 349 oversupply			

6.11 Further details of the allowances and projections made are contained within the Glossopdale Urban Capacity Study. Assuming the remaining Egerton housing commitments are completed the Urban capacity study reveals a potential oversupply of about 350 dwellings above the Structure Plan housing provision figure of 2000 units.

6.12 In considering overall housing supply, Government advice suggests that any past unimplemented housing allocations be carefully re-examined. The 1998 High Peak Local Plan allocated land at Dinting Road (greenfield, 2.7 ha), Simmondley Lane (green and brownfield, 4.2 ha) and a small area at Turnlee Road (greenfield, 0.4 ha); together they were estimated to contribute some 170 dwellings. None of these sites enjoy planning consent and all are constrained by difficult access and / or unfavourable ground conditions. In order to avoid an over supply of housing in Glossopdale these allocations are not carried forward in the current Plan. This will bring the predicted overall supply of housing in the sub area closer to the Structure Plan figure.

6.13 The transport chapter of the plan explains the problem of congestion within Glossopdale and the role that a new park and ride railway station would play in improving accessibility and sustainable transport in the valley. Similarly the Employment and Business chapter also sets out the need for a wider choice of employment sites and the benefits of improving employment opportunities close to the community at Gamesley. Both of these proposals are likely to need a degree of 'pump priming' to stimulate their development.

6.14 One means of achieving this is to allocate an additional small housing site close to the station and employment to help contribute to its cost and pay for the access to both. The Council will work with the passenger transport authorities, Network Rail, the train operating company and house builders to secure a comprehensive package of development that delivers the station, access road and housing. In pursuit of this aim the Council will negotiate a contribution from the residential development towards the cost of the accompanying rail and road infrastructure. Housing close to the otherwise isolated station will also provide natural supervision and enhance community safety. As set out above, additional housing is not required to specifically meet the Structure Plan

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provision figure, but can be justified by bringing forward sustainable transport and employment infrastructure which will benefit the whole of the sub area. In view of this, the housing will not be permitted unless and until the construction of Gamesley Station is certain to proceed.

Policy 41

H2 – HOUSING AND INFRASTRUCTURE IN GLOSSOPDALE

Planning Permission will be granted for residential development at the following site identified on the proposals map to support essential infrastructure; subject to meeting the following requirements

Land off Glossop Road, Gamesley (1 ha)

- development will not commence until there are detailed plans approved and a binding contract made to construct the proposed gamesley station
- development will include the construction of an access road to serve the housing, proposed station and employment

Conditions will be imposed and/or planning obligations sought to ensure the appropriate provision of infrastructure and timing of development.

The Central Area

6.15 The Structure Plan sets out a housing provision figure of 1400 dwellings between 1991 and 2011. This figure reflects the need to support urban regeneration in the adjacent conurbation and the limitations imposed by the Green Belt.

6.16 The Urban Capacity Study for the Central Area has examined all existing sources of supply within the principal urban settlements of New Mills, Whaley Bridge and Chapel-en-le-Frith. Consequent adjustments for potential housing losses and slippage in implementation have also been made. As with Glossopdale, high development pressure in the past has meant there are few large sites within the urban framework, but opportunities for conversion, infilling and intensification are reflected in the windfall and urban sites contributions. Overall the housing position in the sub area can be summarised as follows:

Central Area Housing - base date 1 April 2003			
Supply		Losses	
1991-2003 Completions	1340	Demolitions	5
Under Construction	99	Other losses	16
Commitments	256	10% commitments slippage	26

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Central Area Housing - base date 1 April 2003			
Supply		Losses	
Urban Capacity Sites (10+)	109	10% urban sites slippage	11
Projected windfalls (<10)	124		
Sub Total	1928	Sub Total	58
Projected Housing Supply ~ 1870 - 470 oversupply			

6.17 Further details of the allowances and projections made are contained within the Central Area Urban Capacity Study.

6.18 Government advice indicates that only sufficient land should be identified to meet the housing requirement of the strategic planning process. In the case of the Central Area it is clear that the Structure Plan provision figure of 1400 has already been exceeded. Consequently, in order to curtail the further supply of housing in the Central Area, the Council will restrict additional house building by applying the relevant provisions of Policy H1.

Buxton

6.19 Buxton will be the main centre of growth in the High Peak over the Plan period. The Structure Plan sets out a housing provision figure of 2100 dwellings between 1991 and 2011. There are a number of reasons for promoting modest growth in Buxton:

- During the 1970's and 1980's the population and economy of the town stagnated.
- Initiatives during the 1990's to restore Buxton's magnificent historic townscape now require consolidation.
- Buxton is a relatively self-contained settlement, where growth will be more sustainable than elsewhere in High Peak – and will not undermine urban regeneration in Greater Manchester.
- There is scope to accommodate expansion to the urban area without infringing the Green Belt or Special Landscape Area.
- There is potential for employment growth and diversification in Buxton; the bulk of the new employment land allocations will be made in the town and major employers Derby University and the Health & Safety Executive have expansion plans

6.20 The Urban Capacity Study for Buxton has examined all existing sources of supply within the urban area and has made adjustments for potential housing losses and slippage in implementation. A key influence on Buxton during the Plan period will be the development of the University of Derby in the town. In 2003 the University plan to open a new facility in the former Devonshire Royal Hospital Building. This will release the Harpur Hill campus, a former RAF base, as an important brownfield development site. The study also makes some adjustment for housing sites that will be lost to other University development; however as most students will either stay in halls or be bussed in to Buxton, other losses to housing stock are expected to be minimal.

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6.21 Buxton has not seen the high development pressure experienced elsewhere in High Peak, and so the Urban Capacity Study has identified a reasonable selection of sites within the urban framework. In addition, the variety of opportunities for smaller scale conversion, infilling and intensification are reflected in the windfall contribution. Overall the housing position in the sub area can be summarised as follows:

Buxton Housing - base date 1 April 2003			
Supply		Losses	
1991-2003 Completions	920	Demolitions	4
Under Construction	49	Other losses	50
Commitments	539	University developments	20
Urban Capacity Sites (10+)	310	10% other commitments slippage	54
Projected windfalls (<10)	111	10% urban sites slippage	31
Sub Total	1929	Sub Total	159
Projected Housing Supply ~ 1770 = 330 shortfall			

6.22 Full details of the allowances and projections made are contained within the 2003 Buxton Urban Capacity Study. It is proposed that the principal brownfield site at Harpur Hill College be safeguarded for redevelopment to housing (see below).

6.23 The housing supply picture in Buxton reveals that after all sources within the urban area have been considered, there remains a shortfall from the Structure plan figures of approximately 330 units. Where such additional housing is required, Government advice indicates that priority should be given to the development of brownfield land, followed by urban extensions. In particular new housing sites should have regard to:

- The availability of brownfield sites
- Location and accessibility of jobs, shops and services by a choice of transport
- The capacity of existing infrastructure
- The ability to build social infrastructure and maintain services
- The physical and environmental constraints of sites

Land within the Urban Area

6.24 **Land at Harpur Hill Campus** (5.3 Ha). The High Peak College site at Harpur Hill has the potential to make a significant contribution towards housing in Buxton. As such it is important that everything is done to ensure that the site is redeveloped for new housing. Consequently it is

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proposed to formally allocate the site for housing. Development on this site needs to take account of the relatively elevated and exposed position of the campus and the potential impact on the wide landscape.

Existing Housing Allocations

6.25 Two major housing allocations from the 1998 Adopted Local plan remain without detailed planning permission – land at Dale Lane, Fairfield and at Otterhole Farm, St. Johns Road. Together these sites are estimated to provide about 350 units, allowing for topography, planting and other constraints. In accordance with Government advice these existing unimplemented allocations have been carefully re-examined in the light of the availability of brownfield sites and other sustainable measures.

6.26 Land at Dale Lane (1Ha) The Urban Capacity studies indicate that a certain amount of greenfield development is inevitable. Land at Dale Lane is partially brownfield and is critical to the implementation of the Fairfield Link Road. The Fairfield development is considered essential to maintain a good supply of housing land and to secure infrastructure improvements.

6.27 Outline Planning Consent was granted on 9 August 2002, on most of this, leaving an area of about 1 Ha without planning permission. It is desirable that this land be developed in conjunction with the larger site and so it is retained as an allocation. Any further applications on either site should have regard to an up to date flood risk assessment for the area.

6.28 Land at Otterhole Farm (2.9 Ha) The site at Otterhole Farm is greenfield, but is also reasonably close to the town centre, public transport and other facilities. The Council adopted a development brief for the site in 1998, which includes detailed guidelines for the site's development. This includes the need for a full hydro-geological and ecological investigation, together with an assessment of archaeological interest. Much of the design considerations of the brief remain pertinent but any planning application needs also to provide a density of at least 30 dwellings /ha, the provision of affordable housing in accordance with policy H9 and an investigation of the site's geomorphology. To safeguard ecological interests, the area around the Otterhole cave and land north of the resurgence stream should be kept free from development and managed for the benefit of nature conservation.

New Housing Allocations

6.29 In accordance with the criteria set out above and to provide sufficient housing, the Council propose to allocate the following sites in the Buxton sub area:

6.30 Land at Hogshaw (6 Ha). Hogshaw contains the only significant area of previously developed land adjacent to the urban area in Buxton, comprising the former railway sidings and refuse tip to the north of the site. The playing field to the south is located on the site of a former refuse tip. These areas have been heavily disturbed in the past by railway and tipping activities, and a survey has shown that they are extensively contaminated. The site has previously been constrained by uncertain ground conditions, the need to remediate the contamination and poor vehicular access.

6.31 On the positive side, the land is positioned just north of the town centre and has the potential to provide housing within walking distance of many of the Buxton's main facilities. The site is also located within a shallow valley, between existing areas of housing. Consequently it is considered

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that it can be developed without significant impact on the landscape of the Peak District. The Council is committed to the remediation of the contaminated land at Hogshaw. The cost of remediation will not be known precisely until further investigation is undertaken as part of the development. As a result, the exact scale of development cannot be precisely quantified. However, to ensure the necessary commitment to the scheme and to ensure that it will be delivered, the Council accepts that sufficient land must be allocated to help fund the remediation. In order to make the development viable, it will be necessary, therefore, to include a proportion of undeveloped (greenfield) land within the scheme.

6.32 A new vehicular access will be required from the proposed new roundabout at Fairfield Common; in addition, shuttle bus, pedestrian, cycle and emergency access will need to be provided from the town centre. Measures should also be devised to improve traffic flow on Fairfield Road.

6.33 The north part of the site (the former refuse tip) is extensively contaminated, and unsuitable for residential development. To make best use of the land resource and to enable complete remediation of the site, it is proposed that the existing playing fields be relocated with improved facilities to this part of the site. A smaller area of 0.4 Ha open space will be retained in its place.

6.34 Part of the former railway land within the allocation is also designated as a Derbyshire Wildlife Site. To compensate for the loss of the nature conservation interest, the development should incorporate appropriate compensatory measures. This should include mitigation where possible and habitat creation within the open space along the river valley and within the allocated recreational land to the north. The stream corridor will be restored and enhanced through an agreed management plan. Benefits would include the elimination and subsequent control of invasive alien species, management of the woodland, grassland and tall herb communities alongside the stream and potential restoration of a culvert section of the stream. In addition, the best areas of grassland would be translocated and/or recreated within another area of the site.

6.35 Because of the acknowledged difficulties with access and contamination it is expected that development will take some time to come to fruition. Consequently it is not anticipated that the Hogshaw site will contribute to housing supply until the end of the Plan Period. In addition, because of the complexities of the site it is unlikely that all of the land identified on the proposals map will be developed by 2011.

6.36 It is considered that a minimum area of 6 Ha needs to be allocated to give this difficult site the best opportunity to get started. The Plan also identifies a further 2ha as 'reserve' land, the development of which is acceptable in principle only if it is needed to make the scheme viable. This land lies to the east of the proposed new playing field. It is greenfield land, but it is considered that it can be developed without significant landscape impact. Development of part or all of this land will be permitted only if and when the developer has demonstrated to the Council's satisfaction that the additional development is necessary to make the scheme economically viable. In assessing this, the Council will consider the findings of future investigations as to the scale of resources needed to fund the remediation works.

6.37 In the light of the acknowledged constraints at Hogshaw it will be necessary to allocate additional housing sites to maintain housing supply.

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6.38 Land at Granby Road (1.7 Ha). This site comprises an area previously developed as garages together with adjacent open land. It is well related to the existing pattern of settlement, close to local facilities and could be developed to provide a more sensitive edge to the urban area. The Council will seek to ensure adjoining steep-sided open land within the same ownership is formalised as public open space.

6.39 The site is suitable for higher density housing and doesn't possess significant development constraints; it could therefore be developed relatively quickly. The land can accommodate about 60 new houses and accordance with policy H9 an element of affordable housing should be provided. Part of this site has been identified as a potential children's play area and development of the site should accommodate this.

6.40 Land at Brown Edge Road (1 Ha). This is a greenfield site, well related to other housing and close to the facilities of the town centre. In past decades the field was used by St. Thomas More School, but is now vacant. The site backs on to attractive open countryside and so will require sensitive design on the rear boundary. The land does not possess any significant development constraints and so could be developed relatively easily for about 30 houses.

6.41 Land at Dale Road (0.8 Ha). The Greenfield site lies in a highly sustainable location close to the town centre and local services. However its development constrained in practice by steep topography, the curvature of Dale Road and the need to accommodate nature conservation interests.

6.42 It is proposed that a limited development be permitted on the western portion of the site, conditional on the bulk of the area being managed for the benefit of nature conservation. A high standard of design and materials will be required, sensitive to the character of the area. Vehicular access should be designed so as to meet highway authority requirements but without compromising the sites ecological or visual qualities and pedestrian access to the adjacent allotments accommodated.

Managing the Release of Housing Land

6.43 Opportunities for conversion and redevelopment within the urban area, together with the sites identified above are sufficient to meet the structure plan housing provision figure through to 2011. Government advice requires Planning Authorities to monitor housing supply and to manage the release of housing land accordingly.

6.44 Windfalls and larger brownfield sites in the urban area make an important contribution to potential housing supply in Buxton. In the interests of sustainability and to make best use of the finite land resource it is important that these sites are brought forward and developed. Over the period 1999 – 2003 86% of housing completions were on brownfield land – whilst several Greenfield sites have been held up through a combination of legal and physical constraints. Of the new allocations the major brownfield site at Hogshaw will take time to deliver and Harpur Hill campus is dependent on the relocation of the University. In order that housing supply is not constrained in the meantime, it is not proposed to phase the development of the remaining allocations.

6.45 Considering the remainder of the plan period, anticipated housing completions are shown in the table below. 920 houses have been completed up to 31 March 2003 – a further 1339 homes (after losses) need to be completed to meet the Structure Plan level of provision of 2100 homes.

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Predicted Housing completions in Buxton 2003-2011			
Source	Brown	Green	Total
Completions 1991-2003			920
(Predicted losses)			(159)
Completions required to meet Structure Plan Total			1339
Existing Sites:			
Commitments	159	380	539
Under construction	48	1	49
Harpur Hill College	170		170
Urban Capacity Sites	140		140
Windfalls	111		111
Sub Total	628	381	1009
Existing supply			1770
Shortfall still to be met			330
New Sites:			
Brown Edge		35	35
Dale Lane		30	30
Dale Road		10	10
Granby Road	15	45	60
Hogshaw	85	20	105
Otterhole Farm		90	90
New Sites Sub Total	100	230	330
Totals	728	611	1339
% brown/green	54%	46%	

6.46 Overall it is anticipated that some 54% of all new housing between 2003 and 2011 in Buxton will be built on previously developed land.

Town and Village Green Applications

6.47 A further factor in the release of housing land is a series of applications under the Commons Registration Act. The proposed developments at Dale Lane and Hogshaw rely on access taken from Fairfield Common. Despite its name this area of open land, partly occupied by a golf course has not previously enjoyed any formalised public access.

6 Population and Housing

6.48 A series of applications for Town and Village Green status have been submitted on various parts of the common and related land with a view to maintaining the integrity of the open land and frustrating development reliant on it. The end of 2004 expects a decision on the first tranche of applications, but the matter could remain unresolved well beyond that. Consequently there is the possibility that the development of key housing sites could be delayed or otherwise seriously disrupted.

6.49 The main sites involved are those at Hogshaw and Dale Lane which together account for some 361 new homes (including commitments). The Local Plan anticipates that an average of 167 dwellings will be built each year to meet the Structure Plan requirement. If some 360 units are delayed or sterilised, this leaves a housing supply of some 980 units; once windfalls are aggregated out this suggests that current supply will in theory start to 'run dry' in the second half of 2008/09.

- To address this eventuality the Council will adopt a fall back strategy as follows:
- Implementation of the current proposals will be rigorously pursued including recourse to appropriation or compulsory purchase if necessary
- Alternative access points to the sites will be actively investigated
- Potential alternative housing sites will be investigated
- Housing supply will be re-assessed in the light of the position at 1 April 2007.

6.50 If it appears that housing supply will be seriously prejudiced, the Council will embark on an early review of housing provision, under the provisions of the Planning & Compulsory Purchase Act 2004.

Policy 42

H4 - HOUSING IN BUXTON

Planning Permission will be granted for residential development at the following sites identified on the proposals map, subject to meeting the following requirements:

(a) Land at Brown Edge Road (1 ha)

The design and landscaping of the development shall have regard to the existing streetscene and adjacent countryside

An element of affordable housing will be negotiated

(b) Land off Dale Lane (1 ha).

Access to the site will be via a new distributor road, which will be constructed from the A6 (T) at Fairfield Common to Dewpond land beyond the southern boundary of the site.

Development will have regard to the character of the Conservation Area, the protection of preserved trees and the impact on the open countryside.

Having regard to Appendix 3, an appropriate and convenient area of public local open space will be provided within the site.

6 Population and Housing



(c) Land at Dale Road (0.8ha)

Development will be limited to the western part of the site and have regard to the character of the existing streetscene and adjacent countryside

The remainder of the site shall be managed for the benefit of nature conservation

(d) Land off Granby Road (1.7 ha)

Development will be designed so as to improve the periphery of the urban area.

Development will include proposals for improving public access to the adjacent steep sided open land.

An element of affordable housing will be negotiated

(e) Land at Harpur Hill campus (5.3) ha

The design layout and landscaping of the development shall have regard to the elevated position of the site

An element of affordable housing and open space will be negotiated

(f) Land at Hogshaw (6 ha)

Development will include full investigation and remediation of existing contamination and ground condition problems at the site.

Remediation of the contaminated land will be completed before the completion of the residential development of the greenfield part of the site, including the 'reserve land'.

Development will be phased to give priority to the development of the previously developed land.

Vehicular access will be via a new road from Fairfield Common; emergency, bus, cycle and pedestrian access shall be provided to connect the south of the site with the town centre.

The existing playing fields shall be replaced with 0.4ha open space and additional upgraded facilities relocated on the contaminated land to the north of the site. Development will be phased to ensure that the relocated playing fields are completed before the redevelopment of the existing playing fields.

An agreed management plan will be required to conserve and enhance the ecological interest of the site.

(g) Housing reserve land at Hogshaw (2ha)

Residential development of the land identified on the proposals map as 'reserve land' will be acceptable in principle if it can be shown that its development is necessary in order to secure the remediation and development of the contaminated land at Hogshaw

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The number of dwellings completed at any time on the reserve land will not be permitted to exceed that completed on the previously developed land.

(h) Land at Otterhole Farm, St Johns Road (4 ha).

Development will have regard to the character of the Conservation Area, the pattern of existing housing, the protection of preserved trees and the impact on the open countryside. a variety of dwelling types and sizes should be provided.

A contribution will be made to the improvement of a nearby public recreational facility or having regard to Appendix 3, an appropriate and convenient area of public local open space will be provided within the site.

Hydrogeological, ecological and archaeological interests will be assessed and an element of affordable housing negotiated

Where appropriate, conditions will be imposed and/or planning obligations sought to secure the provision of infrastructure, open space, affordable housing.

Housing supply will be reviewed after 1 April 2007 to address any potential shortfall against Structure Plan provision.

Residential Development within the Built-up Area Boundaries

6.51 The Urban Capacity Studies consider that a proportion of new housing will continue to be met by the development of 'brownfield' "windfall" sites within existing settlements. These will largely arise from changes of use and development/redevelopment within the Built-up Area Boundaries. Housing can provide new uses for vacant and underused buildings and bring life to town centres. Good design and imaginative layouts will be important to make the best use of small sites in constrained locations.

6.52 Some sites within the Built Up Area Boundary may be allocated for another purpose in the Plan or should be retained in their existing use for example, to maintain an adequate supply of employment land (Policies EMP4 and 9). An exception to this would be where an employment use creates significant traffic or environmental problems or otherwise conflicts with adjacent land uses.

6.53 It is important that all new residential development conforms to the principles of housing set out in Policy H1. In particular, where an adequate supply of housing exists to meet structure Plan totals only housing within a limited number of exceptional categories will be permitted within built up areas.

6 Population and Housing

Policy 43

H5 - HOUSING WITHIN THE BUILT-UP AREA BOUNDARIES

Planning Permission will be granted for residential development, including the renewal of existing or recently expired permissions, on previously developed land within the Built-Up Area Boundary, provided that:

- a significant source of local employment would not be lost, unless its continued use would be inappropriate; and
- the development will not unduly prejudice the continuation of an appropriate existing or proposed adjoining land use

Affordable Housing for Local Needs

6.54 Government advice recognises that a community's need for affordable housing for local needs is a material planning consideration, and encourages local planning authorities to promote mixed and balanced communities. In 2001 the Council carried out a comprehensive housing need assessment, the results of which indicate a pattern of need across various parts of the High Peak.

6.55 The Assessment demonstrates that all three Local Plan sub areas experience housing need, although there is some variation between different settlements. Overall the need is most acute within Glossopdale, with Buxton and the Central areas experiencing a lower, but still significant level of need. Because of the convoluted boundary of the National Park, the table below does not correspond exactly to the Local Plan areas.

Annual Housing Need in High Peak 2001						
Sub-area	Annual need to reduce backlog	Newly arising need	Affordable supply	Overall shortfall (surplus)	Estimated number of households in sub area	Percent shortfall (surplus)
Glossopdale	78	335	193	220	13,133	1.7
Central	40	221	205	56	12,582	0.4
Buxton	46	150	149	47	9,862	0.5
Total	164	706	547	323	35,577	0.9

6.56 The survey suggests that there will be a shortfall of 337 units per year (outside the National Park) if the Council were able to meet all the current and projected need over the next 5 years. This implies that unless this number of affordable houses is provided for, there will be ongoing housing need. The continued need for affordable housing will be assessed as part of future review of housing supply and provision.

6 Population and Housing

6.57 Affordable housing refers to housing which: “meets the needs of households lacking their own housing or who are inadequately housed and who cannot afford to rent or buy suitable homes from what is generally available on the open market”. High Peak has recently enjoyed relatively low unemployment, but has also traditionally suffered from a low wage economy associated with its basic employment sectors. Wages remain below both the County and Regional averages and are considerably lower than those found in adjoining parts of the North West region (New Earnings Survey 2000). The proximity of better paid employment in Greater Manchester and Cheshire, together with the perceived advantages of a rural environment have served to inflate house prices in some areas.

6.58 The 2001 housing needs assessment indicates that the vast majority (83%) of identified housing need relates to household groups with an average income in the range £8,674 - £19,442. This represents between 37% and 81% of average High Peak income (£23,737). Consequently affordable housing should be priced so as to be accessible to those within this income range. Employing the principle in the Need Assessment that housing expenditure should not exceed 30% of net income this implies affordable housing should be priced within an indicative range of £43 - £85 per week at 2001 prices. (Gross incomes translated to net incomes x 30%)

6.59 In order to meet a proportion of the community’s need for affordable housing the Council will seek to secure an element of affordable housing on new residential developments (including new build, conversions and renewals of existing permissions). The Housing Needs Survey indicates a very significant shortfall in affordable housing throughout the Plan area. Affordable housing is designed to meet a cross section of the community’s needs and can be of differing sizes – or designed to meet particular needs such as housing for older people. Opportunities for providing such housing are extremely limited; especially as outside Buxton windfalls and urban capacity sites will make up much of the remaining Structure Plan housing figures. These sites are mostly small scale in character, often of less than 1 ha in size.

6.60 Consequently, in order to meet the identified need for affordable housing the Council will seek provision on site areas of 0.5 Ha and over or 15 units or more in the relevant areas. It is recommended that at least 30% of units on such sites throughout the Borough be provided as affordable homes.

6.61 In rural areas there is sometimes a limited range of lower priced market housing and past ‘right to buy’ practices have also restricted the numbers of available social housing. In addition any development sites are often small scale and so the opportunities for extra local affordable housing are correspondingly limited. Given the level of need across each sub area it is proposed that a lower development threshold of 0.17 Ha and over or 5 units or more, be adopted in rural settlements of less than 3,000 population. This will apply to all settlements in the parishes of Charlesworth, Chisworth, Hayfield, Chinley, Wormhill, Green Fairfield, King Sterndale and Hartington Upper Quarter.

6.62 When negotiating an element of affordable housing the Council will take account of not only the size of the site but also the proximity of local services and public transport. Also relevant will be the availability of public funding, whether there are proven abnormal costs associated with the development and whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in the development of the site. Also important is the need to achieve a successful housing development in terms of the household mix

6 Population and Housing

and housing management. When considering the cost of development, the Council will expect that the high infrastructure and servicing costs often encountered in High Peak will have been reflected in the purchase price of the site.

6.63 Where it is accepted that a development should contribute an element of affordable housing, in some cases the Council may seek to secure a financial contribution for the provision of affordable housing on another site. This may occur if it assists a local regeneration project, provides economies of scale on another site or otherwise provides advantages for the community. In all other cases it is expected that affordable housing will be provided within the development site and will be of a similar style, layout and design as the rest of the housing.

6.64 Whilst the means of achieving and retaining affordable housing will be a matter for negotiation with the developer, the Council's preference will be to involve a Registered Social Landlord such as a housing association providing housing for rent or shared ownership. This is because a Registered Social landlord can provide safeguards for the long-term affordability and occupancy of the property. Policy H11 encourages a mix of house types and sizes to be built as part of new developments – and such lower cost 'intermediate' homes, whilst not necessarily 'affordable', are an important component of market housing. The Council will only accept low cost 'affordable' housing for sale where it is satisfied that the development includes a workable long-term arrangement to govern future re-sale price and occupation.

6.65 Council Supplementary Planning Guidance provides further advice on the detailed arrangements that are necessary to secure affordable housing.

Policy 44

H9 - AFFORDABLE HOUSING FOR LOCAL NEEDS

The Council will negotiate with developers to ensure the provision of a proportion of affordable housing for local needs in new residential development schemes, including windfall sites, conversions and renewals of existing or recently expired permissions. Under the terms of this policy the following thresholds apply:

In the case of settlements of less than 3,000 population:

- sites of 0.17 hectare or more; or
- developments of 5 dwellings or more,

And elsewhere:

- sites of 0.5 hectares or more; or
- development of 15 dwellings or more.

Negotiations will be undertaken on the basis of the following criteria:

- the level and type of affordable housing needed in the area, having regard to the council's most up-to-date analysis; and

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- the suitability of the site to accommodate a range of house types and sizes, including a proportion of affordable housing; and
- proven site development constraints, including the level of new infrastructure required; and
- the proximity of local services and facilities and access to public transport.

Where a site is considered suitable for an element of affordable housing, rather than make direct provision on the land itself it may be appropriate to make a contribution to affordable housing provision on a different suitable site in the area in its place.

Conditions will be imposed, and/or planning obligations or the involvement of Registered Social Landlords sought, to ensure the benefits of affordable dwellings for local needs will continue for initial and subsequent occupiers. Conditions will be imposed on outline approvals to ensure that appropriate pro rata provision is made at reserved matter stages.

Rural 'Exceptions' Affordable Housing for Local Needs

6.66 In 2001 the Council carried out a comprehensive housing needs survey in the Borough. The findings reveal a need for affordable housing across all three Local Plan sub areas. The Government advises that where such need cannot be met by other means, permission may exceptionally be granted for affordable housing on sites not normally considered for residential development.

6.67 Implementation of the rural 'exceptions' policy relies upon landowners being prepared to accept a land valuation substantially less than market value as housing land, but greater than its agricultural worth. Sites should be well related to, and immediately adjoining, an established settlement.

6.68 Normal development control considerations will apply, including access, design, layout, appearance, the impact upon the highway network and particular attention should be paid to the character of the area. It is also expected that any such 'exceptions' housing schemes will be small-scale, normally no more than 5 dwellings. 'Exceptions' schemes will not be acceptable in the Green Belt or Special Landscape Area.

6.69 Developments of general speculative housing in the countryside to support affordable housing for local needs (cross-subsidisation) will not be acceptable. However, there may be some scope for cross-subsidisation where a developer wishes to link low cost provision to an adjacent site, which is within the Built-up Area Boundary.

6.70 The primary aim of the rural 'exceptions' policy is to maintain balanced communities. The term 'local need' will be applied to the following:

- people residing for at least 5 years in the village or nearby village and currently living in accommodation which is overcrowded or otherwise unsatisfactory;
- people residing for at least 5 years in the village or nearby village and forming a household for the first time;
- people not now resident in the village but who have a strong local connection with it including a long-standing period of residence;

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- people who have an essential need arising from age or infirmity to live close to other people who have a long-standing residence in the village;
- people who have an essential need to live close to their work in the village or nearby village.

6.71 The Council will need to be satisfied through a legal agreement or condition that the benefits arising from affordable housing pass onto subsequent occupants. The agreement or condition will also need to state the connection with the settlement, which would entitle an occupier to allocation of one of the dwellings, and to make clear the settlement, or settlements, which the housing scheme is intended to serve.

6.72 As with sites within the urban areas, which are subject to the policy for negotiating affordable housing, the Council's preference on rural 'exception' sites will be to involve a registered social landlord providing dwellings for rent or shared ownership.

Policy 45

H10 - RURAL 'EXCEPTIONS' AFFORDABLE HOUSING FOR LOCAL NEEDS

Where there are no suitable opportunities within the Built-Up Area Boundary for affordable housing to meet local needs, Planning Permission will be granted exceptionally for small residential development schemes adjoining the Built-Up Area Boundary of villages, provided that:

- the development will meet a demonstrable local need for affordable housing; and
- the site lies outside the Green Belt and Special Landscape Area

Conditions will be imposed, and/or planning obligations or the involvement of Housing Associations sought, to ensure that the benefits of affordable dwellings for local needs will continue for initial and subsequent occupiers.

Sustainable Residential Environments

6.73 The Council is keen to encourage the high quality sustainable residential development and in particular to help create better and safer places for people to live in. It also wishes to encourage innovative and imaginative design.

6.74 The design and layout of new housing (of whatever scale) should be informed by the wider context of the townscape, landscape and adjoining buildings. The local pattern of streets, spaces and building traditions, materials and ecology should all contribute to the character and identity of new development.

6.75 It is important that new residential development creates places and spaces that have the needs of people in mind, are attractive and recognise local distinctiveness. Designs and layouts should focus on the quality of the places and living environments being created and give priority to the needs of pedestrians over the movement and parking of vehicles. New residential development should also take account of public health, crime prevention and community safety considerations.

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6.76 Many older buildings in the Peak District were built so as to maximise the benefits of solar aspect and shelter from the prevailing winds. Similar principles can be applied in new housing so as to promote greater energy efficiency. Careful attention to the position of new housing, together with the size of openings can ensure new housing takes full advantage of the climatic characteristics of their location.

6.77 Government guidance promotes developments which make the best use of available land and avoids densities of less than 30 dwellings / Ha. To achieve this aim the Council encourages applicants to prepare innovative and well thought out plans, which through careful design safeguard the health and amenity of future occupiers. However, in order to promote a minimum level of amenity and to protect against poorly designed and ill-conceived layouts, the Council has adopted a series of guidelines for residential development. These are intended to be a fall back to prevent unsatisfactory designs, rather than a standard to be slavishly followed. The guidelines will only be applied where an applicant has been unable to demonstrate that amenity considerations have been addressed through good design.

6.78 Residential developments should also include a mix of dwelling size, type and affordability, which offer a choice of housing and life style. This not only promotes the development of mixed and balanced communities but also can assist community safety by ensuring people of different ages and life patterns provide natural surveillance.

6.79 The main standards and guidelines which will be considered by the Council in assessing new residential development are set out in Appendix 2 (Guidelines for Design and Layout of Residential Development) and the relevant parts of Appendix 1 (parking standards). In urban areas where good public transport is available developments should aim to provide an average of no more than 1.5 spaces/unit.

6.80 The Council intends to publish Supplementary Planning Guidance on the Design and Layout of Residential developments and on Domestic Extensions. Guidelines upon residential highway design in Derbyshire have been established in a document prepared by the County Council, 'Roads in Housing'. This document no longer reflects current government policy and is currently being revised by the County Council.

Policy 46

H11 - LAYOUT AND DESIGN OF RESIDENTIAL DEVELOPMENT

Planning Permission will be granted for residential development, including extensions, alterations and changes of use, provided that it will:

- incorporate good design that reflects its setting and local distinctiveness; and make efficient use of available land; and
- promote safe and accessible living environments which include a mix of housing types and sizes; and
- protect amenity by having regard to the guidelines set out in Appendix 2

Local Open Space in Residential Development

6 Population and Housing

6.81 As a general principle, developers of new housing will be asked to provide open space to serve the needs of the new development. The Council has established standards for local open space provision, which will be used to assess the need for, and levels of, new provision in housing areas. These are set out in Appendix 3, and are based on the National Playing Fields Association guidelines of 2.4ha per 1000 population (400 houses).

6.82 The Council has carried out an assessment of open space provision as part of its Parks and Open Spaces service review. The study considered both outdoor sport youth/adult provision (standard: 1.6 – 1.8Ha / thousand head) and children's play space (standard: 0.6 – 0.8Ha / thousand head). This reveals that there is an overall shortfall in open space of 33.06Ha, and that the deficit is more acute in some areas, notably Blackbrook, Chapel West and Simmondley wards.

6.83 Where new local open space is required it should be designed and located to be convenient, attractive and safe for users. For example, open space should be located within 400 metres of the homes it serves, and be a minimum of 0.2 ha in area. In addition, children should not have to cross a busy road to reach play space, and dwellings may need to be orientated to overlook the area so that children have the benefit of natural surveillance from residents. It is equally important that the space does not cause undue nuisance to existing or new residents.

6.84 Developers will be expected to enter into agreements with the Council over future maintenance and dedication of the land, or similar arrangements to ensure that it is safeguarded as public open space. This may also include a time limit for construction and completion of the local open space in circumstances where the total housing development is likely to take a year or more to build, to ensure that the play area becomes usable at an early stage. The Council will seek a commuted sum to cover the first 20 years of maintenance.

6.85 There may be circumstances where the Council considers it more appropriate for a developer to provide a commuted sum to help improve or upgrade an existing recreation facility in the area than to provide a new one within the development site. This approach may be pursued where investment in an existing facility will have significant benefits both for the new residents of the site and the wider community. The facility to be upgraded should be within safe and convenient walking distance of the new homes. The provision of informal public open space may also compliment measures to enhance nature conservation.

Policy 47

H12 - PUBLIC LOCAL OPEN SPACE

Planning Permission will be granted for residential development, provided that:

- the development will provide or have access to sufficient area(s) of public open space to adequately serve residents of the site, in accordance with the standards set out in Appendix 3; and
- the area(s) of public open space will be sited so as to be convenient for, and usable by, residents of the development; and
- the area(s) of public open space will be sited and designed to ensure the safe supervision of users and to minimise disturbance and loss of amenity to nearby properties; and
- the area(s) of public open space will be provided in usable blocks of an appropriate size

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Conditions will be imposed, or planning obligations sought, to ensure:

- a satisfactory standard of maintenance by the developer for the initial twelve months; and
- adequate provision is made to cover maintenance costs where appropriate for a substantial number of years following the initial twelve month period; and
- safeguarding of the land as public open space, such as its dedication to the Council; where appropriate, in place of direct provision of open space, a contribution may be made towards the improvement of a nearby existing public recreational facility which will meet the needs of the occupiers of the new housing.

Replacement Dwellings

6.86 Where an existing dwelling is no longer conducive to modern day living requirements, or is beyond economic repair, demolition and replacement by a new dwelling is generally acceptable, unless the building is in a Conservation Area or is listed (Policies BC6 and BC9) or the proposed replacement dwelling is unsatisfactory in terms of siting, scale, layout, form or external appearance. Within the Built-up Area Boundary applications will be dealt with under Policy H5.

6.87 Within the countryside it is particularly important to control isolated residential development and to ensure that the scale and design of replacement dwellings are compatible with their surroundings. Unless the existing dwelling is of little merit, renovation and adaptation rather than replacement will be encouraged. Where the replacement dwelling is not located on the same footprint, conditions will be imposed to require the demolition of the original dwelling once the new one is ready for occupation.

6.88 Where a dwelling in the countryside has been abandoned and has fallen into a state such that it needs to be completely or substantially rebuilt, an application to replace the building will be dealt with as if it were for a new dwelling on the site rather than a replacement dwelling. Countryside Policy will apply in these cases.

Policy 48

H13 - REPLACEMENT DWELLINGS IN THE COUNTRYSIDE

Planning Permission will be granted for replacement dwellings in the countryside, provided that:

- the new dwelling will be sited as close as is reasonably practicable to the existing one; and
- the new dwelling, including any ancillary buildings, will not be materially larger or higher than the existing building on the site; and

There will be no increase in the number of dwellings at the site. Where appropriate, conditions will be imposed, and/or planning obligations sought, requiring the demolition of the original dwelling upon occupation of its replacement.

Domestic Extensions and Ancillary Buildings

6 Population and Housing

6.89 There is a demand for extensions to existing dwellings as a means of forming better living accommodation or as an alternative to moving house. Many existing dwellings will be suitable for alterations and extensions in order to improve internal space standards and amenities. In addition, some dwellings are able to accommodate ancillary domestic buildings such as garages, greenhouses and stores within their curtilage.

6.90 An extension or ancillary building should not be designed in isolation but should reflect the character of the existing dwelling and the surrounding area. The use of appropriate materials of construction, texture and colour is important to ensure that the new development will blend with the original, whilst the scale of the extension or outbuilding should not be disproportionate to the original dwelling (ie. as built or as existed in 1948, whichever is the later). As a guideline, most extensions of more than 50% of the original volume will require particularly careful attention.

6.91 The acceptability of an extension or outbuilding is not however just a matter of good design. Attention must be given to the impact of the development upon neighbouring property in the same way as for new residential development, and off-street car parking space and the private garden/amenity space around the dwelling should be retained at adequate levels. The Council intends to produce detailed design guidance for domestic extensions in due course.

Policy 49

H14 - DOMESTIC EXTENSIONS AND ANCILLARY BUILDINGS

Planning Permission will be granted for the extension of an existing dwelling or an ancillary building, provided that the development:

- will respect the character of the original building and its surroundings in terms of scale, design, layout, fenestration and external appearance; and
- will ensure adequate privacy and amenity, including sunlight and daylight, to neighbouring properties having regard to the guidelines set out in Appendix 2; and
- will retain adequate car parking/turning provision and private amenity/garden space having regard to the standards and guidelines set out in Appendices 1 and 2 respectively; and
- is for a domestic purpose

Sub-division of Existing Dwellings

6.92 There are a number of large dwellings in the Plan area, particularly in Buxton, which have become impractical for single-family accommodation. Sub-division is a helpful way of meeting the trend towards smaller households and of making better use of the property. Nevertheless, attention must be given to ensuring an appropriate standard of residential amenity, and satisfactory car parking and access arrangements. Conditions may need to be imposed to reduce or remove 'permitted development' rights in order to safeguard the character of the building or area. Proposals outside built up areas should pay particular heed to maintaining the character of the countryside.

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Policy 50

H15 - SUB-DIVISION OF EXISTING DWELLINGS

Planning Permission will be granted for the sub-division of existing dwellings to smaller residential units, provided that:

- the development will be sympathetic to the character of the building and its surroundings; and
- the development will have adequate parking, private amenity space and access arrangements having regard to the standards and guidelines set out in Appendices 1 and 2; and
- the development will not unduly detract from the residential amenity of existing dwellings

Where appropriate, conditions will be imposed to control future extension and/or alteration to the building and other development within the curtilage of the site, which might be harmful to the character of the area.

Houses in Multiple Occupation

6.93 Houses in Multiple Occupation (HMOs) are properties occupied by people who do not form a single household. They usually comprise a number of bedsits with shared bathroom and kitchen facilities, and tend to be occupied by single people such as students, and disadvantaged groups, including the elderly and single parent families, on relatively low incomes. Turnover of tenants is often quite rapid.

6.94 Although there are sometimes problems associated with HMOs, they provide a very valuable source of housing, and the Council is taking steps, through technical advice and grant aid, to encourage landlords to upgrade facilities and to provide higher and safer standards of accommodation, including better means of escape from fire and improvements to basic amenities.

6.95 For planning purposes, HMOs should be treated in much the same way as other dwellings. Nevertheless, it is recognised that the full application of normal standards in all respects could result in the number of HMOs being reduced, with a consequent increase in housing problems and homelessness. Some (though by no means all) residents in HMOs do not have cars and their requirement for external amenity/garden space is often lower than for other dwellings. Nevertheless, basic minimum standards should still be applied. For parking, this will be on the basis of 0.5 spaces per bedroom, but this may be relaxed if there is a public car parking area with adequate spare capacity conveniently located nearby. External areas should be sufficient for refuse storage and clothes drying facilities for residents.

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Policy 51

H16 - HOUSES IN MULTIPLE OCCUPATION

Planning Permission will be granted for the change of use and/or alteration of existing buildings to houses in multiple occupation, provided that:

- alterations to the building and external areas or the intensified use of the site, will not unduly harm the character or appearance of the area; and
- the development will not unduly detract from the amenity of neighbours due to unacceptable levels of privacy or increased activity; and
- the development will provide reasonable levels of external and internal amenity for its occupants; and
- adequate car parking space will be provided in accordance with the standards set out in Appendix 1

Within the countryside, in addition to meeting the above criteria, Planning Permission will be granted provided that the scale of the development will be appropriate to its surroundings and its urbanising effect will be minimised.

Gypsy Caravan Sites

6.96 High Peak is not an area with a strong tradition of visits by gypsies and travellers and there is no permanent gypsy site in the Plan area.

6.97 The Criminal Justice and Public Order Act 1994 repealed the duty of local authorities to provide sites, but will allow gypsies and travellers more scope to find and buy their own sites to develop and manage. This may lead to more planning applications for private sites. In the circumstances, the Government advises local authorities to make adequate provision for gypsy sites in their development plans.

6.98 Only a very small number of gypsies occasionally resort to the High Peak, and so any new gypsy site would be expected to be small in scale. A site outside, or on the outskirts of, a settlement within reasonable distance of local shops, schools and other facilities and services may be acceptable, if there is no reasonable opportunity within the urban area. However, areas of open land, particularly in the Green Belt and Special Landscape Area should be avoided. Good screening and landscaping will be essential to help sites blend into their surroundings and will be particularly important where on-site business activities are likely.

Policy 52

H17 - GYPSY SITES

Planning Permission will be granted for Gypsy Sites, provided that:



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- the development will be in an area traditionally frequented by gypsies and will be commensurate in scale with the number of gypsies residing in or resorting to the area; and
- the development will be outside the green belt and special landscape areas; and
- the development site will be of sufficient developable area to accommodate the proposed number of caravan pitches, parking and ancillary areas, including areas for open storage (which should be landscaped); and
- the development will be adequately serviced with drinking water and sewerage; and
- the development will be reasonably convenient for local services and facilities

7 Employment and Business

Glossop Area

7.1 A key aim for the Glossop area is to increase the number and range of jobs locally and so reduce the dependence on commuting to work. About half the workforce living in Glossop travel to work out of the town, mainly to Greater Manchester, contributing to the severe traffic congestion at peak times at Woolley Bridge and Mottram Moor. A range of sites needs to be found to meet both the Structure Plan provision and to assist the Council's strategy of greater self-sufficiency. There is, at present, a small oversupply of land when taking existing commitments into account.

7.2 The following allocations were carried forward from the former Local Plan with minor changes to allow for recent development or planning permission:

Waterside

7.3 This small site at Waterside lies between the allocated site at Bridge Mills and existing businesses on the Waterside industrial area. It is an underused, brownfield site currently used for open storage and waste processing. Development of this site is estimated to contribute 1.6 ha to the overall supply. The developer will be expected to provide adequate screening along the frontage of the site to Waterside, and an easement for the section of the Trans-Pennine Trail (see Policy TR14) passing through the site.

Bridge Mills

7.4 This allocation of 2.6 ha is part of a larger site, the east part of which has permission for industrial development. It is a brownfield site which has been landfilled and is characterised by contamination and poor ground conditions. The developer will be required to undertake all remedial works needed to deal with any contamination. Access to the site must also be improved, and works may be needed to bring the bridge over the Etherow to a satisfactory standard. The site lies in the valley bottom, and so a landscape framework will be required. It is likely that 'gap funding' in the form of grant aid will be necessary to achieve a viable development.

Wren Nest Road

7.5 This sloping, greenfield site of 2.5 ha close to the town centre and the railway can be serviced by extending existing infrastructure from the adjacent Wren Nest employment area. A watercourse in a culvert is believed to run under the site, and development may affect the high risk flood area to the south. The developer will be required to take appropriate measures (see Policy GD10 - Flood Prevention). The developer will also be required to provide a landscaping strip along the north boundary to screen the site from housing at Lower Dinting.

Glossop Road, Gamesley

7.6 This 1.5 ha site off Glossop Road, Gamesley is well screened from nearby housing on Glossop Road. Part of the site (0.5 ha), formerly railway sidings, is brownfield. The remainder is greenfield. Allocation of this site will help attract new jobs to Gamesley, which consistently has the highest unemployment rate in the High Peak. It will also provide an incentive to establish a new railway station/halt, possibly including freight handling facilities (see Policy TR7 – New Railway Infrastructure). Improvements to the access road will be needed to enable development to proceed. An area of housing adjacent is also proposed to facilitate development (see Policy H2 - Housing and Infrastructure in Glossopdale)

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Policy 53

EMP1 - INDUSTRY AND BUSINESS ALLOCATIONS IN THE GLOSSOP AREA

Planning Permission will be granted for development within the following classes of the Town and Country Planning (Use Classes) Order 1987:

- B1. business;
- B2. general industry;
- B8. storage and distribution;

on the following sites identified on the proposals map, and subject to meeting the following requirements and all other relevant provisions of the plan:

Land at Waterside, Hadfield (1.6ha).

The developer will be required to provide landscape screening to the frontage with Waterside, and an easement for the section of the Trans-Pennine Trail within this site.

Land at Bridge Mills, Tintwistle (2.6ha).

The developer will be required to undertake investigations to assess the safety, stability and any contamination of the site, and to take appropriate remedial measures, prior to development.

Land off Wren Nest Road, Glossop (2.5ha).

The developer will be required to provide a landscaping strip along the northern site boundary.

Land off Glossop Road, Gamesley (1.5ha).

The site will be laid out so as not to prejudice the provision of a new railway station/halt, including its access, servicing and parking areas.

Central Area

7.7 The Plan maintains existing allocations at Bowden Lane, Chapel-en-le-Frith, Garrison Works, Thornsett, and Bingswood Industrial Estate, Whaley Bridge. The existing allocation at Sheffield Road, Chapel-en-le-Frith has been amended to account for the area, which has been developed since 1999. An additional allocation is made at Furness Vale Business Centre, where a modest expansion is proposed. The Council will also promote the regeneration of Torr Vale Mill for mixed uses, including employment (see Policy TC13).



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7.8 Elsewhere in the Central area the supply of new industrial land is severely restricted by the topography, landscape and Green Belt constraints. Public consultation responses strongly opposed the release of more greenfield sites, particularly in the New Mills area. Priority is therefore given to developing derelict and underused land, with greenfield sites restricted to the existing employment allocations adjacent to the A6 by-pass at Chapel.

7.9 The allocated sites are additional to development which is already committed or which can be accommodated on small sites within the existing Built-up Area Boundaries and the Primary Employment Zones. The main committed site is the land adjacent to the by-pass, to the west of the Chapel-en-le-Frith roundabout, which has planning permission for a mixed development of business, office and hotel. However, development interest is low, possibly due to poor ground conditions.

Sheffield Road, Chapel-en-le-Frith

7.10 1.8 ha of the existing allocated site at Sheffield Road has now been developed with the help of European Regional Development Fund (ERDF) Midlands Uplands Objective 5b funding for land acquisition, site investigation and construction. A second phase of development will extend the employment area to a further 2.2 ha, which remains an allocation.

7.11 High land and the prominent tree belt to the north of the site are excluded from the employment allocation to protect them from development. This area will require management and supplementary planting to integrate the new development into the landscape. The design and landscaping of the recent development reflects the importance of this area to the setting of the town.

Bowden Lane, Chapel-en-le-Frith

7.12 Works have recently been completed to improve access to existing industry and provide Infrastructure to service a site of 6ha off Bowden Lane. These works also attracted ERDF Midlands Uplands Objective 5b grant aid.

7.13 Because of the prominent position of this site in relation to the road network, and the permission on the adjacent site for hotel development, it is also allocated for Class C1 – Hotels use. Developers will be required to provide a high standard of landscaping. As with the Sheffield Road site, design and landscaping of the development should be of a very high standard. The high ground to the south of the site is excluded from the allocation in order to protect it from development.

Garrison Works, Thornsett

7.14 The existing allocation of 0.4 hectares of previously developed, brownfield land adjacent to the Thornsett Industrial Estate has been retained. There is also scope for new business development within the Garrison Works Primary Employment Zone, estimated as 'hidden' capacity of 0.2ha.

7.15 The development of this site may increase traffic on access roads which pass through residential areas in Birch Vale, Thornsett and New Mills, and which are below the usual standard for industrial traffic. In addition, access to the site needs to be improved. This will involve land outside the boundaries of the present Industrial Estate. Derbyshire County Council as highway

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authority requires any development proposals to be accompanied by an assessment of the cumulative effects of traffic generated by the existing and proposed development on the site in order to properly assess the need for highway and access improvements

7.16 The allocated site is close to established woodland, open countryside and the River Sett. Development should take account of these issues in its siting, design and in safeguarding the aquatic environment.

Bingswood Industrial Estate, Whaley Bridge

7.17 An allocation of 0.9 ha is retained to the north of the Bingswood Industrial Estate. Because of the sustainable location of this site adjacent to the Peak Forest Canal, and close to Whaley Bridge town centre and public transport, it is also allocated for Class C1 – Hotels use and Class D2 – Assembly and Leisure uses. The release of this land will facilitate a new access from the adjacent proposed supermarket site across the River Goyt. This new access is defined as a local road scheme (see Policy TR3). It would relieve problems with the existing tortuous route along narrow residential streets through the Canal Basin, a prominent and important part of the Conservation Area. Without it, any further development of the Industrial Estate, which generated additional traffic, would exacerbate the present problems, and would be resisted.

Furness Vale Business Centre

7.18 An extension is proposed to the Furness Vale Business Centre (defined as a Primary Employment Zone – see Policy EMP4). Access to the site is below the standard required, and improvements to both the junction and access road will be needed before the site can be extended. The site lies outside the defined built-up area boundary, and so suitable landscaping will be required. The location of this allocation is such that only business use will be suitable.

Policy 54

EMP2 – INDUSTRY AND BUSINESS ALLOCATIONS IN THE CENTRAL AREA

Planning Permission will be granted for development within the following classes of Town and Country Planning (Use Classes) Order 1987:

- B1. business;
- B2. general industry;
- B8. storage and distribution;

or other uses specified below relating to the following sites identified on the proposals map, and subject to meeting the following requirements and all other relevant provisions of the plan:

(a) Land off Sheffield Road, Chapel-en-le-Frith (2.2ha)

This site will be laid out and accessed independently of the adjacent site off Bowden Lane

7 Employment and Business

The existing line of trees which separate the two sites, together with the most prominent areas of land, will be protected from development and supplemented by additional tree planting.

High quality design, layout and external appearance together with abundant landscaping will be required. Conditions will be imposed to ensure that any open storage or processing will be adequately screened.

(b) Land off Bowden Lane, Chapel-en-le-Frith (6ha)

Development of C1 Hotels will also be permitted

High quality design, layout and external appearance together with abundant landscaping will be required. Conditions will be imposed to ensure that any open storage or processing will be adequately screened.

(c) Land at Garrison Works, Thornsett (0.4ha)

Proposals for development having traffic generation implications will be accompanied by an assessment of the cumulative effect of the traffic generated by the existing and proposed development at the site on the local highway network.

Conditions will be imposed, and/or planning obligations sought, to ensure the provision of a satisfactory access and the implementation of any necessary highway improvements occasioned by the development.

As many trees as is reasonably practicable, especially around the site perimeter, will be retained in good health or replanted as part of an appropriate scheme for the maintenance and enhancement of the existing tree cover.

(d) Land north of Bingswood Industrial Estate, Whaley Bridge (0.9ha).

Development of C1 Hotels and D2 Assembly and Leisure will also be permitted

A new access will be provided which meets the requirements of the highway authority. neither the development of this site, nor further development within the existing Bingswood Industrial Estate, will be permitted in the absence of such a new access.

(e) Land at Furness Vale (0.8 ha)

Development will be limited to B1 business use only

The developer will be required to make improvements to the access road, to the requirements of the highway authority, before the development of the site.

Buxton Area

7.19 The Council is committed to regenerating Buxton through a policy of steady growth and enhancement. Crucial to this strategy is the creation and attraction of new jobs, including high quality service sector employment, as encouraged by the Structure Plan. Indeed, the town is

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currently experiencing a period of economic growth in this sector as a result of major investment in Buxton's spa heritage, the expansion of the Health and Safety Laboratory at Harpur Hill, and the location of Derby University in the town. These investments have already created a substantial number of new jobs, and will further strengthen the tourism business of the town. However, the demand for traditional employment sites has not kept pace. In addition, if an increase in demand were to occur, it is considered that such demand could be accommodated within the existing and allocated land supply. Therefore, whilst the proposed land supply is less than Structure Plan requirements, the Council considers that this is a realistic figure, considering the more remote location of the town from industrial activity, the past slow rate of development in the Buxton area, and the existing available supply. In conclusion, the size, range and location of the allocations made are considered sufficient to meet the industrial needs of the town.

7.20 The former allocation of 2ha at Tongue Lane, Fairfield, is maintained, and extended by 2ha to the south. Additional land is also allocated at Staden Lane (1.6ha), and Hoffman Quarry (3.6ha).

7.21 In addition to the allocated sites listed below, new employment development will continue to take place on land which is already committed, or on small sites within the existing Built-up Area Boundaries and Primary Employment Zones.

Tongue Lane

7.22 The Plan allocates a total of 4 hectares, half of which is a new allocation, on previously undeveloped, greenfield land off Tongue Lane. This allocation forms a logical extension to the Tongue Lane Industrial Estate. Further industrial development in the Fairfield area, including this allocation, is closely tied with the proposed Fairfield Link Road. The new road is likely to be built in 2 sections initially. The north section will be constructed in association with new housing development in the Dale Lane and Ashwood Road area, and will serve the existing Industrial Estate. The south section will link Granby Road and Victoria Park Road, and will be developed as part of new housing schemes in this area (Policy H4). Both sections can be built independently of each other, but it is intended that eventually they will be connected by a third section between Victoria Park Road and Stone Bench Way. This road may provide the opportunity to release further land for development.

7.23 Part of the new allocation is contiguous with the Cunning Dale section of the Wye Valley SSSI (Wildlife site). The site also lies close to part of the Peak District Dales candidate Special Area of Conservation (cSAC). Developers will be required to show that proposals will not adversely affect the integrity of the cSAC, particularly in terms of potential contamination, surface and wastewater disposal. In any event, high quality development and landscaping to protect the environment and amenity of local residents will be required.

Staden Lane

7.24 This greenfield site extends the existing estate at Staden Lane to form a logical northern boundary. It lies on rising land to the south of Staden Low, and is visible from high ground to the south and west. The use of sensitive landscaping and appropriate materials will be required to ensure that the development blends acceptably into the wider landscape. The allocation will be accessed via the existing industrial estate. The site is also close to numerous archaeological sites recorded on the County Sites and Monuments Register including the scheduled monument of

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Staden Earthwork and the remains of the medieval settlement of Staden. Site investigations in line with the requirements of Policy BC10 – Archaeological and Other Heritage Features should be carried out before development starts.

Hoffman Quarry

7.25 The allocated site is in the same ownership as a much larger area given permission for minerals processing and, subsequently, leisure use. This brownfield site is near to existing industrial uses on the Harpur Hill Industrial Estate, and is well-screened from the surrounding countryside. Vehicular access is possible via the existing industrial estate road and the Christian Salvesen distribution site. Pedestrian and cycle access may also be possible via the former railway line which adjoins the site. Developers would be required to provide satisfactory access to the site and landscaping, especially to the western perimeter.

Policy 55

EMP.3 - INDUSTRY AND BUSINESS ALLOCATIONS IN THE BUXTON AREA

Planning Permission will be granted for development within the following classes of the Town and Country Planning (Use Classes) Order 1987:

- B1. business;
- B2. general industry;
- B8. storage and distribution;

on the following sites identified on the proposals map, and subject to meeting the following requirements and all other relevant provisions of the plan:

Land at Tongue Lane (4ha).

Development of the site should not prejudice the construction of the Fairfield Link Road.

The developer will be required to undertake an Environmental Assessment to show that any proposals will not affect the integrity of the Peak District Dales Special Area of Conservation (candidate).

Land at Staden Lane (1.6ha)

Developers will be required to provide access to the site via the existing estate and appropriate landscaping.

Land at Hoffman Quarry (3.6ha)

Developers will be required to provide vehicular access to the site via the Harpur Hill Industrial Estate, access for pedestrians and cyclists, and appropriate landscaping.

7 Employment and Business

General considerations for Industrial and Business Development

Design and Amenity

7.26 Industrial and business development proposals should meet the general design standards as set out in Policy GD4 – Character, Form and Design, and standards for amenity, as set out in Policy GD5 – Amenity. Facing materials are particularly sensitive, and proposals should meet the standards set out in Policy BC1 – External Materials.

7.27 More specific guidance is contained in Appendix 4 (design, layout and landscaping, amenity, flood risk and drainage, traffic and road layout, parking), and the County Council's 'Standards for Industrial Estate Roads', included for information at Appendix 6.

Major developments

7.28 Major industrial proposals may have a considerable visual, environmental and employment impact on the Borough. Under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 an environmental assessment is required for developments, such as quarrying, metals and chemicals processing, and golf courses, where the proposed development is likely to have a significant effect on the environment because of its nature, size or location.

Primary Employment Zones

7.29 Structure Plan policy aims to resist development which would lead to a loss of industrial land and buildings in areas where a shortage of supply would result. Topographical and environmental constraints limit the future supply of industrial land in the Plan area.

7.30 To maintain the widest possible range of jobs and employment premises throughout the Borough, the Plan has defined a number of areas as 'Primary Employment Zones' (PEZs) which will be kept for employment uses. PEZs have been defined as industrial areas which currently provide a significant number of local jobs, or have recently done so; or have planning permission for industrial or business development; and present no serious environmental problems, either at present, or which would result from the redevelopment of the site for new industrial or business use.

7.31 PEZs are defined on the proposals Map. A new PEZ has been defined at Sheffield Road, Chapel-en-le-Frith to take account of the recent development, and the boundaries have been adjusted of existing PEZs at Hadfield Mill, Padfield and Newtown Station, New Mills.

7.32 Retailing will be resisted in PEZs as it may result in environmental or amenity problems, undermine the viability and vitality of the town centres or limit future industrial development. Applications for large retail stores will be dealt with under Policies TC3 and TC4. Ancillary services to serve the everyday needs of the workforce will normally be acceptable. Housing will not normally be permitted in PEZs as there is sufficient housing already identified in the housing policies unless the exceptional circumstances, apply as set out in Planning Policy EMP9.

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Policy 56

EMP4 - PRIMARY EMPLOYMENT ZONES

The following sites are identified as Primary Employment Zones:

Glossop Area

Brookfield Industrial Estate
Dinting Lane Industrial Estate
Dinting Lodge
Dinting Vale Industrial Estate
Dover Mill
Etherow Industrial Park
Hadfield Mill, Padfield
Hawkeshead Mill, Old Glossop
Howard Town Mills
Logwood Mill
Shepley Street, Old Glossop
Surrey Street
Turnlee/Charlestown road
Waterside, Hadfield
Woolley Bridge Road, Hadfield

Central Area

A6 Link Road, Chapel-en-le-Frith
Bingswood Industrial Estate, Whaley Bridge
Birch Vale Industrial Area
Botany Works, Whaley Bridge
Forge Mill, Chinley
Furness Vale Industrial Estate



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Hallsteads (east), Dove Holes

Hallsteads (west), Dove Holes

Knowles Industrial Estate, Furness Vale

Land off Church Road, New Mills

Manchester Road, Tunstead Milton

New Mills Road, Hayfield

Newtown Station (Redmoor Mill/Brunswick Mill/Albion Mill), New Mills

Salem Mill, New Mills

Sheffield Road, Chapel-en-le-Frith

Sovereign Mills, Chapel-en-le-Frith

St. Georges Mill, New Mills

Stephanie Works, Chinley

Thornsett Industrial Estate

Townend Industrial Area, Chapel-en-le-Frith

Watford Bridge Industrial Estate, New Mills

Buxton Area

Ashbourne Road Industrial Estate

Harpur Hill Industrial Area

Smalldale Road, Smalldale

Tongue Lane Industrial Estate

Waterswallows Road

Land and buildings within the Primary Employment Zones will be safeguarded, and Planning Permission will be granted, for employment development within the following classes of the Town and Country Planning (Use Classes) Order 1987:

- B1. business;
- B2. general industry;

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- B8. storage and distribution;
- and other employment generating uses

Planning Permission will not normally be granted for retail or housing development

Open Storage and Processing

7.33 Primary Employment Zones often provide the best locations for businesses which involve open storage as part of their operations, such as builder's yards, steel or timber stockists and car distributors. Other businesses which involve open processing or other external operations, such as vehicle dismantlers or reclaimed stone storage, or which generate many H.G.V. movements, such as plant hire, can be 'bad neighbours', especially where they are sited near housing. This type of business may not be defined in the Town and Country (Use Classes) Order 1987. Such proposals should be well-screened by good siting, planting or fencing (both locally and from the wider landscape), have good access, and not close to housing or sited where watercourse pollution could occur.

Policy 57

EMP5 – OPEN STORAGE AND PROCESSING

Planning Permission will be granted for open storage and/or processing development, or for other potentially intrusive outdoor operations, provided that:

- the development will be in a defined Primary Employment Zone, on an established industrial site, or on a suitable site allocated in the Plan; or
- the development will be a modest expansion of an existing use; and
- the development will not materially affect the amenities of the occupants of nearby properties due to increased traffic, noise, vibrations, gaseous pollutants, dust, fumes or activity; and
- there is existing substantial screening from adjacent properties and viewpoints, or such screening will be provided prior to the development in a manner which is sympathetic to the character and appearance of the area

Employment Development within the Built-up Area Boundaries, and Home-working

7.34 Employment sites within the built-up area often help support the local economy and provide jobs within walking distance of home. They will, therefore, be encouraged, provided that they are 'good neighbours' and do not harm the amenity of the area. Planning conditions on new proposals, particularly in residential areas, will be used to safeguard local amenity.

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7.35 Applications for home-working will also be considered under this policy, whether or not the application is within the built-up area boundary. Homeworking is generally encouraged as a particularly sustainable form of development. Where a material change in the use of a dwelling occurs, for example, increased traffic, visitors, noise or fumes, planning permission will be needed.

7.36 Local amenity, the impact on neighbours and the overall character of the area should be minimised. This is likely to make some types of activity, for example, Class B1 business or office use, more acceptable than others, such as engineering, vehicle repairs and spraying, open storage and dog-breeding. Associated advertising signs should be limited and suitably discreet. Planning conditions or obligations related to noise levels, hours of operation, visiting times and storage of goods may be needed to control any potential disturbance. Expanding businesses will be encouraged to relocate to an established industrial area.

Policy 58

EMP6 - INDUSTRY AND BUSINESS WITHIN THE BUILT-UP AREA - BOUNDARIES AND HOMEWORKING

Planning permission will be granted for business and industrial development within the Built-Up Area Boundary and Homeworking provided that:

- the development will not harm the character or appearance of the premises or amenity of the area due to a material increase in noise, dust, fumes, traffic, activity or visitors

Where appropriate, conditions will be imposed and/or planning obligations sought, to control operating hours, noise generation, discharges, parking, servicing and storage arrangements in order to protect local amenity.

Employment Development in the Countryside and Farm Diversification

7.37 New business development will be generally resisted outside the Built-up Area Boundaries, unless a countryside location is essential. However, limited development, subject to environmental and amenity safeguards, is necessary in order to foster a healthy and diverse rural economy. Within the Primary Employment Zones in the countryside (eg Forge Mill and Stephanie Works near Chinley), there may be scope for further limited development. Proposals will be dealt with under Policy EMP4. Special provisions apply to development at major employment sites within the Green Belt (see Policy EMP8).

7.38 Small-scale business development should involve the expansion or diversification of an existing business, and be accommodated in existing buildings wherever possible. Where extensions to existing buildings or new buildings are essential, the design and layout should enhance the rural character of the location. In addition, the effect of increased traffic on unsuitable roads will be a material factor in assessing any proposal.

7.39 Farming has a key role in maintaining the quality of the countryside, and diversification is becoming increasingly important to maintaining farm incomes. The Borough Council supports diversification projects; particularly those which are intended to contribute to the farm business

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rather than become enterprises in the countryside in their own right. The open nature of much of the landscape in the High Peak and lack of tree cover in many parts limit the activities, which can easily be absorbed. Road access, too, is often poor and in some cases the generation of significant additional traffic on minor roads may outweigh the advantages of the proposal.

7.40 In broad terms 'diversification' activities can be divided into two. Firstly, there are those which have little effect on the landscape and allow farming to continue largely unchanged - for example, farm sales (e.g. food, cheese); direct sales of manufactured farm products (e.g. garden furniture); re-use of farm buildings for tourism (e.g. camping barns, B & B), workshops or business, kennels or catteries. Secondly, there are activities which have a much greater impact on the countryside and involve the change of use of farm land - for example, haulage (unless this is an integral part of the existing farm business); riding stables (especially where these are major proposals involving indoor facilities and all-weather surfaces); caravans; clay-pigeon shooting and other outdoor pursuits (e.g. war-games) which can have a serious effect on the ecology of the area; golf courses and driving ranges; motor-sports; and outdoor storage (e.g. stone).

7.41 In general, the Borough Council supports business development in the countryside, which will contribute to the rural economy, is appropriate to a rural location, and is compatible with the fine landscape and the natural resources of the Plan area.

Policy 59

EMP7 - INDUSTRY AND BUSINESS IN THE COUNTRYSIDE

Planning Permission will be granted for business and industrial development in the countryside, provided that:

- the development can be accommodated within existing buildings; or
- any new buildings, alterations or extensions are essential, and well-related to existing buildings and appropriate to a countryside location in terms of scale, siting, design and external appearance; and
- adequate site access is available and the development will not significantly increase traffic movements, particularly on unsuitable narrow roads

Infill/Redevelopment of Employment Sites in the Green Belt

7.42 Within the Plan area there are a number of employment sites within the Green Belt. Government advice (PPG2) indicates that, in certain circumstances, limited infilling or redevelopment at existing major developed sites in the Green Belt may be appropriate, where this would not undermine the purposes of the Green Belt but which may help to secure local jobs. These sites are identified on the Proposals Map as "Major developed sites within the Green Belt".

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Policy 60

EMP8 - INFILLING/REDEVELOPMENT AT MAJOR DEVELOPED SITES IN THE GREEN BELT

Planning Permission will be granted for limited infilling and/or redevelopment for business and industrial development, comprising B1. Business, B2. General Industry, B8. Storage and Distribution and other appropriate employment generating development within the following major developed sites in the Green Belt identified on the proposals map:

Glossop Area

Chisworth Works, Chisworth

Holehouse Mill, Chisworth

Kinderlee Mill, Chisworth

Central Area

Bate mill, thornsett

Old Fire Station, New Mills

Hague Bar Works, Hague Bar

The Haulage Yard, Furness Vale

Ringstones Industrial Estate, Bridgemont

Britannia Mill, Buxworth

Bugsworth Basin, Buxworth

Council Offices, Chinley

Bridgeholm Mill, Chinley,

Provided that the development:

- will have no materially greater impact than the existing development on the purposes of including the land within the Green Belt; and
- will not materially exceed the height of existing buildings on the site; and
- will not lead to a major increase in the developed proportion of the site, and, in the case of re-development, will not occupy a materially larger area of the site than the existing buildings

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Where appropriate, conditions will be imposed to ensure that buildings, which are not to be retained permanently, will be demolished as the new buildings are erected in order to keep control over the total developed area.

Change of Use from Industry or Business

Mixed Use

7.43 Many existing employment sites within High Peak are a legacy of the area's industrial past. In many cases sites developed during the early 19th century as part of the cotton spinning, bleaching and printing industries remain in use, although the nature of the employment has now changed. Frequently, the location of these employment sites is related to resource and transport considerations that are long since redundant (e.g. water power / tramways). As a consequence, certain employment sites in High Peak remain heavily constrained by poor access, past contamination, difficult operating conditions and unsuitable buildings.

7.44 This situation is borne out by the Regional Quality of Employment Land Study (QUELS) published by East Midlands Regional Local Government Association and the East Midlands Development Agency in September 2002. This study confirmed that in the Peak sub-area much employment land is highly constrained, and low values combined with complex servicing requirements limit private investment.

7.45 Government policy promotes the re-use and redevelopment of urban land and buildings wherever possible. In an attractive upland area such as High Peak the opportunities for new employment development are also limited. If an employment base is to be retained in High Peak it follows that some existing historic industrial sites in accessible urban locations will need to be redeveloped to provide for the future employment needs of the area.

7.46 The QUELS study recognises low values as a serious obstacle to future employment development. The ERDF has been successful in pump-priming investment in Chapel-en-le-Frith. However with this initiative and the SRB programme in Glossop drawing to a close sufficient public funding is unlikely to be able to remedy ongoing access, land assembly and contamination problems.

7.47 On some sites however, employment can only be maintained or enhanced by improving access, providing modern buildings or remedying contamination. In these circumstances a small element of mixed use may be considered as part of a comprehensive development of the site. This will only be appropriate where it demonstrates an overall improvement in the employment base and does not conflict with the principles of sustainability or the green belt.

7.48 Planning conditions will be employed or obligations negotiated to ensure that the development delivers proposed improvements.

Change of Use

7.49 There are also numerous smaller industrial sites and premises throughout the Borough which provide valuable space for small businesses. Often these lie close to housing areas, allowing short journeys to work. Together, these form the industrial employment base for the High Peak,

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and it is from this base that the industrial land requirements are derived. To keep the widest range of job opportunities, both PEZ's and smaller sites should be kept in employment use wherever possible.

7.50 Exceptionally however, an employment use creates significant traffic or environmental problems to the detriment of adjacent land uses. In such cases the overall aims of the plan may be better served by a change of use than the retention of the employment site. Redevelopment of the whole site for other uses, will, therefore, be considered where the location is inappropriate in terms of environment or amenity, and where the developer can clearly show that there is no market demand for the site for employment use and that a mixed-use development is inappropriate. Any new uses will be considered in accordance with the relevant policies elsewhere in the Plan.

7.51 For proposals for mixed use and change of use redevelopment should not conflict with the principles of sustainability or the green belt. Proposals will be assessed against the overall contribution they make to achieving the 6 strategic aims of the plan:

- Environment
- Community Development
- Employment and economic diversity
- Town centres and regeneration
- Tourism
- Transport

7.52 and the criteria for delivering each aim.

7.53 In all cases (including mixed use) it is expected that any residential use of the site shall be of a limited scale and in line with the provisions of policy H1.

Policy 61

EMP9 - CHANGE OF USE FROM INDUSTRY OR BUSINESS

Planning Permission will be granted for the change of use of industrial or business land or premises provided that:

In the case of mixed use

- mixed use elements are limited in scale and subordinate to the employment use of the site; and
- the development achieves demonstrable improvements to the size, quality or accessibility of the employment premises or employment base

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In the case of change of use of a whole site

- the continued employment use of the land or premises for industry would perpetuate significant traffic or environmental problems; and
- these problems could not be satisfactorily resolved by a mixed use development; and
- the developer can clearly show that there is no market demand for the site for employment use; and
- the proposed development will be compatible with adjoining uses

In all cases

- the development does not conflict with the principles of sustainability or the green belt; and
- the development achieves a strategic aim of the plan, which brings a greater benefit to the area than the retention of the existing use.

Conditions will be imposed and planning obligations negotiated to ensure that development takes place in a comprehensive manner and promotes the retention or enhancement of employment at the site.

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Protecting Recreational Land

8.1 The National Playing Fields Association recommends a minimum requirement of 2.4 hectares of various types of recreation space per 1000 population, to provide a sufficiently diverse range of play opportunities for adults, youths and children. The 2.4 ha target is divided into 1.6 to 1.8 ha for youth and adults, which includes pitches, courts, greens and facilities such as athletic tracks, training areas, putting greens, pitch and putt golf courses and ski-slopes, together with 0.6 to 0.8 ha of children's play space. Children's play space is sub-divided between 0.2 to 0.3 ha of equipped playgrounds, adventure playgrounds and other play areas, including provision for the under-fives, and 0.4 to 0.5 ha of casual or informal play space close to housing areas.

8.2 The National Playing Fields Association standard is being used for the time being as a guide by the Council in assessing local need, particularly as it relates to children's play space, sports pitches and courts. However, this standard was established in 1938 and it is recognised that it may not necessarily be wholly applicable to the Plan area because it does not acknowledge the significance of the countryside, country parks and trails, and takes no account of the age the population. These are all factors which can determine play space requirements in an area. For example, the provision of sports pitches is of less value in an area where the population is predominantly elderly. Therefore, local standards of open space provision for formal or informal recreation will be assessed by drawing on the National Playing Fields Association standards alongside an appraisal of local need taking into account local factors.

8.3 Using the National Playing Fields Association standard as a guide, the Council assessed the provision of the different types of open play space as part of the Parks, Outdoor Recreation and Amenity Best Value Review (2001). Overall provision of the different types of open play space compared favourably with the association's standard. However, there is no room for complacency. The population of the Plan area continues to increase and the general picture of an overall satisfactory supply obscures the fact that some areas suffer localised shortfalls of certain types of recreation space and the changing age profile of the population alters the recreation space requirements of areas. Some wards have significantly less open space when compared to the standard. Those wards with significant overall shortfalls are All Saints (Glossop), Barms (Buxton), Blackbrook (Chinley), Chapel West, Corbar (Buxton) and Whaley Bridge.

8.4 To ensure continued provision in line with the National Playing Fields Association standard it is very important that existing recreation areas are safeguarded. In line with Government advice, the Council will take into account the community's need for recreational space and will resist development on such spaces which would conflict with the public interest. Furthermore, the Council has a policy to provide new play areas, and to upgrade existing areas, where needed, although scope is limited by financial, land and siting constraints.

8.5 The Council also recognises that many open spaces have more than a purely recreational value, being integral to the heritage, visual amenity and wildlife value of an area, and providing a valuable 'breathing space' in the more heavily built-up areas. Of particular importance are those major parks which provide a facility and a centre of activity for significant numbers of people. Special protection will be given to those parks which are of importance by reason of their location, landscape quality, historical association or community value. Development will only be permitted in these parks if it is intended to improve their use for public enjoyment or to preserve or enhance their visual quality.

8 Leisure and Tourism



Policy 62

LT3 - PROTECTION OF RECREATIONAL LAND AND FACILITIES

Planning Permission will be granted for development within, or otherwise materially affecting, public and private playing fields (including school playing fields), play areas, amenity areas, minor parks, allotments, land intended or last used as public open space and other recreational facilities such as sports halls, provided that:

- alternative provision will be made in a suitable location, and to a standard, which is satisfactory to the council; or
- adequate recreational land and/or facilities of suitable quality and with good accessibility will remain in the area for existing and future anticipated needs; or
- the public enjoyment and recreational value of the land and/or facilities will be maintained and enhanced through the proposed development

Planning Permission will be granted for development within, or otherwise materially affecting the following major parks, provided that:

- the development will result in the improvement of facilities and the use of the park for public enjoyment; or
- the development would preserve or enhance the visual qualities of the park

Glossop Area

Higher Barn, Hadfield

Bankswood Park, Hadfield

Roughfields, Hadfield

Howard Park, Glossop

Manor Park, Glossop

Philip Howard Park, Glossop

Central Area

The Torrs, New Mills

High Lea Park, New Mills

Memorial Park, Chapel-en-le-frith

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Memorial Park, Whaley Bridge

Buxton Area

Cote Heath Park

Ashwood Park

Pavilion Gardens/Serpentine Walk/The Slopes

New Recreation Facilities

8.6 Existing sport and recreation facilities in the Plan area are owned and maintained by Borough, Parish, Town and County Councils, private companies and clubs and voluntary groups. The Council will continue to work with others to improve the range and quality of recreation facilities, especially in areas where anticipated population changes will produce additional demand and where shortages of specific types of open space exist, such as those identified at paragraph 9.16.

8.7 Schools and community buildings are usually located close to where people live and so are easily accessible by most residents. However, school playing fields, sports facilities and halls sometimes lie unused for long periods, for example, at weekends and during the summer holidays, when they could be providing much needed recreational opportunities for local communities. Dual use of school facilities will be encouraged, particularly in areas where there is a shortage of provision and few opportunities for the development of other new facilities in the locality.

Former Hadfield Tip

8.8 There is a slight shortage of public open space provision in Hadfield. The former Hadfield tip, situated between Paradise Street and Woolley Bridge Road, is already used informally for recreation by local children and youths but it has the potential to be improved to create an attractive area of informal public open space which will benefit the wider local community. Improving land drainage, new tree and shrub planting, and providing well-laid paths and seats for people to enjoy views over the Longdendale Valley could achieve this. Where appropriate, the Council will use developer contributions towards new off-site public open space to improve this site.

Pyegrove Recreation Area, Glossop

8.9 There is acknowledged to be a shortage of sports pitches, particularly for football, in the Glossop area to satisfy the demands of local sports teams. It is proposed to improve this situation by developing new, and improving existing pitches at Pyegrove. The sport pitches here are in public and private ownership, some in quite poor condition. The quality and capacity of this sports ground will be improved by the Council through the provision of new grass pitches and changing facilities. Where appropriate, the Council will use contributions towards new off-site public open space to improve this site.

Pickford Meadow and the Courses, Chapel-en-le-Frith

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8.10 The Council would like to release the potential of Pickford Meadow, Miry Meadow and the Courses for public access and informal recreation, whilst protecting and enhancing this important area of open land within the Conservation Area. This could be achieved through environmental improvements and extensions to the public footpath system. Part of the improved footpath network is being constructed in association with some proposed residential development at Miry Meadow.

8.11 Most of the land is privately owned, and it is recognised that some limited forms of recreation or tourism development, such as camping or a small block of self-catering accommodation, could help to generate the income needed to enhance the area - for example to repair drystone walls and to carry out replacement tree planting.

Hogshaw, Buxton

8.12 As part of the housing allocation at Hogshaw, it is proposed to relocate the existing playing fields to the north of the site. This will mean that additional playing fields can be provided and the quality of them improved. The Derbyshire and the Peak Park Sport and Recreation Forum have undertaken a survey of all facilities in the borough and a need for additional playing fields has been identified in the Buxton area. A small area, 0.4ha of the current playing fields is to remain as open space within the housing development. A further area of 1.3ha along the stream corridor will be restored and enhanced through an agreed management plan to create a wildlife corridor and area of ecological interest, and to allow public access for informal recreation. The existing allotments will be retained and enhanced where necessary.

Policy 63

LT4 - NEW RECREATION FACILITIES

Land at the following sites identified on the proposals map is allocated for recreational use and/or improvement.

- Former Hadfield Tip, Hadfield
- Pyegrove Recreation Area, Glossop
- Pickford Meadow, Miry Meadow And The Courses, Chapel-en-le-frith
- Hogshaw, Buxton

Horseriding Facilities

8.13 Horseriding is a popular and healthy activity enjoyed by many residents and holiday makers in the High Peak. This form of recreation is seemingly appropriate for a rural location and is being seen as a common form of development to assist the reuse of former farm holdings. Development of stables for personal or commercial use can generate a wide range of difficulties. Generally commercial stables are more problematic due to their larger scale and unsustainable traffic generation and can create demand for dwellings. Commercial proposals should be located with

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adequate access, and close to towns and villages and should normally be based on existing farms or the reuse of other existing rural buildings and therefore, avoid the creation of new free-standing building developments, and as an aid to rural diversification.

8.14 Proposals for stables for personal use can involve the construction of a significant collection of buildings often associated with a surfaced access road and a menage. They can be an intensive form of development, out of character with the open and rural nature of the surrounding area and can have a considerable effect on residential amenity. The Council is concerned that development which increases the number of built structures in the countryside will have a cumulative impact detrimental to the character of the general area. There is a need to carefully control the design, construction and siting of new facilities to minimise the impact of the development on the appearance of the countryside. In particular, such facilities can potentially generate a considerable amount of traffic, including vehicles pulling horse trailers, and can be particularly visible elements in the landscape.

Policy 64

LT5 - HORSE RIDING FACILITIES, STABLES AND RIDING SCHOOLS

Planning Permission will be granted for stables, riding schools, equestrian centres and associated facilities, provided that the development:

- will have adequate horse riding, exercise and grazing areas and/or have suitable access to the bridleway network; and
- will not, either in its own right or cumulatively detract from the open character or amenity of the area or adjoining residential amenities

Proposals for commercial equestrian development outside the Built Up Area Boundary will be permitted where the site offers adequate access, is closely related to an existing farm holding or rural buildings, is of an appropriate scale and minimises any impact on the landscape.

Golf Courses

8.15 Golf is an increasingly popular recreational activity. Although the Plan area is already well provided for, with existing golf courses at Buxton, Chapel-en-le-Frith, New Mills and Glossop, demand remains high, and planning applications for further golf courses are anticipated, particularly with the Council's encouragement of farm diversification (Policy EMP7).

8.16 New golf courses can have a significant impact on the rural landscape. Golf course design must be determined by the surrounding landscape. Golf courses in enclosed agricultural landscapes which typically have an undulating land form with small fields contained by hedgerows or walls, hedgerow trees and woodlands, are likely to have a severe impact on the structural qualities of the landscape, unless very sensitively designed. Contour remodelling, draining and removing existing features may harm the landscape and lead to the loss of associated wildlife. Golf courses need to be designed to be cohesive with the existing landscape and to take full account of features such as walls, hedgerows, woods and water features, and the potentially intrusive nature of new

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access roads, species and form of new landscape planting, buildings, car parks and large numbers of people. Where public rights of way cross a proposed golf course care must be taken to design the course in such a way that they can continue to be used safely or can be suitably diverted.

8.17 Proposals for golf courses will be especially welcomed where they reuse and improve derelict or despoiled land. However, care must still be taken to ensure that any special nature conservation interest of the site is respected and assimilated in a suitable way into the overall course design.

8.18 It is not unusual for golf course developments to be associated with major proposed built developments, such as hotels, country clubs or leisure centres. The Council will determine associated development proposals in accordance with relevant policies and proposals of the Plan, unless material considerations indicate otherwise.

Policy 65

LT6 - GOLF COURSES

Planning Permission will be granted for new golf courses, extensions to existing courses and associated built facilities, provided that:

- wildlife features and public rights of way will be sympathetically and satisfactorily incorporated; and
- alien features to the landscape (such as bunkers, surfaced areas, artificial mounding and water features) are satisfactorily incorporated into the existing landscape; and
- any topographical changes and grading reflects and harmonises with the local topographic character; and

Landscaping, including the selection of species for greens, tees, fairways and roughs is designed to reduce the incongruous appearance in the natural landscape

Intensive Outdoor Recreation

8.19 Intensive outdoor recreation facilities such as all weather pitches, golf driving ranges and multi-use games areas can have an urbanising effect, in particular due to high perimeter nets, floodlighting, access roads, car parks and ancillary buildings like toilets, changing rooms and ticket offices. Consequently, they should preferably be located in or adjacent to an existing urban area with good access to public transport.

8.20 Proposals which include floodlighting should ensure the floodlights are installed so that light spillage is minimised and, therefore, any impact on neighbourhood amenity and landscape character is reduced to an acceptable level.

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8.21 Every effort must be made to ensure that the impact on the local environment and the effect on the amenity of nearby residents are minimised. This may be achieved by sensitive building design, orientation and layout of the facility, height and orientation of the floodlights and use of materials and landscaping appropriate to the area. To help in determining applications of this type full details of existing and proposed contours, public rights of way, tree and vegetation cover and proposed landscaping should be submitted with the application.

8.22 The Council will particularly welcome proposals for the provision of intensive use recreation facilities where they are provided on education sites which can accommodate community use, offering the opportunity of use by students during curricular and extra-curricular time and by the community at other times.

Policy 66

LT7 – INTENSIVE OUTDOOR RECREATION

Planning Permission will be granted for outdoor commercial recreation facilities or extensions to existing facilities, provided that:

- the development, including its fencing, lighting, buildings, access and parking areas will not unduly harm the character of the area or residential amenity; and
- the development site will be accessible by public and private transport, cyclists and pedestrians; and
- the visual impact of light columns, fences and pylons will not have a detrimental effect on the character of the area or residential amenity

Where appropriate planning conditions will be imposed related to hours of operation, height of columns, levels of illumination including the output and intensity of lighting proposed and the horizontal and vertical setting.

Air, Motorised and Shooting Sports

8.23 Motorised, gun or aerial sports like motorbike scrambling, war games, clay pigeon shooting and microlighting, are increasingly popular and a number of such activities, which rely to a great extent on a rural location, have already been established in the Peak District. Areas of land reclamation often provide the best opportunities for these activities.

8.24 The Council recognises that such sports provide fun and enjoyment and can demand and develop personal skills. Much has been done in recent years to reduce the overall environmental impact of some sports, through Codes of Practice, screening and reductions in noise levels. Nevertheless, some aspects of these sports can conflict with the commonly held view that the countryside should be a place of relative tranquility.

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8.25 The Council will therefore assess applications for such activities to ensure that the opportunities which they bring do not cause unacceptable conflicts in terms of undue damage to landscape or wildlife features, noise, visual intrusion, traffic congestion, dust, fumes, odours, erosion or other nuisance or disturbances. Where appropriate, the Council will consult with the Sport England and relevant governing bodies of the sport.

Policy 67

LT8 – AIR, MOTORISED AND SHOOTING SPORTS

Planning Permission will be granted for air, motorised or shooting sports, provided that:

- the development will not cause material harm to the character or wildlife of the area, neighbouring uses, nearby residents and other users of the surrounding countryside; and
- adequate visual and acoustic landscaping or screening exists or will be provided prior to the development in a manner sympathetic to the character and appearance of the area

Tourist Development: Priorities and Principles

8.26 Most of the main towns and villages in the Plan areas fulfil the function of service centres and ‘gateways’ to the National Park. They are reasonably well served by the rail network and are well placed for the development of business as well as recreation and holiday tourism, reflecting and responding to the special characteristics of each:

Buxton is promoted as the “Heart of the Peak District”, and is the major tourist accommodation resource for the Peak District. Developments will be welcomed which focus on the themes of Buxton’s Spa heritage and architecture; its tourist and conference facilities, attractions and accommodation; facilities for families, its shopping and market; and the relationship of the town with the surrounding Peak District countryside and other visitor destinations, such as the Potteries, Alton Towers and Chester. The University of Derby development in the town centre provides the opportunity for an enhanced range of new facilities sustained by the academic population but also serving visitors.

Glossopdale is the “Gateway to the High Peak”. The Council has identified Glossop’s relationship with Longdendale; the Snake and Derwent Valley; its town centre, Manor Park and Old Glossop; and its shopping and market facilities, as focal points for improvement and marketing.

Hadfield is marketed as the “Gateway to Longdendale”. Its attributes relate closely to its position at the crossroads of the Trans Pennine Trail and Pennine Bridleway. Although lately, it has become more famous as Royston Vasey from the TV series, The League of Gentlemen, which was filmed on location in the town. Tourism related initiatives which capitalise on the presence of these recreation trails and the reputation of Royston Vasey will be encouraged.

Hayfield is an area of tourist pressure, mainly at weekends, due to its position as the “Gateway to Kinder Scout” and its attractive village centre. The Sett Valley Trail also starts at Hayfield. Any new tourism initiatives must be sensitive to the delicate balance between the costs and benefits of tourism to the Hayfield economy, residential amenity and the built and rural environment.

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New Mills is also a “Gateway to the High Peak” and has an interesting industrial heritage. This, together with its townscape, the Torrs and walks such as the Sett Valley Trail and Goyt Way, lends itself to tourism development and interpretation. The Millennium Walkway and the proposed development of Torr Vale Mill will provide an important focus for such development.

Whaley Bridge, the “Gateway to the Goyt”, has as its focal point the Peak Forest Canal and Canal Basin which, together with the canal terminus at Bugsworth Basin, present superb opportunities for sensitive restoration and redevelopment as tourist and recreation attractions. The former Cromford and High Peak Railway also adds to the town’s interesting industrial and transport history. The Midshires Way and Goyt Way trails lead to Whaley Bridge, adding to the tourism potential of the town.

Chapel-en-le-Frith is known as the “Capital of the Peak”. Its picturesque old town, which includes an attractive Market Place in the heart of fine walking country, makes the town a potential tourist centre for the High Peak. An ongoing programme of regeneration of the town’s central area will assist tourism development. Tourism related proposals for Combs Reservoir and its margins, which are designated as a SSSI must have regard to the Special Landscape Area and the ecological balance of the area.

8.27 It is important that new tourist attractions are compatible with sustainable tourism principles and do not cause or add to problems of over-use or congestion. Major attractions should be located within or close to settlements, and on public transport routes. Wherever possible, attractions should relate to the special qualities and resources of the High Peak. Proposals will be assessed having regard to the impact of the development on local communities; the impact on the built or open environment; the necessity of the location and links with existing facilities, the extent to which they are likely to attract staying visitors; and whether they will reinforce the vitality or viability of local centres and services.

Buxton's Spa Heritage

8.28 Buxton has been known for the curative properties of its thermal springs since its settlement by the Romans, when it was called Aquae Arnemetiae. The springs were used throughout the Middle Ages and Tudor period, but the development of the Spa in the 18th and 19th Centuries was due mainly to the 5th, 6th and 7th Dukes of Devonshire who were the principal landowners. The Spa developed around the natural springs at the lowest point of the geological basin in which Buxton lies.

8.29 The architectural centre-piece of the town, the Crescent, was built by John Carr of York in 1788 to rival the Royal Crescent at Bath, and the Spa began to attract a more sophisticated patronage than the local clientele which had previously taken the Buxton waters.

8.30 The popularity of the Spa treatment in Buxton fell markedly after 1950, and many former Spa buildings, such as the Natural and Thermal Baths, later fell into disuse. Only comparatively recently has the necessary investment been made in the major buildings of the town, including the Opera House and Pavilion Gardens. The Natural Baths are part-used as a Tourist Information Centre, but the rest of the building is deteriorating.

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8.31 The Borough Council is keen to see the potential of Buxton's Spa heritage developed through the restoration and reuse of historic Spa buildings and investment in new Spa-related activities in a way which will perpetuate and enhance this important legacy.

8.32 It is within this context that the Buxton Crescent and Spa Project has been prepared. This is a joint initiative by the Borough and County Councils to bring the Crescent, Natural Baths and Pump Room back into active use. The two authorities have been working with The University of Derby and a chosen developer to prepare a scheme which involves:

- A new hotel
- Retail units
- A visitor centre allowing spa interpretation and access to key rooms within the buildings
- A new spa facility within the Natural baths
- A new Tourist Information Centre in the Pump Room
- Extensive environmental improvements to the Crescent forecourt.

8.33 A detailed Conservation Plan has been prepared for all of the buildings. This sets out detailed policies to preserve the special architectural and historic character of the buildings. It is also the subject of a bid to the Heritage Lottery Fund and other funding agencies.

8.34 Buxton Museum also has an important role to play in informing visitors about the local heritage. Its art gallery provides an additional tourist attraction. Derbyshire County Council proposes to improve and promote the Museum as a 'Museum of the Peak District and the Town of Buxton' and to develop further the art gallery.

Policy 68

LT10 - BUXTON'S SPA HERITAGE

Planning Permission will be granted for tourist development which will:

- reinforce or support buxton's spa heritage and activities; and/or
- re-use the town's historic buildings in a manner sympathetic to their historic or architectural interest

Canals

8.35 Canal heritage is an important part of the history of the Borough. The Peak Forest Canal and its towpath is a spur off the Cheshire Ring and played a significant role in the industrial development of this part of Derbyshire during the 1800s. Today, the Canal and towpaths have a

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role as a recreation and tourism resource, and while much boating, walking and sightseeing activity takes place along the Canal corridor the Council believes that the Peak Forest Canal still has potential for enhancement.

8.36 A study of the Whaley Bridge Canal Basin commissioned by Whaley Bridge Town Council concluded that improvements would be of great benefit to the local community and visitors alike. A considerable amount of work has already been undertaken in association with the Inland Waterways Preservation Society, with grant aid from various sources, to restore and re-open the Buxworth Arm of the canal, and to interpret the historical importance of Bugsworth Basin.

8.37 Opportunities to enhance recreation, tourism and employment opportunities along the canal corridor, particularly at New Mills, Bugsworth Basin and Hogs Yard and the canal basin at Whaley Bridge will be welcomed. In particular there may be scope to interpret the industrial archaeological significance of the Canal. Proposals, which include suitable new uses for historic buildings, related to the Canal will be particularly encouraged.

8.38 If the recreation and tourism potential of the Canal is to be promoted, it is clearly important that a navigable route along its whole length is provided and maintained. Equally, it is important to ensure that any development which takes place in its vicinity respects, and where possible enhances, the tranquil and attractive environment of the Canal and its towpaths. The potential for new development to impinge on the Canal corridor depends on the landform, width of the Canal corridor and nature of the development in question.

8.39 The Peak Forest Canal is also identified as an Improvement Corridor (Policy GD3). The criteria for dealing with development proposals within the Improvement Corridors are set out in Policy BC12.

Policy 69

LT11 – CANALS AND CANAL BASINS

Planning Permission will be granted for development within the vicinity of the Peak Forest Canal, New Mills Wharf, Hogs Yard, Whaley Bridge Basin and Bugsworth Basin provided that the development:

- will not permanently impede or otherwise harm the route or navigability of the canal or its towpath; and
- will not adversely affect the existing or potential tourism and recreational opportunities of the canal or its towpath; and
- will not cause undue harm to the ecological and heritage value of the site and its surroundings

Touring Caravan and Camping Sites

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8.40 Whilst the demand for camping and caravan holidays appears to have levelled out since the rapid rise in interest in the 1970s and 1980s, they are still a popular activity and there is increasing demand by users for sites to be fully serviced and of high specification. However, there remains only limited scope for additional sites, or extensions to existing facilities, if the very fine landscape character of the plan area is to be safeguarded.

8.41 It is important that the impact of caravan and camping development upon the environment and nature conservation interests is minimised. The visibility of sites, both close to and from longer distant views, and the ability of the local highway network to accommodate caravans, are crucial factors.

8.42 The Council considers that there is scope for additional sites in association with long distance recreational trails, such as the Trans Pennine Trail, the Midshires Way and the Pennine Bridleway, which are being developed within and beyond the plan area. Where new sites or extensions to existing sites are proposed near watercourses, the developer will be required to take appropriate safety measures to minimise the risk of flooding, as set out in PPG25 para.70.

Policy 70

LT13 - TOURING CARAVAN AND CAMP SITES

Planning Permission will be granted for touring caravan and/or camp site developments, including extensions to existing facilities, provided that:

- the development will not be unduly prominent in the landscape nor cause material harm to visual amenity, especially in views from the Peak District National Park or the Green Belt; and
- there is existing substantial screening from short and long distance viewpoints, or such screening will be provided prior to the development in a manner sympathetic to the character and appearance of the area; and
- the development will not attract excessive traffic onto unsuitable roads to the detriment of highway safety

Conditions will be imposed, and/or planning obligations sought, to prevent permanent stationing or occupation of caravans or tents.

9 Community Facilities and Utility Services

9.1 Changes in population, demand and the restructuring of organisations may lead to community buildings and sites becoming surplus to the requirements of one particular group. Such buildings as church halls, clubhouses and community centres are often owned by one organisation but used for social and recreation purposes by a wide cross-section of the community, such as the playgroup, Brownies, badminton club, youth club, lunch club and band. The Council acknowledges the important role of such premises, and in much the same way as it seeks to protect recreation land (Policy LT3) the Council will encourage premises in community use to be retained for such purposes, where community demand exists.

Policy 71

CF2 - LOCAL COMMUNITY FACILITIES

Planning Permission will be granted for development, materially affecting a community building or site including the change of use of premises serving a local community, provided that:

- the community value of the building or site will be maintained or enhanced through the proposed development; or
- the premises are no longer needed for local community use; or
- alternative provision of another site with the same or better facilities for the continuation of the service of the community is implemented

School and College Facilities

9.2 Derbyshire County Council, as the local education authority, has identified a number of sites throughout the Plan area that will be required in the future to meet educational requirements. These are shown on the Proposals Map. In many cases the need relates to the age and inadequacy of existing school buildings that should be replaced, but some new schools will also be required to cater for population growth where major new housing development is taking place. The timing of these projects is uncertain. However, because of their long-term importance, these sites should be safeguarded from other forms of development.

9.3 In some cases new residential development will be of such a scale as to necessitate significant improvements to existing educational facilities such as a new classroom. Where this situation arises, the council will negotiate an appropriate contribution towards the upgrading of local schools, commensurate with the size of the development.

Policy 72

CF3 – SCHOOL AND COLLEGE FACILITIES

Planning Permission will not be granted for development which will prejudice the provision of new and/or improved education facilities on the following sites identified on the proposals map:

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Glossop Area

- Replacement Primary School And Nursery - Rhodes Street, Padfield.
- New County Primary School And Nursery - Roughfields, Hadfield.
- Replacement County Primary School And Nursery For Glossop All Saints - Church Street, Old Glossop.
- Replacement Primary School - Church Fold/Long Lane, Charlesworth.

Central Area

- Replacement Primary School for Thornsett - Hayfield Road, Diglands, New Mills.
- School Playing Fields for New Mills Primary School - Eaves Knoll, New Mills.
- School Playing Fields for Furness Vale Primary School - Park Avenue, Furness Vale.

Where new residential development necessitates a significant upgrading of existing educational facilities, the council will negotiate developer contributions for their improvement.

Child Care Facilities

9.4 Day nurseries are now being provided by the private sector to satisfy the increasing demand for childcare facilities. Facilities should be located where they are easily accessible for pedestrians, cyclists and public transport users.

9.5 Whilst it is anticipated that sites within or on the edge of residential areas will be preferred by applicants, sites within established business areas could be acceptable locations for day nurseries, especially where they are to serve local employees.

9.6 Satisfactory highway standards will be required for car parking and to prevent conflict between vehicles entering and leaving the site or queuing on the highway. Vehicular activity and children's play should not cause undue disturbance to neighbouring properties.

Policy 73

CF4 – CHILDCARE FACILITIES

Planning Permission will be granted for childcare facilities, including nurseries, crèches and schools where all of the following criteria are satisfied:

- the proposed development will be readily accessible by public and private transport, cyclists and pedestrians; and

9 Community Facilities and Utility Services

- appropriate provision is made for the safe circulation and parking of vehicles generated by the development; and
- the development provides a reasonable level of internal and external play/exercise space for its users; and
- the development will not adversely affect the amenities of neighbouring residents

Residential Care Facilities

9.7 The Council supports the need for a variety of residential care facilities within the Borough, including rest homes, nursing homes and hospices, where special care is needed.

9.8 These facilities should, wherever possible, be located within settlements and, within easy reach of public transport networks to ensure good accessibility for people visiting friends and relatives. An appropriate area of private garden/courtyard space around the premises will usually be needed to allow residents to sit out, and so help them to relax and recuperate.

Policy 74

CF5 - RESIDENTIAL CARE FACILITIES

Planning Permission will be granted for residential care facilities, including nursing homes, children's homes, rest homes and hospices, provided that:

- the development will be readily accessible by public and private transport, cyclists and pedestrians; and
- the development will provide reasonable levels of external amenity space for its residents

Telecommunications Development

9.9 Modern telecommunications have established themselves as a part of everyday life. Continued growth of the technology will be necessary to meet the growing demand for improved communications at work, home, and in support of electronic commerce. The Telecommunications Act 1984, under which licenses are granted gives special rights and obligations to telecommunication operators. The growth of the technology shows no signs of slowing, and new technologies are still emerging.

9.10 The popularity of mobile phones has resulted in problems of capacity. The area covered by each base station (a cell) can only accommodate a finite number of users. The only way to increase capacity is to create smaller cells by either introducing new sites or by erecting additional antenna at a base station site (cell splitting). In April 2000 the Government auctioned five new licenses to third generation (3G) mobile operators. The licenses require all 3G operators to build a network covering 80% of the population by 2007. This will require large antennas and a greater proliferation of sites as operators re-plan their network coverage.

9 Community Facilities and Utility Services

9.11 Closely following the auctioning of the new 3G licenses, an independent group published the 'Stewart Report' that examined the issue of health and mobile phones. Subsequent Government advice accepted the precautionary approach to the use of mobile phone technologies recommended in the report. However, Government guidance on this issue emphasises that the local planning authority should not seek to replicate controls within health and safety legislation. Enforcement of health and safety in this area is a matter for the Health and Safety Executive (HSE). The HSE ensure that base station emissions comply with guidelines to limit the exposure of the general public to electromagnetic fields. The guidelines, prepared by the International Commission on Non-Ionising Radiation Protection (ICNIRP), formed one of the specific recommendations in the 'Stewart Report'.

9.12 Government policy on telecommunications development indicates that local planning authorities should respond positively to development proposals to help facilitate the growth of new and existing systems and should be aware of the technical and siting requirements of telecommunication operators which may constrain the size and appearance and location of new development. Nevertheless environmental impact should be kept to a minimum.

9.13 The Government also states that it has a responsibility for protecting health. However if a proposal development meets the ICNIRP guidelines it should not be necessary for a Local Planning Authority to consider further the health aspects in processing the application for prior approval or a planning application. Where it is proposed to site apparatus near a school, college or nursery, operators should discuss the development with the governing body prior to submitting an application to the Council.

9.14 There are 4 levels at which Local Planning Authority control can apply:

- i. Some of the smallest antenna systems can be sited on or within a building or on an existing structure without having a material effect on the external appearance of the building. Many such developments can be regarded as de minimis for planning purposes.
- ii. Other minor telecommunication developments are permitted development under the General Permitted Development Order. These are also outside planning control unless a Local Planning Authority chooses, with good reasons, to withdraw permitted development rights, either by an Article 4 Direction or by planning conditions
- iii. Some permitted development rights for telecommunications approvals are qualified by a requirement on the operator to seek a determination as whether approval of the siting and appearance of the development is required. If an application is sought by the Local Planning Authority there is the opportunity to approve or refuse the proposed siting and/or appearance based on development plan policies and other material considerations
- iv. Larger scale developments require a planning application.

9.15 Local plans are required to include policies on the siting and appearance of telecommunications apparatus and the circumstances in which prior approval for siting and appearance may be required.

9.16 Operators will be encouraged, wherever possible, to site apparatus in locations where their visual impact is least apparent and least damaging. Appropriate locations will include:

9 Community Facilities and Utility Services

- i. De minimis developments on existing buildings and structures
- ii. Existing base stations (unless this leads to obtrusive proliferation of masts and structures creating an unacceptable cumulative impact)
- iii. Primary Employment Zones and Employment Allocations
- iv. Other locations that are well screened by trees and/or other buildings and structures

9.17 Conversely the following locations will be considered environmentally sensitive and there will be a general presumption against visually harmful telecommunications development unless the developers can demonstrate that the proposed siting is the only technically feasible location.

- i. Skyline and ridge line locations, especially where tree cover is poor or non-existent
- ii. Within The Green Belt
- iii. Locations affecting the setting of the Peak District National Park
- iv. Statutory sites of importance for nature conservation, such as SSSI's and Local Nature Reserves.
- v. On or affecting the setting of a Listed Building, Conservation areas and designated sites of historic importance such as scheduled ancient monuments and listed historic parks.

9.18 Where lamppost style installations are no more conspicuous than normal street furniture and are carefully sited or screened by landscaping, then they may be acceptable in the above areas. Micro cell technology in town and district centres, as shown on the proposals map (see policy TC1), can be accommodated as de minimis to non-listed buildings and outside conservation areas.

Policy 75

CF7 TELECOMMUNICATIONS

Planning Permission will be granted for telecommunications development in accord with the following criteria:

Development should avoid environmentally sensitive locations:

- Skyline and ridge line locations, especially where tree cover is poor or non-existent;
- Listed Buildings, Conservation Areas, other designated sites of historic importance and their settings;

9 Community Facilities and Utility Services



- Green Belts and Statutory Sites of Nature Conservation Importance;
- Setting of the Peak District National Park.

Development should preferably be sited in the following locations

- on existing telecommunications mast sites (unless this leads to obtrusive proliferation of masts and structures creating an unacceptable cumulative impact);
- within Primary Employment Zones and employment allocations;
- in locations well screened by existing tree cover.

Development should preferably be:

- by use of micro cell antennas
- unobtrusive additions to, or replacement of existing structures

In all cases:

- evidence will be required that the proposed siting is technically necessary; and
- evidence will be required that the option of mast and site sharing has been fully explored; and
- evidence will be required to demonstrate that the proposals conform to icnirp guidelines; and
- where appropriate proposals for new ground based masts should be accompanied by significant tree planting proposals and design solutions to screen, camouflage or disguise the development; and
- installations should be removed when no longer required; and

In the case of siting in an environmentally sensitive location evidence will be required to demonstrate why a more appropriate location is not feasible.

Renewable Energy

9.19 The use of renewable energy sources to generate electricity can help to reduce greenhouse gas emissions. The Government is committed to see a reduction of CO2 emissions by 60% from the current levels by 2050 and to see 10% of UK electricity requirements being met by renewable sources by 2010. Preparation is underway for a Regional Energy Strategy and regional renewable energy targets.

9 Community Facilities and Utility Services

9.20 Government has expressed a commitment to stimulate the exploration and development of renewable energy sources wherever they have the potential of being economically attractive and environmentally acceptable. Development to utilise renewable sources of energy will, therefore, be encouraged by the Borough Council. For clarification the Council define renewable energy sources as solar, photovoltaic, wind, geo/hydrothermal, landfill gas, small scale hydro and bio-mass.

9.21 Government policy states that local planning authorities need to consider the immediate impact of renewable energy projects on the local environment. Assessment of these impacts is important when considering the plant and equipment necessary to convert renewable energy to electricity. For example wind turbines often require hilly and exposed sites, which could be prominent from surrounding areas, and hydro-electric projects can potentially affect water quality and flows. The East Midlands Community Initiative helps to deliver practical implementation of renewable energy technologies to communities through local support teams.

9.22 A Derbyshire study published in 1996 identified parts of the Plan area which are accessible and where average wind speeds exceed the threshold for economic wind turbine development. These areas lie to the north and south of Buxton. No specific site for renewable energy development has been identified in the Plan, although the least constrained areas environmentally are considered to be those to the east of the A6, between Buxton and Dove Holes, and to the south of Harpur Hill.

9.23 Proposals for renewable energy developments should include details of ancillary features such as access roads, enclosures, sub-stations, pylons and masts and their likely impact on the environment. In particular, there is a need to protect areas conspicuous from the Peak District National Park.

9.24 Applications for renewable energy development likely to have a significant adverse effect on the environment in terms of their nature, size or location will need to be accompanied by an environmental assessment.

Policy 76

CF10 - RENEWABLE ENERGY

Planning Permission will be granted for renewable energy development, provided that:

- the benefits of the renewable development outweigh any adverse impacts; and
- the proposals demonstrate that any harm to the environment or local amenity either individually or cumulatively is minimised and can be kept to an acceptable level

In all cases consideration will be given to the impact of proposals on

- the environment and local amenity
- the appearance of the landscape
- flora, fauna and other nature conservation interests

9 Community Facilities and Utility Services

- noise, shadow flicker and vibration levels including electromagnetic interference;
- air and water quality.
- features and areas of natural, cultural, historical and archaeological interest
- the reduction of the emissions of greenhouse gases and the wider social and economic benefits of a proposal

Where the proposal is for a major renewable energy development any adverse environmental impact and effect on the local amenity must be outweighed by the national, regional and local benefits that could result from the development

Particular care will be taken in assessing proposals for developments in areas with special designations. In the following sites Planning Permission will only be granted in certain circumstances:

- in European Statutory Nature Conservation Sites provided it can be demonstrated that the integrity of the site will not be adversely affected or there are no alternative sites and there are imperative reasons of overriding public interest necessitating the development
- in Sites Of Special Scientific Interest, National Nature Reserves, Scheduled Ancient Monuments, Conservation Areas, Listed Buildings and Registered Parks And Gardens where it can be demonstrated the special character of the area will not be compromised by the development and any significant adverse impacts are clearly outweighed by the benefits of the development

All proposals shall include a satisfactory scheme which will ensure the site is restored to its original condition once the generating operations have ceased. Where appropriate the proposal will be accompanied by an Environmental Impact Assessment

Waste Management and Recycling

9.25 In the Waste Strategy 2000 the Government set challenging targets for increasing the recycling or composting of waste. The Council is committed to these targets and will seek the provision of more recycling facilities. Encouraging the recycling of glass, cans, plastic, newspapers and other materials makes better use of natural resources and reduces the need for landfill sites. Facilities located in residential developments give people better access. Recycling facilities at superstores, leisure developments and large public car parks can encourage linked trips, avoiding the need for special journeys and minimising car use.

9.26 The term 'major' within this policy applies to all residential development proposals for 100 or more houses and commercial developments of 1,000 sq.m or more. The sort of waste management issues applicants should consider could include arrangements for the recycling of demolition and construction waste and providing space on housing or retail developments for a "bring site" (bottle, can banks etc.). Applicants should pay special attention to supporting initiatives included within the West Derbyshire Sub-Area Waste Strategy.



9 Community Facilities and Utility Services

Policy 77

CF11 - WASTE MANAGEMENT AND RECYCLING

Planning permission will be granted for major development proposals provided that information on the waste production implications is submitted with the application and a statement containing information on how the waste generated from both construction and occupation of the development will be managed. Proposals which would not contribute appropriately to the sustainable management of the waste will be refused.

10 Transport and Access



Transport Implications of New Development

10.1 Virtually all forms of new development will have an impact on the movement of goods and people. It is important at the outset to consider new development against the context of achieving a more sustainable pattern of transport.

Policy 78

TR1 – TRANSPORT IMPLICATIONS OF NEW DEVELOPMENT

Planning Permission will be granted for new development provided that it seeks to:

- reduce the need to travel
- widen transport choice for people and goods
- integrate transport and land use

The Strategic Road Network

10.2 The strategic road network comprises motorways and other trunk roads, the principal ('A' classified) roads and other roads which provide links with the main centres of population and industry. The Highways Agency has responsibility for trunk roads, namely the A628(T) "Woodhead" Trans-Pennine road. The A6(T) from Newtown through to Buxton and beyond is soon to be de-trunked. The Structure and Local Transport Plan identify two major road schemes within the Plan area:

- i. A628(T) Mottram-Tintwistle By-Pass
- ii. A57 Glossop Spur

10.3 The existing A57/A628 routes provide a direct link between Greater Manchester and South Yorkshire. They are subject to severe congestion and delays, hindering traffic movements between Glossopdale, Greater Manchester, the regional motorway network and the A628 trans-pennine route. The proposed Highways agency A57 / A628 Mottram / Tintwistle Bypass scheme will alleviate many of these problems and is a key component of SPITS. Improvement on the A628 Woodhead route may facilitate traffic restraint on other routes across the Peak District.

10.4 The by-pass scheme remains within the Government's roads programme and is now subject to further assessment. It is anticipated that draft orders will be published during 2002.

10.5 The A57 link road to the proposed A628(T) by-pass is of great importance to the Glossop area. It will channel heavy traffic directly onto the new road, so avoiding junctions at Woolley Bridge and Hollingworth, and improving local environmental and traffic conditions. It will also facilitate access to the proposed large employment site at Etherow Park.

10 Transport and Access

10.6 The majority of the route is within Tameside and so is being progressed within the Greater Manchester Local Transport Plan. Land within the Plan area likely to be required for this link and the bypass needs to be safeguarded. This is shown on the Proposals Map.

Policy 79

TR2 - A57/A628(T) MOTTRAM - TINTWISTLE BY-PASS & A57 GLOSSOP SPUR

Planning Permission will not be granted for development which will prejudice construction of the A628(T) Mottram-Tintwistle By-Pass or its link road to Woolley Bridge (A57), as indicated on the proposals map.

The Local Road Network

10.7 There are several points upon the local road network where road improvement schemes, traffic management or traffic calming measures would be desirable to improve traffic flow, visibility, environmental conditions and/or vehicle and pedestrian safety. Such improvements are generally the responsibility of Derbyshire County Council, as highway authority. The Borough Council will continue to encourage the County Council to take appropriate action and will, where it can, assist, particularly in town centres.

10.8 There are three local road schemes proposed in the Plan Area. The first is the Fairfield Link Road in Buxton, which is being promoted by the Borough Council and private sector housebuilders. The main reason for the proposed new road is to address the environmental and traffic problems presently caused by heavy goods vehicles and other commercial vehicles, which pass through residential streets to serve the Tongue Lane Industrial Estate. The Industrial Estate itself has scope for further expansion, subject to better access. The proposed new road will remove heavy traffic from the residential streets, and provide the opportunity to open up further areas of land for development in the longer term. In addition, the road will offer an alternative route into and out of the Fairfield housing estate for the large number of people living there.

10.9 A planning application for the new road and associated housing development was approved in 2001 subject to the signing of a legal agreement. The proposal also includes a cycleway along the route plus footpath links to existing housing. Construction of the first part of the road could start in 2002, but until all elements of the scheme are completed it is considered important to safeguard the route.

10.10 The second local road scheme is the proposed road bridge over the River Goyt at Bingswood Industrial Estate at Whaley Bridge. This bridge is necessary to open up new employment land, improve operating conditions of existing businesses and alleviate congestion through the historic canal basin. Whaley Bridge Town Council has commissioned a feasibility study for the bridge and the scheme is being promoted with other private and public sector bodies through the Whaley Bridge Regeneration Partnership.



10 Transport and Access

10.11 A significant element of the costs has been secured through a legal agreement attached to adjacent retail consent. Whilst the remainder of the funding package is being secured it is important to safeguard the line of the bridge crossing with its access and ensure that adjacent development facilitates its eventual construction. The likely alignment is shown on the proposals map,

10.12 The third scheme is the new road access for the allocated housing land at Hogshaw. This will extend from the A6 at Fairfield Common, across some 200m of other land before reaching the housing site. The road will be built as part of the residential development.

Policy 80

TR3 – LOCAL ROAD SCHEMES

Planning Permission will not be granted for development which will prejudice the construction of:

- the Fairfield Link Road, Buxton
- road access across the River Goyt at Bingswood Industrial Estate, Whaley Bridge
- road access to the Hogshaw housing site, Buxton

Including their associated works, as indicated on the proposals map

Traffic Management

10.13 Government policy places great emphasis on people being able to travel safely, whatever their chosen mode of transport. Whilst locational policies seek to minimise the need to travel, new development will continue to have an impact on surrounding transport networks. In a rural area such as High Peak, many journeys can only be carried out by motorised vehicles; consequently vehicular access to and from new development remains important. However access must be considered in the context of the needs and safety of all the community.

10.14 Many local roads in the Plan area do not meet modern highway design standards, being either steep, winding and narrow with poor junction visibility or a combination of these. Facilities for pedestrians, cyclists and the users of public transport are also often poor with narrow and congested roads limiting the opportunities for re-allocation of roadspace. Add to this limited off-road parking spaces for many older buildings, especially in residential and mixed residential/commercial areas, and situations can occur where new development would unacceptably worsen already difficult highway conditions. Impact on local roads can be mitigated by measures designed to promote the use of walking, cycling and public transport. Effective public transport improvements may require cumulative contributions towards facilities, which are planned across the wider settlement.

10 Transport and Access

10.15 Where developments require off-site highway works, traffic management measures or improved public transport infrastructure the Council will seek safeguards through planning conditions and/or obligations to ensure that such improvements are implemented before the development is brought into use. Where new development is likely to generate significant additional transport movements developers will be expected to provide a transport assessment in order to determine the potential effect of the proposals on the local transport network.

10.16 Development affecting the primary and trunk road network will require careful consideration in order to maximise the efficiency and safety of the highway network.

Policy 81

TR4 – TRAFFIC MANAGEMENT

Planning Permission will be granted for development, provided that:

- the capacity and design of the transport network serving the site will reasonably accommodate the anticipated increase in travel without materially harming highway safety or local amenity; and
- the traffic generated by the development will not unduly interrupt the safe and free flow of traffic on trunk or primary roads or materially affect existing conditions to an unacceptable extent

Where a proposed development generates significant travel movements, the proposal will be accompanied by a transport assessment study to assess the likely effects of the development on the local transport network.

Where appropriate, conditions will be imposed, and/or planning obligations sought, to ensure that adequate highway improvements, traffic management measures and/or public transport infrastructure are provided or implemented before the development is brought into use.

Access, Parking and Design

10.17 In order to reduce the dominance of and dependency on the private car, Government guidance advocates giving priority to people over ease of traffic movement. In particular more road space should be allocated to pedestrians, cyclists and public transport. Where the effect of development on local transport is a material consideration the views of Derbyshire County Council as local highway and public transport authority will be sought.

10.18 Government guidance advises that the availability of parking has a major influence on people's travel choices. It therefore recommends that levels of parking provision be reduced in order to encourage people to use their cars less. Consequently the Plan adopts maximum parking standards, derived from PPG13 and the Regional Planning Guidance.

10 Transport and Access

10.19 Guidelines upon local highway design in Derbyshire have been established in two documents prepared by the County Council, namely 'Roads in Housing' and 'Standards for Estate Roads'. The former is currently being reviewed by the County Council as these documents no longer reflect current government policy, 'Standards for Industrial Estate Roads' is included for information in Appendix 6. The Council wishes to encourage new developments to depart from rigid highway standards in the interest of achieving high quality designs and layouts. In the short term the existing Highway Authority adoption regulations may remain a significant constraint in securing better designs. The Council will continue to encourage the County Council to adopt more imaginative road layouts, especially in residential areas.

10.20 Pending any reform in Highway Authority standards, where appropriate the Council will assess development proposals against established criteria such as the maximum numbers of car parking spaces or recommended dimensions of roads. These are set out in Appendix 1 and advice in other relevant documents including PPG.13. Design Bulletin 32 and its companion 'Places, Streets, and Movement'.

10.21 In addition to Transport Assessments, the Council may require the submission of Travel Plans with planning applications for retail, employment, leisure, educational and other developments likely to create a demand for travel by car. A Plan is essential for all developments exceeding the parking thresholds set out in Appendix 1. A plan may also be required for expansions to educational facilities and smaller development in locations with existing traffic problems. Travel plans are a means of promoting and delivering transport choice and should be prepared in conjunction with relevant local authorities and transport providers.

10.22 The parking standards will be applied in a common sense manner, recognising that much of the Plan area is within or serves rural areas where there are limited alternatives to the car for many journeys. In addition there are currently no on street parking controls outside the core town centres. If it appears that the demand for travel from a development will lead to on-street parking which is unacceptable in terms of residential amenity, highway safety or reduced highway capacity then a more flexible approach to parking provision may be required. Conversely, in some locations such as town centres certain development may be acceptable without any parking provision.

10.23 For some disabled people the private car can be the only viable means of transportation. Accordingly parking and access arrangements should take account of those with restricted personal mobility.

Policy 82

TR5 – ACCESS, PARKING AND DESIGN

Planning Permission will be granted for development, provided that:

- it will make safe and appropriate provision for access and egress by pedestrians, cyclists, public transport users and the private car.
- it includes a high standard of design and layout having regard to the parking, access, manoeuvring, servicing and highway guidelines set out in Appendix 1 (Parking Standards), and relevant Government Guidance and Good Practice, where appropriate

10 Transport and Access

Where the development is expected to generate a higher level of car use than can be accommodated by the maximum parking standards or will significantly exacerbate existing traffic problems, the applicant should submit a Travel Plan to reduce car dependency.

Where appropriate, conditions will be imposed, and/or planning obligations sought, to ensure that adequate parking, manoeuvring and servicing space will be available at all times.

New Railway Infrastructure

Gamesley Station

10.24 The Structure Plan and Local Transport Plan promote the construction of a new railway station at Gamesley. A feasibility study carried out in 1998 indicated that a station would be viable to run, but a number of funding and operational issues were also identified. The situation is also complicated by proposals to re-open the Woodhead railway, the possible expansion of Metrolink and uncertainty over passenger franchises.

10.25 A new station/halt at Gamesley is important because a relatively high proportion of residents in the Gamesley community do not have access to a car and unemployment rates are the highest in the Borough. Direct access to the rail network will enhance employment and social opportunities. A station in this location could also be reached by improved pedestrian and cycle links, including from the Simmondley area, providing an alternative to the private car. It will also provide built park and ride facility to complement more limited facilities at existing stations.

10.26 The Local Plan allocates land for new employment development off Glossop Road, Gamesley which has potential, in part, to be utilised for the development of a railway station/halt, including freight handling facilities. Part of the funding for the scheme has already been secured through residential development at Simmondley.

10.27 More recently, research by the High Peak & Hope Valley Transport Partnership into transport deprivation has once again confirmed the social case for the station at Gamesley. In addition, a new Train Operating Company (Northern Rail) is set to take over a new franchise for the line – and have confirmed their interest in principle at examining the case for a station. The case is further supported by the fact that the plans for the re-opening of the Buxton Matlock have been delayed and attention is inevitably focussed within the local transport programme on those schemes, which may be able to proceed.

New Station in New Mills

10.28 The potential for a new station in New Mills on the Sheffield - Hazel Grove - Manchester line is also being investigated. This line is also used by the main express service between Sheffield, Stockport and Manchester. If accessed at New Mills it would reduce the dependence on car-borne travel both into Greater Manchester and into the Peak District National Park. A new station at New Mills would also be important in the context of the longer term effects of the opening of the Buxton - Matlock Railway. Another long term proposal which is being investigated as a result of the South East Manchester Multi Modal Study is the need to increase future usage of the Manchester -

10 Transport and Access

Sheffield line and to provide 'Park and Ride' stations along this route. This could include a Park and Ride at New Mills. Both these initiatives are, however, unlikely to come forward during the life of the Local Plan.

Hogshaw Sidings, Buxton

10.29 The Strategic Rail Authority's strategic plan identifies a possible scheme to extend railways sidings to the north east of Buxton to facilitate access by longer and therefore more economically viable freight trains to and from the Hindlow/ Dowlow Branch. The narrow strip of land affected runs parallel to the east of the railway north of the existing railway sidings and Lightwood Road extending as far as the northern boundary of the disused workings

10.30 The Woodhead railway closed in 1981, but has since been the subject of various schemes for re-opening, including ongoing franchise proposals. There are many issues attendant with a resumption of rail use, notably the relocation of the Trans Pennine Trail. However, the route remains one of the few options for increasing hard pressed rail capacity between the North West and Yorkshire and so it is important that the line is not obstructed.

Other Railway Infrastructure

Buxton - Matlock Railway

10.31 A key component of SPITS and the Local Transport Plan is the re-opening of the Buxton – Matlock railway. This route formally formed part of the Midland mainline, running between Manchester and London. Re-instatement of the line will provide rail access for the heart of the National Park and enable a better train service to operate between the North West and the East Midlands.

10.32 A scheme to re-instate the Buxton–Matlock Railway for passenger use has been the subject of a feasibility study funded by Derbyshire County Council and the Strategic Rail Authority and a variety of other agencies. Whilst most of the route through the plan area is already in railway use as a freight line, some reorganisation of railway infrastructure may be necessary in the Buxton area. This could in turn provide new development opportunities in the vicinity of the station and improve prospects for access to proposed development at Hogshaw. It may also lead to the reopening of the railway station in Chapel-en-le-Frith and improvements to Chinley Station in the longer term. Although there are no real prospects of the line being used for passenger services in the short term, the feasibility study suggests that economic and transportation prospects for re-opening will improve after 2025 and recommends that the route be safeguarded for the medium term and key structures should be maintained in good condition. Any proposed development in the vicinity of Buxton Station will be considered in the light of these findings.

Policy 83

TR7 - NEW RAILWAY INFRASTRUCTURE

Planning Permission will not be granted for development which will prejudice the construction of:

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- a new railway station/halt at Gamesley
- new rail freight sidings at Buxton

Including operational land, access, parking and servicing provision, as indicated on the proposals map.

Disused Railway Lines

10.33 There are disused railway lines in various parts of the Plan area. Some, such as those through Longdendale and the Sett Valley, have already been converted to successful trails. Increasingly these routes are also being considered for re-instatement as commercial freight and passenger lines.

10.34 Potential exists for further conversions of disused routes for a variety of purposes, including trails, leisure rail routes or reinstated or new transport routes. One of the chief benefits of this is the enhancement of the tourism potential of the Borough's countryside and villages through increased access. Where disused rail routes remain substantially intact, they should be protected from forms of development which would sever them, or otherwise prejudice their future re-use for such purposes.

Policy 84

TR9 - DISUSED RAILWAY LINES

Planning Permission will not be granted for development which will prejudice the continuity of a route of a disused railway line, where the route remains substantially intact.

Pedestrian Priority and Traffic Calming

10.35 Pedestrian priority and other traffic calming measures (eg widening pavements) of shopping streets can introduce a number of benefits. For example, within town centres they can make shopping a more enjoyable activity by reducing the dangers and other nuisances generated by traffic; they can provide the opportunity for environmental enhancement schemes; and they generally enhance the viability and vitality of the centre, to the benefit of its businesses. Specific pedestrian priority opportunities within the towns of High Peak are identified in Chapter 6: Town Centres and Retailing.

10.36 The Plan also promotes the use of pedestrian priority measures in new residential and industrial estate developments as part of the drive to promote better design and layouts (Appendices 2 and 4), and the Council will continue to work with Derbyshire County Council and Parish/Town Councils to identify other opportunities.

Footpaths, Bridleways and Byways



10 Transport and Access

10.37 The public rights of way network is a very popular and valuable asset. The presence of footpaths, bridleways and Byways Open to All Traffic (BOATs) in both the countryside and urban areas provides users with routes, which are visually stimulating and relatively safe. The public has a right to use all such legally recognised routes, which are an important recreational resource for local people and tourists. Walking in the Peak District attracts day and longer stay visitors who make a significant contribution to parts of the local economy.

10.38 The Council will use its powers and influence to ensure that the network of footpaths, bridleways and byways continues to be an asset. Particular emphasis will be placed on protecting and promoting such rights of way which link housing with employment areas, leisure facilities, open spaces and trails, shopping centres, schools and public transport services, and which are an integral part of a larger network. A good public rights of way network can provide an alternative option to motor transport for some journeys and contributes to sustainable transport.

10.39 It is inevitable that some new development sites will affect public rights of way. Where practicable, the route should be incorporated into the development in an attractive, convenient and safe manner. This may involve diversion where this can be achieved in a convenient and sympathetic way. Elsewhere, the Council will normally resist other development, which has an adverse effect on rights of ways and will oppose the loss of an established route if there is no convenient and attractive alternative route to use.

Policy 85

TR11 - FOOTPATHS, BRIDLEWAYS AND BYWAYS

Planning Permission will be granted for development which will affect a footpath, bridleway or byway, provided that :

- the horizontal and vertical alignment of the right of way will remain substantially unchanged or will be enhanced; or
- where the existing route cannot reasonably be incorporated, the development will make provision for a diverted route which will not materially lessen its convenience or attractiveness to its users; and
- the width, surface treatment and levels of the diverted route will be adequate for its users; and
- adequate landscape treatment will be provided and existing important landscape and wildlife features will be retained and, where possible, enhanced; and
- public safety and security will not be prejudiced.

Where a public route cannot reasonably be incorporated into the development and its diversion is not practicable or desirable, Planning Permission will not be granted, unless convenient and attractive alternative routes outside the site exist.



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Long Distance and Local Trails

10.40 The Council is keen to ensure that trails and footpaths, especially those within, close to or connecting built-up areas, can offer an alternative to using the car, especially for short journeys. In addition they provide a recreational resource and the long distant routes bring visitors into the area.

10.41 It is important therefore that an adequate network of trails is established and maintained. Existing and proposed trails and paths, which run within or through the Plan area, are shown on the Proposals Map. Some (e.g. Sett Valley Trail, Longdendale Trail) have already been constructed by Derbyshire County Council, United Utilities and other bodies. Many of the routes are, or will be, designed for use by walkers, cyclists, and horse-riders. Provision will be made for disabled users as far as is reasonably practicable. There may be other routes, such as an extension to the High Peak Trail, which may warrant investigation as and when resources permit.

10.42 The Council will wish to ensure that the trails are designed and constructed in such a way that the landscape and wildlife conservation interests of the area are respected. The route corridor must be sensitively designed and landscaped to reflect the existing environment where this is of a high visual quality or, where appropriate, to improve upon it. It is important also that the construction of the trails is robust enough to stand the test of time and potentially high levels of use. Details for trail paths and corridors are provided in Supplementary Planning Guidance.

Policy 86

TR13 - LONG DISTANCE AND LOCAL TRAILS

The following trails and paths indicated on the proposals map will be developed, maintained and, where appropriate, improved as strategic routes:

Existing Trails:

- Sett Valley Trail
- Goyt Way
- High Peak Trail
- Trans Pennine Trail
- Midshires Way
- Warmbrook Footpath

Proposed Trails:

- Trans-pennine Trail (Extension)
- Pennine Cycleway

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- Pennine Bridleway
- Lyme To Longdendale Link
- Peak Forest Tramway
- Glossop Trail

The Protection and Construction of Trails

10.43 The routes of the existing and proposed long distance and urban trails are identified on the Proposals Map. It is clearly important that they are protected from development to enable continuous routes to be established and maintained on the ground. The quality of these trails as places for passive recreation and relaxation, and as transport routes, can also be marred if unsympathetic development is allowed to intrude.

10.44 New developments can also provide the opportunity to construct new sections of trail providing for the need for cycle and pedestrian routes arising from the development. Where the trail passes through or very close to sites where development is proposed, and the development creates the need for new cycle and pedestrian facilities, developers will be expected to establish, or pay for, the appropriate section of the route through that site, since it will serve the needs of people in that development. Where there are likely to be several developers the Council will negotiate an appropriate financial contribution from each to be held in a specific account for the trail's construction. The standards for trail design and construction are set out in Supplementary Planning Guidance.

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TR14 - THE PROTECTION AND CONSTRUCTION OF TRAILS

Planning Permission will be granted for development upon or in close proximity to the routes of the trails identified on the proposals map, provided that:

- the development will not prejudice construction or upgrading of the trail; and
- the development will not unduly obstruct or prejudice the enjoyment of the trail due to its use, siting, scale, design, external appearance, boundary treatment or environmental effects;

And, where the development creates the need for cycle and pedestrian facilities:

- the section of the trail within the control of the developer will be constructed to integrate with the development in a manner which is safe and convenient for public use;
- conditions will be imposed and/or planning obligations sought to ensure adequate construction, dedication, maintenance and diversion of the trail as appropriate.



High Peak Borough Council