

## DELEGATED DECISION REPORT

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HPK/2023/0409  
VALID 22/09/2023

PLOT 4, BOWDEN HEY  
ROAD, CHAPEL-EN-LE-  
FRITH, DERBYSHIRE

PROPOSED CONTINUED USE  
OF LAND FOR THE  
FORMATION OF A  
TEMPORARY CARPARK FOR  
A TEMPORARY PERIOD OF 5  
YEARS (FULL - MINOR)

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### MAIN ISSUES

- Principle of Development
- Design Considerations
- Impact upon Residential Amenity
- Highway Safety
- Other Matters

### DESCRIPTION OF SITE

The application site lies within the development boundary for Chapel-en-le-Frith, as defined by the Local Plan policies map, and is also identified as allocated employment land. The site lies adjacent to the Bowden Road (north) primary employment zone as identified by the Local Plan. However, the site is allocated as employment land within the Chapel-en-le-Frith neighbourhood Plan. The site is currently laid to hardstanding with security fencing along its roadside perimeter. The site is in use for the storage of HGV's and other commercial vehicles. The surrounding area, within the employment site, comprises large industrial units although smaller residential units are within close proximity to the site. On the opposite side of Bowden Hey Road is the Town End- Chapel-en-le-Frith Conservation Area.

### PROPOSAL

Planning permission is sought for the continued use of land, on a temporary basis for 5 years, for a car park for the parking of commercial vehicles (HGV's, light goods vehicles and cars). Two previous permissions have granted consent for temporary parking on this land.

### RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

#### High Peak Local Plan (Adopted 2016)

- S1 Sustainable Development Principles
- S1a Presumption in Favour of Sustainable Development
- S2 Settlement Hierarchy
- S4 Maintaining and Enhancing an Economic Base
- S6 Central Sub-area Strategy

EQ1 Climate Change  
EQ6 Design and Place Making  
EQ7 Built and Historic Environment  
EQ8 Green Infrastructure  
EQ9 Trees, woodland and hedgerows  
EQ10 Pollution Control and unstable land  
E 1 New Employment Development  
E 4 Change of Use of Existing Business Land and Premises  
CF6 Accessibility and Transport

### **Chapel-en-le-Frith Neighbourhood Development Plan**

EP4: Employment Land Allocation  
EP5: Site Specific Requirements for Allocated Employment Land  
TR1: Information Required to Support Planning Applications

### **Supplementary Planning Guidance/Documents**

High Peak Design Guide (2018)

### **National Planning Policy Framework**

Section 6: Building a strong and competitive economy  
Section 8: Promoting healthy and safe communities  
Section 9: Promoting sustainable transport  
Section 11: Making Effective use of land  
Section 12: Achieving Well-designed Places  
Section 14: Meeting the challenge of climate change, flooding and coastal change  
Section 15: Conserving and enhancing the natural environment  
Section 16: Conserving and enhancing the historic environment

### **SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS**

HPK/2019/0046 - Proposed continued use of land for the formation of a temporary carpark for a temporary period of 5 years – Approved – 11/04/19

HPK/2015/0616 – Proposed change of use of land for the formation of a temporary car park for a period of 5 years – Approved-29/01/2016.

HPK/2010/0360 – Proposed new build general industrial unit plus associated parking – Approved-September 2010.

### **CONSULTATIONS**

#### **Publicity**

Site Notice expiry date: 18/10/23  
Neighbour consultation period ends: 17/10/23  
Press Advert:

## **Public Comments**

None received

## **Town / Parish Comments**

No objection

## **Derbyshire County Council – Highways**

There are no highway safety objections to the above mentioned planning application, subject to previous recommendations associated with the original application still applying.

## **OFFICER COMMENTS**

### **Principle of Development**

The application proposes the continued use of land for the temporary car parking of HGV's, LGV's and cars. Policy S6 seeks to encourage the sustainable growth of the Central Area including through providing for employment opportunities. Policy S4 seeks to maintain and where possible, enhance the economic base of the Plan Area through, inter alia, supporting the appropriate improvement, enhancement and expansion of existing businesses. Policy E1 supports the delivery of new employment development in sustainable locations, including supporting development on site which are allocated for such use. The Neighbourhood Plan policy EP4 supports employment development on land which is allocated for development. Policy EP5 identifies Bowden Hey Road as an allocated site for employment. EP5 identifies site specific design criteria for development within this area.

In land use terms the proposed use of the land as a car parking does not generate direct continued employment on site. However, the use would continue to contribute to the local economy by enabling neighbouring businesses to operate successfully and alleviates parking pressure in the area. There is therefore a direct correlation between the use of the land for parking purposes in association with surrounding uses and the allocation of the land for employment and it is considered that the storage/parking of vehicles in one location makes effective use of land. The proposal represents an efficient use of brownfield land and due to its temporary nature, would not stifle any future opportunity for future development on the site

Taking into account the above factors, it is considered that the principle of the proposed use is acceptable in this instance and thereby accords with Policies E1 and E4 of the Local Plan and Policy EP4 of the Chapel Neighbourhood Plan.

### **Design Considerations**

Policy S1 states that new development will be expected to make a positive contribution towards the sustainability of communities and where possible enhancing the environment which would be achieved by, inter alia, securing high quality and

locally distinctive design. Policy EQ6 states that all development should be well designed and of a high quality and that this will be achieved by requiring development to be well designed to respect the character of the townscape, and requiring development to contribute positively to an areas character, identity and history in terms of scale, height, density, layout, appearance, materials and relationship with adjacent buildings.

Policy EP1 of the Neighbourhood Plan states that development should be visually attractive, compatible with the character of the surrounding area, include necessary screening and be of a scale, design and finish appropriate to the locality, particularly where the development can be viewed from main roads or other heavily used areas, including high ground and beauty spots. This policy also requires development to retain trees and hedgerows and should seek to include additional planting and landscape management. NP Policy EP5 also has site specific design criteria for development on Bowden Hey Road, although these criteria appear to relate to the effect of the construction of buildings, which are not relevant in this instance.

The site lies outside a Conservation Area although close to its boundary. Therefore, Policy EQ 7 is also relevant which states that the council will conserve heritage assets in a manner appropriate to their significance and that particular protection will be given to designate heritage assets and their setting.

The application proposes the continued use of the land as a car park. Visually the site is viewed within the context of industrial development adjacent. The use of the land for parking of commercial vehicles does not appear out of context with its employment and industrial surroundings. The effect on the character and appearance of the area is therefore considered to be acceptable.

With regard to the effect on the setting of the Conservation Area, as above, given the surrounding context the proposal is well related to existing employment development. There is a generally verdant edge to the Conservation Area which helps to visually screen views into/out of the Conservation Area. The continued use of land as a car park for commercial vehicles would not have a negative effect on the setting of the Conservation Area or elements of its significance.

## **Amenity**

Policy EQ6 requires development achieve a satisfactory relationship to adjacent development and not cause unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and amenity.

The site location within a commercial area is such that some noise and disturbance would be generated. The use of the land for a car park is unlikely to give rise to any significant noise and disturbance above and beyond what could be expected for such a site. No adverse amenity issues are therefore anticipated from the continued use of land.

## Highway Safety

Policy CF 6 seeks to ensure that development can be safely accessed in a sustainable manner. Proposals should aim to minimise the need to travel through unsustainable modes. Proposals should also ensure that development does not lead to an increase in on street parking to the detriment of the free and safe flow of traffic. Policy EP1 of the Neighbourhood Plan states that development must include adequate internal roads (where applicable), parking, loading/unloading, servicing and manoeuvring areas. Junctions with the outside adopted road network are to be of current highway design standards.

The site is accessed from Bowden Hey Road which is the main estate road. The access is of appropriate width and construction to facilitate acceptable access into the site. DCC Highways have reviewed the proposals and have advised that there are no objections to the continued use of land for car parking. In the absence of any concerns in this regard it is considered that there would be no adverse effect on highway safety arising from the development.

The application accords with the relevant policies of the Local Plan and Neighbourhood Plan.

## CONCLUSION / PLANNING BALANCE

The proposed continued use of land for car parking for employment vehicles is considered to be acceptable on the temporary basis proposed. No adverse impacts relating to design, heritage, amenity or highway safety would arise. Therefore, it is considered that the proposals would comply with the policies contained within the Development Plan, when considered as a whole, and the guidance within the NPPF and, as such, it is recommended that the application be approved.

**OFFICER RECOMMENDATION:      APPROVE**

**Case Officer: Declan Cleary**

**Recommendation Date: 16/11/23**

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Signed by: Ben Haywood

**On behalf of High Peak Borough Council**