

DELEGATED DECISION REPORT

HPK/2024/0137
Valid 03/04/2024

GAS WORKS SITE
HORWICH END NEW ROAD
WHALEY BRIDGE

TWO DWELLINGS WITH
GARDEN AND PARKING
SPACE

(FULL - MINOR)

MAIN ISSUES

- Principle of Development
- Flood Risk
- Heritage
- Design Character and Appearance
- Public and Residential Amenity
- Parking Provision and Highway Safety

DESCRIPTION OF SITE

The application site relates to a small parcel of land that forms part of a wider planning unit that was formerly home to a 'Gas Works' site that has stood vacant since this was decommissioned, which is understood to have taken place in the early 1970's.

The site is characterised by a rectangular area of hard standing that sits immediately north of a high stone retaining wall that separates the wider Gas Works site from New Road and residential properties situated beyond to the south. Residential properties are situated in a linear pattern of development, with a finished floor level elevated above the level of the highway.

The site benefits from an existing access from New Road, which is not classified or indeed adopted, is relatively narrow, and bounded by a dry stone wall on either side, serving a number of properties laid out in the linear pattern described. New Road has a junction with the A5004 Buxton Road a short distance to the west, and Elnor Lane, approximately 400m to the east.

The access is shared with various light industrial units, which includes commercial development falling within the Class E(g) Use Class approved under HPK/2022/0468 that has not yet been implemented. In addition, the access serve a former (vacant) builders yard, a dressmaker, gas compound, joiners, engineering firm, and wheel repair shop.

For the purposes of the Development Plan, the site lies within the built-up area boundary of Whaley Bridge and within Flood Zone 2.

PROPOSAL

The application seeks full planning permission for 2no. residential properties laid out in the form of a two storey semi-detached block, supplemented by associated residential curtilage, made up of side and rear gardens and off-street parking provision.

The Site Plan shows that the block of semi-detached properties would be laid out with the ridge line having a consistent angle with existing residential properties on New Road, with the principal elevation facing northwards on to the internal access road serving the wider industrial site.

Each residential dwellinghouse spans a depth of 7.5m and a width of 5.3m, with the ground floor comprising communal living and kitchen areas with bedrooms and shared bathroom at first floor level. Dwelling No.1 is shown to provide accommodation in the form of 1no. Double Bedroom and 1no. Twin Room, whilst Dwelling No.2 provides 1no. Double Bedroom and 2no. Single Bedrooms.

The Elevation Plans show that the dwellings would reach an eaves height of approximately 5.6m and an overall ridge height of 8.37m from existing ground floor level, with the block characterised by simple plain elevations with symmetrical windows and doors, traditional architectural detailing in the form of headers and sills, finished in traditional materials, with walls constructed in a natural stone, and roof finished in slate tiles.

The Section Drawings submitted with the application shows that the finished ground floor level of the proposed dwellings sit 3m below that of the existing properties south of New Road, and some 1.7m below the level of the public highway. This plan also shows the provision of an additional retaining wall some 3.3m out from the rear ground floor window, and 2.6m from the existing wall bordering the public highway.

RELEVANT LOCAL AND NATIONAL PLANNING POLICIES

Section 38(6) of the Planning and Compulsory Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.

The Local Development Plan for this site comprises the Whaley Bridge Neighbourhood Plan (2024), and the High Peak Local Plan (2016). Adopted Supplementary Planning Guidance documents and the National Planning Policy Framework (NPPF) are also material considerations in determining applications.

Whaley Bridge Neighbourhood Plan 2024

WB-G3	Residential Development
WB-E1	Sustainable Design
WB-T1	Transport and Movement

High Peak Local Plan 2016

- S1 Sustainable Development Principles
- S1a Presumption in Favour of Sustainable Development
- S2 Settlement Hierarchy
- S3 Strategic Housing Development
- S6 Central Sub-area Strategy
- EQ6 Design and Place Making
- EQ7 Built and Historic Environment
- EQ10 Pollution Control and Unstable Land
- EQ11 Flood Risk Management
- H1 Location of New Housing Development
- H3 New Housing Development
- CF6 Accessibility and Transport

Supplementary Planning Guidance

Residential Design Guide SPD (2005)
Design Guide SPD (2018)

National Planning Policy Framework 2023

Achieving Sustainable Development	Chapter 2
Delivering a Sufficient Supply of Homes	Chapter 5
Promoting Sustainable Transport	Chapter 9
Making Effective Use of Land	Chapter 11
Achieving Well Designed and Beautiful Places	Chapter 12
Meeting the Challenge of Climate Change	Chapter 14
Conserving and Enhancing the Natural Environment	Chapter 15
Conserving and Enhancing the Historic Environment	Chapter 16

SITE HISTORY / RELEVANT PREVIOUS APPLICATIONS

The wider Gas Works site has been subject to a lengthy planning history. The most recent history pertinent to this application is set out as follows:

HPK/2018/0381	Residential Development for 9no. Houses (Refused 04/08/2020)
HPK/2021/0601	New commercial development comprising two new buildings and associated car parking (Refused 16/12/2021)
HPK/2022/0468	New commercial development comprising two new buildings and associated car parking (Refused 28/04/2023)

CONSULTATIONS

Publicity

Site Notice expiry date: 16th May 2024
Neighbour consultation period ends: 6th May 2024
Press Advert: N/A

Public Comments

No comments received

Whaley Bridge Town Council Comments

No comments received at time of writing.

AES Waste

OBJECTION

Properties should be planned so that bins can be stored within the property boundary and be moved to the presentation point without the need to go up or down steps or through the property. Garden gates need to be wide enough to accommodate a standard 2401 wheeled bin.

In this instance the collection vehicles are unable to access the front of the properties as the road is unadopted highway and there is a bridge over the stream which is not suitable for our vehicles. The best option for bin collection is for them to be presented at the rear of the property on Chapel Road, however the application shows steps down to the point – in line with best practice the steps need to be eliminated. The only other alternative for collection is for the properties to be placed on sacks and for the residents to bring them to the nearest adopted highway which is New Road, but this is not an ideal option due to the distance from the proposed properties.

DCC Archaeology

Thank you for consulting on the above planning application. The proposals are within a site on Derbyshire HER (MDR9287) for the site of a 19th century goods yard, sidings and gas works. Historic mapping does not however show any features of likely interest within the current proposal site, so I advise that there is no need for an archaeological response.

United Utilities

No objections – Informative

DCC Flood Risk

No comments to make

Canals and River Trust

No comments to make

HPBC Environmental Health

OBJECTION

Noise

The proposal places housing within an industrial area. The submitted noise impact assessment suggests rated noise levels of 57 dB LAeq, 16 hours, in the development area. These measurements were taken over a 3-day period from 10/1/24 to 13/1/24.

Whilst measurement may be representative for this monitoring period, we can't be sure the joinery (current principal noise source) was operating at a normal level. I would also question if a tonality rating penalty should be applied for the dust extraction system, as these usually have a tonal element. The applicant may wish to comment on this further (via their noise consultant).

Nearby commercial/industrial premises were empty or not operational at the time of the noise measurement; however these could be brought into use or increased use at any time, and the site likely predates any restrictions in hours etc.. So, I think it's fair to say there is some uncertainty associated with these assessment figures.

Noise can be reduced to acceptable levels within properties, with appropriate mitigation. In this case focusing on uprated acoustic glazing with acoustic ventilation. A passive system is suggested in the noise report, however given the location mechanical ventilation is appropriate.

55 dB LAeq, 16 hour is the upper limit recommended for outdoor living space. This level is associated "serious annoyance, daytime and evening", which broadly equates to a "significant adverse impacts on health and the quality of life" with regard to Para 191 of the NPPF. In this case the applicant wishes to bring a sensitive receptor to an area that is noisy and has potential to be noisier without the requirement for further planning development control. With reference to para 193 of the NPPF, I suggest the proposed development will require unreasonable restrictions to be placed on existing commercial/industrial premises should the proposed development be approved. This may render existing commercial undertakings untenable.

With regard to the BS4142 assessment within the noise report; it's not clear what the existing background (LA90) levels were determined at, and how these compare to ambient/specific sound. As such the BS4142 assessment is incomplete.

Land Contamination

The phase 1 contamination assessment may be accepted. This recommends that the assessment progresses to a phase 2 intrusive investigation. The site is high risk (gas works), and the phase 2 may inform architectural design. Undercroft garages, for example, to mitigate ground gases. It's suggested that the phase 2 is submitted at application stage.

Derbyshire County Council Highways

The application includes a 'Highways Technical Note' which analyses the potential highways impact of the proposed development; the analysis and conclusions reached in the technical note are agreed by the Highways Authority.

The proposed layout of the site access, dwellings and parking provision are considered to meet the recommended guidance.

Based on the scale of development it is considered that the application will not have an unacceptable impact on highway safety or a severe cumulative impact on the highway network and on that basis there are no highway authority objections to the application.

No objection subject to conditions.

OFFICER COMMENTS

Principle of Development

Whaley Bridge Neighbourhood Plan (WBNP) Policy WB-G3 refers to Residential Development, and states that such proposals will be supported within the defined built up area boundary.

Local Plan (LP) Policies S2 and S3 sets out the housing strategy and settlement hierarchy for the Borough which sees the focus of new housing and economic growth directed towards the larger towns and villages, which are the home to the majority of services, facilities and public transport links.

LP Policy H1 refers to the Location of New Housing Development and supports new housing on unallocated sites within the built-up area boundary including that which includes the redevelopment of brownfield (previously developed) land.

Chapter 5 of the NPPF contains relevant national planning policies aimed at delivering a sufficient supply of homes. Paragraph 70 states that small and medium sized sites can make an important contribution to housing supply, and that Local Planning Authorities should amongst other things, support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Chapter 11 of the NPPF contains policies aimed at making effective use of land, and that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs.

The application seeks full planning permission for 2 no. dwellinghouse on a site that lies within the built-up area boundary of Whaley Bridge. As such, the application supports the aims and objectives of WBNP Policy WB-G3, LP Policies S3 and H1, and relevant paragraphs contained under Chapter 5 and Chapter 11 of the NPPF.

However, the site is constrained by being located within Flood Zone 2 and as such, in order to be supported as a matter of principle, the application must demonstrate compliance with LP Policy EQ11 and relevant paragraphs contained under Chapter 14 of the NPPF.

Flood Risk

LP Policy EQ11 refers to Flood Risk Management and requires all applications to demonstrate that the proposed development will not give rise to any unacceptable increase in flood risk either onsite or elsewhere in the Borough.

Chapter 14 of the NPPF contains the relevant national planning policies which seek to meet the climate change including flood risk.

The application site lies within proximity of a water course that runs through the wider Gas Works site and as a consequence, lies under Flood Zone 2. The application is accompanied by a detailed Flood Risk Assessment prepared by Flo Consulting Engineers.

The County Flood Risk Team have no comments to make on this application. As such, subject to suitably worded conditions that ensure that appropriate mitigation can be secured, the application is considered to not result in any unacceptable flood risk, and as such is compliant with LP Policy EQ11 and relevant paragraphs under Chapter 14 of the NPPF.

Heritage

LP Policy EQ7 has regard to the Built and Historic Environment. It states that the Council will conserve heritage assets in a manner appropriate to their significance. This will take into account the desirability of sustaining and enhancing their significance and will ensure that development proposals contribute positively to the character of the built and historic environment.

Chapter 16 of the NPPF contains the relevant policies relating to heritage conservation. Paragraphs 200-205 sets out how a local planning authority should assess the significance of a heritage asset and the potential impact of a development proposal upon that asset.

The application site are within a Historic Environment Record (HER) defined as a 19th century goods yard, sidings and gas works. The County Archaeologist has confirmed that historic mapping does not show any features of likely interest within the site and as such there are no objection in this regard.

For these reasons, matters of heritage have been fully satisfied having regard to LP Policy EQ7, and relevant paragraphs contained under Chapter 16 of the NPPF.

Design Character and Appearance

LP Policy S1 sets out a number of sustainability principles which all new development proposals should incorporate in order to make a positive contribution

towards the sustainability of communities and to protect, and where possible enhance the environment.

LP Policy EQ6 states that all development should be well designed to respect and contribute positively to the character, identity and context of High Peak's townscapes, having regard to matters of scale, height, density, layout, appearance and materials.

The High Peak Design Guide SPD (2018) contains useful design guidance that should be adhered to in all applications to ensure that development proposals are of a high quality design that responds in an appropriate manner to its context. Specific guidance pertinent to this application is set out as follows:

3.5 New development, be it a single building or a group, must respect the 'grain' of the settlement. By this is meant the relationship buildings have to the street and to each other...

3.14 The form of a new building can often be a specific response to the brief or the particular setting. This may result in a form that is similar to those of the surrounding buildings but equally could also be different to meet the scheme's specific requirements. The merits of a building's form would have to be judged on its individual qualities in terms of its suitability in the site's context.

Paragraph 135 of the NPPF states amongst other things that decisions should ensure that developments will add to the overall quality of the area; are visually attractive as a result of good architecture; and are sympathetic to the surrounding built environment.

Paragraph 139 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes.

The application site sits at the south-eastern corner of a wider previously developed parcel of land that was home to a former Gas Works. Part of this site has been subject of a recently approved planning application under HPK/2022/0468 for light industrial units.

The existing character and appearance of the site and its context sees a very stark and clear distinction, defined by the dry stone retaining wall, between the linear form of residential development that extends south-eastwards to the south of New Road, and sits in an elevated position above the public highway, and the area beyond the existing retaining wall that is dominated by industrial premises and uses.

The proposal would see the introduction of a single pair of semi-detached dwellinghouses immediately adjacent to the retaining wall contained by surrounding industrial premises, on an area of land that has a very dominant industrial character.

Whilst the design of the dwellinghouses in their own right, with regards to their scale, height, massing and visual appearance, is commensurate with the architectural

traditions of the High Peak, is acceptable, Officers have significant concerns with regards to the spatial and visual legibility of the scheme, in connection with existing surrounding land uses.

The proposed development when read within its context, is considered to have a 'spaceship' quality, meaning that the introduction of a single block of residential dwellinghouses in this specific location appears out of place, as an isolated, disjointed development that bears no relationship to and fails to respect the very distinct and clear pattern or 'grain' of development, and the overall characteristics of the site and wider street scene.

The proposed layout of these two dwellinghouses is consistent with Plots 1-2 that formed part of a larger residential development that was refused under HPK/2018/0381, which was refused by the Council on 4th August 2020. It is acknowledged that emails exchanged between the agent and Planning Officer did not raise any concerns regarding the siting and design of these plots, and that no reason for refusal relating to design was applied to the Decision Notice.

However, this analysis relating to Plots 1 and 2 was made in the context of a larger residential scheme. It is considered that (notwithstanding any other potential impacts), the concerns relating to siting and design set out above may be mitigated if it formed part of a larger scheme, as this would mean that it would not read as an isolated form of development.

As such, having regard to the above analysis, the application is considered to be in direct conflict with LP Policies S1 and EQ6, relevant paragraphs under Chapter 3 of the High Peak Design Guide SPD (2018), and relevant paragraphs under Chapter 12 of the NPPF.

Public and Residential Amenity

LP Policy H3 requires all new housing development to provide a high standard of amenity of future occupiers by demonstrating compliance with Nationally Described Space Standards (NDSS).

LP Policy EQ6 requires all new development to have a satisfactory relationship with existing land and buildings and protects the amenity of the area, which includes residential amenity of neighbouring properties. Aspects of residential amenity include impacts such as a loss of sunlight, overshadowing and overbearing impacts, loss of outlook, and loss of privacy.

LP Policy EQ10 seeks to ensure that people and the environment are protected from adverse impacts relating to issues including air pollution, noise, light pollution or any other nuisance or harm to amenity, by securing appropriate mitigation by way of planning conditions and obligations.

The High Peak Residential Design Guide SPD requires extensions to preserve the residential amenity of neighbouring properties, having regard amongst other things to the relationship between existing and proposed development, the positioning of windows, and the change in land levels.

Paragraph 8.6.1 is particularly pertinent to the assessment and determination of this application and states the following:

8.6.1 As a guide, a distance of 21 metres between habitable room windows of adjacent properties will provide an acceptable level of amenity. Where changes in levels on site are evident or where taller buildings are present these distances should increase by 1 metre for every 0.5 metre difference in height between the smaller to the taller building. Strict application of these standards can however restrict a creative response to site layout and frustrate designers; the Council is therefore open to applicants with a more flexible approach based upon design principles rather than standards.

Paragraph 135 of the NPPF states that planning should create places with a high standard of amenity for existing and future users.

Paragraph 189 of the NPPF states that policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks from land instability and contamination and that adequate mitigation and remediation is secured.

Paragraph 191 of the NPPF states that policies and decisions should also ensure that new development is appropriate for its location taking account of the likely effects of pollution on health, living conditions, and the natural environment, and in doing so should mitigate and reduce to a minimum potential adverse impacts resulting from noise in new development, and avoid noise giving rise to significant adverse impacts on health and the quality of life.

The site forms part of a larger area of land that has a strong industrial character, amplified by the recently approved application for additional light industrial units under HPK/2022/0468. A number of active industrial units are situated within close proximity of the proposed dwellinghouses.

In order to demonstrate that the amenity of future occupiers would not be adversely affected, and that the proposed development can exist alongside these active uses, the application has been accompanied by a Noise Assessment. Upon review of this assessment, the Council's Environmental Health Officer has raised a holding objection pending further assessment.

Whilst it may be the case that in time this objection can be satisfactorily addressed, it is the case that at the time of writing this report, and in the absence of positive comments from Environmental Health, Officers cannot with certainty conclude that any potential noise impacts can be satisfactorily mitigated, and as such the application is in conflict with Local Plan Policy EQ10 and relevant policies contained under Chapter 15 of the NPPF.

Turning to matters of residential amenity, Officers are content that each dwellinghouse meets Nationally Described Space Standards and provides a high standard of amenity for future occupiers with regards to space, thereby demonstrating compliance with LP Policy H3.

Secondly, the site is bounded by New Road to the south beyond which as shown on submitted Section Plans, are residential properties that are situated in an elevated position with a finished floor level approximately 1m above the public highway, and 3m above the floor level of the application site.

The proposed dwellinghouses subject of this application are two storey, orientated in a manner consistent with properties on New Road, with first floor bedrooms benefiting from habitable rear windows that face principal ground floor windows contained within properties on New Road. The separation distance between existing and proposed habitable principal windows have been calculated as being 16 metres.

The standard separation distance that is to be applied to principal habitable windows in existing and proposed development is 21 metres. However consideration must be given to changes in land levels. Having regard to the Section Drawing, there is an approximate difference of 3 metres between the finished floor level of the existing properties on New Road and the proposed dwellinghouses. In line with Supplementary Guidance, this requires an increase of 6m to be applied to the standard separation distance, taking the desired separation distance to 27 metres.

Whilst of course this guidance must be applied with a degree of flexibility, it is considered that the separation distance of 16m falls woefully short of what can reasonably be judged as being satisfactory, that will preserve and protect both the amenity of both existing and future occupiers of residential development. The introduction of obscure glazing to bedroom windows would address this issue, but would as a consequence adversely affect the outlook for occupants of the proposed dwellings, with a single window being the only one serving this habitable room.

Whilst outlook from the ground floor rear windows would be compromised to some degree, by virtue of the nearest retaining wall being situated some 3.1m distant, and the higher retaining wall bounding New Road situated a further 2m distant, it is not considered that the harm to the amenity of future occupiers with regards to Outlook is of a degree that warrants a reason for refusal.

The proposed layout and floor plans of these two dwellinghouses is consistent with Plots 1-2 that formed part of a larger residential development that was refused under HPK/2018/0381, which was refused by the Council on 4th August 2020. It is acknowledged that emails exchanged between the agent and Planning Officer did not raise any concerns regarding the siting and floor layout of these plots, their relationship with neighbouring residential dwellings, and harm to the amenity of existing and future occupiers. No reason for refusal was applied to the Decision Notice.

In response to the above, it is important to note that this permission has not been the subject of a material start on site and as such expired on 4th August 2023. Moreover, each application must be judged on it's own individual merits.

As such, it is the case that the proposed development, by virtue of its siting and inadequate separation distance between habitable windows in the principal elevation of residential dwellings on New Road and habitable windows in the rear elevation of the proposed dwellinghouses, fails to preserve the residential amenity of both

existing and future occupiers of residential development to the detriment of privacy, contrary to Local Plan Policy EQ6, the Residential Design Guide SPD (2005) and paragraph 135 of the NPPF.

Parking Provision and Highway Safety

LP Policy CF6 seeks to ensure that development can be safely accessed in a sustainable manner and that all new development is located where it can be satisfactorily accommodated within the existing highway network and provides suitable off-street parking provision in accordance with guidelines set out under Appendix 1 of the Local Plan.

Paragraph 114 of the NPPF states that in assessing applications for development, it should be ensured that safe and suitable access to the site can be achieved for all users. Paragraph 115 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The application site benefits from an existing vehicular access that is shared within the wider Gas Works site, which has recently been subject to further light industrial development, and other separate neighbouring uses. The application site shows each dwelling benefiting from 2no. off-street parking spaces which is consistent with the Council's parking standards.

As such, and given that the Highways Authority have no objections to the proposals subject to appropriate conditions, there is not considered to be any conflict with LP Policy CF6 and relevant paragraphs under Chapter 9 of the NPPF.

CONCLUSION / PLANNING BALANCE

LP Policy S1a reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework.

Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development. For decision taking, this means approving development proposals that accord with an up-to-date development plan without delay; or, where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission, unless:

- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The application seeks full planning permission for 2no. dwellinghouses on a site that lies within the built-up area boundary of Whaley Bridge, on a previously developed (brownfield) site, which is constrained by its location within Flood Zone 2.

In line with local and national planning policies relating to the strategic location of housing development, the general principle of development is accepted and supported, having regard to Whaley Bridge Neighbourhood Plan Policies WB-G3, Local Plan Policies S2, S3 and H1, and relevant paragraphs under Chapter 5 of the NPPF. However, the acceptability of the scheme is reliant on compliance with all other relevant local and national planning policies and other material considerations including Supplementary Design Guidance.

The Flood Risk Assessment that accompanies the application and the absence of any objection from the County Flood Risk Team leads to the conclusion that subject to appropriate conditions securing mitigation, the application does comply with Local Plan Policy EQ11 and relevant restrictive policies relating to Flood Risk contained under Chapter 14 of the NPPF.

However, as set out within the body of this report, Officers have identified fundamental issues relating to the siting and design of the proposed development and its failure to respect the pattern or 'grain' of development, and overall character of the street scene, contrary to Local Plan Policies S1 and EQ6, the High Peak Residential Design Guide SPD and relevant paragraphs contained under Chapter 12 of the NPPF.

Furthermore, Officers have significant concerns regarding the siting of the development and the relationship between existing and proposed development, specifically with regards to changes in topography and lack of separation between habitable windows, resulting in adverse harm to residential amenity with respect to loss of privacy for both existing and future occupiers, contrary to Local Plan Policy EQ6, the Residential Design Guide SPD, and paragraph 135 of the NPPF.

Lastly, the site lies within close proximity to a number of active industrial units in addition to additional light industrial units approved on the wider Gas Works site under HPK/2022/0468. In order to demonstrate that the amenity of future occupiers would not be adversely affected, and that the proposed development can exist alongside these active uses, the application has been accompanied by a Noise Assessment. Upon review of this assessment, the Council's Environmental Health Officer has raised a holding objection pending further assessment. Whilst it may be the case that in time this objection can be satisfactorily addressed, it is the case that at the time of writing this report, and in the absence of positive comments from Environmental Health, Officers cannot with certainty conclude that any potential noise impacts can be satisfactorily mitigated, and as such the application is in conflict with Local Plan Policy EQ10 and relevant policies contained under Chapter 15 of the NPPF.

For the reasons set out above, and notwithstanding that the general principle of housing development is acceptable having regard to strategic policies, the application amounts to an unsustainable form of development, contrary to Local Plan Policy S1a and paragraph 11 of the NPPF.

As such the application is recommended for refusal.

OFFICER RECOMMENDATION : Refuse

Case Officer: James Stannard

Recommendation Date: 29th May 2024

X *B.J. Haywood*

Signed by: Ben Haywood

On behalf of High Peak Borough Council