

From: [James Stannard](#)
To: [Planning Comments \(HPBC\)](#)
Subject: HPK/2024/0143 - Derbyshire County Council Works Department, Ashbourne Lane, Chapel-En-Le-Frith.
Date: 15 October 2024 13:32:52

Please see below latest comments from DCC Archaeology in connection with HPK/2024/0143

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Please note that my working days are Monday-Thursday

To: Planning (HPBC) <planning@highpeak.gov.uk>

Cc: James Stannard

Subject: HPK/2024/0143 Derbyshire County Council Works Department, Ashbourne Lane, Chapel-En-Le-Frith. Demolition of existing workshops and retaining walls and erection of 3no. new workshops with new retaining structures, landscaping, and car parking - archaeology

Dear James,

Thank you for consulting on the above planning application.

The proposal site has multiple entries on Derbyshire HER for assets relating to the former Peak Forest Tramway. This was a (regionally important) transport route constructed in 1795-6 and linking the limestone quarries at Dove Holes with the Peak Forest Canal basin at Buxworth. Within the current site we have the route of the tramway itself (MDR9592), the route of an inclined plane (MDR540), two boundary and retaining walls (MDR9558 and 9559) and a former stables associated with the tramway (MDR9684). The tramway has policies in the High Peak Local Plan and Chapel-en-le-Frith Neighbourhood Plan promoting its conservation and enhancement. The site has subsequently been developed as the council yard so it is clear that the tramway and its inclined plane do not survive in pristine form here; it is however entirely possible that elements of the heritage asset do survive within the site in the form of retaining walls, the landscape form of the former inclined plane, and the former stable building which was on the same footprint as one of the existing buildings.

Despite this heritage interest the applicant has not provided any information allowing us to understand how and what extent these heritage assets survive within the site, or how they may be impacted or otherwise by the current development proposals. The application therefore does not meet the heritage information requirements at NPPF para 200, and should not therefore be granted consent in its current form. To address this omission the applicant should commission and submit a heritage impact assessment by a recognised heritage professional. This should involve consultation with Derbyshire

HER, use of historic mapping, and a site visit with photography to assess to what extent the various elements of the tramway might have survived within the site.

Once this information has been submitted I should be reconsulted on the application.

Regards

Steve Baker MA MCIFA | **Archaeologist** | Conservation, Heritage and Design | Place |
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