

From: planningcomments@highpeak.gov.uk
To: [Planning Comments \(HPBC\)](#)
Subject: Comment Received from Public Access
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Application Reference No. : HPK/2025/0074

Site Address: The Stables and Coach House Bowden Hall Bowden Lane Bowden Chapel-En-Le-Frith Derbyshire SK23 0QP High Peak

Comments by: Kirk Longson Pip Hanson

From:

The Wash House , Bowden Hall
Bowden Lane
Neighbour
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Phone: [REDACTED]

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Submission: Objection

Comments: Response to Planning Application HPK/2025/0075 & HPK/2025/0074

From Kirk Longson and Pip Hanson Residents of The Wash House.

We wish to reiterate our views on the proposed development of the Stables and Coach House at Bowden Hall. We still strongly oppose the plans.

You sent me an email on the 28/08/2025 when you stated: -

For your information when commenting on updated plans and documents, please be advised that we fully support the principle of this conversion owing to the fact that permission was previously granted in 2007. These applications have been invited by HPBC in order to rectify the outstanding issues relating to the rooflights that were unlawfully introduced and to regularise all other aspects of the conversion to allow the build out to be completed in accordance with approved details.

However, can I draw your attention to the response from the Council for British Archelogy: -

Whilst we note permission was granted for three units in 2007, the HS notes this scheme has not been implemented as it was found to be fundamentally flawed rather than delivering a viable re-use. Current proposals also contain considerable compromises for domestic accommodation, including a shared front door for two homes and attic level lounges. Historic fabric will be impacted through the requirement to relocate staircases and alter floors / ceilings. We advise the application should be revised to reflect the improved understanding of the building's significance. Although this is a large site, achieving three large dwellings is clearly creating avoidable pressure on the listed building to adapt. Reducing the number of units or altering their comparative sizes should reduce the level of harm to the historic form and fabric of the coach house.

They also said ¿The CBA are concerned about the impact the proposed scheme would have on the group value and shared setting of this and the four neighbouring Grade II listed buildings. The proposed site plan involves a wide dispersal of car parking which alongside the creation of domestic curtilages will impact the character and setting of all five listed buildings.

The Heritage Statement & Heritage Impact Assessment have said: -

4.2 Access and Accessibility The site lies on Bowden Lane, just off the A6, and is adjacent to a public footpath. The development is of a scale and nature that will be served by private transport in the main, although it is possible to walk into the town without difficulty through the public footpath network. The development is located outside a conservation area, so there is no requirement to preserve or enhance its character. Nonetheless, it is considered that the proposal will maintain the general character and appearance of the area, with a neutral to positive overall impact. With regard to accessibility, the surrounding landscape can be somewhat difficult to navigate due to the natural topography. However, this also offers certain advantages; for instance, the kitchen, dining, and study areas benefit from improved pedestrian access due to their position and alignment with the footpath level on the east side. Pedestrian access to Chapel-en-le-Frith is achievable via the public footpath network. The public footpath starts approximately 100 yards west along Bowden Lane. The footpath continues due southwest over the fields, connecting to a crossing point in the A6 ¿ with a pavement on either side, and a break in the central barrier avoiding crossing at the roundabout at the junction of Bowden Lane. Figure 22: Footpath to Chapel-en-le-Frith (footpathmap.co.uk) It is considered that the proposal would be no better nor worse in terms of road safety compared with the extant 2007 consent.

Please see the response from Highways :-

Conclusion Based on the above comments, it is recommended that the application is refused on the following grounds: The application would have an unacceptable impact on highway safety and would present significant barriers in prioritising sustainable transport modes and does not give priority first to pedestrian and cycle movements contrary to paragraphs 115, 116 and 117 of the NPPF. The application would also be contrary to policies S1 and CF6 in HPBC's Local Plan.

In our response, since 2007 there is a lot more traffic on the roads, the Heritage statement talks about people walking to Chapel en le Frith using the footpath and crossing the dual carriageway. Why would they when they can drive and not have to cross a busy road?

We also wish to question: -

Sewage and Treatment, we have not seen any plans for the sewage waste water. Surely, they have to be shown on the plans?

Has there been an allocation for bins as there would be up to nine in total.

The Heritage Statement states that there will be no intrusion to neighbouring occupants, however with the amount of additional traffic going past our front door (which is one metre from the shared driveway,) this will have a massive effect on us.

Length of Works: -

No timescale to the proposed development has been stated or suggested.

This is also important to the neighbours who live on the estate. The last time there was work done on the roof the scaffolding was in situ for over a year. There has been fencing up around the stables for the past year!

Landscaping: -

The term 'landscaping' has been used loosely, we would like to know precisely where and what landscaping is to be done. With a number of trees having TPOs on them who is going to supervise the trimming to make way for proposed car parking spaces?

How will this affect the Estate as a whole and more importantly the intrusion and encroachment on Bowden Hall Cottage, The Wash House and The Smithy

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