

Your Ref: **PP-15171894**
Our Ref: HPD/CD/CM/26/129
Date: 22 September 2026

High Peak Borough Council
Buxton Town Hall
Market Place
Buxton
SK17 6EL



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Dear Sir/Madam,

B&Q, STADEN BUSINESS PARK, STADEN LANE, BUXTON, SK17 9RZ
FULL PLANNING APPLICATION FOR INSTALLATION OF COMMERCIAL POD IN CAR PARK
PLANNING PORTAL REF: PP-15171894

We act on behalf of Screwfix Direct Limited in connection with the above-referenced full planning application for the installation of a commercial pod in the car park of the existing B&Q, Staden Business Park, Staden Lane, Buxton.

Accordingly, please find enclosed herewith the following documentation which, in addition to this letter, comprises the planning application:

1. Duly completed Planning Application Form;
2. Completed Certificate B and Copy of Notices as served;
3. Site Location Plan at scale 1:1,250 with the site edged in red;
4. Existing Block Plan (Dwg no. DR-I0024-EXTG_BLOCK-P3);
5. Proposed Block Plan (Dwg no. DR-I0025-PROPOSED_BLOCK-P3);
6. Proposed Floor & Roof Plan (Dwg no. DR-I0020-GA-P3); and
7. Proposed Elevations (Dwg no. DR-I0021-ELEV-P3).

The statutory application fee of £610.00 has been paid electronically by card following submission of this application via the Planning Portal.

A separate application for advertisement consent for the proposed signage associated with the pod has been submitted concurrently under Planning Portal ref: PP-15171897.

The following sections of this letter outline the planning history for the site, the proposed development and its compliance with national and local planning policy.

PLANNING HISTORY

The application site has an established planning history associated with the existing use of the site as a retail store and associated garden centre:

- LPA ref: HPK/2018/0605 – Advertisement consent for 1 no. freestanding sign. Approved 07 March 2019.
- LPA ref: HPK/2011/0414 – Signage. Approved 13 October 2011.
- LPA ref: HPK/2005/0829 – Fascia/shop signs. Approved 20 December 2005.
- LPA ref: HPK/2004/0960 – Reserved matters application for landscaping following outline approval HPK/2004/0138 for erection of DIY store with garden centre and 104 parking spaces and service area. Approved 07 January 2005.
- LPA ref: HPK/2004/0138 – Erection of 2,323 sq. m. D.I.Y. store with 929 sq. m. garden centre, 104 parking spaces and service area. Approved 02 September 2004.

THE PROPOSED DEVELOPMENT

The application site comprises part of the established B&Q retail site (Use Class E), including an ancillary surface customer car park currently containing approximately 110 no. parking spaces and associated garden centre. The application site itself encompasses 7 no. existing car parking spaces situated at the southern end of the car park. The wider car park is surfaced in tarmac, with parking bays and internal access roads defined by white lining, together with trolley storage shelters. The proposal would not affect the existing access arrangements or any other operational features within the car park.

The B&Q store is accessed from Staden Lane via the A515 'Ashbourne Road', a primary transport route into Buxton, and is highly accessible by public transport via nearby bus stops on Ashbourne Road itself.

The proposed development comprises the placing of a prefabricated commercial pod, extending to 35.19 sq.m. (GIA) / 42.32 sq.m. (GEA), within the existing car park, occupying 7 no. existing car parking bays. The accompanying planning drawings detail the location and design of the pod. The pod will be operated by Screwfix Direct Limited as a public-facing commercial unit, providing customers with convenient access to a range of hardware, tools and home improvement products through customer ordering, collection services and associated customer transactions. Customers will be able to collect items ordered in advance, place orders for delivery, or purchase goods available through the pod.

The proposal is intended to complement the existing B&Q by serving customers already visiting the site as part of their wider home improvement shopping journey, enabling these activities to be combined within a single visit. In doing so, the proposal facilitates linked trips, makes efficient use of the established retail destination and existing parking provision, and reduces the need for separate journeys.

Opening hours will be between 7am – 8pm Monday to Friday (including Bank Holidays), 7am – 6pm on Saturdays and 9am – 4pm on Sundays. The pod will provide employment for seven members of staff, including two full-time positions. Servicing requirements will comprise a maximum of one urban trailer visit per day. Deliveries will serve the commercial pod directly using existing servicing vehicles and will be undertaken outside of the pod and B&Q store trading hours. No additional servicing vehicles are proposed.

NATIONAL PLANNING POLICY

The revised National Planning Policy Framework (NPPF), published in August 2026, sets out national planning policies for plan-making and decision-making. It explicitly states that *"The purpose of the planning system is to contribute to the achievement of sustainable development"* (Paragraph 15).

Paragraph 17 identifies the three dimensions of sustainable development; *'economic'* in helping to build a strong, responsive and competitive economy, supporting growth, innovation and improved productivity, and by identifying and co-ordinating the provision of infrastructure; *'social'* in supporting strong, vibrant and healthy communities, and; *'environmental'* in protecting and enhancing our natural environment, built and historic environment.

In relation to economic development, **Policy E2** states that substantial weight should be given to the economic benefits of commercial development which allows businesses to invest, expand and/or adapt. This provides strong policy support for proposals which support the continued investment and operation of commercial businesses.

The NPPF seeks to ensure the vitality and viability of town centres. **Policy TC2** states that substantial weight should be given to the benefits of development proposals which support the overall vitality and viability of town centres, including through diversification of uses, intensification and improving or retaining access to local shops and day-to-day facilities.

Policy TC3 relates to main town centre uses outside town centres and sets out the approach to the consideration of alternative sites for such proposals. The policy requires flexibility when considering the format and scale of proposals, ensuring that suitable town centre and edge-of-centre opportunities are properly considered. **Policy TC4** requires an impact assessment for retail and leisure proposals outside town centres above the relevant local or, where no local threshold applies, the default 2,500 sq. m. gross

floorspace threshold.

Policy L2 addresses the effective use of land and supports the optimisation, redevelopment and intensification of existing sites. Substantial weight is given to proposals which make better use of vacant and underutilised land and buildings.

The NPPF requires development to achieve a high standard of design and respond positively to local character, while providing a good standard of amenity for existing and future users. **Policy DP2** therefore supports the delivery of well-designed development which functions effectively and is appropriate to its context.

LOCAL DEVELOPMENT PLAN

The statutory development plan for High Peak Borough currently comprises the High Peak Local Plan, adopted April 2016, and accompanying Policies Map.

High Peak Local Plan (2016)

On the Policies Map accompanying the local plan, the application site falls within the defined built-up area of Buxton and is designated as a Primary Employment Zone (Ashbourne Road Industrial Estate). It is outside the defined Buxton Primary Shopping Area and immediately adjacent to the Ashbourne Road Local Centre. In addition, the site is within Flood Zone 1 and within the Buxton Mineral Water Catchment Area and a Source Protection Zone. The site is not within a conservation area and is not subject to any listed building status, Tree Preservation Orders, or other heritage designations.

The following policies of the High Peak Local Plan (2016) are considered relevant to the assessment of this application:

Policy S1: Presumption in Favour of Sustainable Development. Establishes the overarching presumption in favour of sustainable development in accordance with the NPPF.

Policy S2: Spatial Strategy and Settlement Hierarchy. Identifies Buxton as a Market Town and the primary focus for housing, employment and service growth consistent with maintaining and where possible enhancing its role, distinctive character vitality and appearance.

Policy S7: Buxton Sub-area Strategy. Seeks to establish Buxton as England's leading spa town and consolidate its role as the principal service centre for the Peak District. Of relevance, the policy seeks to support the growth of local employment opportunities and the diversification and growth of the local economy, including by supporting the needs of local businesses and employers. Development proposals should also have regard to the Buxton Mineral Water Catchment Area, Nitrate Vulnerable and Groundwater Source Protection Zones in terms of their impact on water quality and quantity.

Policy E3: Primary Employment Zones. Designates the Ashbourne Road Industrial Estate as a Primary Employment Zone and confirms that proposals for town centre uses within such zones are required to comply with the sequential site and impact assessment requirements specified in Policy CF1.

Policy CF1: Retail and Town Centres. Provides the policy framework for retail and other town centre uses outside defined centres. It requires proposals for town centre uses of 200 sq.m. net sales area or more outside defined centres to comply with the sequential approach and, where applicable, be supported by an impact assessment.

CF6: Accessibility and Transport. Seeks to ensure that development is appropriately located and accessible by sustainable modes of transport, whilst ensuring that highway safety and the efficient operation of the highway network are maintained.

Policy EQ6: Design and Place Making. Requires development proposals to achieve high quality design that responds positively to the character and appearance of the area, contributes to local distinctiveness and creates a strong sense of place.

Policy EQ7: Water Management. Addresses the protection of water resources, including the Buxton Mineral Water Catchment Area and Source Protection Zones.

EQ11: Flood Risk Management. Seeks to direct development away from areas of current or future flood risk and ensure that development does not increase flood risk elsewhere.

Due regard has also been given to the High Peak Design Guide (2018), insofar as it is relevant to the design and appearance of the proposed development.

PLANNING APPRAISAL

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Accordingly, this section assesses the proposed development against the development plan and material considerations, as set out in the preceding section.

Principle of Development

The application site falls within a Primary Employment Zone as designated under Policy E3 of the High Peak Local Plan (2016). Policy E3 confirms that proposals for town centre uses within Primary Employment Zones should comply with the sequential site assessment and impact assessment requirements set out in Policy CF1.

The proposed pod comprises a small-scale commercial unit of 35.19 sq.m. GIA / 42.32 sq.m. GEA, located within the existing customer car park of the established B&Q store. It would provide customers with access to hardware, tools and home improvement products through customer orders, collections and direct purchases, complementing the existing B&Q retail operation.

The proposal is therefore not the creation of a substantial standalone retail destination. Rather, the pod would be physically and functionally integrated with the established B&Q site, making use of its existing access arrangements, customer movements and parking provision. It would enable customers to combine Screwfix purchases and collections with their wider home improvement shopping trips, facilitating linked trips and making efficient use of an established commercial location.

The application site is outside the defined Buxton Primary Shopping Area but immediately adjacent to the Ashbourne Road Local Centre. Policy CF1 identifies a threshold of 200 sq.m. net sales area in relation to the sequential and retail impact requirements for town centre uses outside defined centres. The proposed pod is substantially below this threshold, at only 35.19 sq.m. GIA, and is therefore of a scale that would not reasonably be expected to have a material impact on the vitality or viability of Buxton town centre or the Ashbourne Road Local Centre.

The scale and particular operational characteristics of the proposal are therefore important considerations in assessing its acceptability. The pod represents a modest addition to an established retail destination rather than the introduction of a new standalone commercial attraction, and would not materially compete with the role or function of the defined centres.

In addition, the proposal would not result in the loss of employment floorspace or undermine the established employment function of the Primary Employment Zone. It would occupy seven existing customer parking spaces within the B&Q site and would retain the wider commercial and employment use of the site.

The proposal is therefore considered to be acceptable in principle having regard to Policies S1, S2, S7, E3 and CF1 of the High Peak Local Plan (2016).

Design and Visual Impact

The proposed pod is a single-storey modular structure of modest scale, located within the existing B&Q customer car park and viewed in the context of the established commercial development at Staden

Business Park.

The pod has been designed with a simple, contemporary appearance appropriate to its commercial setting. Its scale, form and massing would remain proportionate to the existing B&Q store and surrounding development, whilst the proposed materials and detailing would provide an appropriate finish consistent with the established character of the site.

The proposal would be contained within the existing developed area and would not result in the loss of any landscape features or materially alter the established character of the site. The pod would be positioned within the existing car park and would be partially screened by the established trees and landscaping around the site, limiting its visual prominence from the surrounding area.

The proposal would therefore represent an appropriate form of development that would not adversely affect the character or appearance of the site or surrounding area. Accordingly, the proposal is considered to accord with Policy EQ6 of the High Peak Local Plan (2016) and the relevant design principles of the High Peak Design Guide (2018).

Highways and Parking

The proposed development would result in the loss of 7 no. existing car parking spaces within the B&Q customer car park. This represents a small proportion of the overall parking provision at the site, which provides approximately 110 no. spaces, and would not materially affect the ability of the car park to continue to operate effectively.

The proposal is located within an existing commercial site with established access arrangements, parking provision and pedestrian routes. The development is intended to serve customers already visiting the B&Q store as part of their wider home improvement shopping journey, facilitating linked trips and reducing the need for separate journeys.

Servicing requirements would be limited and managed as part of the established operational arrangements serving the application site, with deliveries undertaken directly to the pod, and would not result in any adverse impact on highway safety or the operation of the local highway network.

The siting of the pod would not obstruct existing pedestrian routes or compromise safe pedestrian movement within the car park.

Having regard to the scale of the proposal, the level of existing parking provision and the established access arrangements serving the site, the development would not result in an unacceptable impact on highway safety or the operation of the local highway network. The proposal therefore accords with Policy CF6 of the High Peak Local Plan (2016) and the relevant provisions of the National Planning Policy Framework.

Flooding and Drainage

The application site lies within Flood Zone 1 and is at the lowest risk of flooding. The proposed development would be located on existing hardstanding within the B&Q customer car park and will not result in any material increase in impermeable surfacing. The existing surface water drainage arrangements are therefore considered adequate.

The development is therefore consistent with the objectives of Policy EQ11 of the High Peak Local Plan (2016) and the relevant provisions of the National Planning Policy Framework.

Water Management

The application site falls within the Buxton Mineral Water Catchment Area and a Source Protection Zone. Policy EQ7 of the High Peak Local Plan (2016) seeks to protect water resources within the Borough, including the Mineral Water Catchment Area.

The proposed development comprises a small modular structure installed at surface level within the existing car park. It would not involve excavation or underground works and would not introduce any activities or materials that would give rise to a material risk of contamination. No hazardous substances would be stored or used within the pod.

Given the limited scale and nature of the proposal, and its location on existing hardstanding, it is not considered that the development would adversely affect water quality or quantity or the integrity of the Mineral Water Catchment Area or Source Protection Zone.

The proposal is therefore considered to accord with Policy EQ7 of the High Peak Local Plan (2016).

CONCLUSION

For the reasons set out above, it is considered that the proposed development represents an appropriate form of development which would provide a complementary commercial facility within an established retail location. The proposal would make efficient use of the existing site, support linked shopping trips, represent a sustainable form of development, and would not give rise to any unacceptable impacts in respect of design, highway safety, parking provision, flood risk or water management.

Accordingly, the proposed development is considered to comply with the National Planning Policy Framework (2026) and the High Peak Local Plan (2016). It is therefore respectfully requested that planning permission be granted.

We look forward to receiving your acknowledgement of receipt of this application and to its favourable determination.

Should you have any questions arising from this submission please do not hesitate to contact me in the first instance.

Yours faithfully,



Charlotte Mills AssocRTPI
ASSOCIATE PLANNER

Encs.