

# High Peak Local Plan Preferred Options Additional Consultation

December 2013

*Shaping the future*



High Peak Borough Council  
*working for our community*





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# 1 Why are changes being made?

**1.1** This document describes changes which are proposed for the Preferred Options Local Plan which was consulted on earlier this year. You are being consulted on these changes because they may affect you.

**1.2** The High Peak Local Plan is a single planning document which will, on its adoption, replace the current Local Plan and provide up-to-date strategy, policies and allocations to guide development across that part of the High Peak outside the Peak District National Park.

**1.3** The Local Plan will have to be consistent with the government's planning principles and policies as set out in the National Planning Policy Framework (NPPF) and must be prepared in accordance with current Regulations and legislation. Before it can be adopted it must be prepared through engagement with local communities and organisations as well as statutory consultees and will be subject to an examination to assess its 'soundness', that is, its conformity with the standards laid down by Government.

**1.4** Further work has been done by the Council to ensure that these tests of soundness can be met. This additional work includes further study of the housing needs of the Borough. As a result, a number of changes are being proposed to the draft Local Plan, published in February 2013. The changes relate to the time period covered by the Plan, the number of new homes that are being planned for and the identification of a small number of additional housing sites needed to accommodate a revised housing target.

**1.5** This additional consultation is seeking your views on changes proposed to the Preferred Options Local Plan. The proposed changes are set out in this consultation document.

## **Progress on Local Plan to date**

**1.6** A Preferred Options Local Plan was the subject of extensive public consultation between 27th February and 10th April. This included a number of drop-in sessions across the Borough at which the public were invited to make comments. A summary of all the consultation responses and comments made at the drop-in sessions has been produced and is available on the Council's website.

**1.7** The next stage of the Local Plan preparation process is to publish and invite representations on the proposed submission version of the Local Plan. It should be noted that publication is not the same as consultation, as the assumption is that the Local Plan is considered by the Council at this stage to be sound. The publication period is an opportunity for those dissatisfied (or satisfied) with the proposed submission version of the Local Plan to make formal representations to the Inspector about its soundness. In publishing the proposed submission Local Plan the Council must therefore be confident that it has produced a plan which can pass the tests of soundness set out by the government in the National Planning Policy Framework.

**1.8** Publication of the proposed submission Local Plan will be in March 2014 and subsequent submission for examination in July. Before the Local Plan can be adopted it will be examined by an independent Inspector whose role it is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements and whether it is 'sound'. The Council should only submit a plan for examination which it considers is 'sound'.



# 1 Why are changes being made?

**1.9** Considerable work has been undertaken recently to ensure that the various tests of soundness can be met. This has included a number of significant new or updated areas of the evidence base as well as constructive engagement with other public bodies and neighbouring councils to meet the 'Duty to Cooperate'; a part of the local plan process expected by Government.

**1.10** The findings from various studies and their implications for the Local Plan are outlined below. It is clear from the latest evidence that there is a significant risk that the Local Plan, as currently drafted, would not be found sound by an Inspector. This is primarily due to the housing requirements being substantially below the objectively assessed needs - a factor which has resulted in many plans across the country recently having to be withdrawn or revised.

## New evidence

**1.11** A number of studies are in the process of being prepared or commissioned to ensure that, when submitted, the Council can demonstrate that the Local Plan will meet the key tests of soundness. The key studies underway or completed comprise: a Plan and Site Viability Study, a Landscape Impact Study, an update of the Strategic Housing Market Assessment, a Retail Needs Update, a Community Infrastructure Levy Viability Study and a Transport Study. Other work underway relating to the evidence base that is required to support the Local Plan includes a Sustainability Appraisal and a Habitats Regulation Assessment.

**1.12** One of the key tests of soundness relates to the number of new homes being planned for. The National Planning Policy Framework looks to local authorities to '*boost significantly the supply of housing*'. Recent reports from Inspectors examining Local Plans has shown this to be a major consideration in assessing the soundness of a plan, in particular the extent to which the objectively assessed need for housing in the area is being met.

**1.13** The Council has commissioned an independent report known as a Strategic Housing Market Assessment to provide evidence on the assessed need for housing in the Borough. Interim findings from the Study have shown that the objectively assessed need for housing in the Plan Area is likely to be between 416 - 455 houses per year. If the Council prepares a Local Plan with a housing target that is lower than this independently assessed need, the Plan risks being found unsound. Without a planning document of its own against which to consider planning applications, the Council is left to apply national guidance and this would leave the Council vulnerable to speculative, un-planned development by developers.

**1.14** The Council has commissioned further evidence, including a Landscape Impact Study to help identify the capacity of the Borough to accommodate development and consequently the extent to which the objectively assessed need can be met and help establish a realistic housing target for the Borough. This evidence and evidence from the Council's study of land suitable and available for development in the Borough indicates that the full objectively assessed need figure is not deliverable without significant impacts.

**1.15** The Council is of the view that the nearest it can get to meeting the Government's desire to meet our objectively assessed need is 360 new homes per year. In the Council's view, any more new homes would have a significant detrimental impact on the Borough in terms of the landscape character, transport capacity and infrastructure. In the Council's view there is insufficient suitable



# 1 Why are changes being made?

land to meet an annual requirement of more than 360 new homes per year. This figure is greater than the figure of 270 new homes per year previously consulted on by the Council but is less than the objectively assessed need of 416-455.



## 2 Which parts of the Plan are not changing?

**2.1** Although the consultation responses received to the Preferred Options Plan and the evidence gathered since its publication has led the Council to this current review, much of the draft plan will remain unchanged.

**2.2** This section sets out the parts of the High Peak Local Plan where the Council is proposing no change.

### Which sites are staying in the Plan?

**2.3** The following Preferred Option sites are proposed to be taken forward into the Submission Version of the Local Plan:

#### Glossopdale

- G2 Paradise Street, Hadfield (estimated capacity 28 new homes)
- G6 North Road, Glossop (estimated capacity 150 new homes)
- G8, G9, G10 Woodhead Road, Glossop (estimated capacity 101 new homes)
- G13 Hawkshead Mill, Old Glossop (estimated capacity 31 new homes)
- G16 Woods Mill, Glossop (estimated capacity 104 new homes)
- G19 Dinting Road, Glossop (estimated capacity 64 new homes)
- G20 Dinting Lane, Glossop (estimated capacity 50 new homes)
- G23 Former railway museum, Dinting (estimated capacity 89 new homes)
- G25 Land off Melandra Castle Road, Gamesley (estimated capacity 45 new homes)
- G26 Land at Gamesley Sidings (estimated capacity 38 new homes)
- G31 Charlestown Works, Glossop (estimated capacity 90 new homes)
- Adderley Place (estimated capacity 130 new homes)

#### Central Sub-area

- C3 Derby Road, New Mills (estimated capacity 107 new homes)
- C5 Ollersett Lane / Pingot Lane, New Mills (estimated capacity 146 new homes)
- C6 Laneside Road, New Mills (estimated capacity 78 new homes)
- C7 Woodside Street, New Mills (estimated capacity 25 new homes)
- C13 Buxton Road, Chinley (estimated capacity 13 new homes)
- Britannia Mill, Buxworth (estimated capacity 50 new homes)

#### Buxton

- B1 Batham Gate Road, Peak Dale (estimated capacity 25 new homes)
- B3 Land at Hogshaw (reserve land) (estimated capacity 31 new homes)
- B4 Land at Hogshaw, (estimated capacity 93 new homes)
- B7 Market Street Depot (estimated capacity 24 new homes)
- B8 West of Tongue Lane, Fairfield (estimated capacity 215 new homes)
- B10 Dukes Drive (estimated capacity 338 new homes)
- B20 / B21 / B22 Foxlow Farm (estimated capacity 250 new homes)
- B27 Harpur Hill Campus (estimated capacity 105 new homes)

## 2 Which parts of the Plan are not changing?

### What other parts of the Plan are not changing?

**2.4** With some minor amendments, the Key Issues, Spatial Vision and Strategic Objectives remain unchanged. No changes are being proposed for the spatial strategy for High Peak, the settlement hierarchy or the distribution of new homes.

**2.5** Minor text amendments will be made to most policies, to aid clarity or to respond to a consultation response. However in a small number of cases, significant changes are being proposed. These are described in Section 8 of this document.





## 3 How are the development targets changing?

**3.1** This section outlines proposed changes to the plan period, the housing, employment and retail targets and a revised small sites allowance to better reflect available evidence and the National Planning Policy Framework requirements. It also discusses the implications of these changes for the potential development gap.

### Plan Period

**3.2** The National Planning Policy Framework requires that Local Plans should be drawn up over an appropriate timescale - preferably a 15 year time horizon. It is good practice therefore for the Local Plan period to extend to 15 years beyond the date of adoption. The Plan period which the Local Plan is based on currently extends from 2006 to 2028. As the Plan is now due to be adopted in February 2015, this means that if the plan period remains at 2006 - 2028 it will only run for 13 years beyond the date of adoption.

**3.3** Revised data on population, household projections, employment levels is now available from the 2011 Census so it is logical to begin the plan period at 2011. To ensure that there is sufficient time beyond adoption it is suggested that the plan period runs from 2011 to 2031.

**3.4** It will also be necessary to include in the housing requirement for 2011-2031 any shortfall in housing provision since 2006. Between 2006 and 2011, and based on the housing requirement of the Regional Plan, there were 1420 new homes completed. At a rate of 300 per year there should have been 1500 completions, so in order to ensure that the required level of growth is achieved, 80 additional units will need to be added to the requirement for 2011 to 2031.

### Question 1

#### Do you agree with the proposed change?

Amend the Plan period for the High Peak Local Plan to 2011 to 2031.

### Establishing the Development Target

**3.5** The Strategic Housing Market Assessment will establish the objectively assessed need for housing for the Borough to 2031. The retail study and employment land update will establish land requirements for retail and employment uses for the same period. The other studies including the landscape assessment, viability study, transport impact study etc then look at constraints on the area which may prevent the full objectively assessed need from being met.

**3.6** The current preferred option is 270 new homes per annum (5290 over the plan period 2011 to 2031). The draft interim findings from the Strategic Housing Market Assessment (SHMA) have indicated that the range for the objectively assessed need is likely to be between 416 and 455 new homes per year. The National Planning Policy Framework and inspectors reports stress the need to fully meet objectively assessed need. 270 homes is significantly below this and cannot be supported by the latest evidence. Conversely the objectively assessed need figure would not be deliverable without significant impacts.

## 3 How are the development targets changing?

**3.7** Taking into account both our duty to meet objectively assessed need, alongside the constraints on growth presented by the Green Belt, landscape character and infrastructure it is considered that 360 dwellings per year could be delivered.

### **Small sites allowance**

**3.8** The National Planning Policy Framework only requires that key sites which are critical to the delivery of the Local Plan be identified. Some of the sites identified in the Preferred Options document lie within the built up area and are not key sites or are smaller than 20, so do not need to be allocated. For these reasons the allowances for small sites within the built up areas have been increased to take account of potential brownfield land development. This figure will be robustly evidenced.

### **Meeting the Potential Development Gap**

**3.9** The following table shows the potential development gap between identified sites and the proposed new level of growth. This includes the sites allocated in the Preferred Options plan and additional issues and options sites, over and above the Preferred option sites

**3.10** At a growth rate of 360 per annum land for an additional 938 new homes would need to be identified on top of those sites already identified

**3.11** The table below shows how the growth rate affects the target and the residual requirement (the amount which will need to be found on new sites). It also shows what the net provision would be after taking into account the shortfall from before 2011, the allowances on small sites and the maximum overall provision which could be identified if all of the sites identified in sections 5, 6 and 7 were to be allocated.



### 3 How are the development targets changing?

**Table 1 The additional number of new homes required to meet a revised housing target**

	Target number of new homes to be built between 2011 and 2031	Completions & Commitments:  New homes being delivered already	Residual to be identified on new sites:  Number of new homes left to find to meet target	2006 - 2011  Shortfall:  Extra homes needed due to revised start date of Plan	Small Sites Allowance:  Less an assumption made on new homes delivered on small sites in the built up area, not allocated in the Plan	Required Provision on new allocations:  Number of new homes for which sites need to be allocated in the Plan	
						Total	Per Annum*
<b>Borough</b>	<b>7,200</b>						
PDNP	-110						
<b>Plan Area</b>	<b>7,090</b>	<b>-2,167</b>	<b>4,923</b>	<b>+80</b>	<b>-1,200</b>	<b>3,803</b>	<b>224</b>
Buxton (35%)	2,482	-579	1,903	-109	-400	<b>1,394</b>	<b>82</b>
Central (33%)	2,340	-1,014	1,326	+171	-400	<b>1,097</b>	<b>65</b>
Glossop (32%)	2,269	-574	1,695	+18	-400	<b>1,313</b>	<b>77</b>

**3.12** It is considered that this is the limit of suitable land available for development in the Borough which would be argued at examination as representing the maximum capacity. Given the new assessed need of 416 - 455 it is considered unlikely that the inspector would accept anything below the figure of 360. The evidence we have amassed will assist in trying to reduce the target number and together with the argument that no further suitable sites are available may allow the inspector the flexibility to move down to an annual requirement of 360 per year. Given the significant size of the gap between assessed need and possible suitable sites, the Council consider that this is the figure that should be planned for and selection of sites should be with this figure in mind.

## 3 How are the development targets changing?

### Question 2

#### Do you agree with the proposed change?

Increase the housing target for the High Peak to 360 new homes per year (7200 for the Plan Period).

### Employment land

**3.13** Based on the existing assessment of employment land needs, the Local Plan Preferred Options document identified a need for 29.2ha of employment land across High Peak from 2013 to the year 2028.

**3.14** Should the plan period be extended to 2031, a total of 33.15ha would be needed from 2013 applying an annual average requirement of 1.95ha.

**3.15** Please note that the above employment land requirements will be updated. New data will be available in January.

### Retail

#### Buxton

- There are no real grounds for the Council to proactively plan for new convenience retail provision in the town over the early to mid-phase of the emerging Local Plan.
- There is no overriding quantitative need for the Council to proactively identify new sites for comparison retail development in the early phase of the emerging Local Plan. A further review will be required later in the plan period to determine the need to accommodate additional comparison retail

#### Central Area

- It is recommended that the Council seeks to proactively identify an available and suitable sequentially compliant site through the emerging plan process to accommodate a (deep discount) foodstore to enhance competition and choice. Whilst New Mills remains the first priority, if there are no available or suitable sites then the Council should broaden its site search exercise to firstly cover Chapel (given Morrison's overtrading) and Whaley Bridge thereafter.
- There is no need to plan for additional comparison retail in the Central Area

#### Glossopdale

- There is no immediate and overriding quantitative or qualitative requirement for the Council to proactively plan for a new foodstore provision in the town. Any provision could only realistically be supported on regeneration grounds (e.g. foodstore required to cross-subsidise the mixed-use regeneration of an important strategic regeneration site).
- There is no immediate or overriding requirement to plan for any future quantitative-based expansion of the comparison retail offer in Glossop



## 3 How are the development targets changing?

**3.16** You will be asked for your views on the changes to the retail policy in section 8 of this document.



## 4 What changes are being made to sites and designated areas?

**4.1** In the three sections that follow, proposed changes to sites and designated areas are set out for each of the three sub-areas.

**4.2** The previous sections of this consultation document have outlined the need for the Council to consider a higher housing target than previously proposed. In the sub-area sections that follow, some additional housing sites are proposed that were not included in the previous draft of the Local Plan. The Council is considering inclusion of these additional housing sites in the next version of the Plan, in order to ensure that the housing needs of each sub-area can be met.

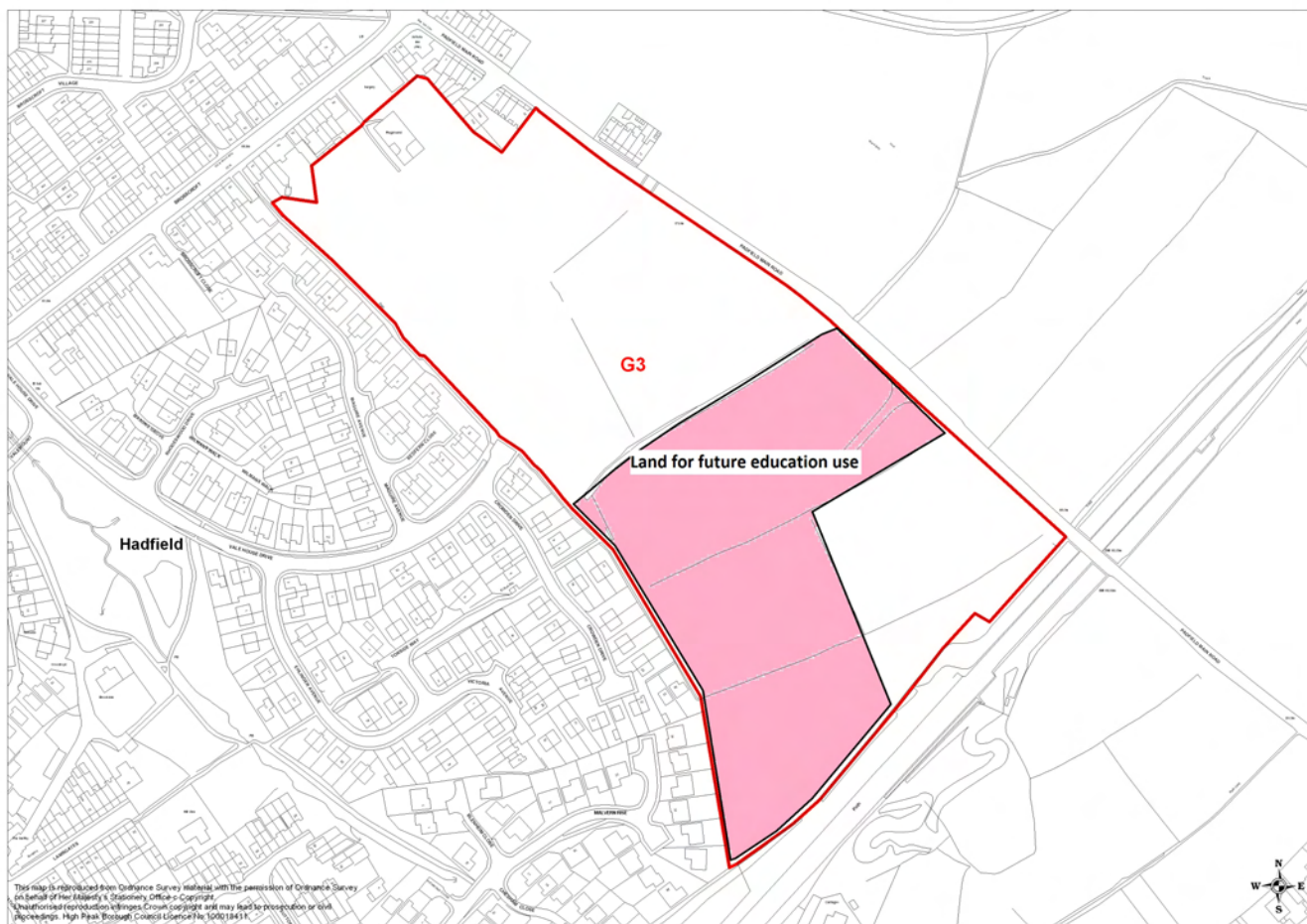
**4.3** In some cases the Council has identified housing sites that have been consulted on before and although not included in the Preferred Option draft, are considered suitable for development. In some cases new sites have been identified. In all cases the additional sites proposed are considered to be in sustainable locations and offer the potential for development without significant landscape impact.

## 5 Glossopdale

5.1 The following changes are proposed in Glossopdale.

### Sites to be Reconsidered

#### G3 Roughfields, Hadfield



#### Current Status

- Site was considered for housing in the Options Consultation September 2012

#### Key Issues

- A 4.74ha site with capacity for 102 new homes owned by HPBC
- Part used for recreation which should be retained or replaced
- There is some potential for development on lower lying land on the south west of the site adjacent to existing development. There is also some potential for development along Padfield Main Road adjacent to existing frontage properties. Such development would have to be in keeping with the character of these properties.
- Development would need to incorporate existing recreational facilities on the site
- Site is a Derbyshire County Council notified school site any development would have to incorporate this.
- Well related to the existing pattern of development

## 5 Glossopdale

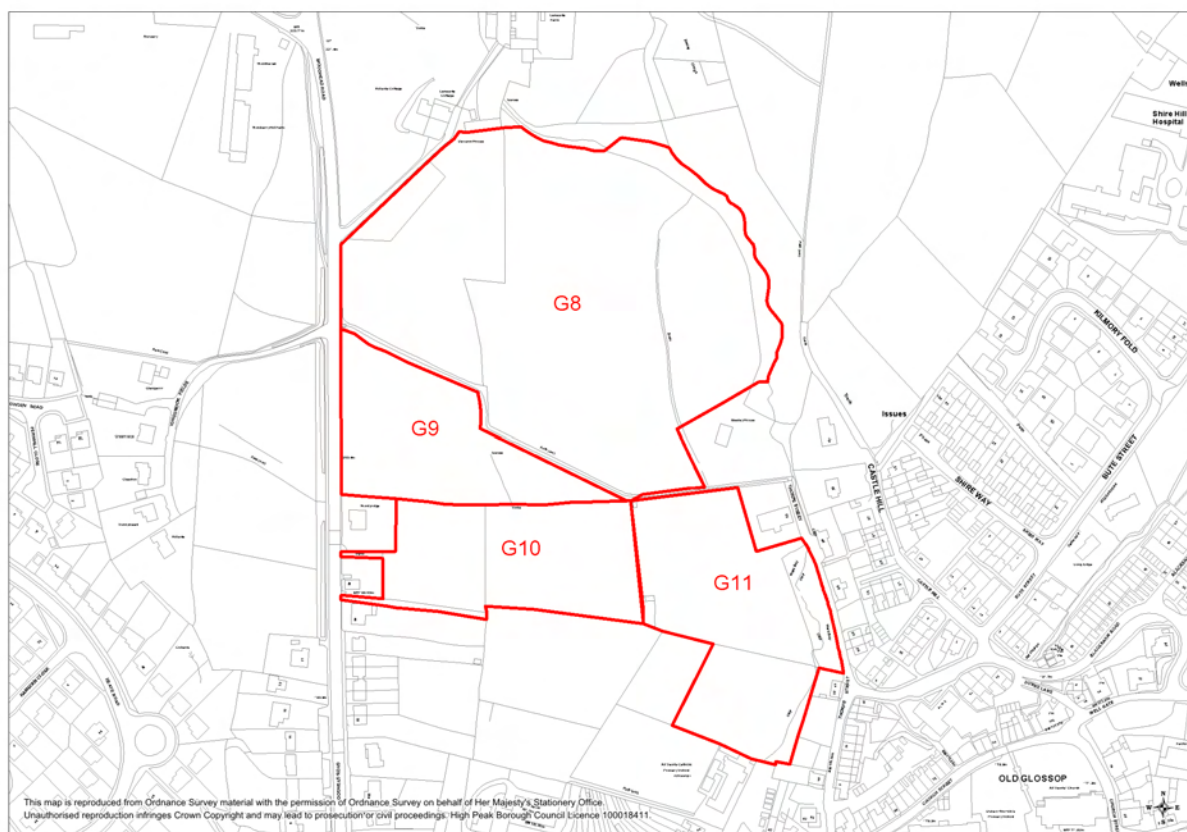
- Potential access from Padfield Main Road and Valehouse Drive.
- Site is suitable for allocation in the submission Local Plan

### Question 3

#### Do you agree with the proposed change?

- Site is suitable to be taken forward as a housing allocation

### G11 Land off Woodhead Road



### Current Status

- Site was considered for housing in the Options Consultation September 2012

### Key Issues

- A sloping, greenfield, 1.3 ha site with an estimated capacity of 20 in private ownership with an agent promoting the site
- Partially within the Conservation Area
- The site is potentially part of a larger housing site containing G8, G9 and G10
- Primary school capacity.



## 5 Glossopdale

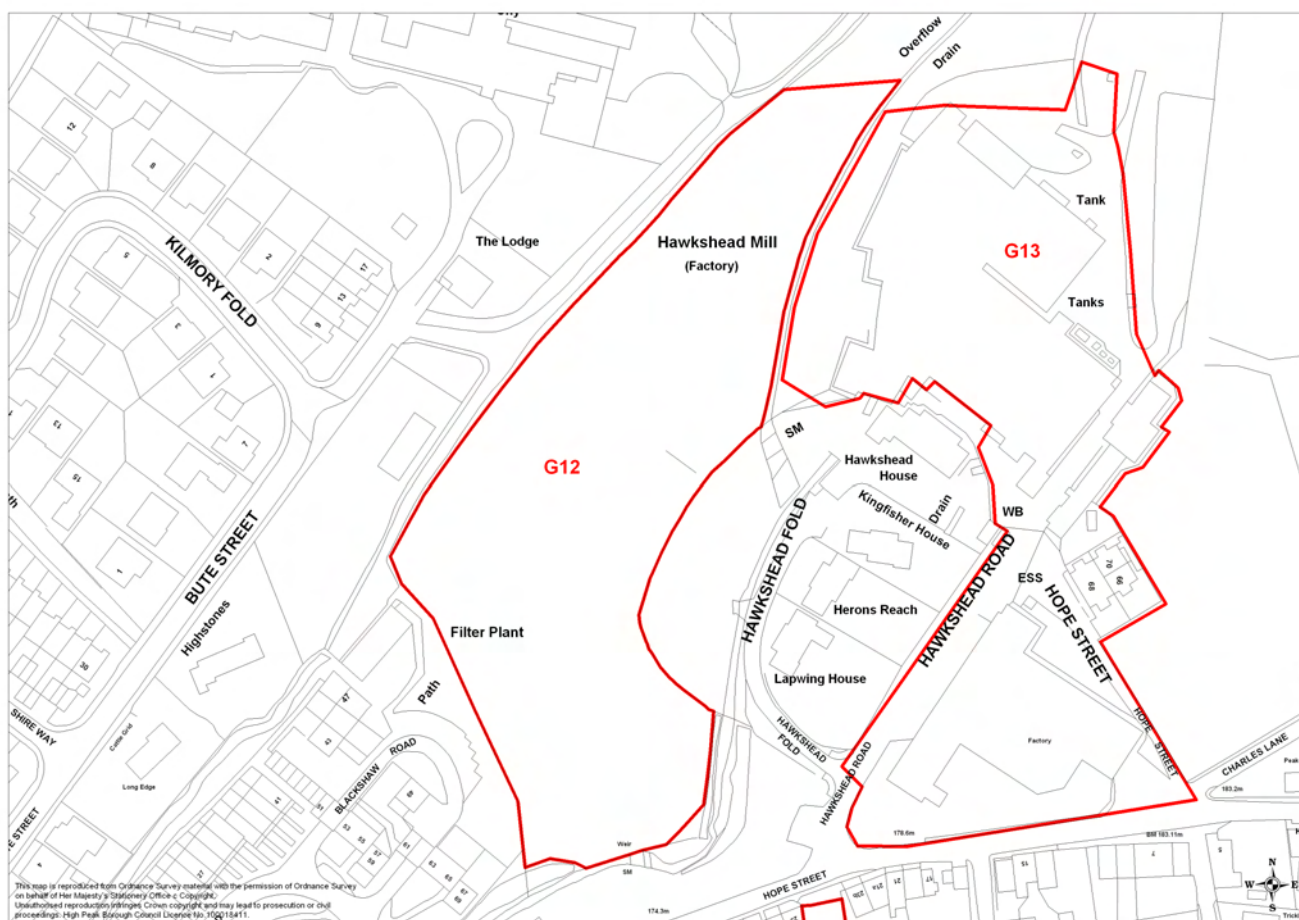
- Thorpe Street is narrow with no pedestrian facilities
- Development would require a pre application archaeological survey
- Development would need to be sensitively designed to reflect the character of the area and Conservation Area and Listed buildings
- Site is suitable for allocation in the submission Local Plan

### Question 4

Do you agree with the proposed change?

- Site is suitable to be taken forward as a housing allocation

### G12 Bute Street



### Current Status

- Site was considered for housing in the Options Consultation September 2012

## 5 Glossopdale

### Key Issues

- A 1.2 ha greenfield, partly sloping site with an estimated capacity of 30, in private ownership with an owner who has expressed an interest in development.
- Flood zone 3 on southern boundary by stream
- Access and impact of additional traffic in Old Glossop
- Possible Impact on National Park
- Development would require a pre application archaeological survey
- Site is suitable for allocation in the submission Local Plan

### Question 5

#### Do you agree with the proposed change?

- Site is suitable to be taken forward as a housing allocation

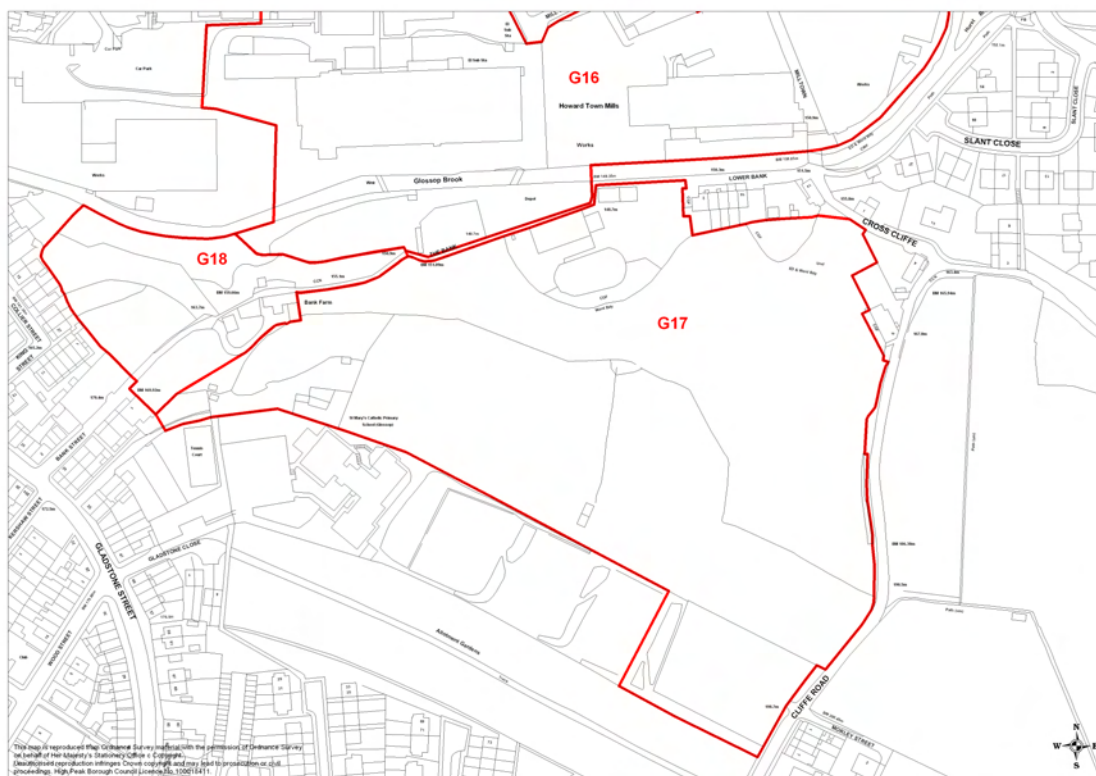
### New Sites

5.2 No suitable new sites have been identified.

## 5 Glossopdale

### Boundary Changes

#### G17, Land off Cliffe Road, Glossop



#### Current Status

- Site was considered for housing in the Options Consultation September 2012

#### Key Issues

- Small site for less than 20 houses.
- Steeply sloping site with potential landscape impact.
- Level area on Cliffe Road has potential for development, limited potential on remainder of the site due to topography.
- Development should reflect the Conservation area

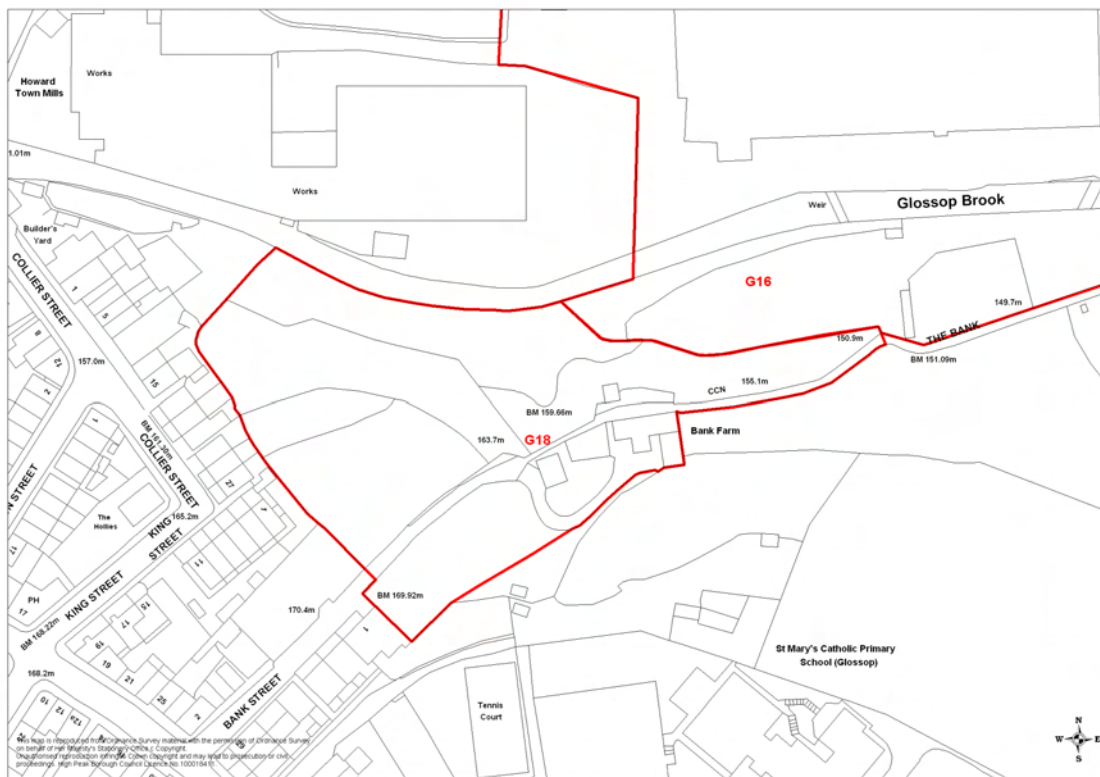
### Question 6

#### Do you agree with the proposed changes?

- Extend the built up area boundary to include the site but not form a specific housing allocation; increase the small sites allowance for Glossopdale to reflect this change

# 5 Glossopdale

## G18 Bank Street, Glossop



### Current Status

- Site is allocated for housing in the Preferred Options Local Plan.

### Key Issues

- Small site for less than 20 houses.
- Issues with access, site topography and landownership.
- Primary School capacity is limited
- Development should be in keeping with the character of the Conservation Area. Existing vegetation should be retained where possible in order to reduce visual prominence.

### Question 7

#### Do you agree with the proposed changes?

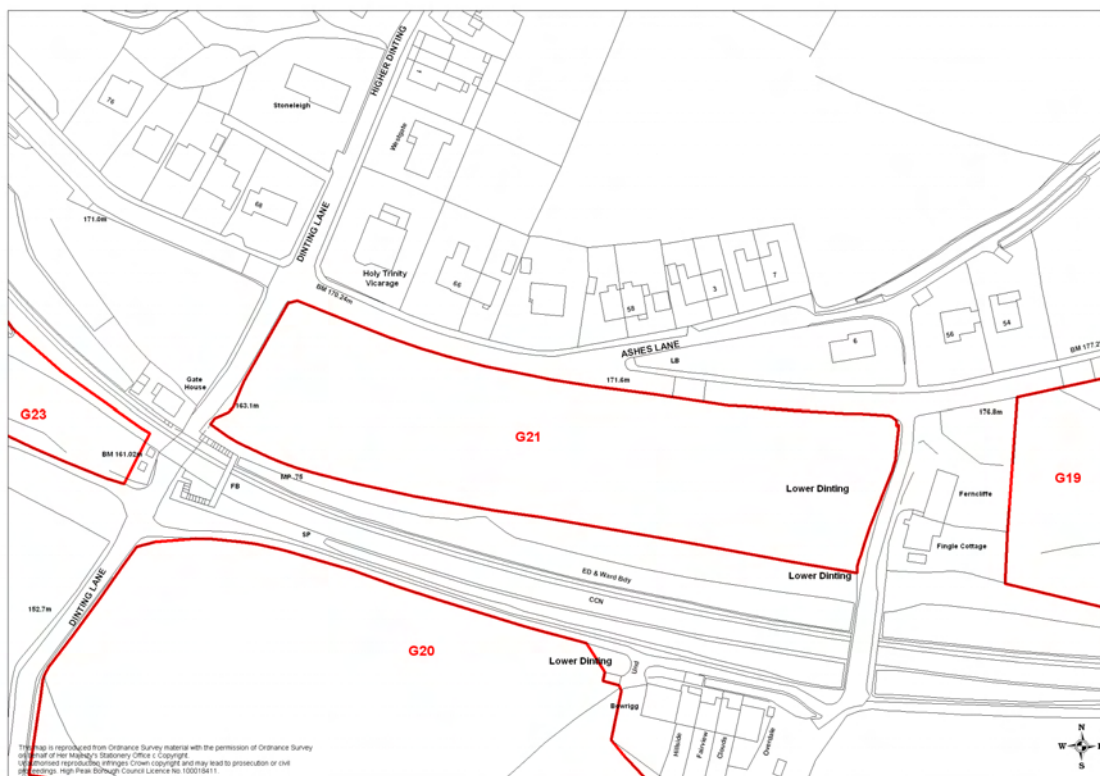
- Extend the built up area boundary to include the site but not form a specific housing allocation; increase the small sites allowance for Glossopdale to reflect this change



# 5 Glossopdale



## G21 Land off Dinting Road, Dinting



### Current Status

- Site is allocated for housing in the Preferred Options Local Plan.

### Key Issues

- Small site for less than 20 houses.
- Primary School capacity is limited.
- Built up area boundary could be extended to include the site but not form a specific housing allocation.
- Site boundary can be extended to include triangle of land. G22 Issues and Options.

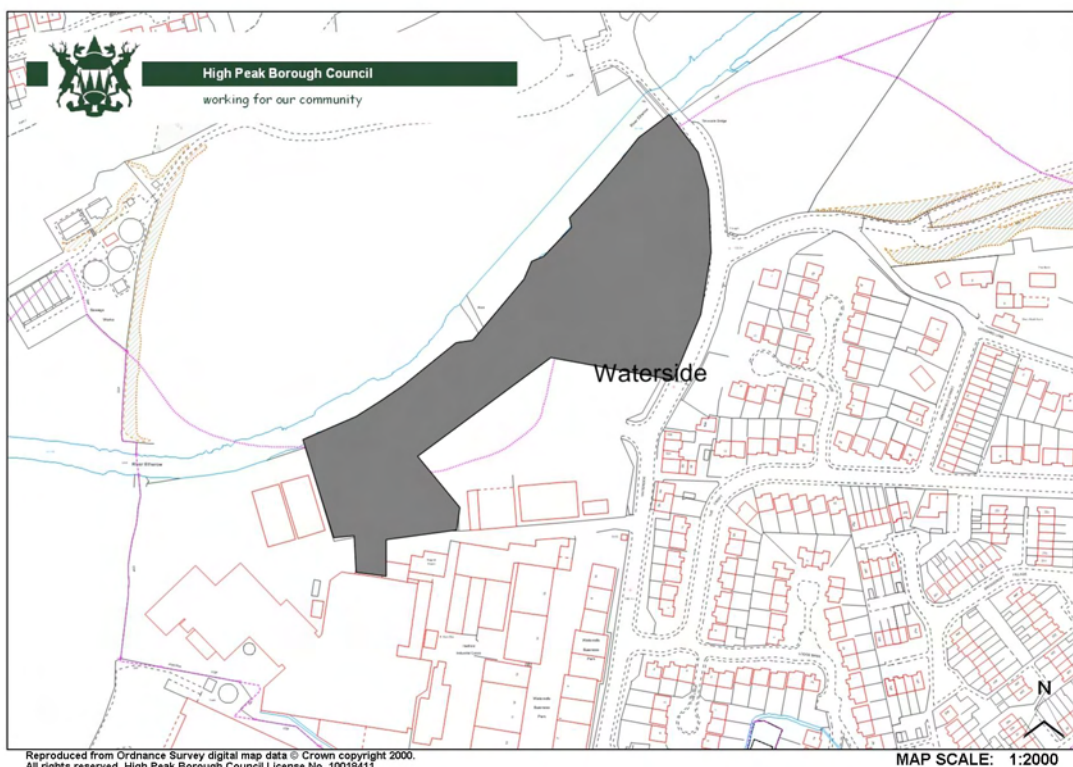
### Question 8

#### Do you agree with the proposed changes?

- Extend the built up area boundary to include the site but not form a specific housing allocation; increase the small sites allowance for Glossopdale to reflect this change

## 5 Glossopdale

### Waterside Employment Land allocation



#### Key Issues

- Site is not suitable for retaining as an allocation in the submission Local Plan as it is currently in use for employment purposes.

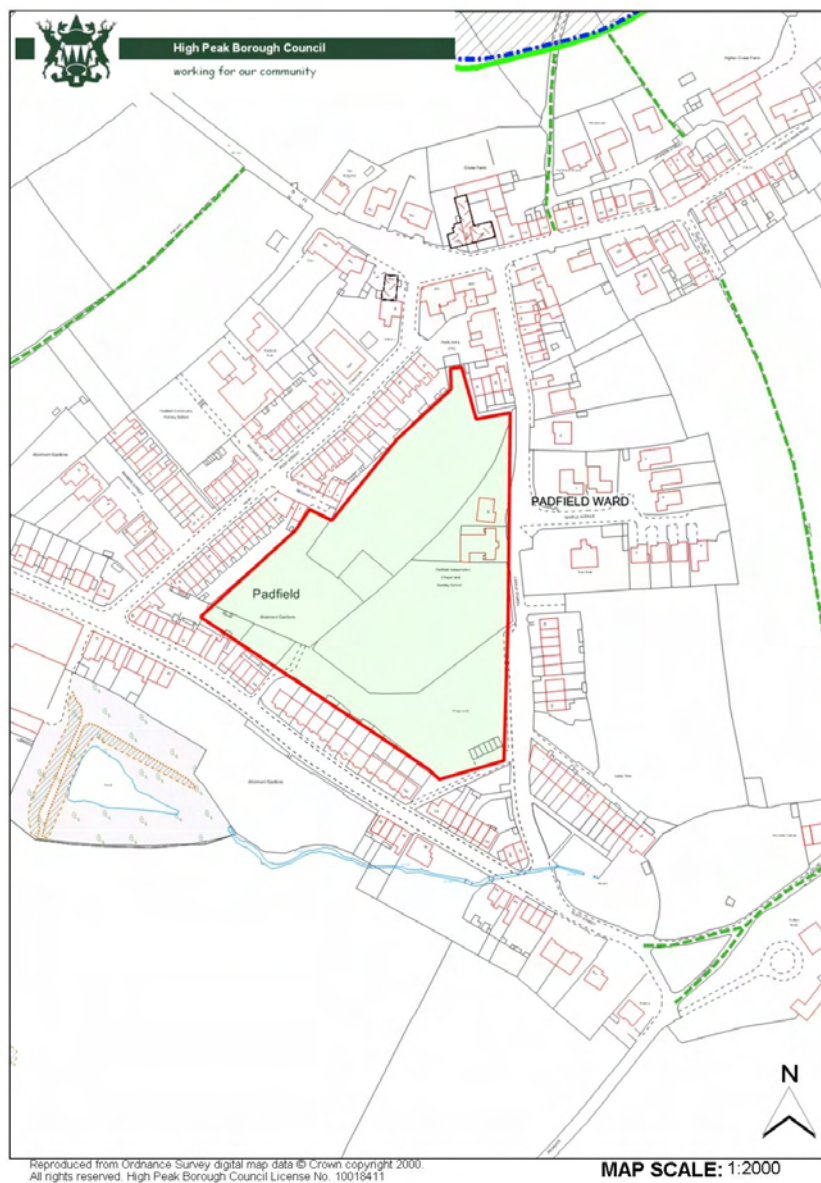
#### Question 9

##### Do you agree with the proposed change?

- Designate site as a Primary Employment Zone.

## 5 Glossopdale

### Local Green Space: Padfield



#### Key Issues

- This area forms a crucial part of Padfield's unique nature.
- It is recognised as an important part of the designated Padfield Conservation Area.
- The "open heart" of Padfield village needs to be preserved. Gives the village its identity and character.



# 5 Glossopdale

## Question 10

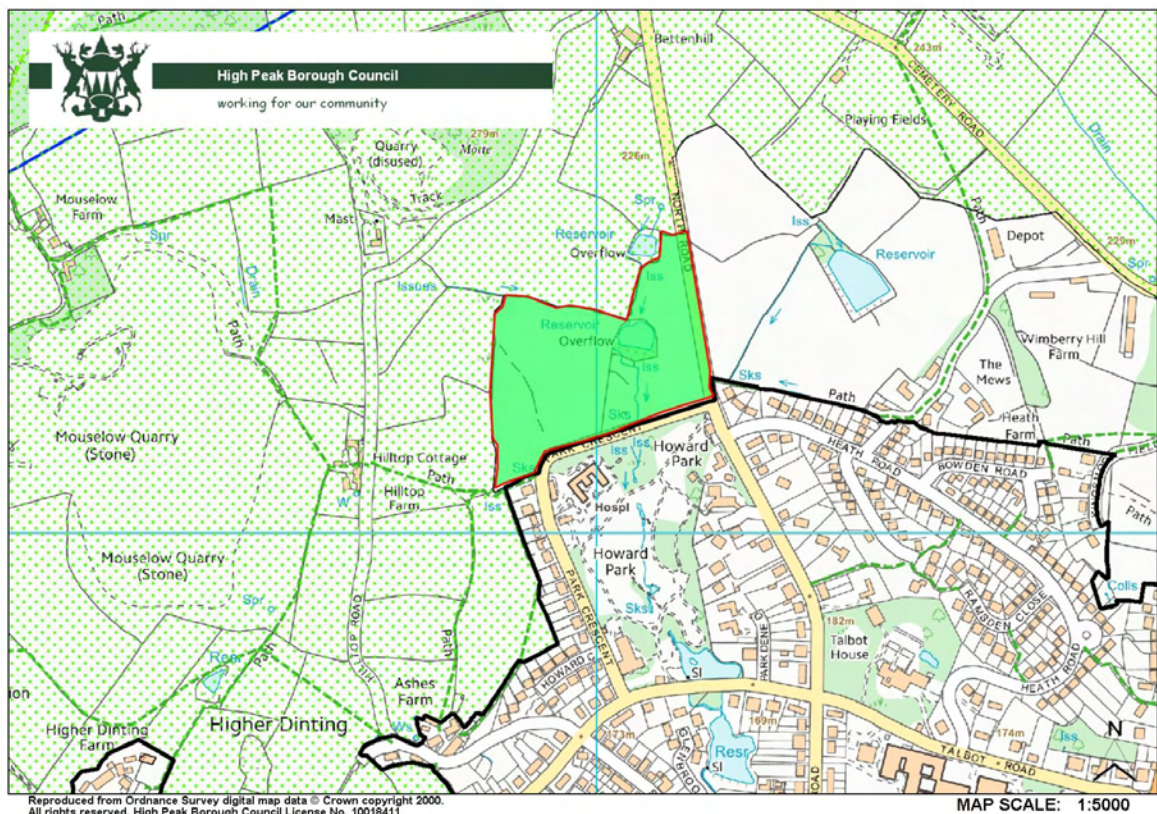
### Do you agree with the proposed change?

- Extend the boundary of the proposed Padfield Local Green Space as shown on the map above.

### Land to be added to Green Belt

**5.3** It is proposed to amend the Green Belt boundary in Glossopdale, to include additional land within the Green Belt.

### Green Belt addition at North Road



### Key Issues

- The land is part of a substantial area of countryside on the edge of Glossop and enclosed by the settlements of Glossop, Padfield, Hadfield and the National Park.
- The existing Built Up Area Boundary to the south (Howard Park) acts as a strong limit to development.
- This lands helps to prevent physical coalescence between the settlements of Glossop, Padfield and Hadfield.



## 5 Glossopdale

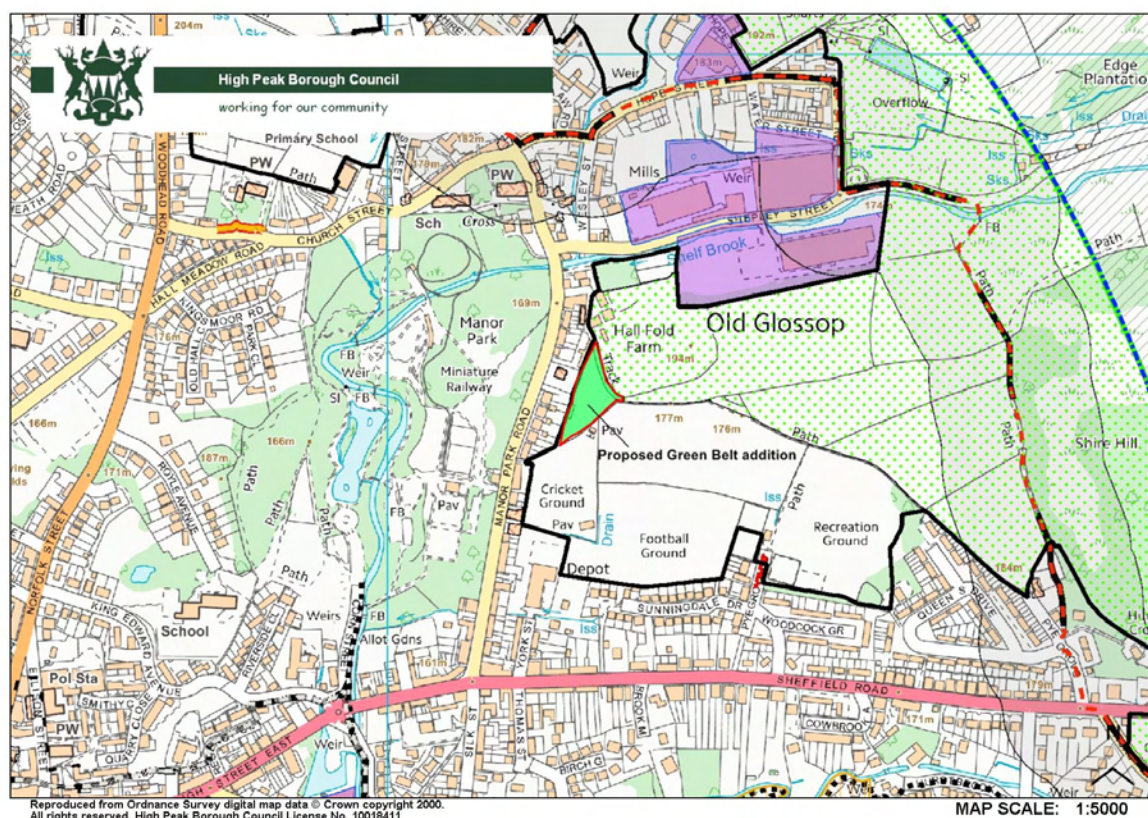
- Including this land within Green Belt would help to serve the Green Belt purposes set out in the National Planning Policy Framework: its inclusion would help to check unrestricted sprawl; would assist in safeguarding the countryside from encroachment, helps prevent Glossop, Padfield and Hadfield from merging into one another and would contribute to preserving the setting and special character of Glossop.
- The land fulfils the same Green Belt purposes as the Green Belt land adjacent to the north.

### Question 11

Do you agree with the proposed change?

- Green Belt boundary is amended here to include the land within the Green Belt.

### Green Belt addition at Old Glossop



### Key Issues

- The land is part of an area of countryside on the edge of Old Glossop and enclosed by Glossop and the National Park.
- The existing Built Up Area Boundary to the west of the land acts as a strong limit to development.
- Including this land within Green Belt would help to serve the Green Belt purposes set out in the National Planning Policy Framework: its inclusion would help to check unrestricted sprawl;



## 5 Glossopdale

would assist in safeguarding the countryside from encroachment and would contribute to preserving the setting and special character of Old Glossop.

- The land fulfils the same Green Belt purposes as the Green Belt land adjacent to the north-east.

### Question 12

#### Do you agree with the proposed change?

- Green Belt boundary is amended here to include the land within the Green Belt.

### Sites to be Removed

The following sites have recently received planning permission for new homes and have therefore been removed from the plan.

- G14 Hope Street (19 new homes)
- G15 York Street (25 new homes)



## 6 Central

6.1 The following changes are proposed in the Central Sub-area.

### Sites to be Reconsidered

#### C9 South of Macclesfield Road



#### Current Status

- Site was considered for housing in the Options Consultation September 2012

#### Key Issues

- A 3.68ha greenfield site with an estimated capacity of 83 and developer interest in the site.
- Sloping, semi-enclosed, semi-improved grassland adjacent to existing residential properties on the settlement edge.
- Would need to provide satisfactory access.
- Need to incorporate public right of way which runs through the site. (Goyt Way/Midshires Way)
- Possible mining legacy issues.
- Archaeological survey required.
- Parts of site visible from the National Park but seen in the context of existing development and impact on its setting is low.
- Education Service confirms that housing development on this scale can be supported with appropriate education contribution.

## 6 Central

- Public consultation responses received at Issues and Options stage were largely in opposition to its inclusion.
- Site is suitable for allocation in the submission Local Plan.

### Question 13

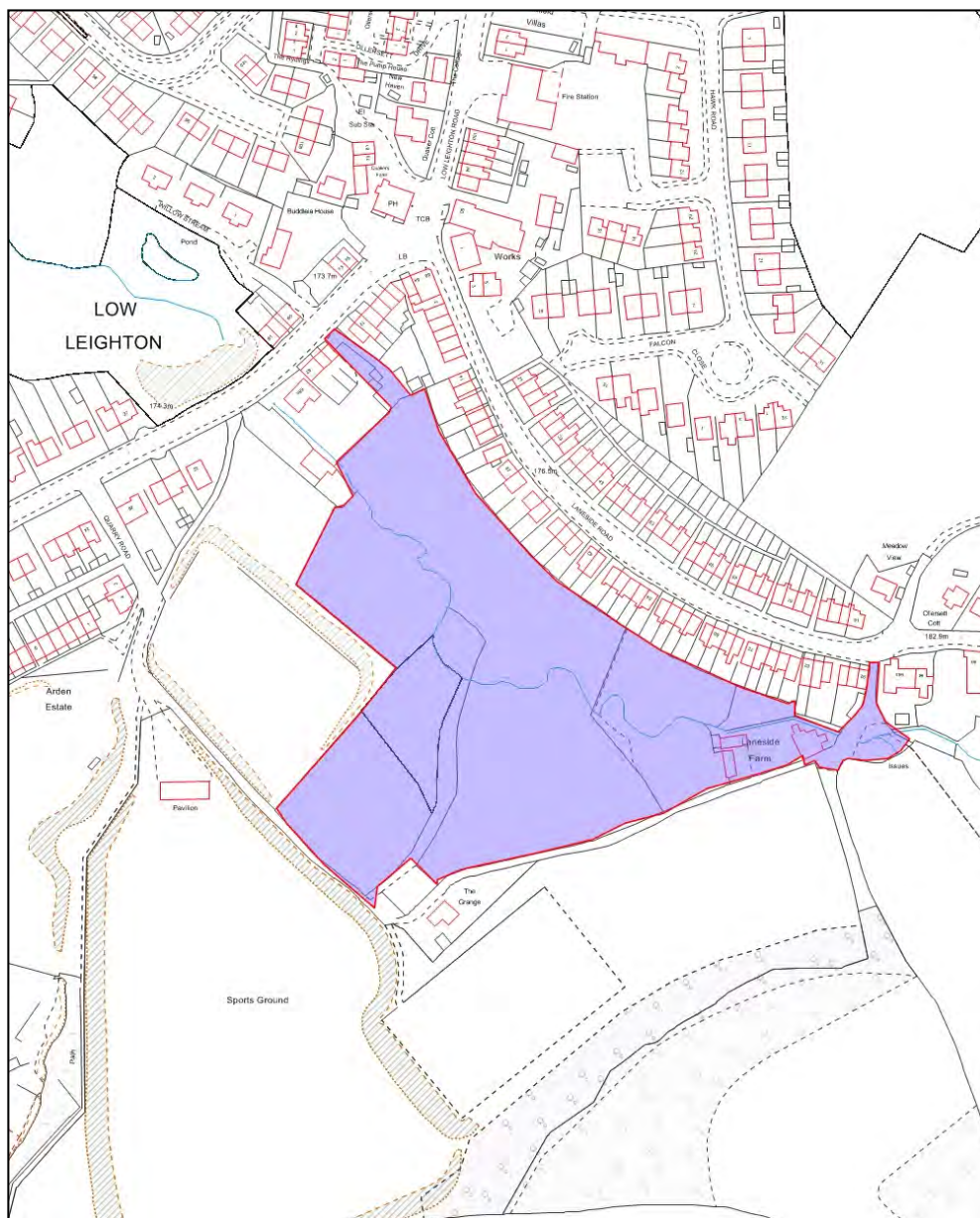
#### Do you agree with the proposed change?

- Site is suitable to be taken forward as a housing allocation

# 6 Central

## New Sites

### C14 Rear of Laneside Road, New Mills



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## 6 Central

### Current Status

- New site suggested by owner at Preferred Options consultation.

### Key Issues

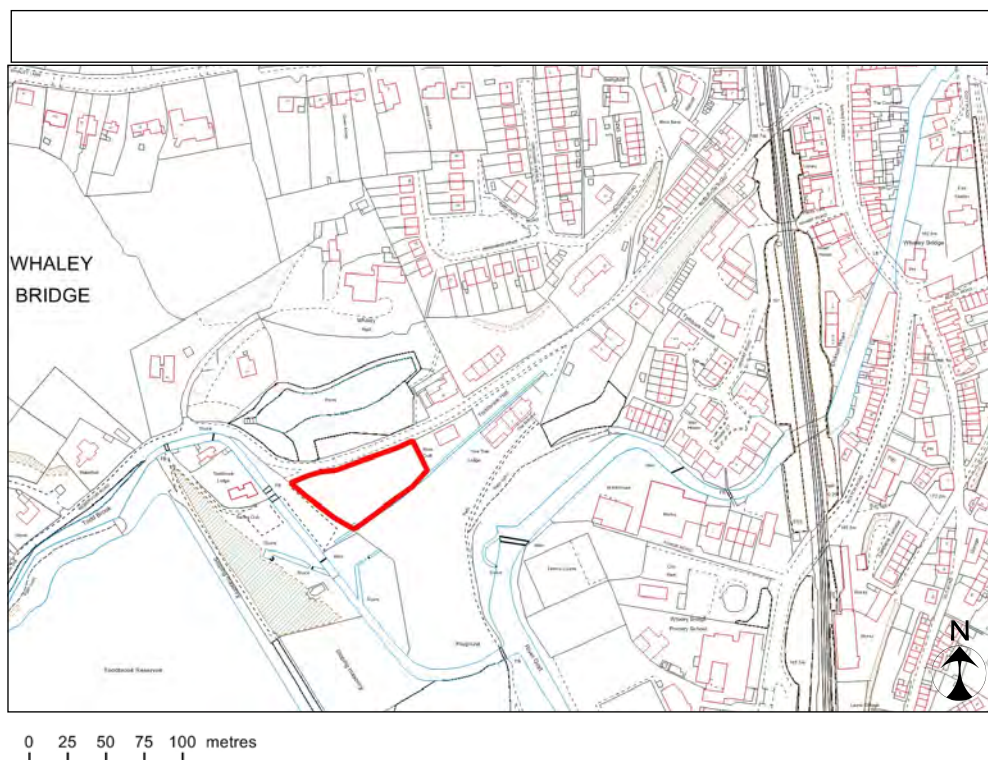
- Greenfield site, 2.1ha in area, sloping in part, currently used for grazing.
- Would need to provide satisfactory access, third party land may be required to deliver this.
- Stream runs through the site, some trees on site, both in groups and single, some trees are mature.
- Adjacent to Laneside Farm which is a Grade II listed building.
- Estimated capacity: 47 new homes.
- St Georges Primary School could accommodate this level of development with some S106 contributions. New Mills School Business & Enterprise College could also accommodate this growth.
- Site is suitable for allocation in the submission Local Plan.

### Question 14

#### Do you agree with the proposed change?

- Site is suitable to be taken forward as a housing allocation

### C15 Land at Shire Croft, Reservoir Road, Whaley Bridge







## 6 Central

### Current Status

- The site has been put forward by an agent acting for the landowner.

### Key Issues

- Small greenfield site, predominately flat and adjacent to the built up area.
- Estimated capacity: 6 new homes.
- Built up area boundary could be extended to include the site, without the site being identified as a specific land allocation for housing.

### Question 15

#### Do you agree with the proposed changes?

- Built up Area Boundary to be amended to include the site.
- Increase the Small Sites Allowance for the Central area, to take account of potential for development.

### C16 Green Belt boundary amendment, Furness Vale



### Current Status

- Amending the Green Belt at Furness Vale was consulted on in September / October 2012 and again in February / April 2013. Consultation responses have been mixed.

## 6 Central

### Key Issues

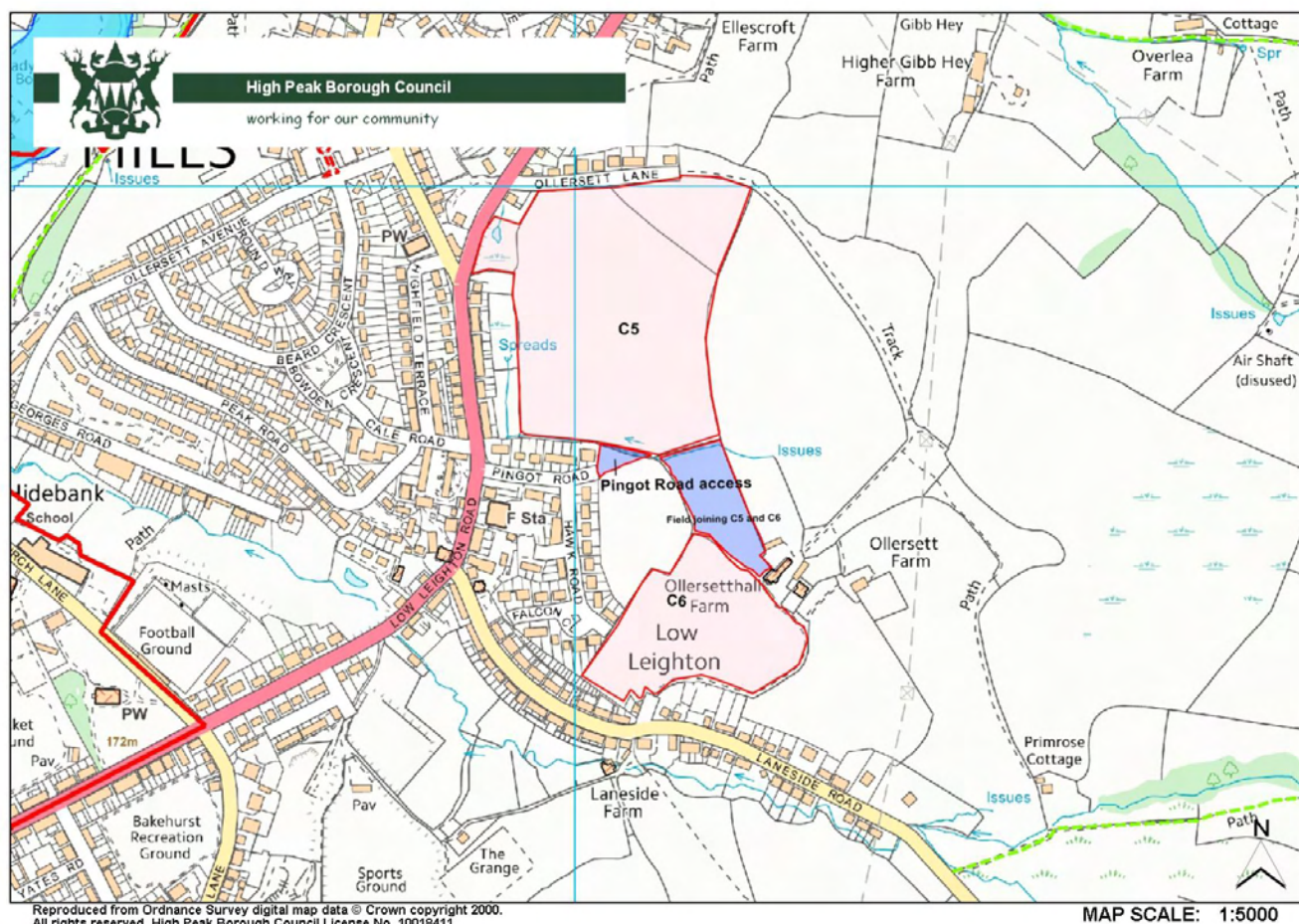
- Site does not fulfil Green Belt purposes.
- Estimated capacity: 39 new homes.
- Site is suitable as a housing allocation in the submission Local Plan.

### Question 16

#### Do you agree with the proposed changes?

- Site is removed from the Green Belt.
- Built up area boundary is extended to include the site.
- Southern area of site to be included as a housing allocation in the submission Local Plan.

### C17 Pingot Road access, New Mills



### Current Status

- Land required to deliver access to C5.



# 6 Central

## Key Issues

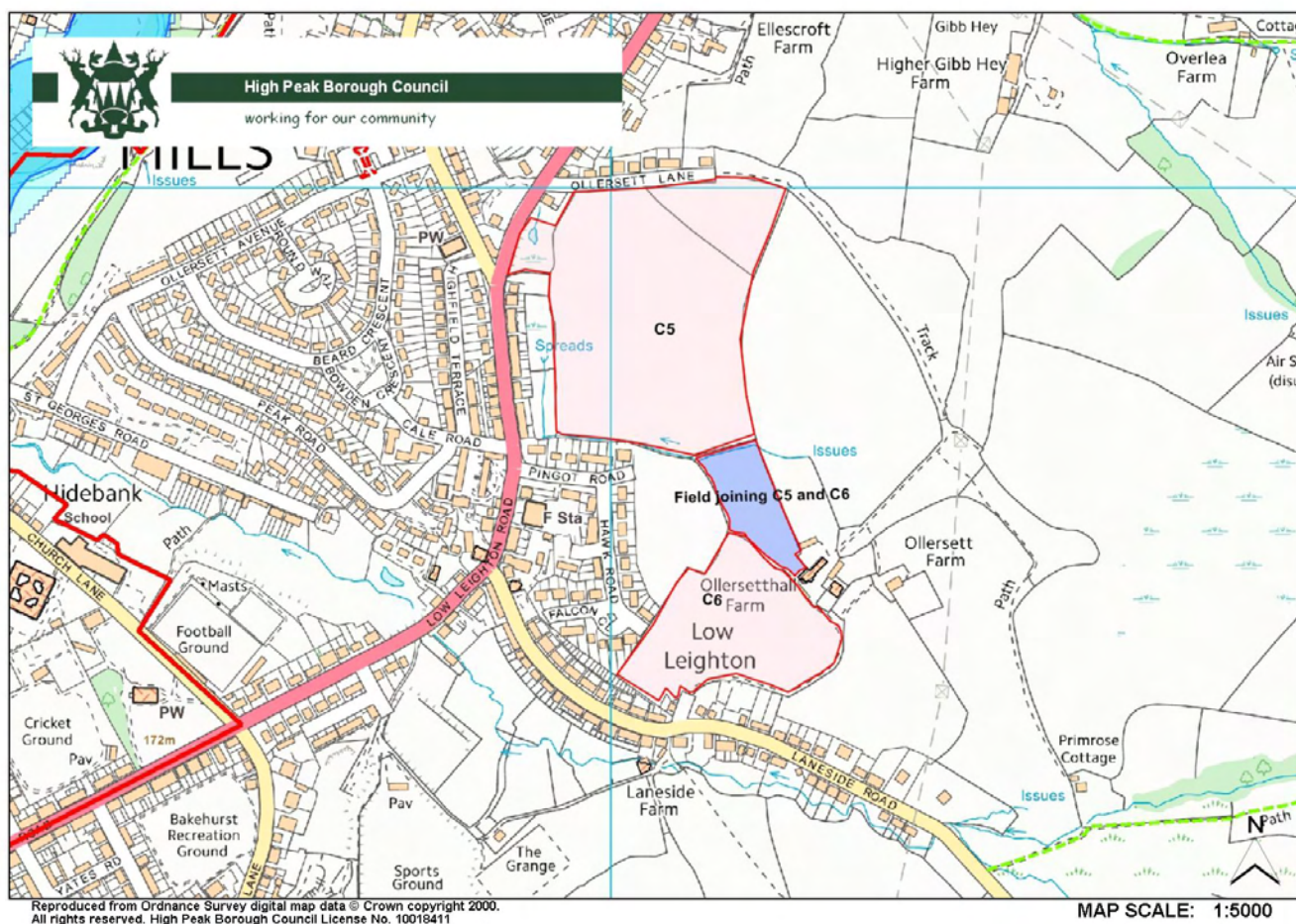
- Small greenfield site, enabling access to C5
- Estimated capacity: 0 new homes.

### Question 17

Do you agree with the proposed change?

- Site to be included as an extension to housing allocation C5.

## C18 Field joining C5 and C6



## Current Status

- Land identified as extension to C6, providing link through to C5.

## 6 Central

### Key Issues

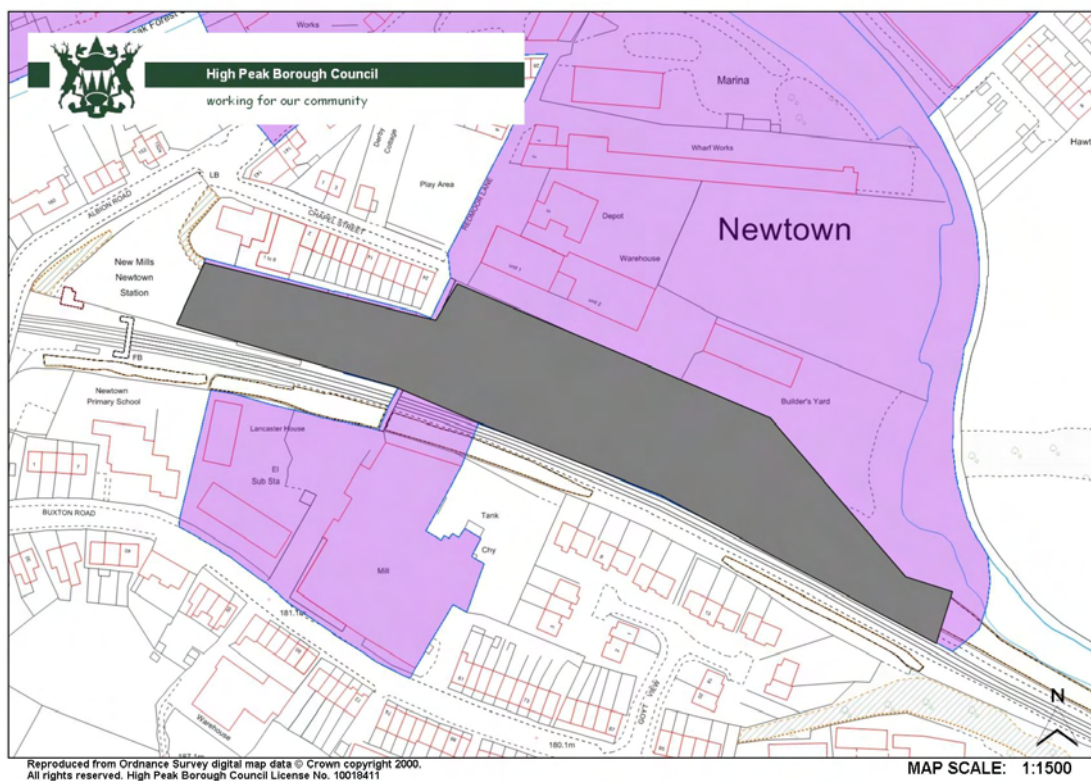
- Greenfield site linking sites C5 and C6, providing through access.
- Estimated capacity: 15 new homes.
- Site is suitable as a housing allocation in the submission Local Plan.

### Question 18

#### Do you agree with the proposed change?

- Site to be included as an extension to housing site allocation C6.

### Land at New Mills Newtown



### Current Status

- Site is currently included as part of the wider Primary Employment Zone across the Newtown area.

### Key Issues

- Primary Employment Zone, 1.1ha in area. Currently vacant.
- Access and amenity constraints relating to nearby residential and railway line.

## 6 Central

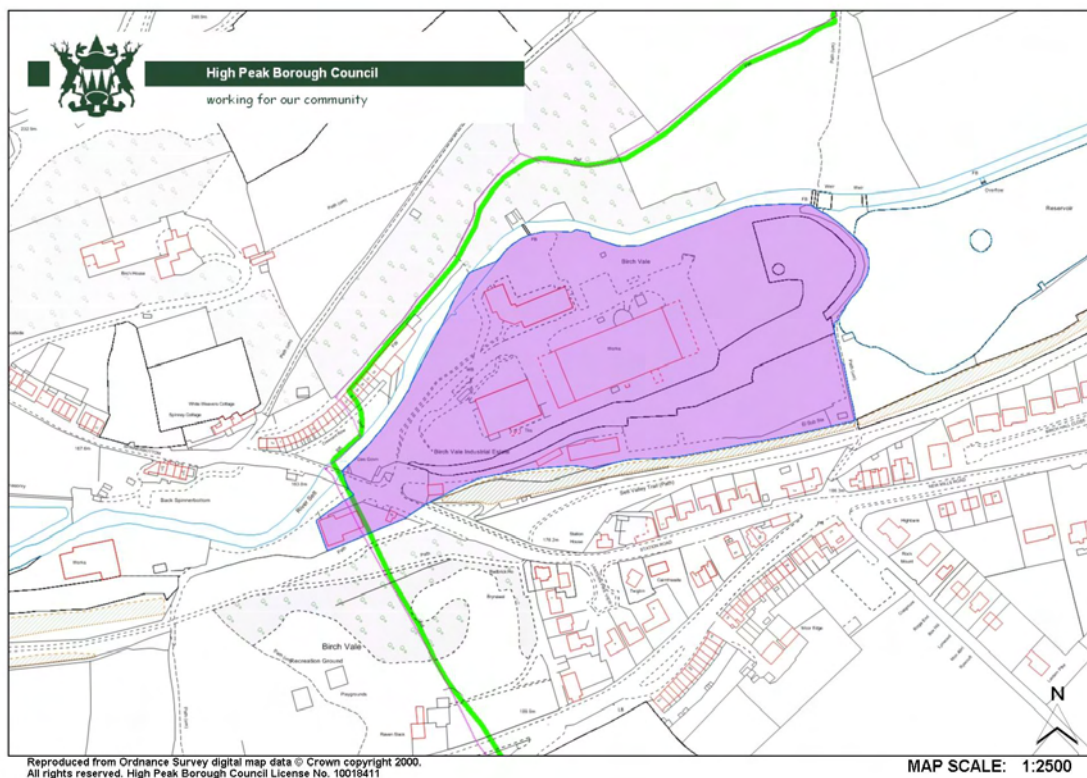
- Possible contamination.
- Public Right of Way across site over footbridge.
- Development should take account of multi functional use of canal and seek to improve canal environment through good design.
- The need for additional parking to serve New Mills Newtown station has been identified to support greater use of rail services along the A6 corridor. The site has been highlighted in the report as an opportunity to extend the existing station car park.
- Application for housing refused in 2006 due to loss of employment land, highway safety, railway noise and housing moratorium.

### Question 19

#### Do you agree with the proposed change?

- Remove the strip of land adjacent to the railway from the Primary Employment Zone and re-designate the site for mixed-use development including housing, employment and additional parking to serve New Mills Newtown Station.

### Birch Vale Primary Employment Zone





## 6 Central

### Current Status

- Industrial Estate is currently designated as a Primary Employment Zone in the Preferred Options Local Plan. The land owners have requested that the site be re-designated to allow a mixed-use scheme comprising housing and employment.

### Key Issues

- Primary Employment Zone, 4.4ha in area. Partially vacant due to fire at Stirling Lloyd and closing down of the manufacturing function at Dow Hyperlast (research and development remains).
- Relatively remote location and poor condition of some buildings may limit market demand for business use.
- Conflict with neighbouring residential properties.
- Access and flood risk issues on part of site.
- Opportunity to open up the reservoir to public recreational use.
- Site lies within catchment area of Thornsett Primary School which has capacity issues and is not capable of extension.
- The Local Plan may need to release additional employment land for alternative uses (to be determined in January 2014).

### Question 20

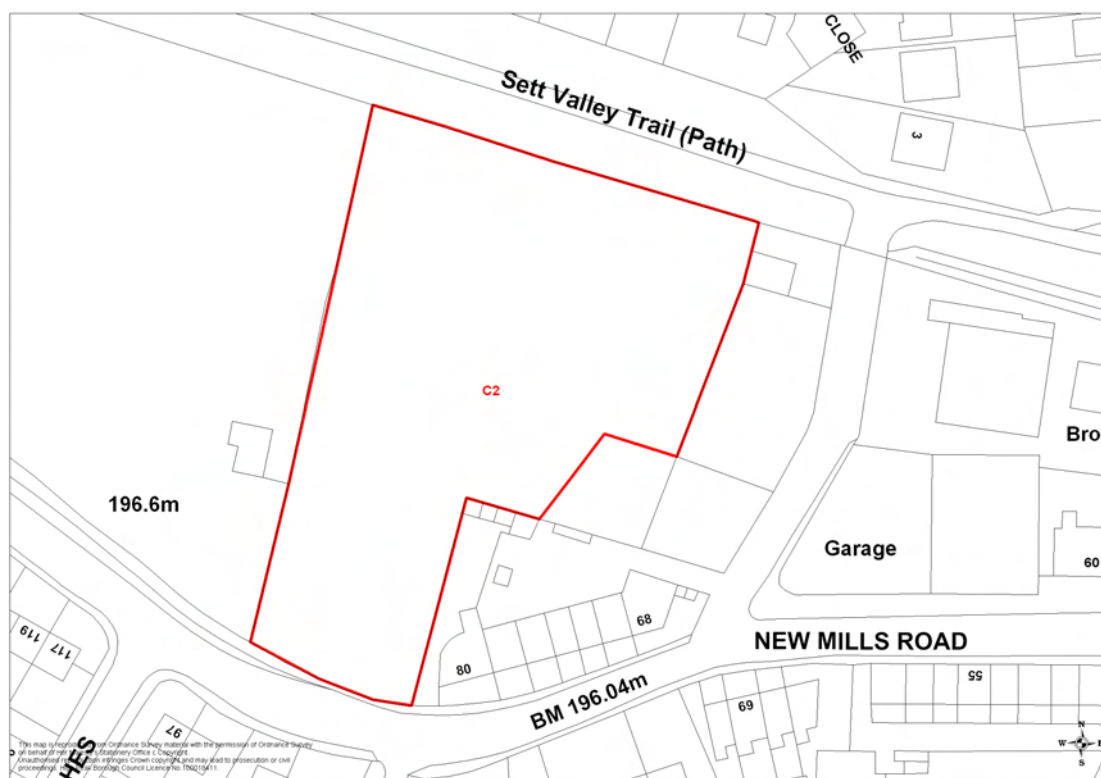
#### Do you agree with the proposed change?

- Consider change of use to a mixed-use designation.

## 6 Central

### Boundary Changes

#### C2 New Mills Road, Hayfield



#### Current Status

- Site is allocated for housing in the Preferred Options Local Plan.

#### Key Issues

- Greenfield site with some mature trees.
- Careful attention would need to be given to the form of development to ensure that the outer edges incorporate significant landscaping to provide a 'green edge' to the development.
- Access to the site is difficult. Any development of this site would need to demonstrate that a satisfactory access could be achieved.
- Site is in close proximity to the Dark Peak/South Pennine Moor SAC and SPA which is notified for its habitat and species importance. Development risks adverse impacts through increased recreational use.
- Small site, suitable for less than 20 new homes. Built up area boundary could be extended to include the site, without the site being identified as a specific land allocation for housing.
- Increase the Small Sites Allowance for the Central area, to take account of potential for development.

# 6 Central

## Question 21

### Do you agree with the proposed changes?

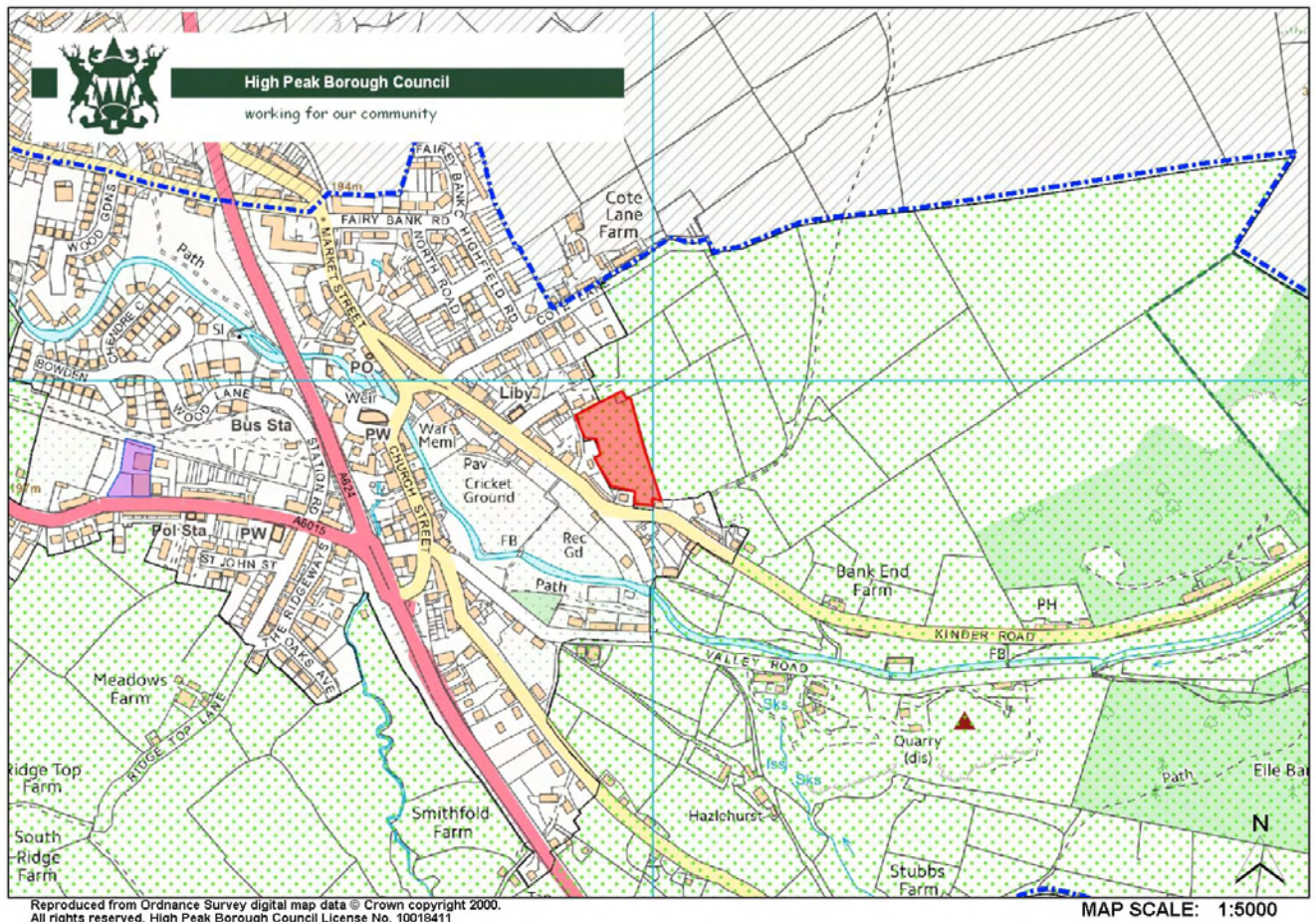
- Site to be removed from the plan - it is not suitable for allocation.
- Built up Area Boundary to be amended such that it follows the Green Belt boundary here.
- Increase the Small Sites Allowance for the Central area, to take account of potential for development.

6.2 The Council proposes the following amendments to the Green Belt boundary.

### Land to be removed from the Green Belt

6.3 In addition to site C16 at Furness Vale, it is also proposed to amend the Green Belt boundary at Kinder Road, Hayfield, to remove land from the Green Belt.

### Green belt deletion at Kinder Road, Hayfield





# 6 Central

## Key Issues

- Sloping grassland within the Green Belt.
- Semi-enclosed by existing residential properties on the settlement boundary.
- Low visual impact due to screening by topography and adjacent properties.
- The site does not fulfil Green Belt purposes.
- If appropriate development took place, it could help to strengthen the settlement edge.

## Question 22

Do you agree with the proposed change?

- Green Belt boundary is amended here to remove the site from Green Belt.

## Land to be added to Green Belt

**6.4** It is proposed to amend the Green Belt boundary at Whaley Bridge, to include additional land within the Green Belt.

## Green Belt addition at Whaley Bridge



## 6 Central

### Key Issues

- This land is outside the built up area boundary and has no well defined edge or limit to development - except current the Green Belt boundary.
- The building density on this land is currently low and there is a large amount of open land which is vulnerable to inappropriate development.
- Including this land within Green Belt would help to serve the Green Belt purposes set out in the National Planning Policy Framework: its inclusion would help to check unrestricted sprawl; would assist in safeguarding the countryside from encroachment and would contribute to preserving the setting and special character of Whaley Bridge.
- The land fulfils the same Green Belt purposes as the Green Belt land adjacent to the north, west and south.

### Question 23

Do you agree with the proposed change?

- Green Belt boundary is amended here to include the land within the Green Belt.

### Sites to be Removed

#### C1 Hayfield Bus Depot



## 6 Central

### Current Status

- Site is allocated for housing in the Preferred Options Local Plan.

### Key Issues

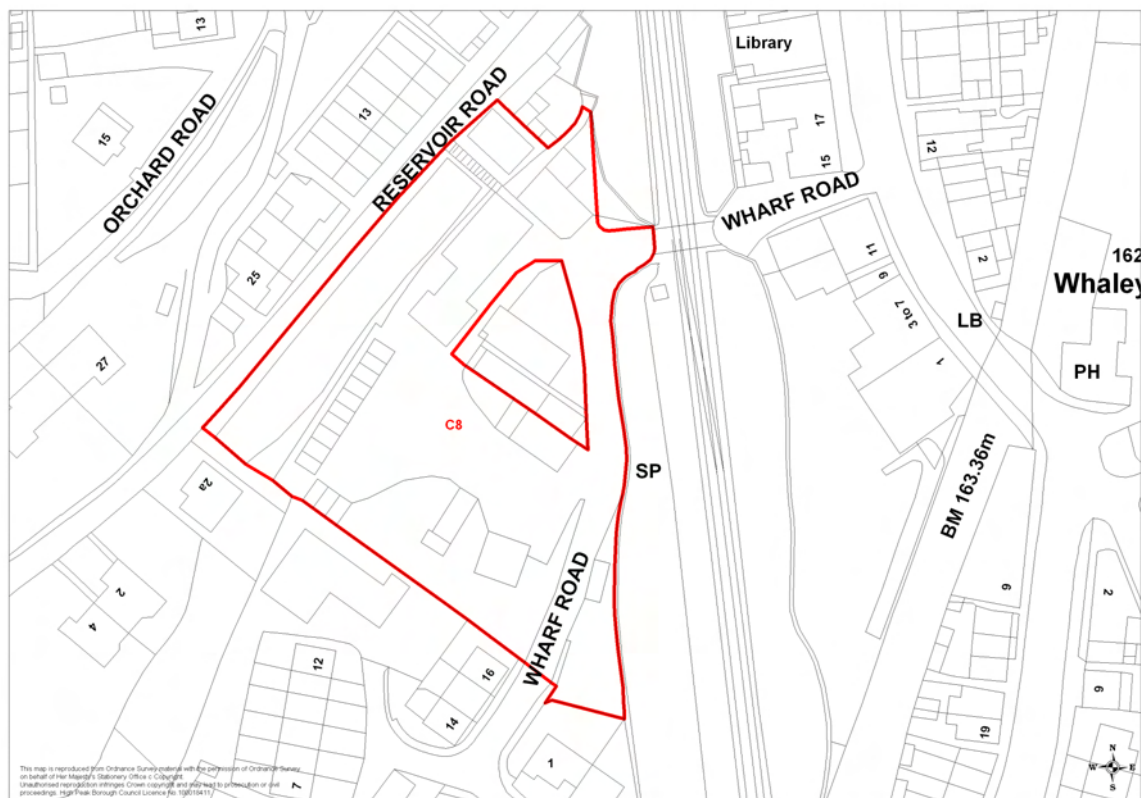
- Landowner (Derbyshire County Council) does not want to develop the site.
- Site contains a number of existing uses including bus station, car park and visitor facilities which are well used at present and would need to be retained or moved.
- Site is in close proximity to the Dark Peak/South Pennine Moor SAC and SPA which is notified for its habitat and species importance. Development risks adverse impacts through increased recreational use.

### Question 24

#### Do you agree with the proposed change?

- Site to be removed from the plan.

### C8 Wharf Road, Whaley Bridge



### Current Status

- Site is allocated for housing in the Preferred Options Local Plan.



## 6 Central

### Key Issues

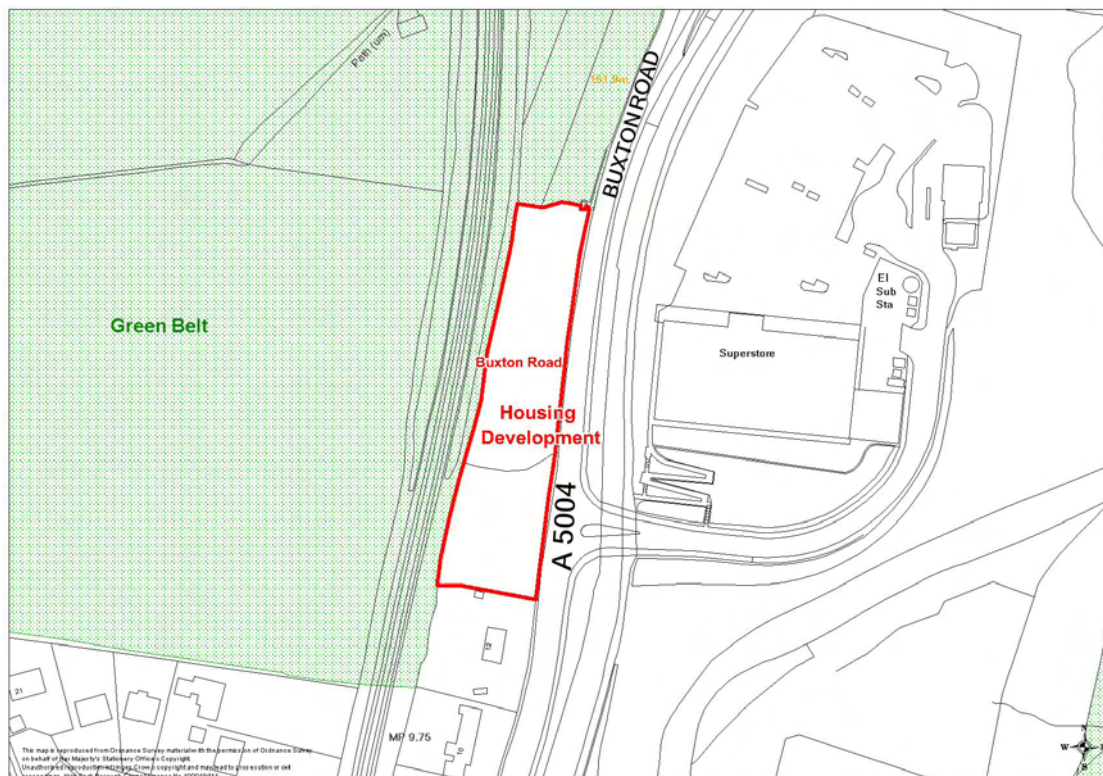
- Access to the site is constrained. Development potential is restricted by this.
- Site is within Flood Zone 3 and thus subject to significant flood risk that would need to be managed.
- Part of the site is within land controlled by Network Rail. Development details that impacted on the railway would need to be agreed with Network Rail.
- Small site is within the built up area and would not require a specific housing allocation.

### Question 25

#### Do you agree with the proposed changes?

- Site to be removed from the plan.
- Increase the Small Sites Allowance for the Central area, to take account of potential for development.

### Opposite Tescos, Whaley Bridge



### Current Status

- Site is allocated for housing in the Preferred Options Local Plan.

## 6 Central

### Key Issues

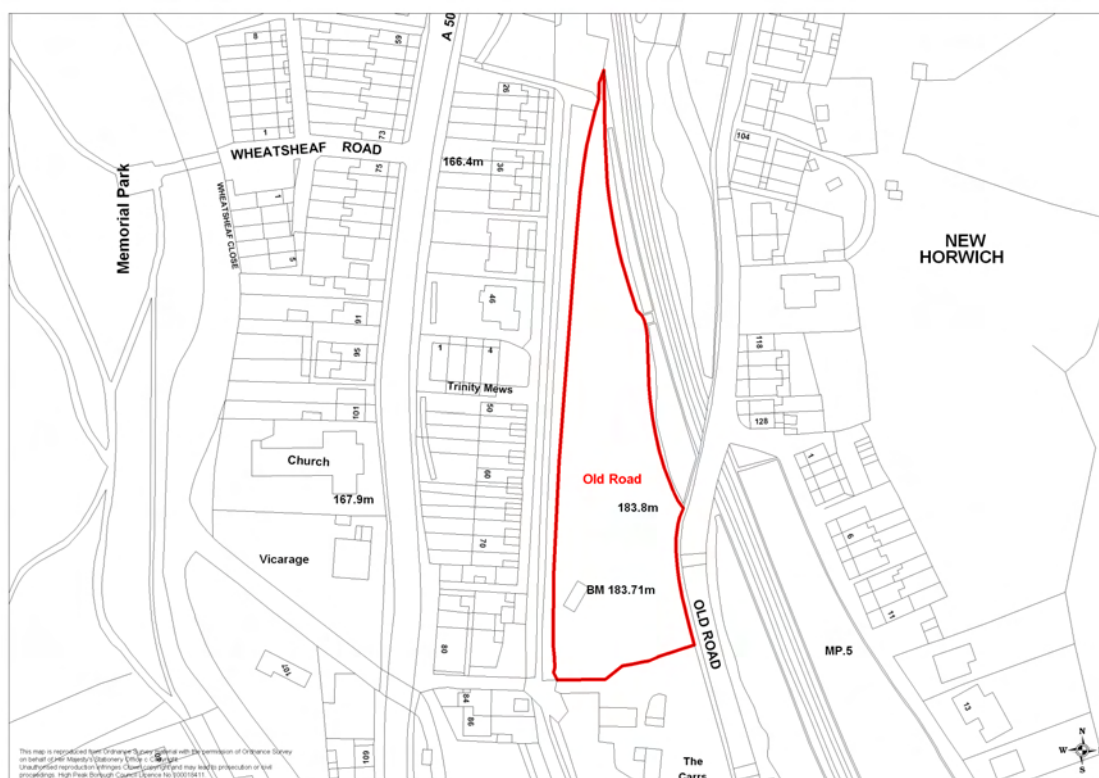
- Site is in the green belt.
- Development potential limited due to trees and land levels.
- Site is not suitable for retaining as an allocation in the submission Local Plan.

### Question 26

Do you agree with the proposed change?

- Site to be removed from the plan.

### Between Old Road and Buxton Road, Whaley Bridge



### Current Status

- Site is allocated for housing in the Preferred Options Local Plan.

## 6 Central

### Key Issues

- Achieving a satisfactory access would be difficult.
- Adverse impact on the Linear Park.
- Possible ownership constraints.
- Site is not suitable for retaining as an allocation in the submission Local Plan.

### Question 27

#### Do you agree with the proposed change?

- Site to be removed from the plan.





## 7 Buxton

7.1 The following changes are proposed in Buxton.

### Sites to be Reconsidered

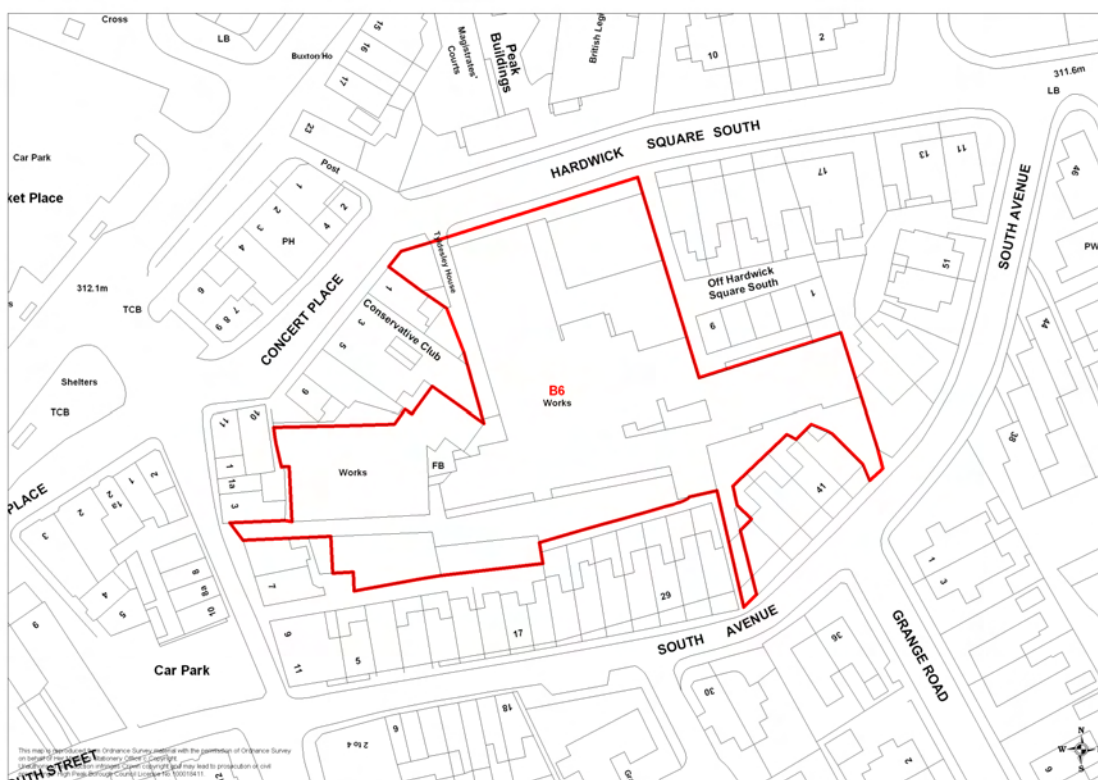
7.2 It is not proposed to allocate any additional sites in the Buxton area that were previously considered during the Issues and Options consultation held in September 2012.

### New Sites

7.3 No suitable new sites have been identified.

### Boundary Changes and other amendments

#### B6 Hardwick Square South



#### Current Status

- Site is allocated for housing in the Preferred Options Local Plan.

#### Key Issues

- A 0.47ha brownfield site with an estimated capacity of 30 new homes with a private owner.
- Site has had previous planning permission for residential development currently has permission for a care home
- Town centre location
- Potential congestion issues
- Within Conservation Area

## 7 Buxton

- Adjacent to existing residential properties
- Development would need to be in keeping with the character of the Conservation Area
- Limited capacity at Buxton Infant School to accommodate housing growth
- Small site is within the built up area does not require specific housing allocation.

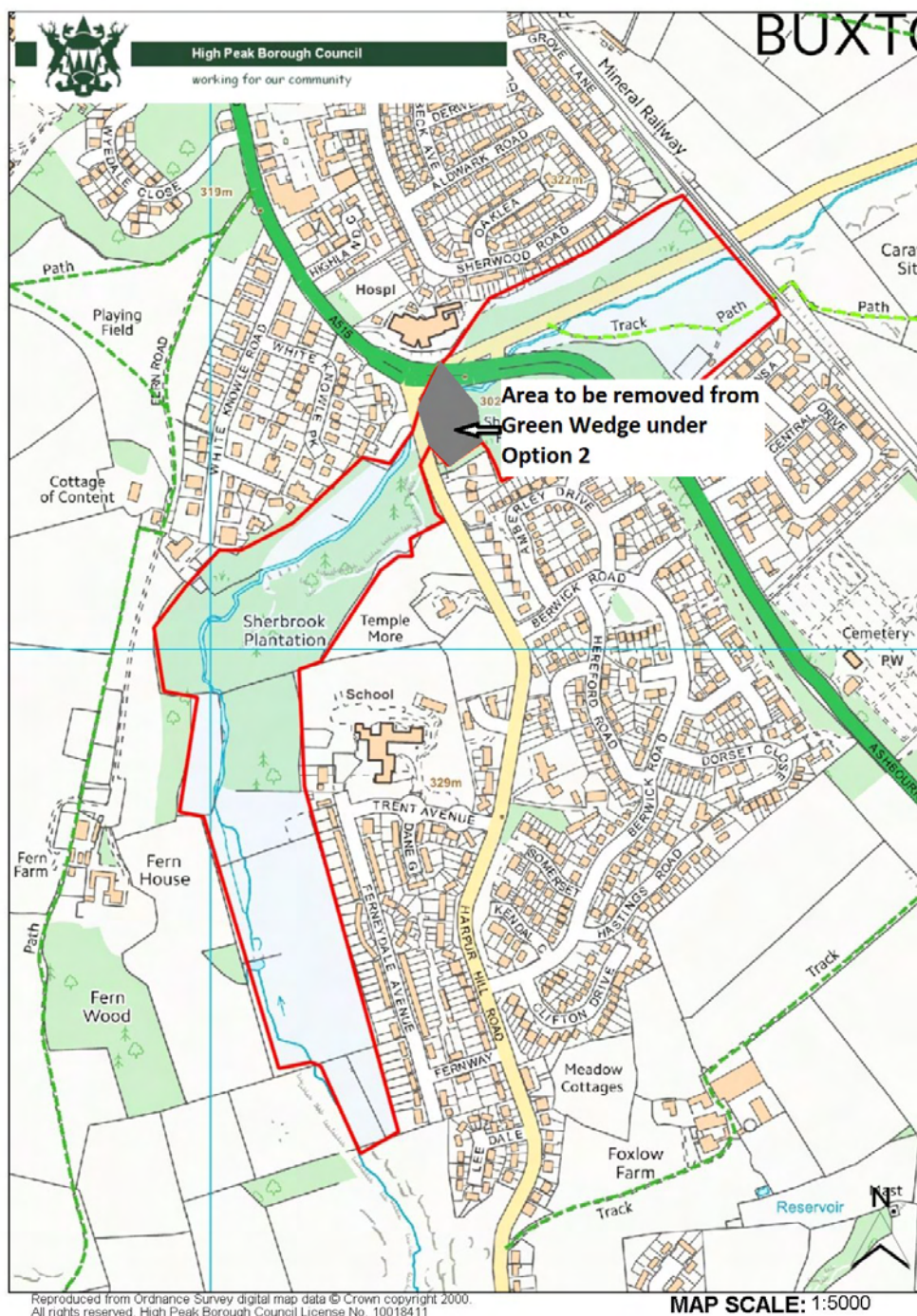
### **Question 28**

#### **Do you agree with the proposed change?**

- Allocate the site specifically for extra care / elderly accommodation to reflect current permission

# 7 Buxton

## Proposed Green Wedge or Green Wedges



### Current Status

- The majority of the site currently is currently designated as countryside with parts also covered by blanket Tree Preservation Orders.
- A small strip of land at Sherbrook Lodge is within the existing built up area boundary and has previous had planning consent for housing development. The consent was not implemented

## 7 Buxton

### Key Issues

- The Landscape Impact Study has proposed designation of an area of land encompassing Ferneydale Grassland Local Nature Reserve, Sherbrook Plantation, Sherbrook Lodge (B11) and land to the south of Sherwood Road up to the Railway as a Buxton Green Wedge
- The area is of high ecological importance, prevents visual and physical coalescence between Buxton and Harpur Hill and provides significant external and internal views. It provides high amenity value
- Development within any designated wedge would be restricted in order to maintain the environmental and amenity value of the land
- The area includes previously proposed housing site B11 Sherbrook Lodge
- Two options have been identified for comment. A final option will be selected following consideration of consultation responses.

### Question 29

#### Which of the two options do you prefer?

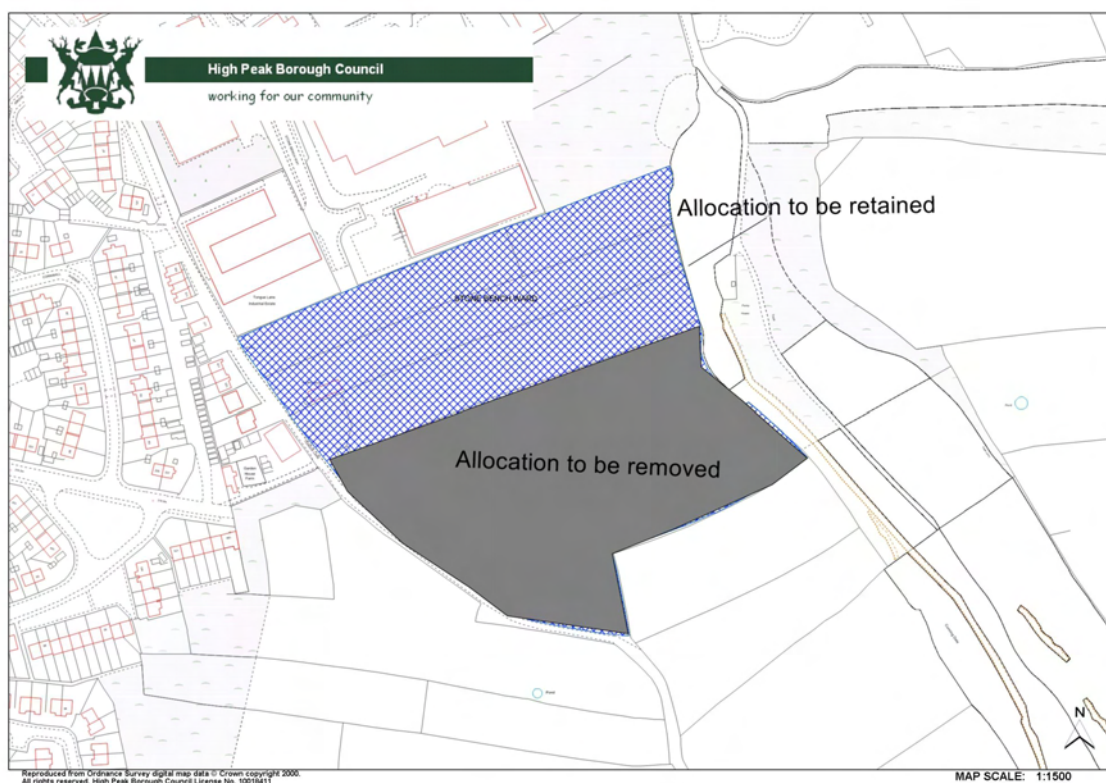
- Option 1 - Designate a single green wedge to help preserve a buffer between Harpur Hill and Buxton. This would restrict development opportunities on the parcel of land within the built-up-area boundary
- Option 2 - Designate two green wedges. The wedges would exclude land within the built-up-area boundary at Sherbrook Lodge. This would enable some development within the built-up-area boundary whilst maintaining a degree of separation between Harpur Hill and Buxton



## 7 Buxton



### Tongue Lane employment land allocation



#### Current Status

- Site is allocated for employment in the Preferred Options Local Plan.

#### Key Issues

- Existing-4.25ha Proposed -2ha

Site currently in agricultural use. Farm buildings occupy land to south.

- Development to be supported by Fairfield Link Road. Owners aspirations unknown.
- It is proposed to remove the southern part of the allocation as the site is considered to be less deliverable due to the presence of farm buildings. This change would also help to reduce the impact of the site on the Special Area of Conservation which is located 170m to the south east of the revised boundary and 80m from the Preferred Options boundary.

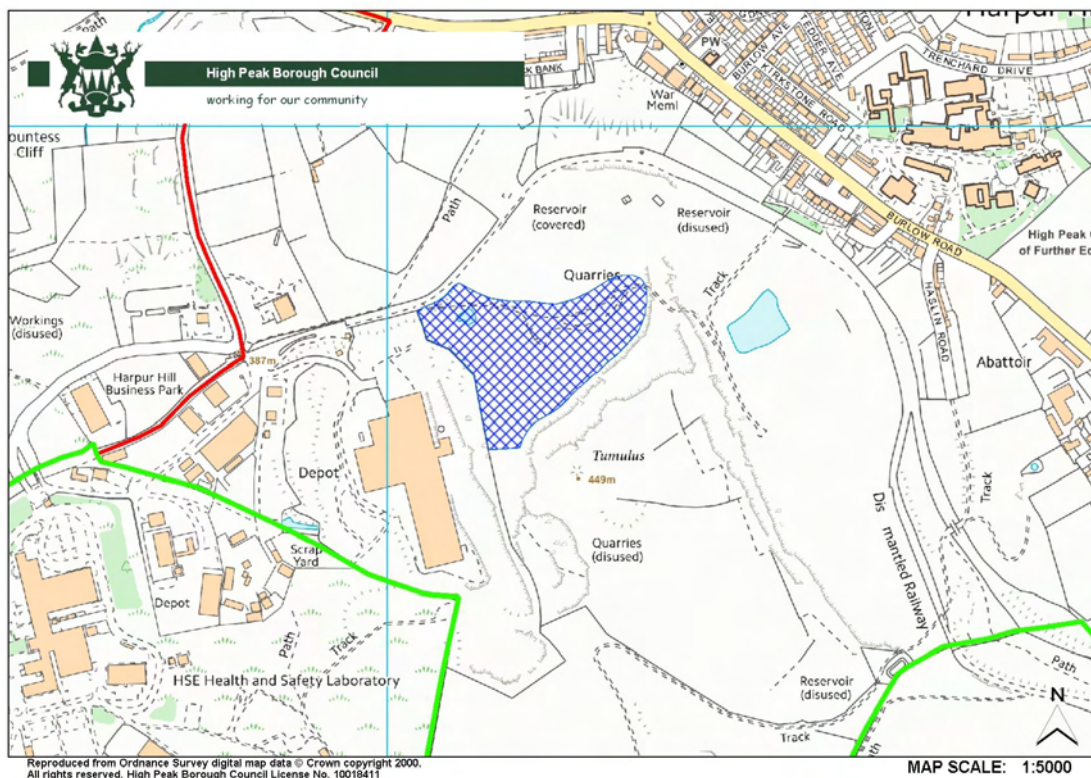
## 7 Buxton

### Question 30

#### Do you agree with the proposed change?

- Remove the southern part of the site (as highlighted on the map) from the proposed employment land allocation. The land excluded from the allocation would be designated as countryside

### Hoffman Quarry, Buxton



#### Current Status

- Site is allocated for employment in the Preferred Options Local Plan.

#### Key Issues

- A 3.6ha former quarry allocated for employment owned by Hoffman Quarry Limited
- Access, contamination and topographical constraints.
- Potential local wildlife site.
- Owners aspirations unknown
- It is proposed to remove the allocation due to concerns relating to its deliverability and potential impact on wildlife

# 7 Buxton

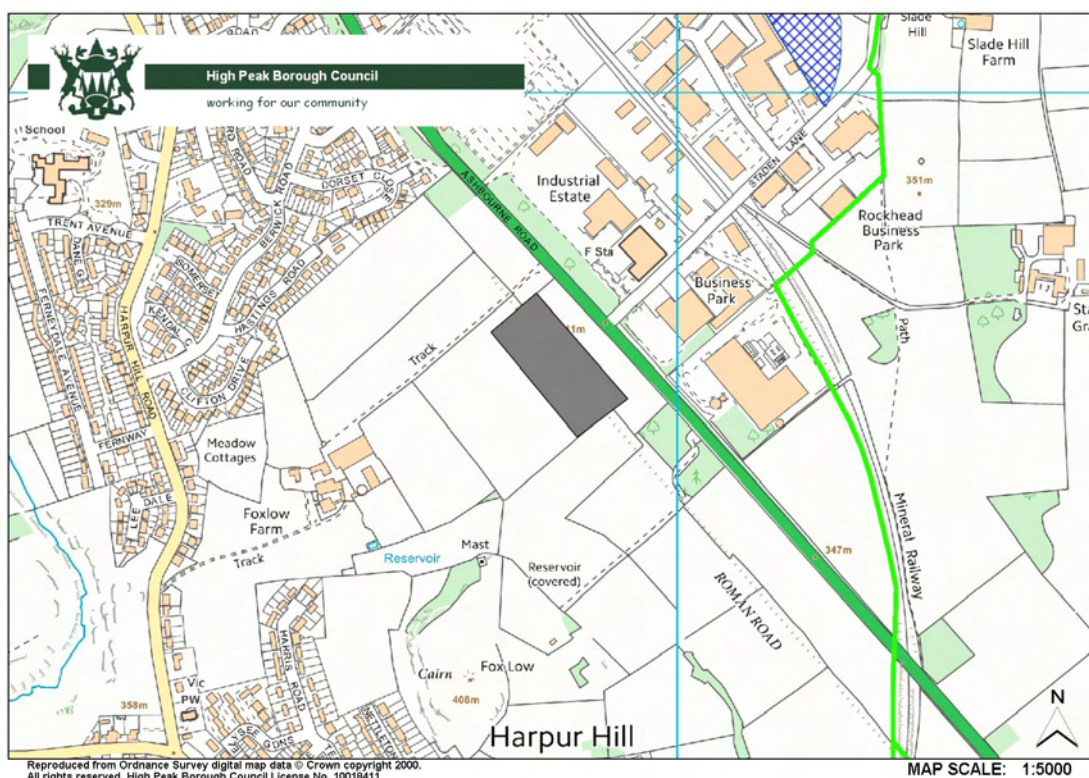


## Question 31

**Do you agree with the proposed change?**

- Remove the employment allocation from the Local Plan. The site would then be designated as countryside

### Foxlow Farm employment allocation



### Current Status

- Site was proposed to be allocated for B1(Business) in the Preferred Options Local Plan.

### Key Issues

- A 2ha site in single ownership.
- A wider mix of uses to support the creation of a local centre (business, small scale retail & leisure, community facilities and services) would provide additional benefits by improving the sustainability of the proposed housing and Harpur Hill. This designation is also viewed more favourably by the land owner
- A 2ha site reserved solely for B1 business use is likely to be challenging to deliver



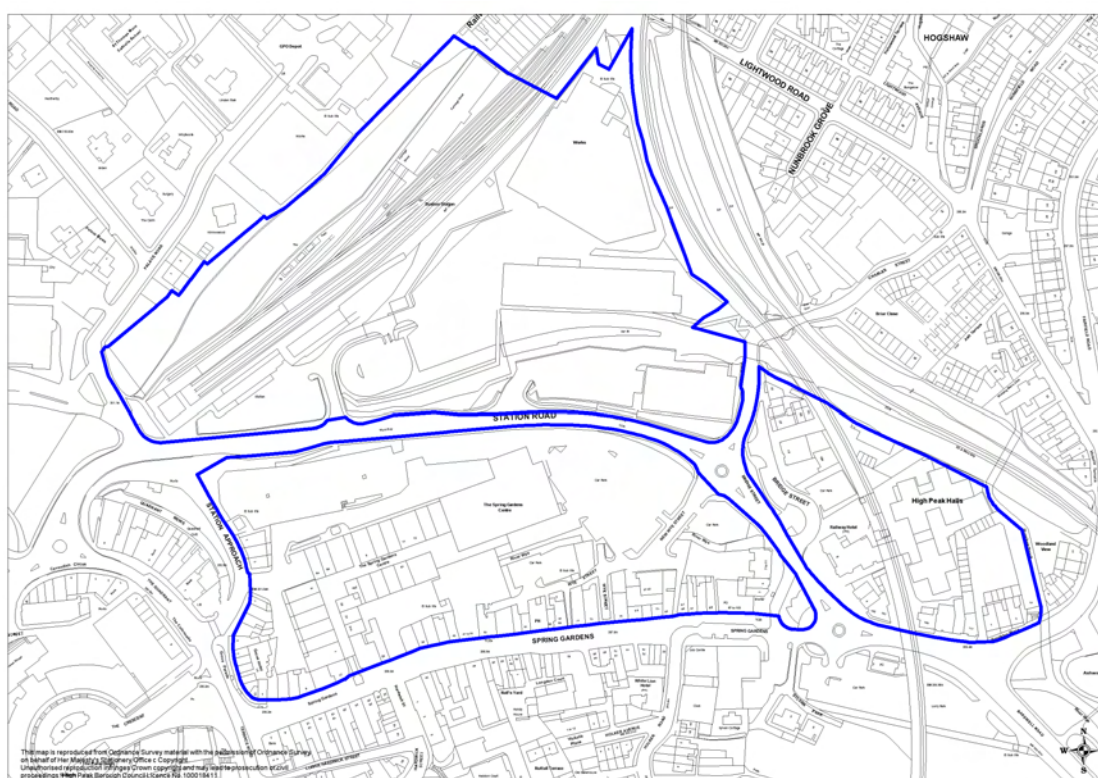
## 7 Buxton

### Question 32

#### Do you agree with the proposed change?

- Amend the designation to support the development of a local centre comprising of small scale retail, leisure, community facilities and business use

#### Station Road and Spring Gardens Regeneration Area



#### Current Status

- Site is proposed to be designated as a town centre regeneration area in the Preferred Options Local Plan. This would permit a mix of uses across the regeneration area including retail, office and tourist accommodation
- The previous Preferred Options document specifically identified scope for an additional food store within the regeneration area. The need for a food store was identified by the Peak Sub-Region Retail and Town Centre Study (2009) <sup>(i)</sup>

#### Key Issues

- Prominent 2ha site in Buxton town centre.
- Identified as an area for reinvention and reinvigoration in the Design and Place Making SPD.
- High quality design and landscaping standards required.

i [http://www.highpeak.gov.uk/sites/default/files/documents/pages/peaksub\\_finalreport.pdf](http://www.highpeak.gov.uk/sites/default/files/documents/pages/peaksub_finalreport.pdf)



## 7 Buxton

- Flood Risk constraints.
- An update to the retail study has recently been completed <sup>(ii)</sup>. The study has concluded that there is not an over-riding need for the Council to plan for an additional food store or other forms of retail in the new Local Plan. The need for additional retail development will however need to be reviewed again during the plan period
- The A6 Corridor Study (draft) has identified a need for additional parking to serve Buxton Station. The study has been commissioned jointly to identify transport demand (road, public transport and freight) and necessary improvements along the A6 corridor from Buxton to Stockport
- Previous consultation responses have requested that some housing development be provided on the former bottling plant site to the north of Station Road
- The White Peak Loop cycle trail project is proposed to link Buxton town centre to the Monsal and High Peak Trails and beyond towards Matlock and Ashbourne through the Peak District National Park. The project aims to encourage users of the trail to arrive in Buxton by rail. Given the presence of the rail station and proposed trail, Buxton has potential to function as key hub providing supporting services and facilities for cycling and other users of the trail

### Question 33

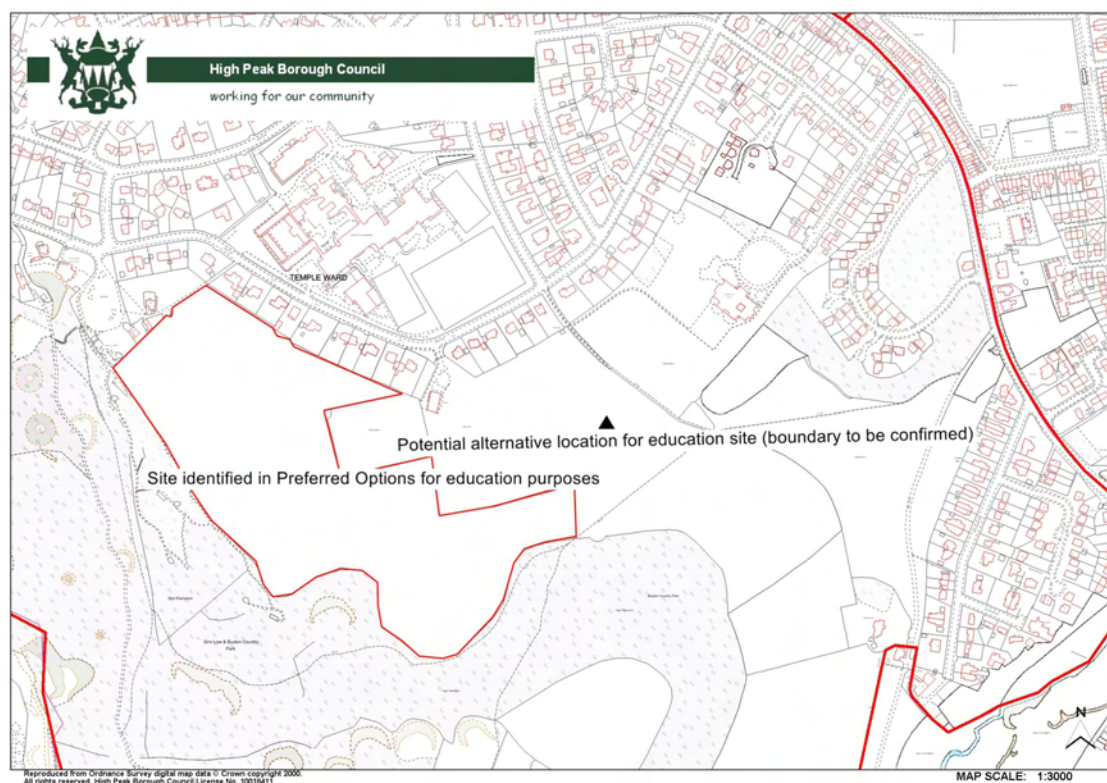
#### Do you agree with the proposed changes?

- Amend allocation to focus retail development to the south of Station Road within the Primary Shopping Area. Whilst the Council's latest retail study has not identified a need to allocate land for additional retail (including a foodstore), retail development could still potentially come forward within the proposed Primary Shopping Area (retail core) for the town as the principle of retail development within Primary Shopping Areas is supported by the National Planning Policy Framework
- Land to the north of Station Road is proposed to allocated for a mix of uses including office, tourist and student accommodation, housing, leisure, cultural and community development and additional parking / public transport interchange. The site may have a key role to play in supporting Buxton's role as a hub on the White Peak Loop cycle trail through the provision of supporting services
- Land to the east of Bridge Street is proposed to be removed from the designation as it is not considered to offer significant regeneration potential

ii [http://www.highpeak.gov.uk/sites/default/files/documents/pages/FINAL%20REPORT\\_0.pdf](http://www.highpeak.gov.uk/sites/default/files/documents/pages/FINAL%20REPORT_0.pdf)

## 7 Buxton

### Land off Green Lane, Buxton for secondary school improvements



#### Current Status

- Site boundary (as highlighted on map) identified in Preferred Options as the proposed location to accommodate the re-location of the outdoor sports pitches from Buxton Community School. This was proposed to enable the development of additional school capacity

#### Key Issues

- The site identified in the Preferred Options is in private ownership
- Derbyshire County Council own some land adjoining the Preferred Options site to the east. Subject to further consideration by Derbyshire County Council, an alternative site in public ownership might be available to accommodate the re-location of sports pitches. A specific boundary has yet to be identified
- Both options are subject to an outstanding village green application

## 7 Buxton



### Question 34

Which option for the school site do you prefer?

- Option 1 - the site previously identified in the Preferred Options
- Option 2 - land to the east of the Preferred Option site in public ownership

### Sites to be Removed

#### B2 Land at Batham Gate



#### Current Status

- Site was proposed to be allocated for housing in the Preferred Options Local Plan.

#### Key Issues

- A 0.6ha greenfield site with an estimated capacity of 18 new homes, in private ownership with an owner interested in development.

## 7 Buxton

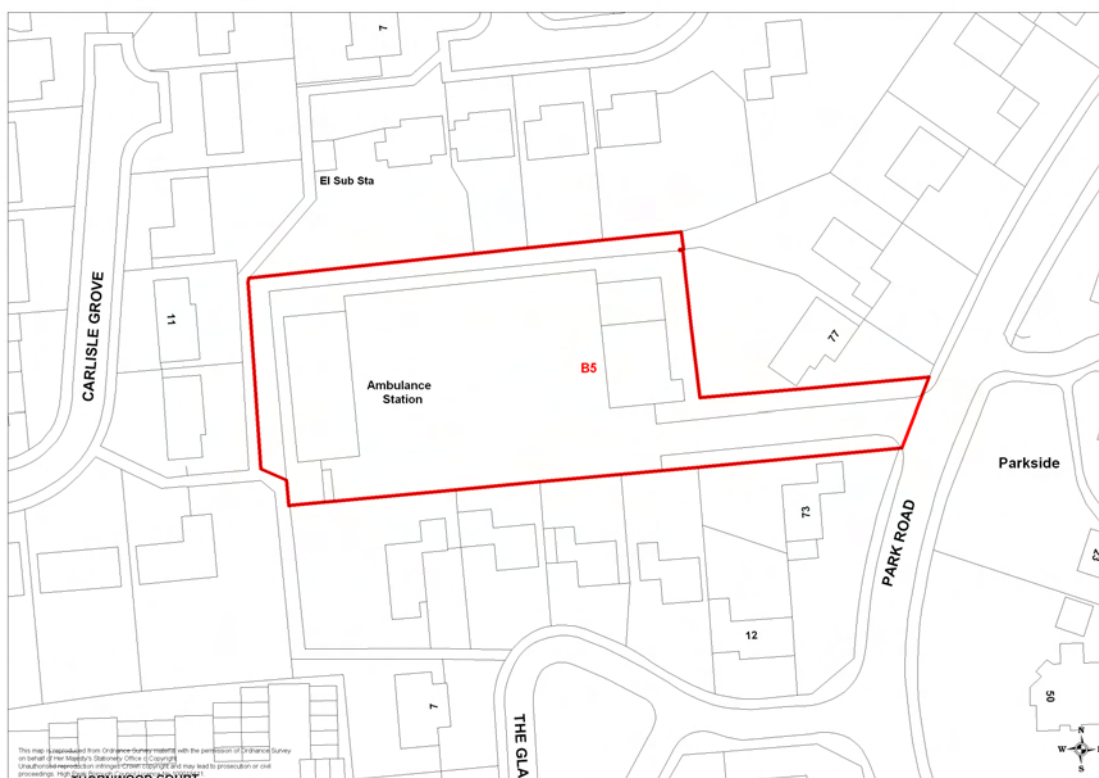
- Batham Gate is a small hamlet with very limited facilities
- Batham Gate is not a defined settlement in the Preferred Option Local Plan and development is limited to essential development or affordable housing.

### Question 35

Do you agree with the proposed change?

- Remove site from Local Plan.

### B5 Ambulance Station The Glade



### Current Status

- Site was proposed to be allocated for housing in the Preferred Options Local Plan.

### Key Issues

- A 0.5ha brownfield site with an estimated capacity of 11 new homes, currently used by East Midlands Ambulance Service.
- Small site is within the built up area does not require specific housing allocation



# 7 Buxton



## Question 36

**Do you agree with the proposed change?**

- Remove site from Local Plan.

### B11 Sherbrook Lodge Harpur Hill



#### Current Status

- Site is allocated for housing in the Preferred Options Local Plan.

#### Key Issues

- A 1.7ha predominately greenfield site with an estimated capacity of 13 new homes, in private ownership. Site of YHA hostel with previous consent for 14 homes
- Site partially covered by a Tree Preservation Order that limits development potential
- Part of the site lies within the built-up-area boundary where the principle of housing is already generally acceptable. A specific housing allocation is not therefore required
- The Landscape Impact Study has suggested this area and adjoining land could form a green wedge separating Harpur Hill and Buxton. Development within a green wedge would be restricted
- This consultation proposes two green wedge options. Option 1 would designate a single green wedge and restrict the scope for development across the whole of B11. Option 2 would

## 7 Buxton

designate two green wedges and exclude land within the built-up-area boundary. This would enable some development within the built up area (see previous chapter for further details)

### Question 37

#### Do you agree with the proposed change?

- Remove the allocation from the Local Plan. Subject to the outcome of the consultation on the green wedge options, some housing development within the built-up-area boundary may still be permitted

### Leek Road/Macclesfield Road



### Current Status

- A 0.05ha brownfield site with an estimated capacity of 7 new homes, in private ownership.
- Has had planning permission and refusal for residential development
- Prominent location in a gateway location to Buxton
- Site was proposed to be allocated for housing in the Preferred Options Local Plan

# 7 Buxton



## Key Issues

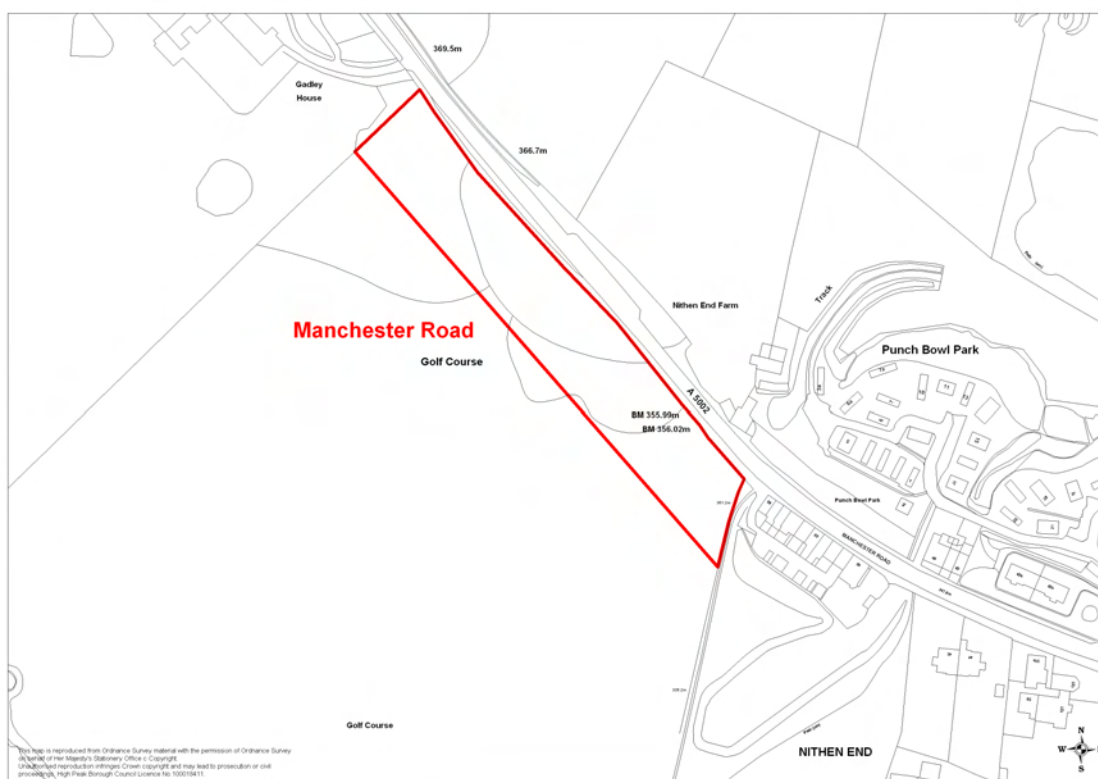
- Small site is within the built up area does not require specific housing allocation to support development

### Question 38

Do you agree with the proposed change?

- Remove the allocation from the Local Plan.

## Frontage to Cavendish Golf Club Manchester Road



## Current Status

- Site is allocated for housing in the Preferred Options Local Plan.

## Key Issues

- A small greenfield site with an estimated capacity of 15 new homes, in Buxton Golf Club ownership
- Not well related to the existing built development
- Likely to have a high landscape impact

## 7 Buxton

- Southern part of site lead lead to loss of part of golf course
- Site is not suitable for retaining as an allocation in the submission Local Plan

### **Question 39**

**Do you agree with the proposed change?**

- Remove the allocation from the Local Plan.





## 8 What substantial policy changes are proposed?

**8.1** Minor text amendments will be made to most policies during preparation of the next version of the Local Plan. These minor changes will be to aid clarity or to respond to a consultation response, or to take account of the latest evidence and guidance. However in a small number of cases, significant changes are being proposed.

**8.2** This section sets out only those proposed changes to policy that are considered to be significant and for which this specific additional consultation is being held.

### Additional Policy

**8.3** Policy EQ9 Pollution and Flood Risk. It is proposed to split this policy into two:

- Policy EQ9 Pollution Control and Unstable Land
- Policy EQ10 Flood Risk Management

#### Question 40

**Do you agree with the proposed change?**

- Policy EQ9 Pollution and Flood Risk is split to form two separate policies.
- Policy EQ10 Flood Risk management is created.

### Significant Policy Changes

**8.4 Policy CF4 Provision of Open Space and Recreation Facilities.** It is proposed to rename this: Policy CF4 Open Space, Sports and Recreation Facilities; to add details of sports facilities and to remove details of open space costs used to calculate developer contributions. Instead the policy will refer to a forthcoming Developer Contributions SPD.

#### Question 41

**Do you agree with the proposed change?**

- Policy CF4 Provision of Open Space and Recreation Facilities is renamed and amended to include sports facilities; and details required to calculate developer contributions are removed to a forthcoming Developer Contributions SPD.

**8.5 Policy CF6 Transport and Accessibility** – It is proposed refer to new parking standards that will be displayed as an appendix to the Local Plan. The new standards have been suggested by Derbyshire County Council. Other minor changes to the policy will also be made to reflect consultation feedback. The standards can be viewed in Appendix 1.

## 8 What substantial policy changes are proposed?

### Question 42

#### Do you agree with the proposed change?

- Policy CF6 Transport and Accessibility will refer to new parking standards that will be displayed as an appendix to the Local Plan.

**8.6 Policy CF1 Retail and Town Centres** - In response to the recommendations of the latest Retail Study, the following changes to this policy are proposed:

- Inclusion of specific support for an additional food store in New Mills. Proposals would need to be supported by an impact assessment. No town centre or edge of centre site has been identified to date. As such, the policy will support out-of-centre proposals in accessible locations that are well connected to the town centre by public transport. New Mills East will be the first priority for the location of a new store to support planned housing growth and existing communities. The provision of a deep discount food store in particular would provide additional choice within the catchment.
- Explicit support for additional food stores in Buxton and Glossop to be removed. Proposals within the Primary Shopping Area in Buxton and the town centre in Glossop could still be supported subject to wider planning consideration. Proposals outside of the Primary Shopping Area in Buxton or town centre in Glossop will be subject to impact and sequential site assessments
- Town centre boundaries to be amended as recommended in the Retail Study update unless otherwise stated(see Appendix 2):
  - New Mills and Whaley Bridge - minor amendments only
  - Glossop - to be amended to not take forward the extension to the boundary up to Mill Street as proposed in the Preferred Options document. The reduced boundary would mean that applications for retail, leisure and office space would need to be supported by an impact assessment and sequential site assessment. This is in response to the reduced need for retail now identified in the Retail Study update.
  - Buxton - the study recommended excluding land to the north of Station Road and the Pavilion Gardens from the town centre boundary. However, it is proposed to retain the town centre boundary as proposed in the Preferred Options as this would support leisure and business uses in these locations
- The Primary Shopping Area for Buxton as recommended by the Retail Study (Spring Gardens and Springs Shopping Centre) is proposed to be included in the plan (see Appendix 2). This differs from the Primary Shopping Area as identified in the Preferred Options by excluding The Quadrant on the basis that it does not provide a high concentration of retail uses. Proposals for retail outside of the Primary Shopping Area above the specified threshold and outside of the Foxlow Local Centre will need to be supported by an impact assessment and sequential site assessment.



## 8 What substantial policy changes are proposed?

- The threshold for requiring retail impact assessments is proposed to be reduced from 500m<sup>2</sup> to 200m<sup>2</sup> as recommended by the Retail Study
- The policy will refer to the designation of a Local Centre to support the sustainability of the mixed-use allocation at Foxlow Farm and wider Harpur Hill community

### Question 43

#### Do you agree with the proposed change?

- Policy CF1 Retail and Town Centres will be amended to take account of the Retail Study update, to:
  - include support for an additional food store in New Mills
  - remove explicit support for additional food stores in Buxton and Glossop
  - amend town centre boundaries in New Mills, Whaley Bridge and Glossop;
  - amend the Primary Shopping Area for Buxton;
  - reduce the threshold for requiring retail impact assessments;
  - refer to the designation of a Local Centre to support the sustainability of the mixed-use allocation at Foxlow Farm.

**8.7 Policy S2 Settlement Hierarchy** - It is proposed to re-classify Hadfield as a larger village / other local centre within the retail hierarchy in response to the new Retail Study. This is due to the the fact that Hadfield is orientated towards top-up shopping when compared with larger settlements. Hadfield was proposed to be designated as a small town centre alongside New Mills, Chapel-en-le-Frith and Whaley Bridge in the Local Plan Preferred options as published in February 2013.

### Question 44

#### Do you agree with the proposed change?

Policy S2 Settlement Hierarchy will re-classify Hadfield as a larger village / other local centre within the retail hierarchy.

## 9 How to Respond and Next Steps

### How to respond

**9.1** We would like to know your views by 5pm on Monday 10th February.

**9.2** If you have previously submitted a response to the Issues and Options or Preferred Options consultation, those responses will be held and taken as responses to this consultation. If however you wish to change or update your response, a new response should be submitted.

**9.3** If you would like to send us your views on this consultation, you can do so by completing a questionnaire using one of the following methods:

- Online on the Local Plan consultation website <http://highpeak-consult.objective.co.uk/portal>
- Email to [LDF@highpeak.gov.uk](mailto:LDF@highpeak.gov.uk)
- Post to the address given below

**9.4** The submission of comments online or by email is considered to be the most efficient means of responding. Use of the consultation website provides several benefits and enables consultees to:

- Read the Local Plan and supporting information online.
- Submit comments online (registration required).
- Read all comments submitted by other consultees.

**9.5** To respond by e-mail, a questionnaire can be downloaded from the web address below, completed electronically and returned to us by e-mail at: [LDF@highpeak.gov.uk](mailto:LDF@highpeak.gov.uk)

**9.6** Alternatively, paper questionnaires can be collected from Council offices and libraries, (or downloaded from the web address above), completed by hand and returned by post to:

Regeneration  
High Peak Borough Council  
Town Hall  
Buxton  
Derbyshire SK17 6EL

Tel: 0845 129 7777 or 01298 28400

#### Next steps

- February 2014 – Council considers responses and agrees Submission Local Plan
- March/April 2014 – Publication of submission Local Plan and representations invited
- July 2014 - Submit for Examination
- October 2014 – Estimated date for Examination Hearings
- February 2015 – Estimated date for Adoption



## 10 Appendix 1 - Draft Parking Standards



Table 2

Use type		Standards
		Maxima for car parking, minima for cycle parking - to encourage more use of cycle/sustainable modes of travel
Shops (A1)		
1	General shops	
	Customers	
	Staff	1 space per 100m <sup>2</sup> +1 secure cycle space per 40 staff (minimum 1)
2	Food retail	
	Food retail below 1000m <sup>2</sup>	1 space per 25m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Food retail 1000 - 3000m <sup>2</sup>	
	Food retail above 3000m <sup>2</sup>	
	Food retail above 1000m <sup>2</sup>	1 space per 14m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Staff	1 space per 100m <sup>2</sup> , or 4 members of staff + 1 secure cycle space per 40 staff (minimum 1)
3	Non-food retail	
	Non-food retail below 1000m <sup>2</sup>	1 space per 25m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Non food retail above 1000m <sup>2</sup>	1 space per 20m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Customers	
	Staff	1 space per 100m <sup>2</sup> , or 4 members of staff + 1 secure cycle space per 40 staff (minimum 1)
4	Garden centres	

## 10 Appendix 1 - Draft Parking Standards

	Customers	1 space per 30m <sup>2</sup> covered area plus 1 space per 50m <sup>2</sup> open area of display areas generally open to the public. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Staff	1 space per 100m <sup>2</sup> covered area, or 4 members of staff + 1 secure cycle space per 40 staff (minimum 1)
5	Retail Parks	To be assessed as a combination of the different uses described above
Financial & Professional Services (A2)		
1	Public services offices	1 space per 15m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
2	Betting shops	1 space per 15m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Customers	
	Staff	
Food & Drink (A3)		
1	Restaurants, Cafés and hot food take-aways.	1 space per 4m <sup>2</sup> dining area or public waiting space in take-aways (customers & staff). 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum of 2. NB roadside (motorists) restaurants are included in this category
2	Transport Cafés	
	Customers	1 lorry space per 2m <sup>2</sup> public dining area, 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces.
	Staff	1 space per 100m <sup>2</sup> , or 4 members of staff + 1 secure cycle space per 40 staff (minimum 1)

## 10 Appendix 1 - Draft Parking Standards



		NB - The minimum size of a lorry space should be 15m x 3m and lorries must be able to enter and leave the site in a forward direction
3	Public Houses, Licensed Clubs and Bar Areas of Restaurants	
	Customers and staff	1 space per 2m <sup>2</sup> public drinking area, + 1 space per 10m <sup>2</sup> of beer gardens (customers & staff). 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces. NB - Any Food and Drink development which includes residential accommodation must provide extra spaces complying with the Dwelling Houses (C3) standards
Business (B1)		Over 2500m <sup>2</sup> - 1 space per 30m <sup>2</sup>
1	Office use	
	Town centre/edge of centre	Up to 2500m <sup>2</sup> , 1 space per 25m <sup>2</sup> . Above 2500m <sup>2</sup> , 1 space per 60m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Out of centre	Up to 2500m <sup>2</sup> , 1 space per 25m <sup>2</sup> . Above 2500m <sup>2</sup> , 1 space per 35m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Out of town	Up to 2500m <sup>2</sup> , 1 space per 25m <sup>2</sup> . Above 2500m <sup>2</sup> , 1 space per 30m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
2	Non office use	
	Town centre/edge of centre	Up to 2500m <sup>2</sup> , 1 space per 25m <sup>2</sup> . Above 2500m <sup>2</sup> , 1 space per 60m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Out of centre	Up to 2500m <sup>2</sup> , 1 space per 25m <sup>2</sup> . Above 2500m <sup>2</sup> , 1 space per 35m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Out of town	Up to 2500m <sup>2</sup> , 1 space per 25m <sup>2</sup> . Above 2500m <sup>2</sup> , 1 space per 30m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces

## 10 Appendix 1 - Draft Parking Standards

General Industrial (B2)		
	Town centre/edge of centre	Up to 2500m <sup>2</sup> , 1 space per 25m <sup>2</sup> . Above 2500m <sup>2</sup> , 1 space per 60m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Out of centre	Up to 2500m <sup>2</sup> , 1 space per 25m <sup>2</sup> . Above 2500m <sup>2</sup> , 1 space per 35m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Out of town	Up to 2500m <sup>2</sup> , 1 space per 25m <sup>2</sup> . Above 2500m <sup>2</sup> , 1 space per 30m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	Industrial processes	
	Staff & visitors	Below 2500m <sup>2</sup> 1 space per 40m <sup>2</sup> + 1 short-stay cycle space per 1,000m <sup>2</sup> (minimum 1) + 1 long-stay per 350m <sup>2</sup> (minimum 1)
	Operational vehicles	1 space per vehicle based at premises, + parking for maximum number of HGVs normally visiting the site
	Vehicle service, repair and spares stores	
	Customers	1 space per 15m <sup>2</sup>
	Staff	1 space per 30m <sup>2</sup>
	Tow vehicles	1 space minimum, appropriately sized
Storage or Distribution (B8)		
	Town centre/edge of centre	Up to 250m <sup>2</sup> - 1 space per 25m <sup>2</sup> ; between 250m <sup>2</sup> and 2500m <sup>2</sup> - 1 space per 100m <sup>2</sup> ; over 2500m <sup>2</sup> - 1 space per 300m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces
	Out of centre	Up to 250m <sup>2</sup> - 1 space per 25m <sup>2</sup> ; between 250m <sup>2</sup> and 2500m <sup>2</sup> - 1 space per 100m <sup>2</sup> ; over 2500m <sup>2</sup> - 1 space per 180m <sup>2</sup> . 1



## 10 Appendix 1 - Draft Parking Standards



		secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces
	Out of town	Up to 250m <sup>2</sup> - 1 space per 25m <sup>2</sup> ; between 250m <sup>2</sup> and 2500m <sup>2</sup> - 1 space per 100m <sup>2</sup> ; over 2500m <sup>2</sup> - 1 space per 120m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces
	Warehousing	
	Operational parking	1 space per vehicle based at premises, + parking for maximum number of HGVs normally visiting the site
	i) Below 235m <sup>2</sup> - staff & visitors	1 space per 25m <sup>2</sup>
	ii) Above 235m <sup>2</sup> - staff & visitors	7 spaces + 1 space per 100m <sup>2</sup> internal + 1 space per 200m <sup>2</sup> external storage area + 1 short-stay cycle space per 5,000m <sup>2</sup> (minimum 1) and 1 long-stay per 40 staff (minimum 1)
	Wholesale cash & carry	
	Operational parking	1 space per vehicle based at premises, + parking for maximum number of HGVs normally visiting the site
	i) Below 235m <sup>2</sup> - staff & customers	1 space per 25m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	ii) Above 235m <sup>2</sup> - staff & customers	2 spaces + 1 space per 30m <sup>2</sup> . 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
Hotels (C1)		
1	Hotels, boarding and Guest houses	
	Customers	1 space per bedroom. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces
	Staff	1 space per 10 bedrooms. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces

## 10 Appendix 1 - Draft Parking Standards

	Coaches	To be assessed individually but, as a minimum, satisfactory facilities should be provided, generally clear of the highway, to enable coach passengers to embark or disembark in safety and coaches to must be able to enter and leave the site in a forward gear. NB (i) - the bedroom total should include both guest and staff bedrooms; (ii) - where bar and restaurant facilities are also provided, the additional parking provision for these must meet half of the appropriate Food and Drink standards; (iii) - conference facilities - 1 space per 5m <sup>2</sup> of rooms provided.
2	Residential hostels and community homes	
	Residents & staff	1 space per 4 bedrooms, + 1 space per 2 staff. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle spaces
Residential Institutions (C2)		
1	Aged persons care homes	
	Visitors & staff	2 spaces + 1 space per 4 bedrooms. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
2	Residential schools, colleges, and training centres; halls of residence, hospitals and community housing for disabled people	To be assessed individually
Dwelling houses (C3)		
1	1 bed dwellings	1.5 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.

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2	2/3 bed dwellings	2 bed - 1.5 spaces per unit: 3 bed - 2 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.
3	4+ bed dwellings	3 spaces per unit. 1 cycle parking space per unit if no garage or shed is provided.
4	Sheltered accommodation	
	Residents, visitors & staff	2 spaces + 1 space per 3 residential units. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
5	Houses in multiple occupation	
6	Aged persons residence	1 space per residential unit + 1 space per 2 units for visitors. NB - these units are limited to residential use by people over the national retirement age, with no provision for a warden.
7	Holiday residence	1 space per 1 & 2 sleeping room units, 2 spaces per 3 (and over) sleeping room units. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
8	Caravan sites	1 space per pitch + restaurant and bar facilities to comply with the Food and Drink (A3) standards. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
Non - residential institutions (D1)		

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1	Medical or health service surgeries (including veterinary surgeries)	2 spaces per consulting room +2 additional spaces. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
2a	Crèches and day nurseries	1 space + 1 space per 10m <sup>2</sup> (0 - 3 year old children) or 1 space per 20m <sup>2</sup> (3 - 8 year old children) of child accommodation/internal play area + 1 extra space where the licence is for 20+ children. 1 secure cycle parking stand or every 10 car parking spaces subject to a minimum 2 cycle parking spaces. NB - Facilities should be provided clear of the highway to enable children to enter and leave parked cars and minibuses in safety without vehicles reversing, unless the proposed development is in a location where vehicles can wait to set down or pick up children safely on the highway. Travel plans will be required, where appropriate, to minimise car dependency.
2b	day centres	1 space per 2 staff + appropriate turning, standing and parking facilities for coaches and mini-buses. 1 secure cycle parking stand for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
3a	Infant, primary & secondary schools	2 spaces per classroom or teaching area. 1 cycle space per 30 students (primary), per 10 students (secondary) + 1 cycle space per 40 staff. Sufficient hard standing should be provided on play areas, etc for out of hours parking by parents or mature students. NB - facilities should also be provided to enable pupils to enter and leave parked coaches and cars safely and clear of the highway, without vehicles reversing.
3b	Higher & further education	Up to 2500m <sup>2</sup> , site to be assessed individually. Above 2500m <sup>2</sup> , 1 space per 2 staff, +1 space per 15 students. 1 cycle parking stand per 5 students normally present in addition to 1 cycle parking space for every 10 normally present members of staff.
4	Art galleries	To be assessed individually. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces



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5	Museums	To be assessed individually. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
6	Libraries	To be assessed individually. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
7	Public or exhibition halls	1 space per 5m <sup>2</sup> public floor area. Minimum of 1 short-stay cycle space and 1 long-stay cycle space
8	Places of worship & religious instruction	1 space per 5 seats or 5 m <sup>2</sup> public floor area. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
9	Community Centres	Bar/drinking area as public house. Other areas will be assessed in relation to other categories. Staff & visitors - 1 space per 2m <sup>2</sup> public drinking area, + 1 space per 5m <sup>2</sup> public floor area. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
Assembly & Leisure (D2)		
1	Cinemas & conference facilities	1 space per 5 seats. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
2	Concert halls	Up to 1000m <sup>2</sup> 1 space per 5m <sup>2</sup> . Over 1000m <sup>2</sup> 1 space per 22m <sup>2</sup> . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces

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3	i) Bingo halls	Up to 1000m <sup>2</sup> 1 space per 5m <sup>2</sup> . Over 1000m <sup>2</sup> 1 space per 22m <sup>2</sup> . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	ii) Casinos	Up to 1000m <sup>2</sup> 1 space per 5m <sup>2</sup> . Over 1000m <sup>2</sup> 1 space per 22m <sup>2</sup> . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
4	Dance halls, ballrooms & discotheques	Up to 1000m <sup>2</sup> 1 space per 5m <sup>2</sup> . Over 1000m <sup>2</sup> 1 space per 22m <sup>2</sup> . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
5	i) Swimming baths & fun pools	Up to 1000m <sup>2</sup> 1 space per 5m <sup>2</sup> . Over 1000m <sup>2</sup> 1 space per 22m <sup>2</sup> . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	ii) Skating rinks	Up to 1000m <sup>2</sup> 1 space per 5m <sup>2</sup> . Over 1000m <sup>2</sup> 1 space per 22m <sup>2</sup> . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	iii) Sports halls & multi-purpose sports venues	Up to 1000m <sup>2</sup> 1 space per 5m <sup>2</sup> . Over 1000m <sup>2</sup> 1 space per 22m <sup>2</sup> . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	iv) Multigyms & sport dance venues	Up to 1000m <sup>2</sup> 1 space per 5m <sup>2</sup> . Over 1000m <sup>2</sup> 1 space per 22m <sup>2</sup> . 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	v) Raquet clubs	4 spaces per court. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	vi) Outdoor sports grounds	15 spaces per pitch. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces
	vii) Golf clubs	150 spaces per 18 hole course. 1 secure cycle parking stand will be required for every 10 car parking spaces subject to a minimum 2 cycle parking spaces NB

## 10 Appendix 1 - Draft Parking Standards



		- i) 9 hole and other smaller courses will be assessed individually but not necessarily on a pro-rata basis; ii) Club house social facilities shall be assessed on the basis of the appropriate Food & Drink standards.
	viii) Driving ranges	2 spaces per bay
	ix) Bowls & bowling	15 spaces per green or 4 spaces per lane
	x) Snooker halls	2 spaces per table
	xi) Camp sites	1 space per pitch
	xii) Camping barns	To be assessed individually with particular regard to whether they are readily accessible from the highway
	xiii) Water sports venues & marinas	To be assessed individually with particular regard to intensity and type of use and whether there is only private or, alternatively, public access and participation
	xiv) Specialist sports facilities (eg dry-ski slopes)	To be assessed individually. NB - wherever restaurant, bar or office facilities are provided, these will require additional parking spaces in accordance with either the Food & Drink or Business standards.
Non - Scheduled Uses		
1	Theatres	1 space per 3 seats or 3m <sup>2</sup> gross auditorium floor area if the seats are not permanently fixed
2	Amusement arcades or centres & funfairs	To be assessed individually with particular regard to open times and seasonal use
3	Coin operated launderettes & dry cleaners	
	Customers	1 space per 30m <sup>2</sup>
	Staff	1 space per 100m <sup>2</sup>
4	Petrol filling stations	

## 10 Appendix 1 - Draft Parking Standards

	Customers	1 space per 30m <sup>2</sup>
	Staff	1 space per 100m <sup>2</sup>
	Car wash	5 spaces minimum, separate from the filling and queuing lanes
5	Sale & display of motor vehicles	1 space per 40m <sup>2</sup> gross display area, whether internal or external
6	Sale & display of boats and caravans	To be assessed individually, but with regard to standard 5 above
7	Taxi & vehicle hire businesses, including driving schools	1 space per vehicle operated. NB - if the business consists of an office for receiving orders only, the vehicles being kept elsewhere, a minimum of 1 space shall be required with additional spaces to be assessed individually
8	Scrapyards, mineral storage or distribution yards, earth moving plant depots, motor vehicle breakers and plant hire firms.	To be assessed individually with particular regard to the amount of public access
9	Stadia	Over 1500 seats - 1 space per 15 seats. Sufficient coach parking should be provided to the satisfaction of the local authority and traeted separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.
	Criteria not mentioned elsewhere	
		Abattoirs, auction rooms, car valeting, cemeteries, livery stables and riding schools, livestock markets and ambulance, fire and police staions etc. will be assessed individually with particular regard to periods and frequency of use.



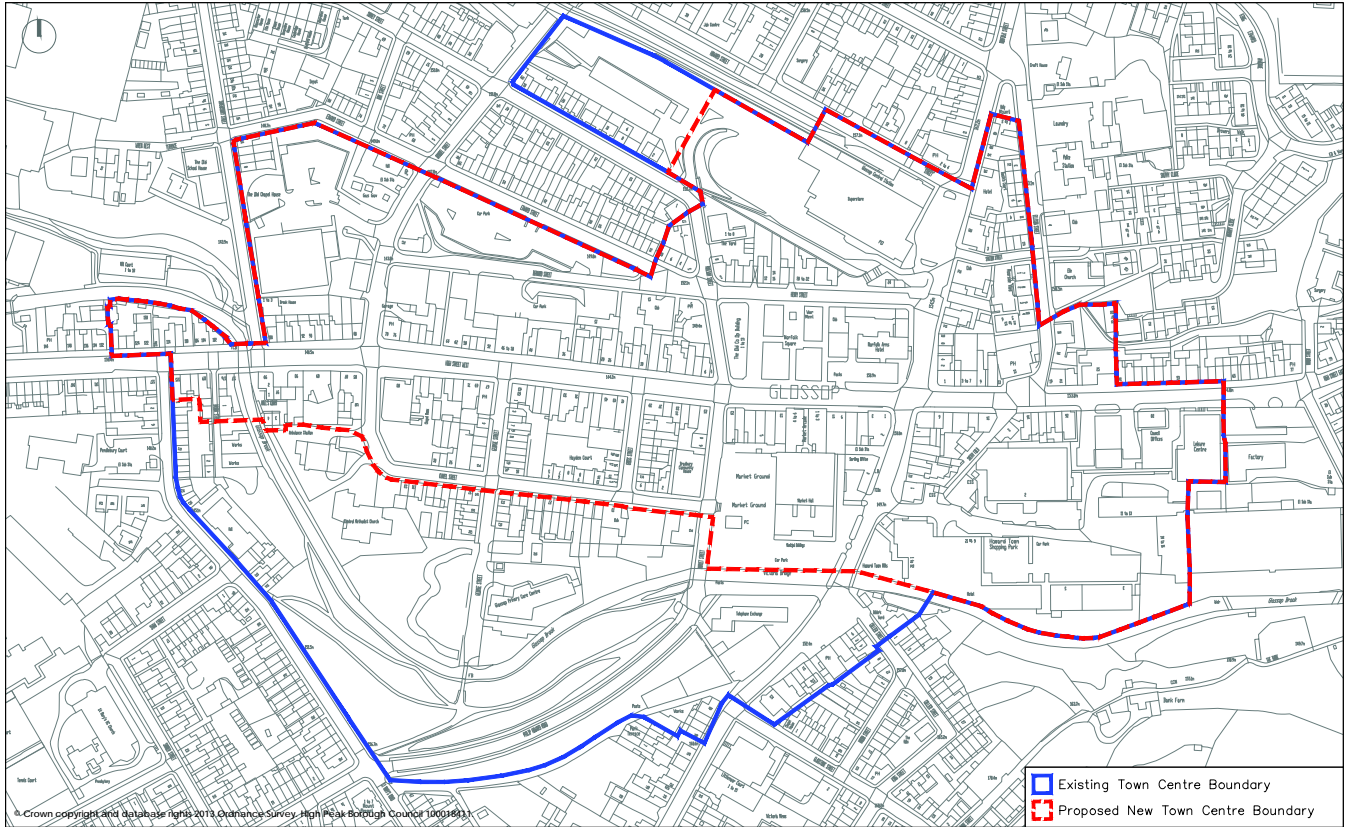
## 10 Appendix 1 - Draft Parking Standards



		<p>1 Parking for disabled people should be additional to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists, in terms of numbers and design (see Traffic Advice Leaflet 5/95, Parking for Disabled People)</p> <p>2 For mixed use development, the gross floorspace given over to each use should be used to calculate the overall maximum parking figure. For land uses not covered in these standards, the most stringent regional or local standards should apply.</p>
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# 11 Appendix 2 - Town Centre Designations

## Proposed changes to Glossop town centre boundary



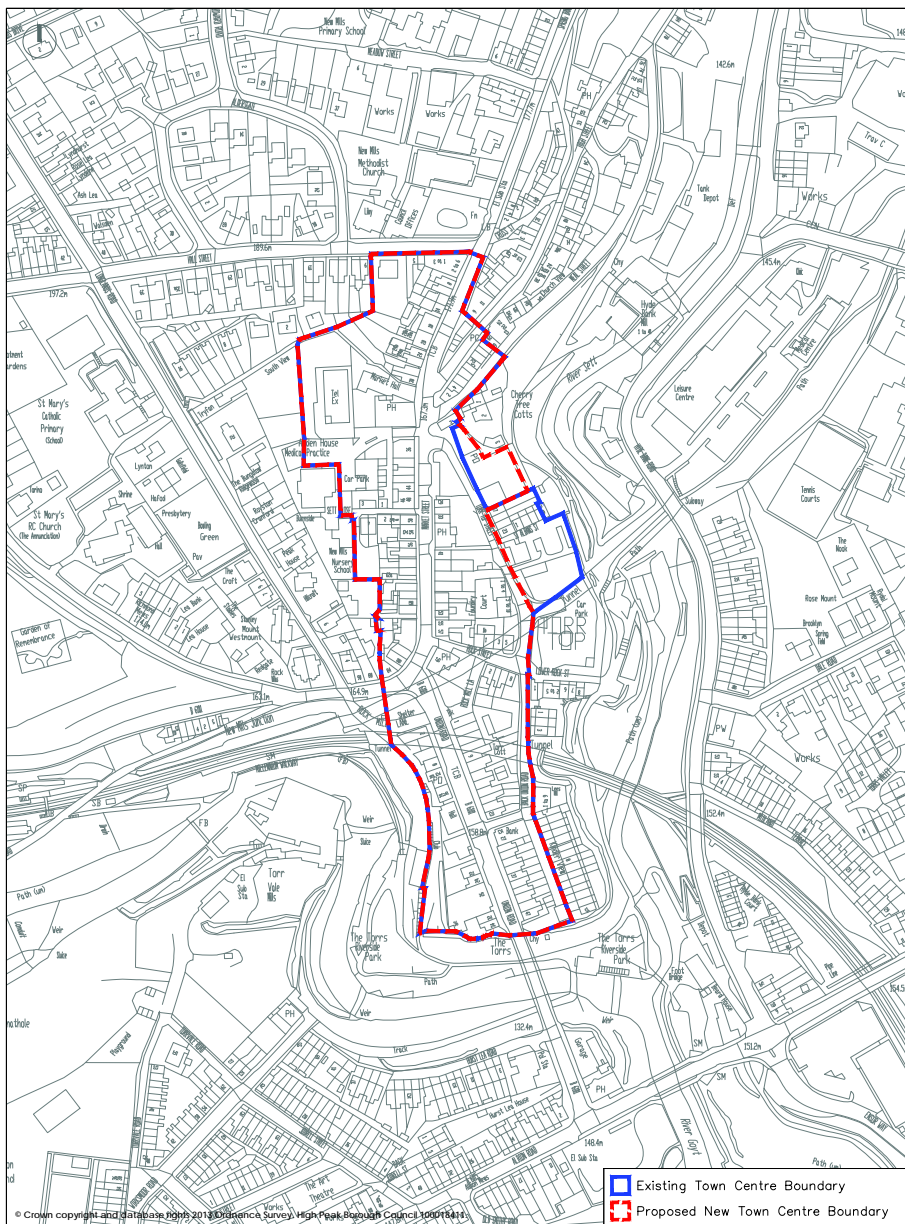
High Peak/Staffs Moorlands Retail Study Update  
Glossop  
August 2013



# 11 Appendix 2 - Town Centre Designations



## Proposed changes to New Mills town centre boundary

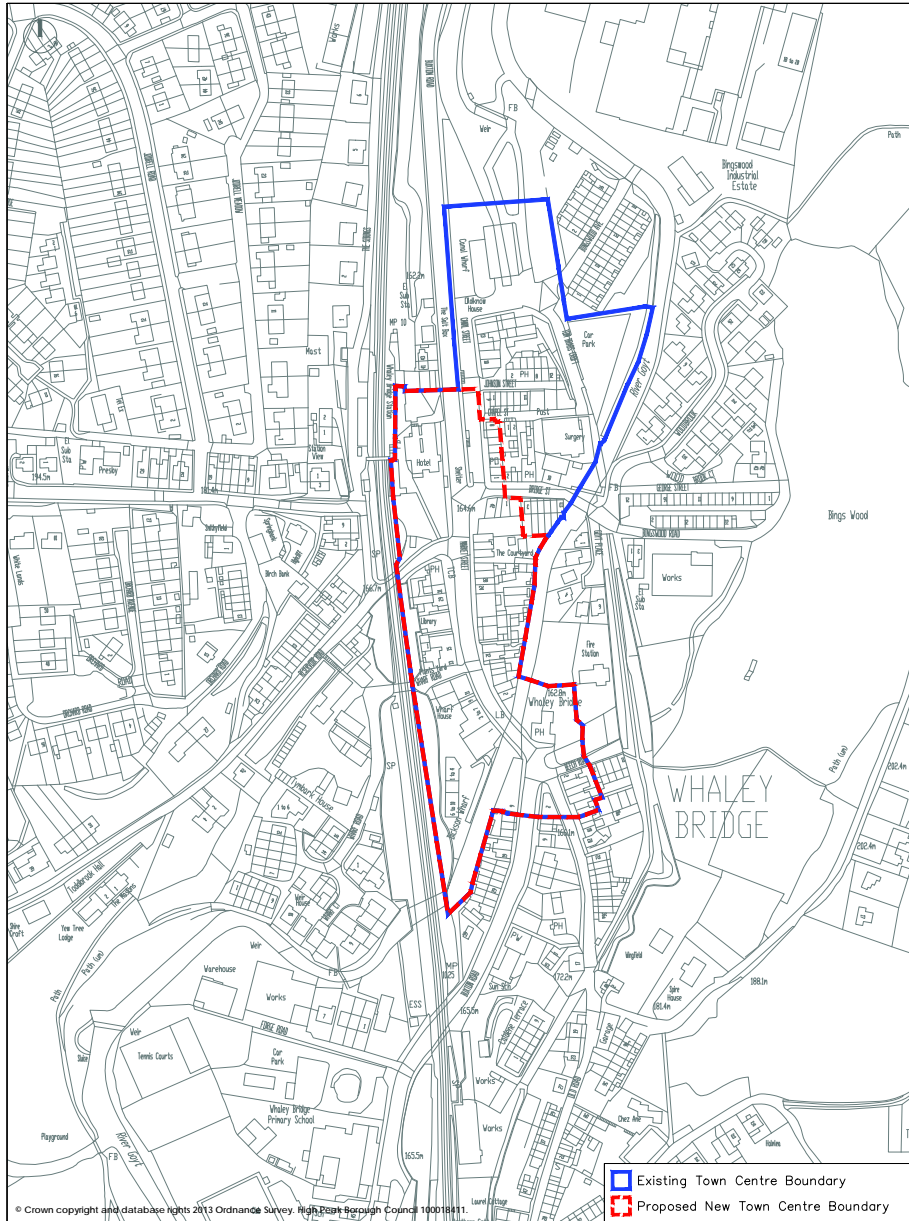


High Peak/Staffordshire Moorlands Retail Study Update  
 New Mills  
 August 2013



# 11 Appendix 2 - Town Centre Designations

## Proposed changes to Whaley Bridge town centre



High Peak/Staffordshire Moorlands Retail Study Update  
Whaley Bridge  
August 2013





# 11 Appendix 2 - Town Centre Designations



## Proposed change to Buxton Primary Shopping Area

