

Planning Committee 13th June 2023

APPLICATION NUMBER		22/01081/FUL	
SITE ADDRESS:		Land South Of Stoney Lane, Hognaston	
DESCRIPTION OF DEVELOPMENT		Change of use of land and erection of 2no. glamping pods, a parking area, package treatment plant with associated development	
CASE OFFICER	Adam Maxwell	APPLICANT	Mrs Teresa Waiton
PARISH/TOWN	Hognaston	AGENT	Mrs Anita Punchard
WARD MEMBER(S)	Cllr Dermot Murphy	DETERMINATION TARGET	16.06.2023
REASON FOR DETERMINATION BY COMMITTEE	Called in by Ward Member	REASON FOR SITE VISIT (IF APPLICABLE)	For Members to appreciate the site in context

MATERIAL PLANNING ISSUES

- Whether the development is acceptable in principle
- Visual and landscape impact of the development
- Impact upon cultural heritage and archaeology
- Impact upon amenity
- Impact upon highway safety

RECOMMENDATION

That the application be approved subject to planning conditions set out in section 8.0 of the report.

1.0 THE SITE AND SURROUNDINGS

- 1.1 The application site comprises part of a field south of Stoney Lane currently used by the applicant for grazing horses. There is an existing stable building in the North West corner of the field. The level of the field drops down to the south away from Stoney Lane. Access is from Stoney Lane a stone track and public footpath off Stonepit Lane which serves the site along with a number of neighbouring properties.
- 1.2 The site is located to the west and just outside of Hognaston and is adjacent to the designated Hognaston Conservation Area. The nearest neighbouring properties are The Maples and Poplar farm located to the east of the site on the south side of Stoney Lane.



2.0 DETAILS OF THE APPLICATION

- 2.1 The application proposes the change of use of the site and the erection of two glamping pods and associated parking area, package treatment plant, lighting and landscaping.
- 2.2 The amended plans show that the glamping pods would be sited within the site adjacent to the eastern boundary. The parking area would be to the south of the existing stable with pedestrian access down to the pods. The package treatment plant would be sited adjacent to the southern boundary. Each pod would provide 24m² of floor space accommodating up to 4 people each. The pods would be constructed within a tube which would be dug 0.65m into the ground and provided with an earth sheltered roof.

3.0 PLANNING POLICY AND LEGISLATIVE FRAMEWORK

3.1 Adopted Derbyshire Dales Local Plan (2017)

S1 Sustainable Development Principles
S4 Development in the Countryside
PD1 Design and Place Making
PD2 Protecting the Historic Environment
PD3 Biodiversity and the Natural Environment
PD5 Landscape Character
PD6 Trees, Hedgerows and Woodlands
PD7 Climate Change
PD9 Pollution Control and Unstable Land
HC19 Accessibility and Transport
HC20 Managing Travel Demand
HC21 Car Parking Standards
EC1 New and Existing Employment Development
EC8 Promoting Peak District Tourism and Culture
EC9 Holiday Chalets, Caravan and Campsite Developments

3.2 National Planning Policy Framework (2021) National Planning Practice Guidance

4.0 RELEVANT PLANNING HISTORY:

None relevant

5.0 CONSULTATION RESPONSES

5.1 Hognaston Parish Council

“Object to the application for the following reasons:

- The proposals would see an unacceptable increase in traffic volumes on Stoney Lane. The lane is an unadopted, narrow and steep lane. It has no turning space and large areas of the surface are loose stone and gravel. It is unsuitable for heavy and constant use by vehicles.
- Stoney Lane carries the route of a public footpath and is popular with walkers. Considering the condition and nature of the lane, any increase in traffic would put pedestrian safety at risk. Stoney lane is predominantly used as an access road to 3 farms. Any additional vehicles using or parking on the lane will create access issues for tractors and large agricultural vehicles.
- Nearby properties will be impacted by an increase in noise from the activities of people on the site – which is likely to go on into the late hours. The noise will also detract from a peaceful, rural setting.
- The application makes no reference to site management and the applicants do not live nearby. Any disturbance to nearby properties from noise or irresponsible behaviour on the site will not be dealt with in a timely or effective manner.
- The Parish Council object to the change of use from agricultural land to tourism. This would set a precedent in a tranquil, rural area that is already facing the threat of over-commercialisation.
- There are concerns that the two glamping pods are just the beginning. Should permission be granted, the site will be extended with more pods installed at a later date.
- The plans do not indicate exactly what area of land is proposed to be used for tourism. The boundary marked out in the application simply outlines the entire field. This needs to be clarified.

5.2 Environment Agency

No comment

5.3 Derbyshire Wildlife Trust

“We have reviewed the Preliminary Ecological Appraisal (PEA) (ML-Ecology, 2022). We note that a desktop data consultation was not undertaken with the local Biological Records Centre; however, we have checked out database and note there is a Dunnock record on site from 2020. Dunnocks are classified as Amber under the Birds of Conservation Concern 4: the Red List for Birds (2021).

The proposed development is unlikely to have a significant impact to local dunnock populations, but it is recommended that native species planting is secured to enhance foraging and nesting opportunities for dunnocks, see below.

The ecological survey has been undertaken in accordance with best practice and current guidelines and is considered to provide a robust assessment of the ecological features present at the site and the potential impacts of the proposed glamping pods, parking and treatment plant. We advise that sufficient information has been provided to determine the application.”

Planning conditions are recommended in respect of breeding birds, approval and implementation of Biodiversity Enhancement Plan and lighting.

5.4 Local Highway Authority

“The plan submitted clearly shows that the sightlines through the wall / fence which clearly isn't controlled land, however, I have received a highway boundary plan and given the highway boundary and the likely vehicle speeds in the area, along with the minimal increase in use which the proposal will create I do not consider that on balance an objection could be sustained.”

5.5 Design and Conservation Officer

Officer note: These comments were provided on the application as originally submitted. Any further comments will be updated at the meeting.

“The plot of land in question is located to the north-west of Hognaston village. The majority of the site lies outside the Conservation Area (but abuts it), however, a small part at the north-eastern top of the site is within the Conservation Area. The land is currently agricultural land bounded by mature hedgerows. Stoney Lane passes its northern point (which is also a public footpath).

The proposals is a change of use of part of the land and the erection of two 'glamping' pods and a parking area. A submitted layout, as proposed, indicates the location of the two pods, the package treatment plant and the access road and parking area. The pods are to be 'T' shaped in footprint (5.5m x 6m) with curved roofs (details are depicted on the submitted drawing) and formed from composite materials. The pods do not require a concrete slab formed on the ground as they are 'self-supporting'. The energy supply is stated as being supplied by 'solar panels', however, no details of their location, type etc. has been provided. The new track will be a 'farmyard style track' – no details have been provided. The submitted Design & Access Statement makes no reference to part of the site being within the Conservation Area or the site itself being adjacent to the Conservation Area boundary.

The primary conservation issue is the potential impact(s) of the proposed development on the character and appearance of the Conservation Area and on the setting of the adjacent Conservation Area. The access point for the track and a short length of it will be within the Conservation Area. The remainder of the track, parking area, glamping pods and treatment plant are outside the Conservation Area but in close proximity to it.

The site is clearly an integral part of the historic rural, agricultural, landscape that surrounds the village with evidence of historic field patterns and layout etc. Stoney Lane is an ancient access lane. In this regard, the proposed part-commercialisation of this plot of land and required infrastructure will result in a distinctive change in the character and appearance to the landscape. Whilst the proposed pods are to be located in a part of the field with established hedgerows to their rear they are of a scale, form and design that will appear out of context and anomalous in the rural environment. This will be compounded by the required access track and parking area, and the inevitable domestication of the site where the pods are with short mown grass, and the associated paraphernalia (sitting out space, external lighting, pathway from the parking area to the pods etc.) required by the people who will be using the pods.

It is considered that there will be some harm to the Conservation Area in relation to the proposed development and to the setting of the Conservation Area. Whilst that harm may not be deemed substantial, where the harm results in less than substantial harm, that harm should be weighed against the public benefits of the development.”

5.6 DDDC Environmental Health

“Environmental Health do have a slight concern with the application, as it’s not clear whether the operators for these pods are within close proximity, to manage any situations regarding anti-social behaviour or noise, it appears these are standalone units.

Therefore really we would like more clarification on how these units will be operated to ensure they are not detrimental to the local community, if the operator is not within the vicinity to know what is going on at the site. If the operators are within close proximity we would not generally have any concerns.”

5.7 DCC Archaeology

“I note the submission of a Heritage Statement and DBA with this application and its findings. I also note the presence of earthworks to the north of the junction of Stoney Lane and Stone pit lane(as on 1st Edn OS) along with quarrying and “old shafts”. Trackway/lane names of this type often refer to access to former borrowpits/quarries or relate to mineral extraction. I note also the presence of an open area at the junction of Stoney Lane and the southeastward track running to the Bulls Head as well as the presence of “wells” noted at this location on the 1st Edn OS. It would seem possible to me that the “undated earthworks” at the north of the site may relate to this open space with wells, possibly for watering, at its meeting point with the locally described “ancient routeway” that is Stoney Lane.

I would therefore suggest that further archaeological works comprising an archaeological watching brief and recording will be necessary during the creation of improved access onto the site and the creation of car parking, this where works are to extend below the level of the topsoil. This work could be undertaken however under para 205 of NPPF and secured through the addition of an archaeological condition to planning consent.”

5.8 DCC Footpaths

“The proposal would bring increased vehicles and horses in boxes on these public footpaths running along the access lanes to the site. Stoney Lane is a narrow lane and safety of path

users is paramount. The Rights of Way Section has no objection to the proposal, providing private rights do not derogate the public right to the footpath and the safety of path users.”

5.9 Derbyshire Dales Ramblers

“Ramblers Derbyshire Dales Group has no objection providing that:

- i) Hognaston FP 30 remains unaffected at all times, including the path surface, both during and after any development. Any change in the FP/track surface should be approved by DCC PRoW
- ii) Consideration should be given to the safety of members of the public using the paths during the proposed works. Appropriate traffic calming and safety measures should be considered from any increase in vehicular traffic.
- iii) both FPs 29 7 32 join Stoney Lane. Any encroachment of the FPs 29, 30 & 32 would need consultation with the DCC Rights of Way Team”

5.10 Peak and Northern Footpaths Society

“I have concerns about this application. I can see no acknowledgement in the documents that the section of Stoney Lane over which there would be vehicular access to the site is a public footpath - Hognaston FP30 (and possibly also a short length of FP29 as the plans are not consistent). There would be cars as well as vehicles with horse boxes using this footpath, and the surface of the path would probably need to be improved for such vehicles - any changes to the surface must be authorised by the county council. Also the planning officer would have to make sure that the lane was suitable for use by such vehicles without compromising the safety of walkers.”

6.0 REPRESENTATIONS RECEIVED

6.1 Five letters of representation have been received to date objecting to the proposed development. The material planning reasons are summarised below:

- The access is unsuitable for the proposed development.
- The development would harm highway safety and the amenity of footpath users.
- The development would significantly increase traffic on Stoney Lane which is narrow, steep and partially unmade.
- Noise from the development would harm the amenity of neighbouring properties.
- The development would require a source of power and a generator would cause unacceptable impact in term of noise.
- The owner of the development does not live in the village and so will not be able to intervene if there are any problems while the pods are occupied.
- The pods are large and not in keeping with the character of the area.
- The proposed parking area would have an adverse visual impact.
- Approval would set a precedent for additional development of a similar nature.
- The development would be located close to the existing pylon and risk associated with families playing in the area.
- Impact upon water supply to neighbouring properties.
- Whether the development will result in further development or erection of a house on the site.
- Inaccuracies in submitted application.
- Lack of connections to bridleways from the site. Stoney Lane is a public footpath and not suitable for uses to use to access public roads.

7.0 OFFICER APPRAISAL

Principle

- 7.1 The site is located within the open countryside, therefore Local Plan Policy S4 is relevant. This states that planning permission will be granted for development where it represents sustainable growth of tourism or other rural based enterprises in sustainable locations where identified needs are not met by existing facilities. Policy EC1 provides support for proposals for new business development in sustainable locations that contribute toward the creation and retention of jobs and employment opportunities.
- 7.2 Policy EC8 deals specifically with promoting Peak District tourism and culture and supports new tourist provision and initiatives in towns and villages, and in the countryside through the reuse of existing buildings or as part of farm diversification, particularly where these would also benefit local communities and support the local economy.
- 7.3 Policy EC9 relates specifically to proposals for holiday chalets and caravan and campsite developments. Development will be permitted provided that:
- a) the development would not have a prominent and adverse impact on the character and appearance of the immediate and wider landscape;
 - b) any visual impact would be well screened by existing landscape features from areas outside the site to which the public has access for the whole of its proposed operating season;
 - c) any on-site facilities are of a scale appropriate to the location and to the site itself;
 - d) the site is in a sustainable location within, or in close proximity to an existing settlement with good connections to the main highway network, and the public rights of way network and/or cycleways, and is either served by public transport or within a safe attractive ten minute walk of regular public transport services;
 - e) the development would not adversely affect the amenity, tranquillity or public enjoyment of any adjacent area.
- 7.4 The site is located in open countryside just east of Hognaston which is the nearest settlement. The site is not within Hognaston but is in relatively close proximity being 200m to the west of the centre of the village (measured in a straight line). The site is approximately a 4 minute walk from the centre of the village along Stoney Lane and Stonepit Lane.
- 7.5 The site is within a safe and attractive walk of Hognaston which is a named settlement, albeit with limited services provided by the Red Lion Inn. The 111 Matlock to Ashbourne bus stops within the village 3 – 4 times a day. The site is well connected to the highway and public footpath network. The site is therefore located in a sustainable location in accordance with policies S1, S4 and EC9 (d). Therefore a development of the scale proposed would in principle be a sustainable form of rural tourism. The key issues therefore are the impacts of the development upon the site, its surroundings and neighbouring properties.

Impact of the development

- 7.6 Policy S4 seeks to ensure that new development protects and where possible, enhances the intrinsic character and distinctiveness of the landscape, including the character, appearance and integrity of the historic and cultural environment.
- 7.7 Policy PD1 requires development to be of high quality design that respects the character, identity and context of the Derbyshire Dales townscapes and landscapes, development on the edge of settlements to enhance and/or restore landscape character, contribute positively to an area's character, history and identity in terms of scale, height, density, layout, appearance, materials and the relationship to adjacent buildings and landscape features.
- 7.8 Policy PD5 seeks to resist development, which would harm or be detrimental to the character of the local and wider landscape and requires developments to be informed by and

sympathetic to the distinctive landscape character areas as identified in 'The Landscape Character of Derbyshire' and 'Landscape Character of the Derbyshire Dales' assessments.

- 7.9 For the purposes of the adopted Landscape Character of Derbyshire assessment the application site is located within the Peak Fringe & Lower Derwent and the Wooded Slopes & Valleys landscape character type (LCT). This landscape is characterised by upland, undulating ground rising to moorland, moderate to steep slopes, permanent pasture, densely scattered small to medium ancient woodlands and secondary woodland on steeper slopes and along streams, densely scattered hedgerow trees, irregular fields, winding lanes and dispersed sandstone farmsteads. The landscape in and around the application site reflects this character.
- 7.10 The proposed pods would be located to eastern side of the field the north of the field adjacent to the boundary hedgerows. This field rises up to the level of the lane where the existing stable is located and where the access track and parking area is proposed. An electricity pylon is located in the centre of the field. Mature trees and hedges around the field offer some visual screening from Stoney Lane and from the public footpath to the south (footpath 27). around the property, field boundaries and along the highway provide some visual screening around the fields.
- 7.11 The mature trees and hedges around the site limit views to the section of Stoney Lane passing the site and views in the wider landscape from the south. Views from footpath 27 to the south are screened by intervening mature trees and hedgerows above which the pylon can be seen. Views of the proposed development would therefore be limited and overall the development would be well screened from wider views in the landscape and would not be prominent from the majority of public vantage points. The construction of the pods and provision of earth / grass roofs would further mitigate impacts subject to approval of details.
- 7.12 Therefore the development would be well screened by existing landscape features in accordance with policy EC9 b). The fields have a pastoral character but are enclosed by groups of mature trees and hedges.
- 7.13 The proposed design of the pods would not reflect exiting buildings in the local area but are considered to be an appropriate design in terms of minimising impact upon the character and appearance of the site and the landscape. The pods are relatively small structures and would not have an overt domestic appearance or be visually harmful. The application proposes to use the existing access and provide parking adjacent to the existing stable which would act to mitigate the visual impact to a degree.
- 7.14 The development would therefore not be prominent nor result in an adverse impact on the character and appearance of the immediate and wider landscape in accordance with policy EC9 a). The visual impact of the development would be well screened by existing landscape features from areas outside the site to which the public has access in accordance with policy EC9 b). The development therefore would not result in a harmful visual or landscape impact subject to planning conditions to agree details and lighting and restrictions upon the nature and extent of the use of the site for camping.

Impact upon cultural heritage and archaeology

- 7.15 Policy PD2 requires development to conserve and enhance cultural heritage assets including designated and non-designated heritage assets and archaeology. Paragraph 194 of the National Planning Policy Framework states that where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

- 7.16 The majority of the site is located adjacent to the designated Hognaston Conservation area, however, a short section of the proposed access is located within. Therefore, the primary conservation issue is the impact upon the Conservation Area and its setting.
- 7.17 The site is an integral part of the historic rural, agricultural landscape that surrounds the village with evidence of historic field patterns. Stoney Lane is an ancient access lane. The proposed erection of the glamping pods, access and parking area along with associated activity will result in change to the character of the field. The Design and Conservation Officer was consulted on the original submission and considered that the development would result in some harm to the Conservation Area and its setting.
- 7.18 The amended plans show two smaller pods of a simpler design. The pods would be dug into the level of the field and provided with an earth and grass roof. Therefore the impact of the amended pod structures upon the setting of the Conservation Area would be limited. The development would require an access track to the parking area adjacent to the stables which would have a visual impact. However, impact upon the Conservation Area would be limited provided an appropriate stone surface is utilised.
- 7.19 Use of the site for camping would result in activity, parked cars and lighting during occupation. The impacts would be largely focused around the pods however which are located down the field and behind the pods relative to Stoney Lane. The impact associated with occupants would therefore be limited. Parked cars would be adjacent to the stables and not result in any harmful impact. Lighting could result in a harmful impact but could be adequately controlled by planning condition to minimal low powered down lighting.
- 7.20 The application is supported by a heritage statement and desk-based assessment. The County Archaeologist has been consulted and raises no objection provided that a planning condition is imposed requiring archaeological works as part of any development in relation to earthworks identified at the north of the site.
- 7.21 The proposed development comprises the erection of an access track and parking area in the northern part of the site and therefore has the potential to impact upon below ground archaeology. It is therefore considered to be reasonable and necessary to impose a planning condition requiring archaeological work to be carried out to comply with the requirements of policy PD2 and the NPPF.
- 7.22 The amended scheme is considered to have overcome initial concerns about the impact of the development upon the Conservation area and its setting. Subject to planning conditions while the development would result in some visual impact it is not considered to result in harm to the Conservation Area or its setting. The application is therefore in accordance with the requirements of policy PD2 and the NPPF in this respect.

Highway safety and amenity

- 7.23 Access to the site would be via an existing field access from Stoney Lane which is a single lane stone track and footpath. A number of concerns have been raised about the impact of the development upon users of Stone Lane and highway safety more generally.
- 7.24 Stoney Lane does provide access to a number of farms, however, traffic is likely to be very limited and sensitive to development which results in additional vehicle movements. However, the development would provide a limited number of pods and would attract up to two groups of visitors at any time. Therefore, additional vehicle movement would be very limited and therefore unlikely to result in any significant adverse impact upon the road network or the amenity of pedestrians and other road users.

- 7.25 The applicant has submitted additional plans showing visibility from Stoney Lane onto Stonepit Lane. Sightlines to the south are obstructed by the wall / fence which is not under the control of the applicant, however, there is no objection from the Highway Authority given the vehicle speeds in the area along with the limited increase in movements that the development would generate. The development therefore would not harm highway safety.
- 7.26 The proposed glamping pods would be located approximately 40m from the garden of the nearest neighbouring property (The Maples). Given the number and scale of the pods and intervening distance there are no concerns that the development would be overbearing or result in any significant loss of light or privacy. The occupants of the pods would generate noise, however, given the distance and intervening planting it is considered unlikely that the development would result in any significant harm to the amenity of occupants of neighbouring properties.

Other issues

- 7.27 The site is a field grazed by horses and the development would be located near existing trees and hedgerows and therefore activity and lighting at the site could impact upon protected species. A Preliminary Ecological Appraisal (PEA) has been submitted and Derbyshire Wildlife Trust (DWT) consulted. The report concludes that there would be no significant impacts upon protected species and DWT raise no objection subject to conditions to mitigate construction impacts upon birds, control lighting and to secure an appropriate scheme to secure biodiversity net gain. These conditions are considered to be reasonable and necessary for the development to meet the requirements of policy PD3.
- 7.28 The proposed development would be sited away from existing boundary trees and hedgerows and therefore would not result in any significant impacts in accordance with policy PD6 subject to approval of a method statement in relation to the proposed access and track.
- 7.29 Surface water would be to soakaways around the structures which is acceptable. The development is within Flood Zone 1 and therefore at the lowest risk of flooding. The development would not increase the flood risk to neighbouring properties. The application states that foul drainage would be to a package treatment plant. Given the distance to the main sewer it would not be practicable or viable to connect, and therefore a package treatment plant is acceptable to mitigate pollution and impacts upon the water environment in accordance with policy PD9. If permission were granted a planning condition would be recommended to secure a treatment plant to be installed and operational before the first occupation of the development.
- 7.30 The development would provide tourist facilities which would likely contribute to the local economy and provide employment. These economic and social benefits are welcomed in principle.
- 7.31 Policy PD7 states that the Council will promote a development strategy that seeks to mitigate global warming and requires new development to be designed to contribute to achieving national targets to reduce greenhouse gas emissions by reducing energy consumption and providing resilience to increased temperatures and promoting the use of sustainable design and construction techniques to secure energy efficiency through building design. The development does not include any specific measures to mitigate the impacts of climate change. The proposed buildings would however be earth sheltered which would significantly reduce energy requirements for heating.
- 7.32 There is no evidence to indicate that the development would impact water supplies to neighbouring properties or that there would be safety concerns in relation to the pylon. Concerns have been raised in regard to the potential to set a precedent, however, this

application must be considered on its own merits against relevant policies and taking into account any relevant material considerations. Any further tourism development on the site or in the local area would also be considered on its own merits, taking into account cumulative impacts.

Conclusion

- 7.33 The proposal comprises the development of glamping pods in a relatively sustainable location close to Hognaston. Therefore in principle policies are supportive of tourism development in this location.
- 7.34 The proposed pods would be screened by the existing mature trees and hedgerows, particularly from the south. The pods and associated development would not be prominent from Stoney Lane or other public vantage points. The development would therefore not be prominent nor result in an adverse impact on the character and appearance of the immediate and wider landscape contrary to policy EC9 a). The visual impact of the development would be well screened by existing landscape features from areas outside the site to which the public has access in accordance with policy EC9 b).
- 7.35 The development would not result in harm to the designated Hognaston Conservation Area or its setting. Sufficient information has been provided to assess potential impacts upon below ground archaeology in accordance with policies PD2 and the NPPF.
- 7.36 Subject to planning conditions the development would not harm highway safety or the amenity of neighbouring properties. The development would conserve and result in minor benefits to biodiversity and the local economy.
- 7.37 Taking the above into consideration the application is in accordance with the Adopted Derbyshire Dales Local Plan (2017). Relevant policies are up-to-date and in accordance with the National Planning Policy Framework (NPPF). In the absence of any further material considerations indicating otherwise, the application is recommended for approval.

8.0 RECOMMENDATION

8.1 Approve subject to the following planning conditions:

1. The development hereby permitted must be begun before the expiration of three years from the date of this permission.

Reason:

This is a statutory period which is specified in Section 91 of the Town and Country Planning Act 1990.

2. The development hereby permitted shall not be carried out other than in accordance with the approved plans and subject to the following conditions or modifications.

1:1250 Site Plan (received 21.04.2023)
1:2500 Location Plan (received 21.04.2023)
Extended Topographical Survey – PS 101A
Glamping Pod CAD Design – 15822-1 Rev 1
Package sewage treatment plant Details.

Reason:

For the avoidance of doubt and in the interests of proper planning.

3. No development shall take place until a Written Scheme of Investigation for archaeological monitoring has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include an assessment of significance and research questions; and
 1. The programme and methodology of site investigation and recording
 2. The programme and provision to be made for post investigation analysis and reporting;
 3. Provision to be made for publication and dissemination of the analysis and records of the site investigation.

The development shall not be carried out other than in accordance with the approved Written Scheme of Investigation.

Reason:

To ensure that impacts upon on-site archaeology are appropriately monitored, mitigated and recorded in accordance with policy PD2 of the Adopted Derbyshire Dales Local Plan (2017) and the National Planning Policy Framework.

4. No development shall take place until a Biodiversity Enhancement Plan has been submitted to and approved in writing by the Local Planning Authority to achieve a net gain in biodiversity on site. Measures shall include (but are not limited to) the following:

2x External Tawny Owl Bird Boxes (installed on mature trees on site)

2x External Bat Boxes (installed on mature trees on site)

Native planting as recommended within the Preliminary Ecological Appraisal (MLEcology, 2022).

The development shall not be carried out other than in accordance with the approved Biodiversity Enhancement Plan.

Reason:

To secure biodiversity net gain in accordance with the requirements of policy PD3 of the Adopted Derbyshire Dales Local Plan (2017) and the National Planning Policy Framework.

5. No stripping or vegetation clearance shall take place between 1st March and 31st August (inclusive), unless preceded by a nesting bird survey undertaken by a competent ecologist no more than 48 hours prior to clearance. If nesting birds are present, an appropriate exclusion zone will be implemented and monitored until the chicks have fledged. No works shall be undertaken within exclusion zones whilst nesting birds are present.

Reason:

To mitigate the impacts of the development upon birds in accordance with policy PD3 of the Adopted Derbyshire Dales Local Plan (2017).

6. No development shall take place until details of surface and foul drainage to serve the development have been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in complete accordance with the approved details and all drainage shall be installed and operational before the first occupation of any part of the development.

Reason:

To mitigate the impacts of the development upon the water environment in accordance with policy PD9 of the Adopted Derbyshire Dales Local Plan (2017).

7. Notwithstanding the approved plans, no development shall take place until an Arboricultural Method Statement (AMS) Impact has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in complete accordance with the approved method statement.

Reason:

To ensure that existing trees are appropriately protected in accordance with policy PD6 of the Adopted Derbyshire Dales Local Plan (2017).

8. Notwithstanding the approved plans, no part of the development hereby approved shall be occupied until a scheme of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include the following details:
 - i. Proposed trees and hedges and defined limits of shrubs and grass areas;
 - ii. numbers of trees and shrubs in each position with size of stock, species and variety;
 - iii. types of enclosure (hedges, fences, walls etc);
 - iv. regraded contours and details of changes in level; and
 - v. access, access track, hard surface area for parking and any pedestrian paths.

Reason:

To ensure that the development incorporates appropriate planting and landscaping to conserve the site and its setting within the landscape in accordance with policies PD1, PD2, PD5 and PD6 of the Adopted Derbyshire Dales Local Plan (2017).

9. All hard and soft landscaping works shall be carried out in accordance with the approved details (subject of condition 6). All hard landscaping works shall be completed prior to the first occupation of any part of the development and all planting shall be carried out within the first planting season following the first occupation of any part of the development. Any trees or plants, either existing or planted pursuant to the landscaping works which, within a period of five years of the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the following planting seasons with others of similar size and species or in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the development protects existing trees and hedges and incorporates appropriate replacement planting and landscaping which conserves the site and its setting within the landscape in accordance with policies PD1, PD2, PD5 and PD6 of the Adopted Derbyshire Dales Local Plan (2017).

10. The development hereby approved shall not be occupied until the access, access track and parking area have been provided, laid out and constructed. The parking area shall thereafter be maintained and available for its designated use throughout the lifetime of the development.

Reason:

In the interests of highway safety in accordance with policy HC21 of the Adopted Derbyshire Dales Local Plan (2017).

11. No external lighting shall be installed or erected on the site other than in accordance with details which shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the development conserves the site and its setting within the landscape in accordance with policies PD1, PD2 and PD5 of the Adopted Derbyshire Dales Local Plan (2017).

12. Notwithstanding the approved plans, no works to install any camping pod shall be carried out other than in accordance with details (including precise location, ground levels, finished floor levels, earth banking / roofing and seeding) which shall have first been submitted to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the development conserves the site and its setting within the landscape in accordance with policies PD1, PD2 and PD5 of the Adopted Derbyshire Dales Local Plan (2017).

13. The glamping pods hereby approved shall be used solely for the purposes of temporary holiday accommodation and shall not at any time be occupied as permanent residential accommodation. No person shall occupy the glamping pods for a continuous period of more than 28 days in any calendar year or more than a total of 8 weeks in a calendar year and it shall not be re-occupied by the same person/s within 28 days following the end of that period. The owner shall maintain a register of occupants for each calendar year which shall be made available for inspection by the Local Planning Authority upon request.

Reason:

The development is not considered appropriate other than as a holiday facility because it is outside any settlement framework boundary and does not accord with the development plan policies for general housing, namely policies S1 and S4 of the Adopted Derbyshire Dales Local Plan (2017).

14. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification) no tent, caravan or habitable building or structure shall be sited or erected on the site (other than those expressly authorised by this permission) without the prior written approval of the Local Planning Authority upon an application submitted to it.

Reason:

To ensure that the Local Planning Authority retains control over the extent and nature of the use and impacts to ensure that the development conserves the site and its setting within the landscape in accordance with policies PD1, PD2 and PD5 of the Adopted Derbyshire Dales Local Plan (2017).

15. Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 (or any order revoking or re-enacting that Order) no development required by the conditions of a site licence for the time being in force under the 1960 Caravan Sites and Control of Development Act shall be carried out or erected on the site

without an application for planning permission having first been made to and approved in writing by the Local Planning Authority.

Reason:

To ensure that the Local Planning Authority retains control over the extent and nature of the use and impacts to ensure that the development conserves the site and its setting within the landscape in accordance with policies PD1, PD2 and PD5 of the Adopted Derbyshire Dales Local Plan (2017).

9.0 NOTES TO APPLICANT:

The Local Planning Authority considered the merits of the submitted application and discussed potential amendments and additional information requirements with the agent. The Local Planning Authority accepted the submission of a revised scheme and amended / additional supporting information and determined the application at the earliest possible opportunity.

This Decision Notice relates to the following documents:

Application form

1:1250 Site Plan (received 21.04.2023)

1:2500 Location Plan (received 21.04.2023)

Extended Topographical Survey – PS 101A

Glamping Pod CAD Design – 15822-1 Rev 1

Archaeological Desk-based Assessment and Heritage Impact Assessment – YA/2023/037

Preliminary Ecological Appraisal – 2208/09-MLE-01

Email from agent dated 21.04.2023

Planning, Design & Access Statement – Ref 2002/002

Supporting Statement for Committee Meeting – Ref 2002/002

Nottinghamshire Pods Brochure 2022

Nottinghamshire Pods Ltd. Environmental Statement

Package sewage treatment plant Details.

1. The application site is affected by a Public Right of Way (Footpath 30 Hognaston on the Derbyshire Definitive Map). The route must remain unobstructed on its legal alignment at all times and the safety of the public using it must not be prejudiced either during or after development works take place. Further advice can be obtained by calling 01629 533190.
2. The Town and Country Planning (Fees for Applications, Deemed Applications and Site Visits) (England) Regulations 2012 as amended stipulate that a fee will henceforth be payable where a written request is received in accordance with Article 27 of the Development Management Procedure Order 2015 for the discharge of conditions attached to any planning permission. Where written confirmation is required that one or more conditions imposed on the same permission have been complied with, the fee chargeable by the Authority is £34 per householder request and £116 per request in any other case. The fee must be paid when the request is made and cannot be required retrospectively.