



POLICY	Planning Applications
VERSION	1.1
LAST REVIEWED	23 May 2024

1 Policy statement

This policy describes the procedures to be undertaken when responding to a request to comment on a Planning Application.

2 Procedures

2.1 When considering a Planning Application council may:

Support the application

Oppose the application

Advise PDNPA of comments that council wishes to be take into consideration.

2.2 Receipt of request from PDNPA to comment

The clerk is to circulate via all Planning Application via email as they are received.

2.3 Members to make arrangements to view the site as appropriate.

2.4 Members to respond to the clerk, via email, with their comments.

2.5 The clerk to provide a summary of the comments received and members to resolve the decision/comments to be passed to PDNPA.

This decision will normally be made at the next council meeting. However, if the decision is required before the next meeting is scheduled to take place, the decision may be agreed via email.

2.6 In terms of all retrospective applications:

Council will follow the same procedure as above. The Clerk is to inform Council if the application being made is a retrospective one.

Appendix 1

A Review of the Transport Section of the Bradwell Neighbourhood Plan

What the plan says

The following are the parts of Bradwell Parish Neighbourhood Plan 2015-2030 which are relevant to Transport and specifically T2.

8. Summary of Policies Objective

This section provides a summary of each of the policies contained in the plan.

Transport	
Develop and promote the use of walking and cycling routes and improve existing footways, footpaths and cycle ways.	T1: Provision of footpaths and cycle ways
Car parking is seen as vital to supporting businesses, particularly shops, within the village and existing car parking issues caused by commuters and visitors must not be exacerbated.	T2: Retention of car parking

Section 3: Transport

Objectives:

The Plan aims to help control the impact of road traffic on the local community and its heritage assets and promote an increase in the number of journeys undertaken by walking, cycling and public transport. Bradwell village is relatively isolated, although it is served by an hourly bus service. The nearest train station is in Hope and there are dangerous stretches for pedestrians or cyclists travelling from Bradwell to this station. It is therefore essential that safe pedestrian and cycle links to Hope Railway Station are developed. These links would also connect with an established pedestrian and cycle way running from Castleton to Hathersage and other national cycle and walking routes. Bradwell has grown through the centuries and much of this historic development has not provided suitable pedestrian routes. Therefore, new development must address how residents and workers may access the village's facilities.

There are potentially suitable routes which, with development and co-operation, could make access to Bradwell far safer. These are outside the scope of this Plan but any local initiative to achieve them would be supported. A separate Cycle Paths and Access Routes Study (available on the Parish website) has been undertaken in support of this.

Connections between the different sections of the village are important as they share a range of community facilities such as shops, medical facilities and schools. In particular, the social fabric of life in the village revolves around movement along the B6049 and any reduction in traffic on this route is to be encouraged. Residents support the need for greater access to the countryside surrounding the village on foot and by cycle.

Policy T2: Retention of car parking

Car parking is seen as vital to supporting businesses, particularly shops, within the village and existing car parking issues caused by commuters and visitors must not be exacerbated. There is strong concern in the village that there is congestion caused by excessive on-street parking, which inhibits the free flow of traffic and impedes access for emergency services.

The community considers that the congestion problem warrants stringent controls on parking provision for all new development and the imposition of higher standards of provision than are generally required by the Highway Authority. Furthermore, it is important that there is retention of existing public and private parking arrangements.

Policy T2: The removal of any current car parking facilities, both public and private, will be strongly opposed.

**The Examiners Report
BRADWELL NEIGHBOURHOOD PLAN
Bradwell Neighbourhood Plan Examination,
A Report to the Peak District National Park Authority
By Independent Examiner, Nigel McGurk BSc(Hons) MCD MBA MRTPI**

Nigel McGurk
Erimax Land, Planning and Communities
erimaxltd.com July 2015

Policy T2: Retention of Car Parking

Policy T2 effectively supports the retention of Car parking spaces, to maintain the viability of Bradwell. This has regard to Chapter 3 of the National Planning Policy Framework, which supports a prosperous local economy.

The Policy meets the basic conditions.

Appendix 2

<p style="text-align: center;">Policies contained in Bradwell Parish Community Plan</p>		
<p>These policies have not been adopted by Bradwell Parish Council but are guidelines to be considered when considering Planning Applications.</p>		
Policy	Title	Detail
CP1	Support business expansion	<p>Attracting businesses to the Parish and encouraging them is important given the limited amount of local employment opportunities. Proposals to upgrade or extend new or existing employment sites will be supported provided that any impact on the local environment is acceptable and complies with the policies within this plan.</p>
CP2	Retain existing businesses	<p>The village centre in Bradwell is an essential part of the fabric of life for many residents. A wide variety of different local retail outlets and businesses are vital if the village is to continue to be a vibrant, growing community. Although a certain amount of "out of town" shopping must be expected, it is vital that the local shops are supported and encouraged to ensure their survival.</p> <p>This Plan seeks to support and promote local shops and businesses and recognises the importance that easy parking makes to their success. Change of use from retail (A1) to financial and professional (A2) and from retail (A1) to food and drink (A3, 4 and 5) uses at ground level will be supported:</p> <ul style="list-style-type: none"> • provided it can be demonstrated that the change satisfies an identified community need and its establishment would enhance the village centre's "convenience and destination appeal" or demonstrate tangible community benefit • A shop window display frontage in keeping with the character of the area is maintained • No individual retail outlet is so large that it endangers the trade of other businesses <p>Change of use from business to residential will not be supported unless the business has been advertised for sale at a reasonable market price for a period of not less than one year and no buyer has been found.</p>
CP3	Develop better services and improved planning of public transport	<p>Improvements to the services and better coordination between rail, bus and community transport are essential if residents are to be expected to use these services as an alternative to private cars.</p> <p>This Plan supports any initiative which seeks to develop improved services and better coordination between the various public transport services.</p>
CP4	Maintain current traffic flow restrictions and on-street parking facilities.	<p>The B6049 runs through the centre of Bradwell and forms a link between the A6181 and the A623. It is therefore part of a main route between Sheffield and Manchester and attracts a significant amount of traffic. The introduction of traffic lights at a pinch point and the provision of on-street parking bays has been effective in calming traffic, as demonstrated by the fact that there have been no serious traffic incidents within the area since the introduction of these controls. The safety of both motorists and pedestrians is paramount and therefore villagers do not want to see changes to this successful traffic system. On street parking bays also provide passing motorists with a means of using the village shops, increasing their trade as a result.</p> <p>This Plan supports the principle of using pinch points and 'on-street' parking bays for traffic calming on Netherside and Church Street. Any proposals to remove or reduce these passive measures will not be supported.</p>

CP5	Retain Assets of Community Value	<p>The Parish Council will support proposals, which will enhance the viability and/or community value of the properties registered, as Assets of Community Value will be supported. The PDNP Core Strategy policy HC4 resists proposals which result in either loss of community facilities such as shops and pubs, unless it can be clearly demonstrated that operation of an asset, or the ongoing delivery of the community value of the asset, is no longer needed, is available elsewhere or is not economically viable. Typically, this would mean the site has been offered at a reasonable market price for at least a year and that no interest in acquisition has been expressed or any other suitable employment or service trade uses identified. Buildings registered as Assets of Community Value are recognised as significant in the economic and social viability of the villages. Loss of any of the few remaining shops in Bradwell would have a significant impact on the community. The four public houses are part of the social fabric of the village, as are the two community halls. Each asset is a major feature of daily life for residents, playing a central part in the vitality of the Parish and contributing to the sense of community. Bradwell is in the process of creating a Community Land Trust (CLT). Proposals brought forward by the CLT, which promote the objectives of this plan, will be supported.</p>
CP6	Protect existing and increase leisure opportunities.	<p>Our outdoor spaces are seen as vital to maintaining a happy and healthy community. Surveys have shown how much the open spaces and leisure facilities in and around Bradwell mean to residents and visitors. Existing open spaces including playing fields, outdoor sport and recreational land should not be built on. However, creation of further parking around the sports club would be encouraged. Development of recreational buildings and leisure facilities will be supported provided that the design and scale of development is in keeping with the character of the location and that the impact on the residential amenity of surrounding residential properties is acceptable.</p>
CP7	Support independent living	<p>Ver 1.0 Page 8 of 9 12.5% of the community are aged over 65 (2011), an increase of 10% since 2001. Provision of services for the elderly are limited and not considered sufficient to meet the demands of our ageing population. New, converted and extended independent living and care homes will be supported by this plan, provided that the design and scale of development is in keeping with the character of the location and that the impact on the amenity of surrounding residential properties is acceptable. It is considered that this would be a suitable use for all or part of the current Newburgh site. This plan will also support any technological advances which can be deployed within Bradwell to enable people to remain in their own homes. The availability and nature of these advances may change significantly over the next 15 years, but typically today this may mean better communication and more automated home help.</p>
CP8	Encourage better local signage in the Parish	<p>Improving signage to promote the facilities available in the Parish will support businesses, improve the ability of suppliers to deliver their products and aid tourism. Developments which provide improved publicity and signage relating to the promotion of the parish facilities will be supported provided that they enhance their surroundings, and do not impact negatively on the environment.</p>
CP9	Protect Schools	<p>Schools are a vital part of ensuring Bradwell remains a sustainable village. Developments which develop and improve facilities for primary and junior schools in Bradwell will be supported. Ver 1.0 Page 9 of 9 This plan will not permit redevelopment of the local school buildings unless better alternative facilities are provided within the Parish.</p>