

BAKEWELL NEIGHBOURHOOD PLAN

Submission Version for Regulation 16 Consultation

2018-2030



September 2018

Bakewell Town Council

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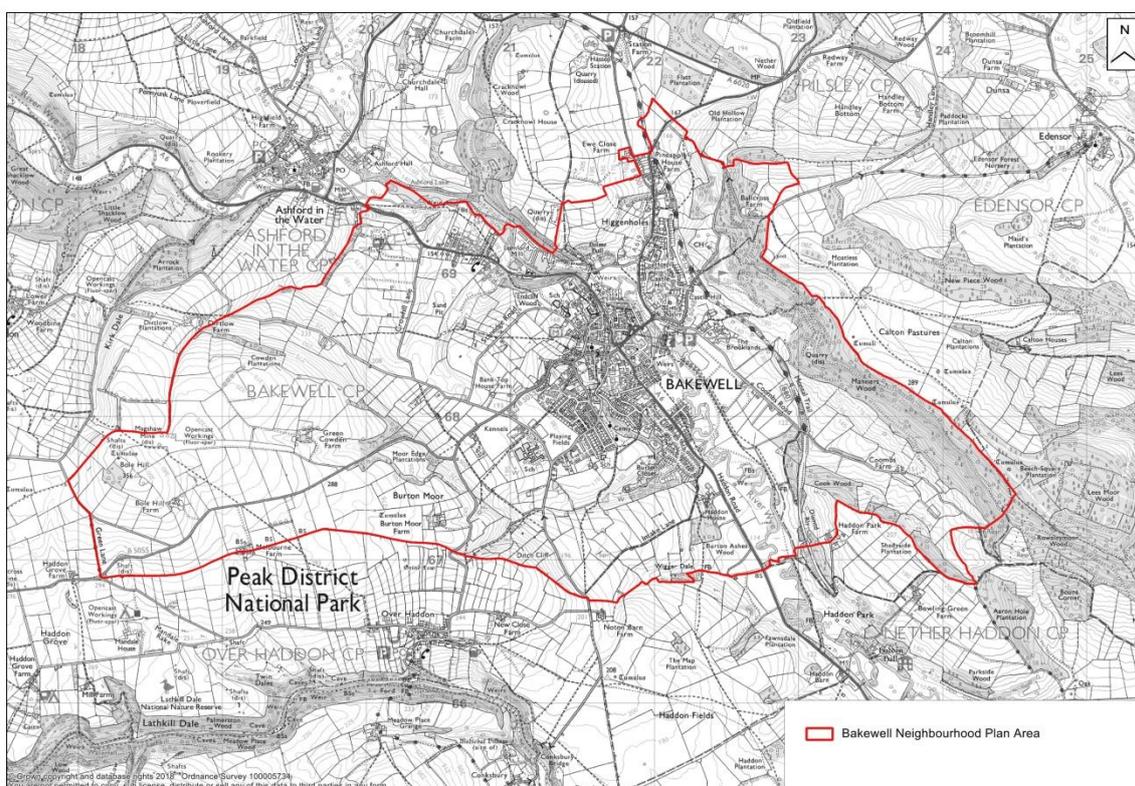
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1.0 INTRODUCTION

1.1 This Neighbourhood Plan, written by local people, sets out planning policies for the use and development of land in the Bakewell Neighbourhood Area, in accordance with the Localism Act 2012. It covers the period 2018-2030.

1.2 Bakewell Neighbourhood Area was designated by Peak District National Park Authority on 15th November 2013. The Neighbourhood Area is the same as the area of Bakewell Parish.

Map 1 Bakewell Neighbourhood Area



1.3 Neighbourhood Plans must have regard to national policy and be in general conformity with the planning policies of the relevant local planning authority – in this case, the Peak District National Park Authority (PDNPA).

1.4 Planning policies of the Peak District National Park Authority must meet the purposes and duty of a national park as set out in the 1995 Environment Act:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of the national park.
- To promote opportunities for the understanding and enjoyment of the special qualities (of the parks) by the public.
- To seek to foster the economic and social well-being of their local communities.

1.5 Therefore this Neighbourhood Plan conforms with and adds detail to the PDNPA's Local Plan (comprising the Core Strategy, the Saved Policies from the Local Plan 2001 and the emerging Development Management Policies).

1.6 This Neighbourhood Plan sets out a vision and planning policies for Bakewell Neighbourhood Area which are based on evidence and the views of local people. Bakewell Town Council involved local people in writing this plan through intensive public consultation, enabling residents to consider Bakewell's environment, heritage, housing, community facilities, local economy and transport and communications.

1.7 The Plan is only able to deal with issues of planning and land use. A range of non-planning ideas put forward to help to improve the area and for the benefit of everyone have not been forgotten and will be dealt with separately by the Town Council, Bakewell Partnership or other appropriate body. Where such ideas appear in this Plan, they are clearly shown as boxes entitled '*Ideas for a Brilliant Bakewell*'.

1.8 The Town Council wish to thank everyone who has contributed, or who is still contributing, to the preparation of the Plan.



Bakewell bridge

Bakewell

1.9 The parish of Bakewell, with a population of 3,722 in 2011, is a small market town in the Derbyshire part of the Peak District National Park. The first known settlement dates back to Anglo-Saxon times. It developed over the centuries as a trading centre, receiving a charter for its markets and fairs, and supported local industries such as mills, lead mining and quarrying. The development of turnpike roads in the mid 18th century brought new prosperity and the development of tourism which remains an integral part of the local economy. The town centre was redeveloped during the 19th century and most recently in the 1990s following the re-location of the livestock market. Bakewell remains an important trading and service centre for the rural community in the North Derbyshire Dales. A brief history of the town is given in Appendix 1.



Bakewell market

Our Vision for Bakewell 2030

- 1.10 A varied and lively town centre with shops and services meeting residents' and visitors' needs together with a vibrant business environment with a range of businesses offering good quality employment opportunities for local people.
- 1.11 Open spaces which are important for the setting of Bakewell are designated as Local Green Spaces and kept open. The landscape and townscape of the parish are conserved and enhanced. Natural and cultural heritage assets are conserved and enhanced. Environmental resilience (sustainability) is achieved in new developments and improved in existing development.
- 1.12 There are a sufficient range and number of homes that satisfy the needs of local people young and old, whilst retaining the heritage of the town, its important green spaces and close affinity towards the surrounding countryside.
- 1.13 Community facilities for leisure, sports and arts are maintained and enhanced to meet need.
- 1.14 A balance between vehicles and non-car users is achieved, particularly in the town centre. Pavements are clear of parked vehicles and obstructions. Pedestrians, wheelchairs and pushchairs can move freely. Parking opportunities are managed to suit peoples' needs.
- 1.15 Super-fast Broadband connections available for all.



The Agricultural Business Centre

2.0 DEVELOPMENT BOUNDARY

2.1 Strategic planning policies allow for some development in Bakewell that is compatible with National Park purposes. Development is constrained by 3 distinct designated areas: the Development Boundary, the Central Shopping Area and the Conservation Area.

2.2 The Neighbourhood Plan supports the retention of the Central Shopping Area as first defined in the 2001 Local Plan, and the Conservation Area as revised following its reappraisal in 2013 (see <http://bit.ly/BakewellConservationArea>). Policies relating to the Central Shopping Area are in Section 6 and a map of this Area is shown on page 46. A map of the Conservation Area is shown in Appendix 2.

2.3 The Development Boundary as defined in the 2001 Local Plan, which indicates the preferred extent for growth of the town, is now too restrictive. There is very limited potential for development inside this boundary. Following several public consultations a number of possible boundary extensions were suggested. These were considered in more detail by the Neighbourhood Plan and officers from PDNPA, taking into account landscape, wildlife and cultural heritage, as well as potential need for different types of development. The process was also subject to a Sustainability Appraisal. The Neighbourhood Plan acknowledges that the greatest need will be for affordable housing.

2.4 The Development Boundary is extended to accommodate future growth of the town (should the land become available) in the following locations as shown on Map 2:

1. Land off Stoney Close
2. Land bounded by Shutts Lane and Monyash Road
3. Land between Ashford Road and River Wye

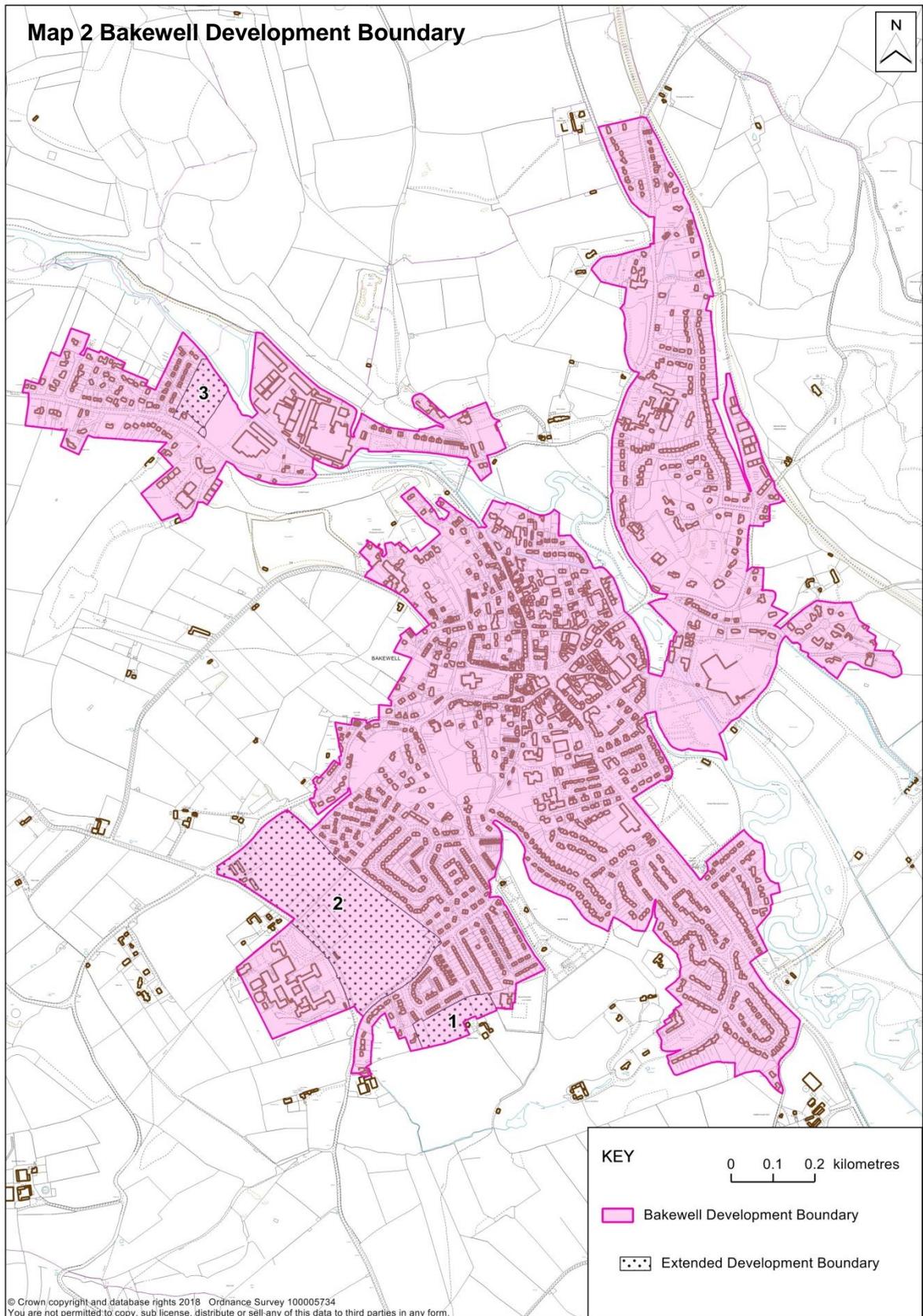
2.5 The Development Boundary is also adjusted to correct anomalies (for example to include the Agricultural Business Centre which obtained planning permission prior to the 2001 Development Boundary) and errors (for example to rationalise gardens and include car parks). Map 2 shows the Development Boundary.

2.6 All applications for development within the development boundary are subject to strategic policies and policies contained in this Neighbourhood Plan. Additionally, further constraints are identified below for 2 of the newly included areas:

- Land bounded by Shutts Lane and Monyash Road includes part of a historic chert mine. See map in Appendix 3
- Land between Ashford Road and River Wye includes a small part of Environment Agency floodzone 2 and 3. See map in Appendix 4

POLICY DB1 Development Boundary

Future development of Bakewell will be contained within the Development Boundary as indicated on Map 2.



3.0 ENVIRONMENT AND HERITAGE

Introduction

3.1 Bakewell's unique qualities and special character are formed by its underlying geology and position on the River Wye. The western part of the parish is on part of the Carboniferous Limestone plateau forming the geological core of the National Park. A Millstone Grit (hard sandstone) escarpment is on the eastern edge. Both these rocks are used as building materials. The character of the town is enhanced by its topography, woodlands and trees. The oldest part of the town is on the steep western side of the valley. It expanded onto the valley floor and, in the 20th century, to other western slopes including onto the plateau, and to the hilly land to the east. Some of the later developments are unsympathetic to the character and setting of the town.



Bakewell and its setting as viewed from Stanton-in-Peak, with traditional building materials



Environmental Resilience (Sustainability)

3.2 Environmental resilience (sustainability) is a vital thread running through this Plan. The achievement of sustainable development is one of the ‘basic conditions’ that a Neighbourhood Plan must meet, and it is also an aspiration of the parish’s residents, as expressed in the Vision (1.11).

3.3 The Neighbourhood Plan aims to achieve environmental resilience through policies that protect Bakewell’s landscape setting (ENV1), designate Local Green Spaces (ENV4) and require new development to contribute positively to the quality of the built environment and public realm (ENV2).

3.4 The Neighbourhood Plan acknowledges the limited role that it can play with regard to sustainable buildings, renewable energy and reducing greenhouse gas emissions but wishes to state support for PDNPA’s Supplementary Planning Document for Climate Change and Sustainable Building (2013)¹. In particular:

- CC1: Sustainability requirements for all forms of development including traditional and historic buildings
- CC2: Low carbon and renewable energy
- CC5: Flood risk and sustainable drainage



Roofscape

Ideas for a Brilliant Bakewell

Retrofitting of existing buildings could improve their energy and environmental performance. Shops could be encouraged to keep their doors closed in cold weather for the benefit of staff, customers and the conservation of energy.²

Ideas for a Brilliant Bakewell

Development of Bakewell Transition Town and linking with Matlock and Buxton.

¹ [Peak District National Park Authority Climate Change and Sustainable Building SPD March 2013](#)

² See <http://www.closesthedoor.org.uk/>

Protection and Enhancement of Bakewell's Setting

3.5 Bakewell's beautiful setting is a result of the town's position in a landscape that visibly transitions west to east from limestone plateau and farmland to low lying riverside meadows and estate land, rising again to the wooded gritstone edges. This setting is vital to the town's character and appearance, is greatly valued by residents and is part of what makes Bakewell a great place to visit. It is also vulnerable to unsympathetic development. The following detailed descriptions of the Landscape Character Areas (larger tracts of landscape) and Landscape Character Types (smaller areas within each type) that make up Bakewell's setting are taken from the *Peak District Landscape Strategy and Action Plan (2009)*³.

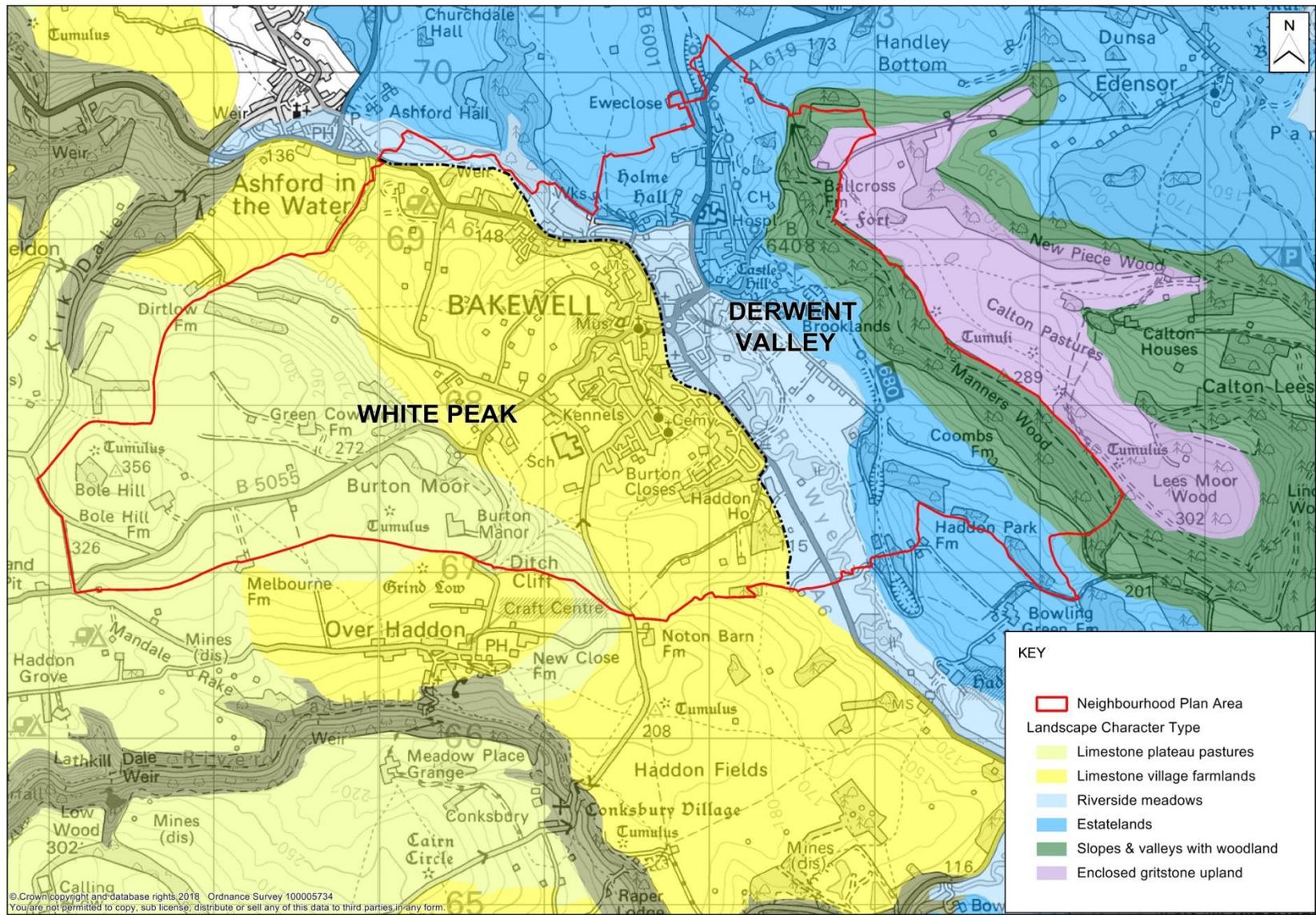


All Saints Parish Church with, in the background, the Limestone Plateau and Derwent Valley Wooded Slopes Landscape Character Areas

3.6 The western part of the town is within the 'White Peak' Landscape Character Area. The very western edge of Bakewell parish is within the 'Limestone Plateau Pasture' Landscape Character Type consisting of:

- Pastoral farmland enclosed by limestone walls
- A regular pattern of small to medium sized rectangular fields
- Localised field dewponds and farm limekilns
- Discrete tree groups and belts of trees
- Isolated stone farmsteads and field barns
- Medieval granges surrounded by older fields
- Relict lead mining and quarrying remains
- Prehistoric monuments, often on hilltops
- Open views to surrounding higher ground

³ <http://www.peakdistrict.gov.uk/looking-after/strategies-and-policies/landscape-strategy>



Map 3 Landscape Character Areas & Types

3.7 The western side of the town, and indeed the majority of the town centre, is classed as Landscape Character Type 'Limestone Village Farmland' which consists of:

- A repeating pattern of narrow strip fields originating from medieval open fields
- Pastoral farmland enclosed by limestone walls
- Scattered boundary trees
- Discrete limestone villages and clusters of stone dwellings
- Relict mine shafts and associated lead mining remains
- Localised field dewponds



3.8 Priority in this 'White Peak' area includes protecting the historic pattern of enclosure by maintaining historic drystone walls and associated features such as gateposts; and protecting and maintaining the appearance of historic field barns and their surroundings.

3.9 The eastern side of the town centre and eastern edge of Bakewell is within the Landscape Character Area of the Derwent Valley and is classed as 'Riverside Meadows' Landscape Character Type consisting of:

- A flat alluvial river corridor
- Meandering river channel with shingle beds and marginal vegetation
- Seasonally waterlogged alluvial soils
- Grazing meadows, often with patches of wet grassland, marsh and fen
- Dense waterside and scattered hedgerow trees
- Regular pattern of small to medium sized fields divided by hedges
- Mills with mill races, weirs and ponds



River Wye

3.10 To the east of the town the Landscape Character Type passes into 'Derwent Valley Estateland' which has key characteristics such as:

- A varied undulating topography with steep slopes in places
- Large historic halls and houses set in parkland
- Villages and outlying estate farmsteads and field barns
- Regular pattern of medium large sized fields
- Large blocks of plantation woodland
- Patches of acid grassland and bracken on steep slopes

3.11 The very eastern edge of Bakewell Neighbourhood Area is classed as 'Derwent Valley Slopes and Valleys with Woodlands' which consists of characteristics such as:

- A steeply sloping landform with gritstone edges characterising the tops of steeper slopes
- Patches and extensive areas of semi-improved and acid grasslands with patches of bracken and gorse
- Irregular blocks of ancient and secondary woodland
- Permanent pasture in small fields enclosed by hedges and gritstone walls
- Narrow winding, often sunken lanes
- Scattered gritstone farmsteads and loose clusters of dwellings

3.12 Priority in these 'Derwent Valley' Landscape Character Areas is described in the Landscape Strategy, page 40:

“ . . . there are opportunities to reduce (the) impacts of poorly sited and designed development through good design. Fragmentation of field boundaries, tree and woodland cover and further loss of natural landscapes would have a detrimental impact on landscape character. Woodland creation and enhancement of habitats will strengthen existing landscape character, whilst in the future lower lying landscapes adjacent to the river could provide significant flood water storage services.”



North Church St looking east towards the Haddon Estate woodland

3.13 The Neighbourhood Plan also notes the importance of trees in the landscape and townscape and the connectivity of the town (and its people) to the surrounding countryside along the river, wooded corridors and rights of way. Public consultation confirmed support for the maintenance and planting of trees, including where possible tall-growing trees and street trees, and the seeking of opportunities to enhance physical connections for people and wildlife.

3.14 The Neighbourhood Plan expects all development to respect and where possible enhance Bakewell's landscape setting, in accordance with the Landscape Strategy. New development should assimilate successfully into the environment.

POLICY ENV1 Protection and Enhancement of Bakewell's Setting

A. Development will be supported within the development boundary where it:

- (i) respects the landscape's sensitivity and capacity to accommodate additional development, and;
- (ii) includes ecologically appropriate landscaping and the provision of new native street trees where possible, and;
- (iii) provides green infrastructure appropriate to the size of the development, restoring and enhancing connectivity for nature and people.

B. Developers are encouraged to undertake a local Landscape Character Assessment.



Looking south west towards the limestone village farmlands and plateau

Protection and Enhancement of Bakewell's Special Character

3.15 The special character of Bakewell is created by the town's historic built environment, and importantly, by its public realm - the spaces between buildings where people have free access - the streets, squares and other rights of way.

3.16 Most walls in the historic core are constructed of locally-sourced limestone and millstone grit, which is often used also for roofing and paving. This results in a unified appearance and harmony with the surrounding landscape.

3.17 The narrow streets and ginnels, walled gardens, mill streams, the River Wye and meadows also contribute to a unique environment of buildings and public spaces.

3.18 Trees also make an important contribution, within public and private spaces in the town itself and in woodland on riverbanks and surrounding hills.



North Church Street

3.19 The special character of Bakewell's built environment is described fully, along with recommendations for improvements and enhancements, in the *Bakewell Conservation Area Appraisal (CAA) 2013*.⁴

3.20 Bakewell's strategy for the public realm is 'The Gatherings: A Town Centre Public Realm Framework (2012)'.⁵

3.21 The special character of Bakewell's built environment and public realm is a source of pride for the local community. It is also a cause for concern due to cumulative negative impacts such as lack of maintenance and street clutter. Neighbourhood polices seek to protect, and where possible enhance this character.



Butts Terrace

⁴ <http://bit.ly/BakewellConservationArea>

⁵ http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0007/1390687/Bakewell-Public-Realm-Framework.pdf

POLICY ENV2 Protection and Enhancement of Bakewell's Special Character

A. Development in Bakewell will be expected to contribute positively to the quality of the built environment and public realm, including by the provision of new native street trees.

B. Applicants will be expected to demonstrate how the siting, design, layout and landscaping of the proposal align with the principles embedded in the National Park Design Guide⁶ and, where applicable, the Detailed Design Guide for Shopfronts⁷, the Supplementary Planning Document for Extensions and Alterations⁸, the Conservation Area Appraisal and the A-board Guidance Note⁹, and with these documents as may be amended.

C. New housing development must be designed to:

(i) contribute to local character by retaining and creating a sense of place appropriate to its location;

(ii) take advantage of existing topography, landscape features, habitats, buildings, orientation and micro-climate;

(iii) define and enhance streets and spaces.

Developers are strongly encouraged to support proposals with a Building for Life assessment.

Ideas for a Brilliant Bakewell

The Town Council, via the Bakewell Partnership, will take every opportunity to work with developers and local authorities to implement ideas in 'The Gatherings: A Town Centre Public Realm Framework (2012)'.

⁶ http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0013/90211/designguide.pdf

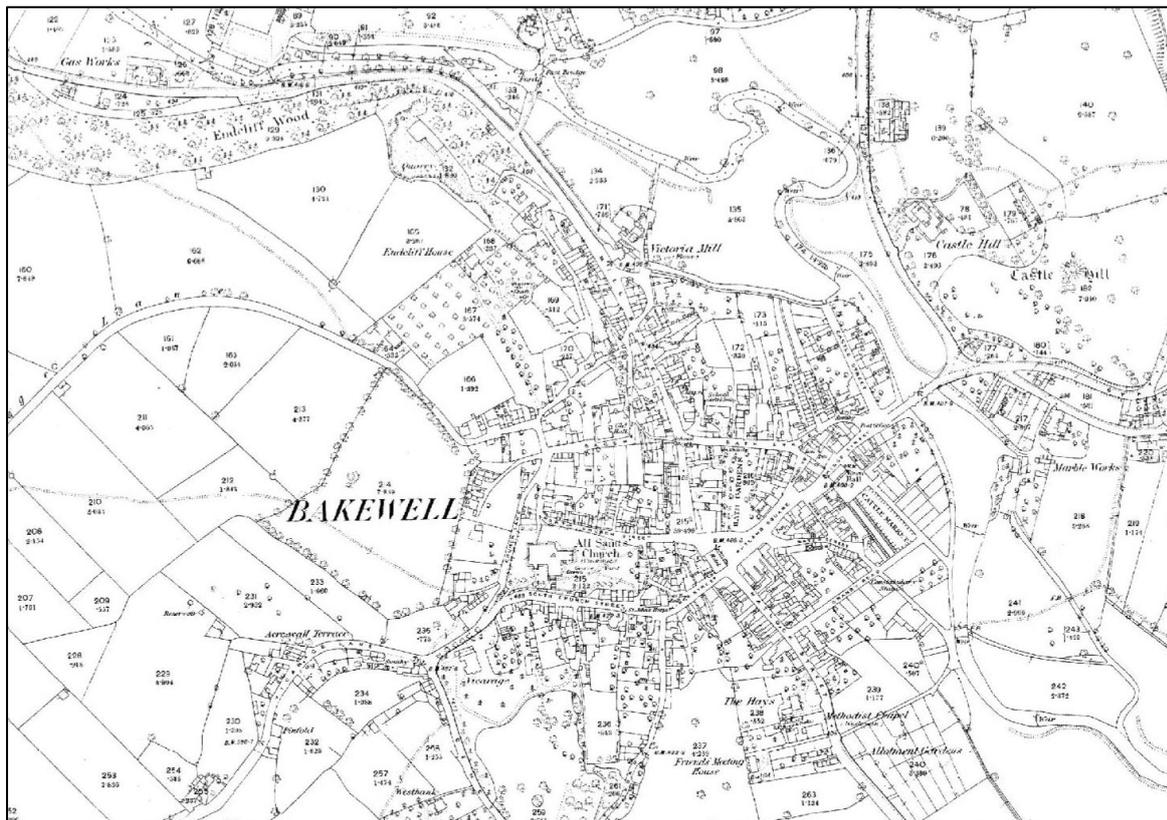
⁷ http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0008/528632/PDNP-ShopFronts-DesignGuide-2015-06.pdf

⁸ http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0007/528631/PDNP-AlterationsExtensions-DesignGuide-2015-06.pdf

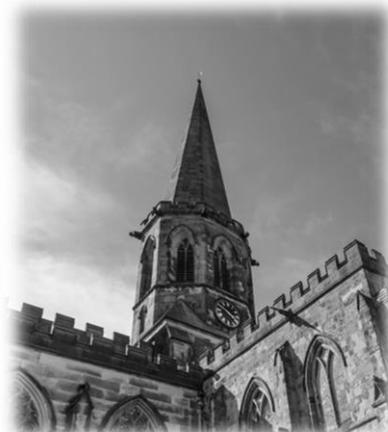
⁹ See Appendix 10

Protection of Non-designated Heritage Assets

3.22 Bakewell has an abundant natural history and cultural heritage. Some of this is already designated and protected by statute, for example via the Wildlife and Countryside Act and the designation of Scheduled Monuments and Listed Buildings. However there is much that is of great significance that is not designated or legally protected. The Neighbourhood Plan seeks to describe and offer some protection for such features and areas (known as 'non-designated' heritage assets.) There are no Sites of Special Scientific Interest in the parish but some of the Local Green Spaces are designated because of their local value for wildlife.



OS County Series, late 19th C



Ridge and furrow - signs of open field agriculture

3.23 The following are considered to play a significant role in contributing to the character of Bakewell and its historic landscape and are considered to be non-designated heritage assets. (This is not an exhaustive list and may be added to.)

(1) Important unlisted buildings or structures in the Conservation Area shown in Figure 13 of the Bakewell Conservation Area Appraisal (2012). (See Map 4)

(2) Archaeological features shown as 'nationally/regionally-important' in Map 17 of *The Bakewell Archaeological Survey* (2002) by Dr John Barnatt. (See Map 5 and table in Appendix 6). These include features such as ancient mineral workings and large areas with signs of the open field system of agriculture (ridge and furrow and lynchets). (Ridgefield by Monyash Road is within the Conservation Area and is also designated as a Local Green Space.)

(3) Land between the River Wye and Coombs Road (Map 6). This site is thought to be where King Edward the Elder built a burh (fort) in 920 and received the submission of the Danes.¹⁰

(4) Land known as 'Burton Meadows', between the A6 and the River Wye south of Bakewell (Map 6). This shows the doles where warm spring water was led onto meadows to encourage early growth of grass and hay crops to feed the oxen essential for ploughing the open fields.



Ridgefield north of Monyash Road (Local Green Space 13)

¹⁰ As described in Jan Stetka's *'From Fort to Field'* (2001)

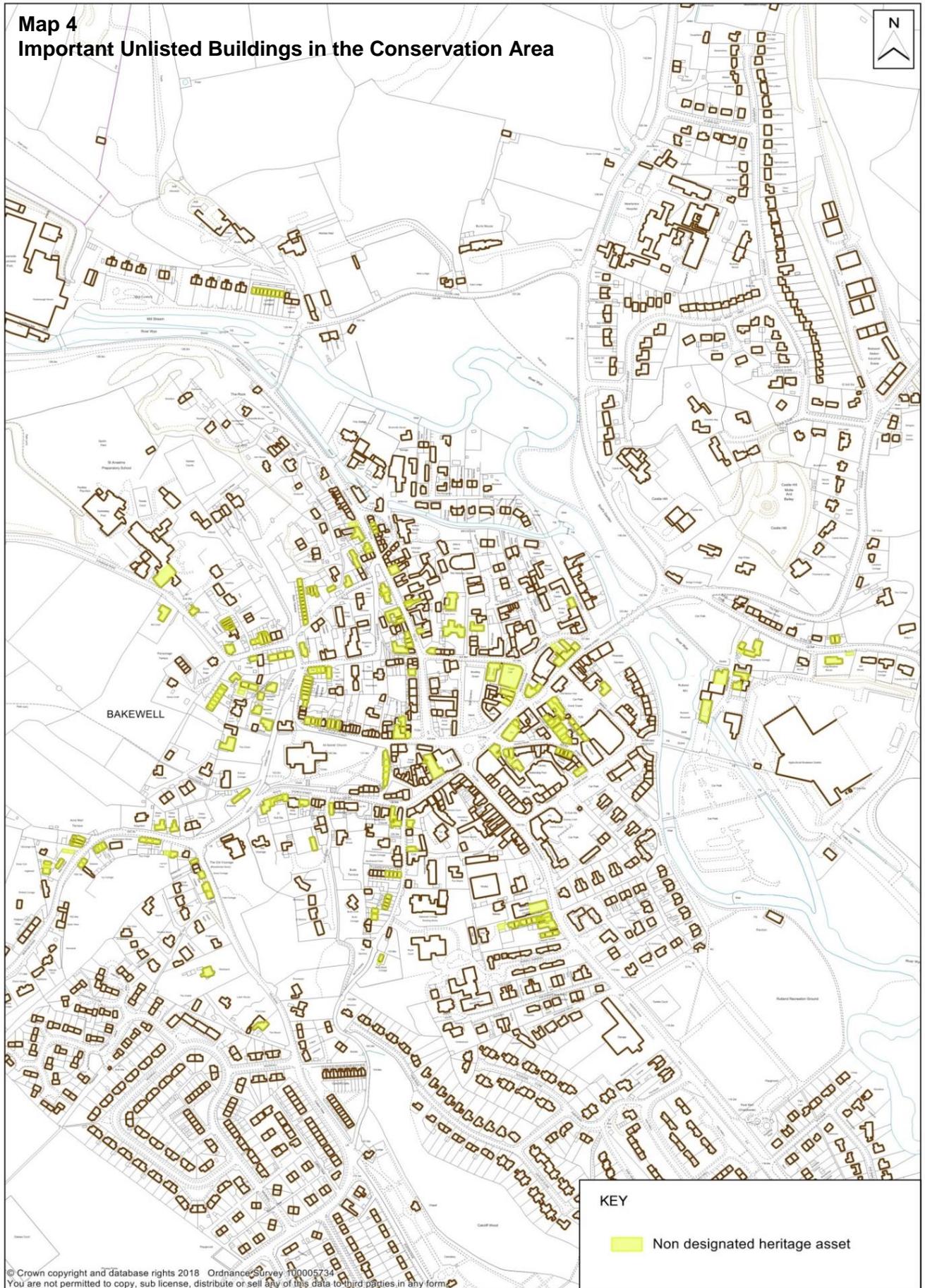
POLICY ENV3 Protection of Non-designated Heritage Assets

Planning applications for development affecting non-designated heritage assets, including those listed in para 3.23, must clearly demonstrate how these will be conserved and where possible, enhanced.

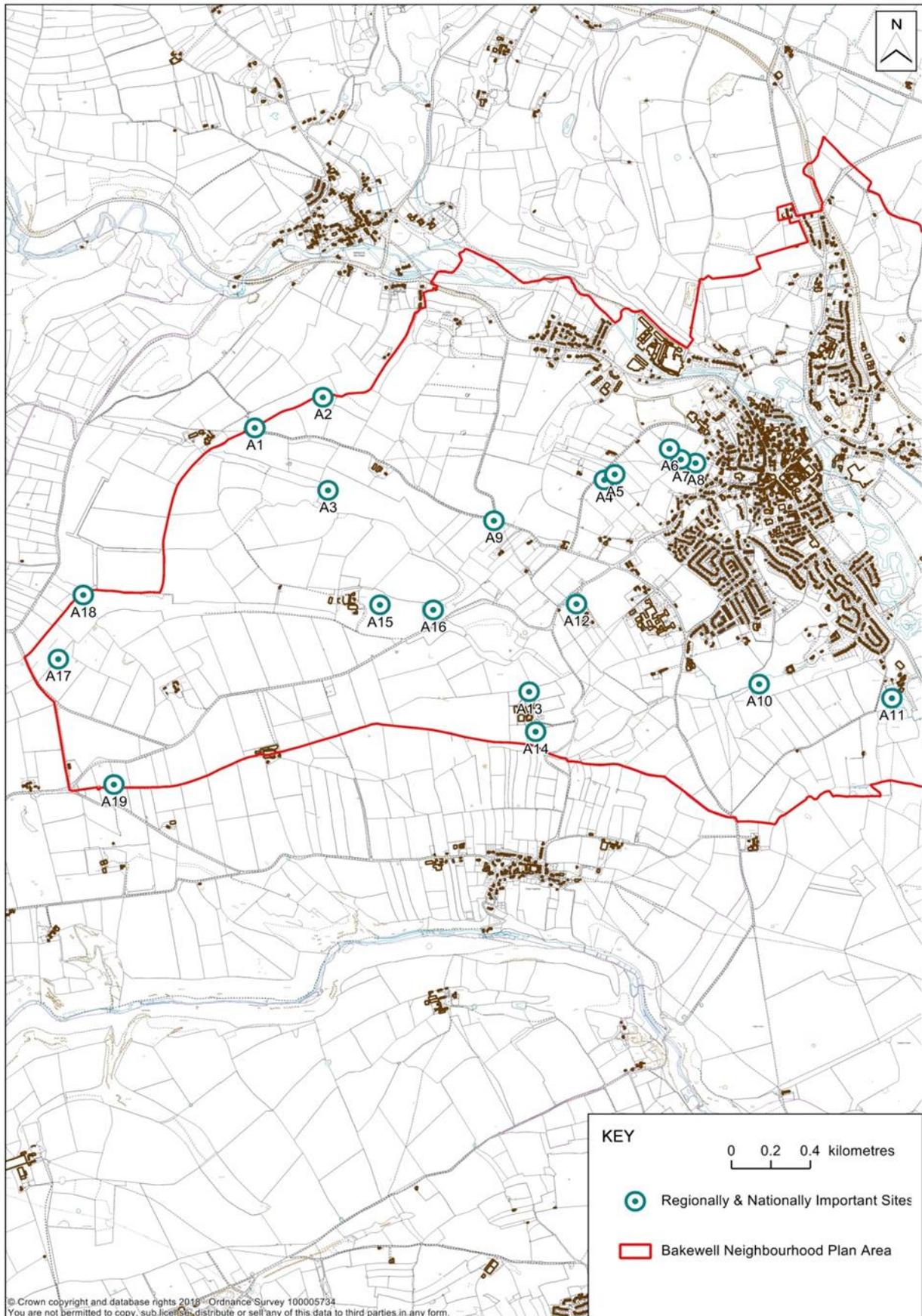


An important unlisted building

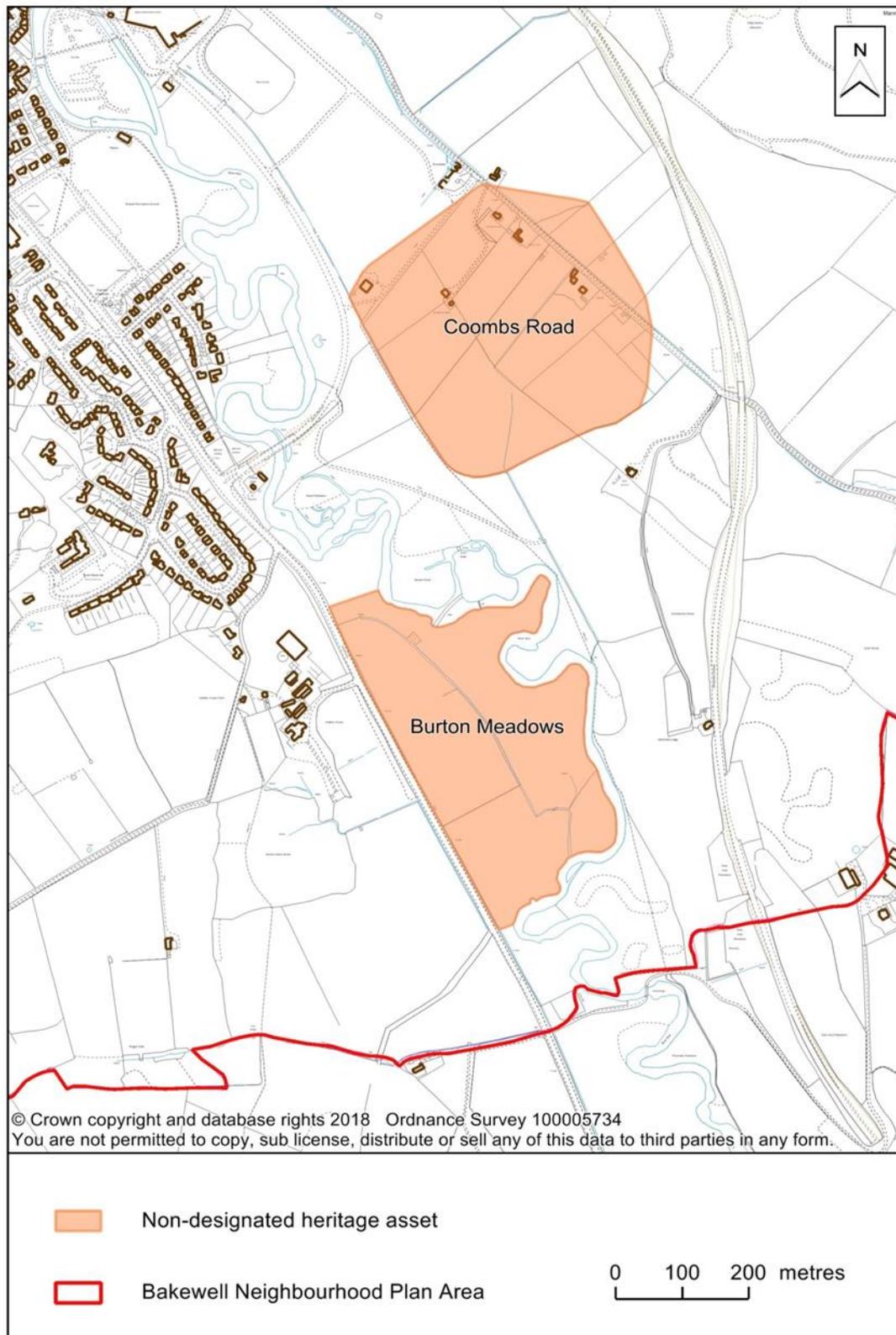
Map 4
Important Unlisted Buildings in the Conservation Area



Map 5: Regionally and Nationally Important Archaeological Sites



Map 6: Non-Designated Heritage Assets at Coombs Road and Burton Meadows



Local Green Spaces

3.24 Bakewell is a rural parish primarily defined by its open spaces, surrounding fields, escarpment woodland and river valley. The Neighbourhood Plan designates all of the areas shown in Table 1 and on Map 7, and on individual maps in Appendix 7 as Local Green Spaces. All of these Local Green Spaces are in close proximity to Bakewell, demonstrably special to the local community and hold a particular significance, which is also shown on Table 1. Amongst other things the Local Green Spaces are significant for their beauty, history, and recreational and wildlife value.

3.25 The following information was considered in proposing Local Green Spaces:

- Important Open Spaces designated in the PDNPA Local Plan 2001
- Landscape Character Assessment
- Important open spaces in the Bakewell Conservation Area Analysis
- The Peak District Biodiversity Action Plan 2011-2020
- The Bakewell Archaeological Survey of 2002 by Dr John Barnatt.
- Local knowledge of habitats
- Public consultation responses (2012 and 2015)



POLICY ENV4 Local Green Spaces

The areas shown together in Table 1 and identified on Map 7 below Table 1 are designated as Local Green Spaces, where new development is ruled out other than in very special circumstances.

1	River Wye, bank and nearby habitat	A, C, D, E	Beauty. Important for wildlife. Footpaths nearby.
1a	River Wye, bank and nearby habitat	A, C, D, E	Beauty. Important for wildlife. Footpaths nearby.
2	Land west of Lakeside, Vernon Green	A, C	Setting for entrance to the town. Attractive area by river with popular public footpath to Ashford
3	Part of Worm Wood	A, C, D, E	Setting for town. Next to bridleway. Concession path to Worm Wood goes through it. Semi-natural wood of wildlife value
4	Fields north of Holme Lane	A	Setting for town
5	Land near Aldern House	A	Setting for historic building
6	Wyn Meadow and Scot's Garden	A, C, D	Setting for town. Next to river. Public footpath crosses it
7	Endcliffe Wood	A, C, D, E	Setting for town. Wildlife interest. Public footpath. Owned by Town Council
8	Corner of A6 and Bath Street	A	Important open space contributing to the street scene
9	Riverside Garden	A, B, C, D	Attractive public garden used for events. Said to have been designed by Paxton. Owned by District Council
10	Bath Gardens	A, B, C, D	Attractive public garden used for bowls/events. Originally developed by White Watson the famous polymath. Owned by DDDC
11	Churchyard	A, B, C	Setting for town. Views from it to ancient church and over town. Historic monuments. Public footpaths
12	Parsonage Field	A B C D E	Owned by Town Council and used for occasional events. Former chert quarry. Pasture with wild flowers. Public footpath
13	Fields w strip lynchets nr Monyash Rd	A, B	Setting for entrance into town. Regionally - important evidence for open field agriculture
14	Pasture east of Monyash Road	A	Setting for entrance into town
15	Former vicarage grounds	A, B	Allows good views to church and to former vicarage designed by Waterhouse
16	Rutland Recreation Ground	A, C	Popular recreational facility used for sports and events
17	Catcliffe Wood	A, C, D, E	Setting for town. Wildlife interest. Footpath through it. Most owned by Town Council
18	Cemetery	A, B, D	Burial ground used from Victorian times
19	Land near Stoney Closes	A, B	Setting for entrance to town. Regionally important archaeology
20	Wood opposite Burton Closes	A	Setting for town
21	Land near Burton Closes	A, B	Setting for historic building
22	Pasture by Haddon House	A	Setting for entrance into town and next to well-used public route
23	Show ground	A, C	Setting for town. Used for many events and sports. Public footpaths
24	Pastures east of Coombs Road	A	Setting for town. Next to public footpath
24a	Pastures east of Coombs Road	A	Setting for town. Next to public footpath
25	Castle Hill	A, B, C, D	Setting for town. Motte and bailey are scheduled monument with attractive views. Owned by Town Council
26	In Castle Hill estate	A	Setting for town
27	Monsal Trail	C, D, E	Popular recreation route giving views. Wildlife value. Owned by National Park Authority
28	Land north of Gypsy Lane	A	Setting for entrance to town
29	Dry Hills	A, C, D	Setting for town with public footpath
30	Golf Course	A, C	Well-used sports facility. Setting for town. Public footpaths cross

4.0 HOUSING

Introduction

4.1 The Peak District National Park Authority (PDNPA) is responsible for planning but most other services, including housing, are provided by Derbyshire Dales District Council (DDDC).

4.2 PDNPA's duty to conserve and enhance the National Park produces a different strategic planning context for addressing housing issues than outside the Park's boundary. There are no housing targets and open market housing simply to meet demand is not permitted. However as an exception to the strategic principle that all types of development should be constrained, policy does allow 'affordable housing to address local needs' on previously undeveloped land in or on the edge of some settlements (including Bakewell), and open market housing in order to achieve conservation or enhancement of the National Park (for example on previously developed land.)

4.3 Census and housing market data, housing needs surveys and community consultation have demonstrated the following issues that the Neighbourhood Plan seeks to address:

- insufficient affordable homes
- unaffordability and lack of market housing options for those not qualifying for affordable homes, including a lack of private starter homes
- an ageing population (that could have difficulty, due to the hilly terrain, accessing the town's facilities)
- second and holidays homes adding to the problem of affordability

4.4 Census data (2011) shows the parish of Bakewell has a population of 3,722 in 1,954 properties comprising 1,338 owner-occupied, 203 private rented, 68 second homes, 49 holiday lets, and 296 affordable homes. Recent analysis undertaken for PDNPA by Edge Analytics¹¹ notes a decline in the National Park's overall population and a marked shift to an older population. Bakewell, as the only town in the National Park, must take this into account. The report states:

"Since 2010 net migration has fallen, which when coupled with the annual negative impact of natural change, has resulted in a notable decline in population over the last six years."

"Between 2001 and 2016, the proportion of the population aged 65+ living in the Peak District National Park increased from 19.5% to 28.2%. The National Park has an ageing population, with a median age of 52 in 2016 compared to 45 in 2001."

Sites for Potential Development within Bakewell

4.5 In 2009, DDDC's Rural Housing Enabler facilitated an exercise involving town councillors and PDNPA planning officers to identify potential affordable housing sites in Bakewell, and to assess their deliverability. This has resulted in the recent planning permission for 30 affordable homes at Monyash Road.

¹¹ [Peak District National Park Demographic Forecasts \(February 2018\) Edge Analytics](#)

4.6 The Neighbourhood Plan housing working group and PDNPA community planning officers undertook a community consultation exercise to identify other areas that local residents considered suitable for development, holding several events and exhibitions in 2014 and 2015. Eighteen areas within or close to the edge of the 2001 Local Plan Development Boundary were suggested. Following further consideration, including the possible impact of development on landscape, wildlife and cultural heritage, 3 areas were identified as having potential for development. (See para 2.4 and Map 2.)

Affordable housing

4.7 Affordable housing includes social rented, affordable rented and intermediate housing, provided to specified households where needs are not met by the market. It can be a new build property or existing private sector property that has been purchased for use as an affordable home. Starter Homes come under the government definition of affordable housing but are not considered to be able to positively address affordability of housing in the medium to long term. Nevertheless, this plan sees some advantages in some circumstances in providing Starter Homes and this is outlined later in this chapter.



Starter Homes come under the government definition of affordable housing but are not considered to be able to positively address affordability of housing in the medium to long term. Nevertheless, this plan sees some advantages in some circumstances in providing Starter Homes and this is outlined later in this chapter.

4.8 A Housing Needs Survey (HNS) for Bakewell¹², which is considered valid for about five years, was carried out by Derbyshire Dales District Council in July 2015. It identified in summary the following:

- 119 households have a strong local connection and are in need of affordable housing in Bakewell
- The predominant need is for affordable rent provided by a housing association
- a predominant need from single people, couples and smaller households
- provision should focus on smaller house types to meet the identified need, predominantly 2-bed 4-person houses for affordable rent
- a local lettings policy should ensure that couples would be eligible for the 2-bed houses
- 2-bed bungalows are required to meet the need for accessible dwellings
- some 3-bed houses, and flats for young single people are also needed

4.9 A snap shot survey of housing needs was separately undertaken during the week commencing 9th May 2016 where 60 Bakewell households of parents at Bakewell Infant

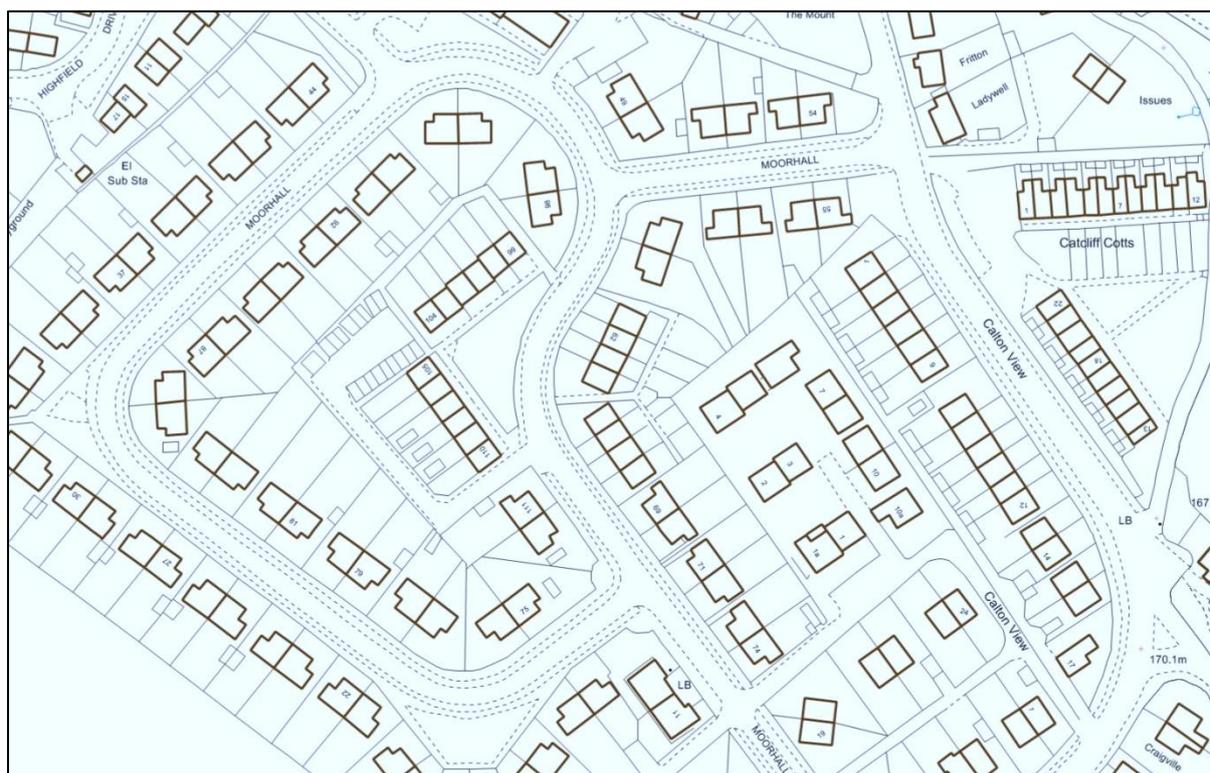
¹² https://www.derbyshiredales.gov.uk/images/documents/H/Bakewell_HNS_Report_July_2015_FINAL_NEW.pdf

School were asked to complete the survey form. There was strong support for the need for affordable housing. A summary of the findings is given in Appendix 9.

4.10 Evidence confirms the need for new affordable housing in addition to the 30 houses recently granted permission. The neighbourhood plan does not allocate sites but does amend the development boundary to make it possible to accommodate future growth (Policy DB1 and Map 2).

POLICY H1 Provision of Affordable Housing

The Neighbourhood Plan supports the development of new affordable housing within the development boundary of a range and number to address local need. All resulting affordable housing units will be required to demonstrate that they comply with the local lettings plan¹³ ensuring the homes go to people with a local connection.



¹³ Addresses local housing need and accords with Development Management Policies document (Part 2 of the Local Plan for the Peak District) Policy DMH1, in terms of size and type of houses built; and DMH2 and DMH3 in terms of who they are let and re-let to.

Market Housing

4.11 Many residents would not be considered sufficiently in housing need to be allocated affordable social housing. They may be earning average or above average incomes but do not want rented accommodation, whether privately or through a social landlord. However, for pure reasons of affordability they often do not find houses that they can afford to buy on the open market. In particular, high housing costs make it difficult for younger households to get on the housing ladder. Evidence suggests that lower quartile (entry level) house prices are 9.3 times earnings of younger households, compared to 5.5 times the earnings of younger households across Derbyshire as a whole and 6.5 times the earnings of younger households across England as a whole.¹⁴



households across Derbyshire as a whole and 6.5 times the earnings of younger households across England as a whole.¹⁴

4.12 The following policy requires that when brownfield land and previously developed sites are proposed for re-development, and housing is an appropriate way of enhancing the site, the market housing that is provided can better help to meet local needs. Houses will be subject to a primary residence clause to prevent their use for holiday rent. Whilst Bakewell does not exhibit excessively high levels of holiday home use, the community wants a stock of housing that cannot be put to such use (which most market housing can). Such a clause has been used in other tourist areas such as Lynton and Lynmouth and St Ives¹⁵ and is seen as a useful way to give the community a greater stake in the housing stock of the town.

Starter Homes

4.13 The following policy also enables Starter Homes by requiring that when brownfield land and previously developed sites are proposed for re-development, and housing is agreed to be an appropriate way of enhancing and conserving the site, Starter Homes are built to help meet local need. Under government regulations they are available to first time buyers under the age of 40 and they are offered for sale at least 20% below market value up to a limit of £250,000 per unit outside London.

4.14 Because the government classes Starter Homes¹⁶ as affordable homes, and the community see a need for Starter Homes, the policy will safeguard homes built under this policy for people with a strong local connection¹⁷ as would happen with all other forms of affordable housing classed as affordable and built in the town under National Park housing policies.

¹⁴ Derbyshire Dales Housing & Economic Development Needs Assessment Derbyshire Dales District Council Final Report: Executive Summary September 2015 page 5 paragraph 1.19

¹⁵ http://www.exmoor-nationalpark.gov.uk/_data/assets/pdf_file/0010/393481/Lyn-Plan-Referendum-Version-FINAL.pdf page 27 paragraph 5.2.19 – 5.2.21 and policy H3 Principal Residence Housing.

¹⁶ <https://www.theplanner.co.uk/news/breaking-st-ives-second-home-policy-lawful>

¹⁷ <https://www.gov.uk/guidance/starter-homes>

¹⁷ People who have lived in Bakewell for a minimum of 10 years in the last 20 years.

4.15 These houses will also be subject to a primary residence clause so that the houses are lived in full time and cannot be rented for holiday use.

4.16 The Starter Homes and all affordable housing will be restricted in size to assist with build costs and ongoing affordability. As with affordable housing, permitted development rights to extend Starter Homes will be removed. This means that owners must apply for planning permissions to extend such properties.

4.17 Where the constraints of a site mean the sole use of the site for Starter Homes would make a scheme unviable, the Authority may permit market housing alongside Starter Homes, but the predominant element of the scheme should be Starter Homes, meaning that at least 50% of new dwelling units created must be Starter Homes.

4.18 This policy is seen as putting the “second rung on the housing ladder”, with safeguards to prevent that rung being kicked away. It may have the added benefit of helping people currently in affordable social housing to move up the ladder, which could release affordable social housing for use by others in greater need. This is an important secondary benefit to the policy because turnover of social housing is notoriously low in this area generally. It is suspected that this is partly because the standard of the houses is good and because the town is a desirable place to live, which may dissuade people from moving, but it is certainly the case that there aren’t many alternatives for people to move on to even if that is their wish. The policy is therefore seen as a way of enhancing the vibrancy of the Bakewell community and also avoiding properties being in partial occupation through holiday use.

POLICY H2 Market Housing and Starter Homes

A. Open market housing development on brownfield sites and previously developed land where re-development would enhance the built environment will be permitted.

B. All such housing will be restricted by legal agreement to primary full time occupancy remaining in perpetuity on subsequent sales.

C. Starter Homes must comprise at least 50% of the total dwellings units permitted, with market housing or other enabling development being accepted only to the level necessary, as verified by an independent viability assessment undertaken by a Chartered surveyor, if necessary commissioned by the NPA but in all cases at the applicant's expense, which must include land purchase at values reflecting the policy constraint on re-development.

D. Starter Homes will be restricted by legal agreement to primary full time occupancy remaining in perpetuity on subsequent sales.

E. Starter Homes will be restricted by legal agreement to people who have lived in Bakewell parish or the adjacent parishes for a minimum of 10 years in the last 20 years and are first time buyers under the age of 40.

F. Starter Homes must be built within the following floorspace thresholds:¹⁸

Number of bed spaces	Maximum Gross Internal Floor Area (m2)
One person	39
Two persons	58
Three persons	70
Four persons	84
Five persons	97

G. Starter Homes will have permitted development rights for extensions removed.

¹⁸Technical housing standards – nationally described space standard DCLG March 2015

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/524531/160519_Nationally_Described_Space_Standard_Final_Web_version.pdf

Age and Disability Related Considerations

4.19 Residential needs of the town's aged and disabled population are those needs derived from mental or physical impairment, where any combination of these impairments has a substantial and long-term adverse effect on his or her ability to access the town's amenities.

4.20 The populations of National Parks have a higher proportion of older people than England and Wales as a whole; in mid-2016, the population of National Parks aged 65 or over was 27.9% compared with 18.0% of the population of England and Wales.¹⁹



Riverside Walk

4.21 Census data (see Table below) shows that this picture of an ageing population is further exacerbated in Bakewell with 41% of current residents being 60 and over, and a large cohort of 45-59 years olds that will become 60+ during the plan period. There is a presumption that in some cases age-related disability may be also present.

	number	percent
Age 45 to 59	818	20.7
Age 60 to 64	344	8.7
Age 65 to 74	563	14.3
Age 75 to 84	437	11.1
Age 85 to 89	159	4.0
Age 90 and over	121	3.1

Source: Office for National Statistics

¹⁹ Source: Office for National Statistics

4.22 'Demographic Forecasts 2018' by Edge Analytics states *"In the consideration of future housing needs for the Peak District National Park, the ageing structure of the resident population is an important factor. Over the 2001–2016 period, the profile of the National Park's population has aged, with the proportion of population in the older age groups increasing relative to the younger age groups."*



4.23 Bakewell's topography means that a specific policy is needed to enable reasonably flat access to the town's facilities for older and/or disabled residents. The town centre and most of the town's facilities are on flat land. Much of the other flat land in or adjacent to the town centre is protected from development for various reasons, such as flood plain and planning policies which safeguard for other uses. Most existing housing and potential sites for housing (e.g. proposed extensions to the Development Boundary) are on steep

slopes surrounding the town where access for elderly or disabled people on foot or using a mobility scooter is problematic due to the steepness of the slopes and the narrowness of the pavements on the main roads. The Neighbourhood Plan requires this issue to be considered when property conversions and sites come forward for development where these are on flat land close to the town centre.

POLICY H3 Age and Disability Related Considerations

(A) New residential schemes (whether new build or conversion, greenfield or brownfield, open market or social/affordable) that are proposed on reasonably flat locations with relatively easy access to commercial and social facilities within the town centre, must contribute to meeting the housing needs of the town's ageing and disabled population.

(B) The number of such homes within a proposed residential scheme, as well as their size and design, will either:

(i) be determined in conjunction with the local housing authority with reference to an up to date housing needs survey; or,

(ii) in the event that no up to date evidence exists, meet current Lifetime Home²⁰ standards in 10% of housing on sites of 10 dwellings or more, or comprise at least one home on sites of less than 10 dwellings.

²⁰ <http://www.lifetimehomes.org.uk/>

5.0 COMMUNITY FACILITIES

Schools

5.1 The town is well served by education facilities. The Local Education Authority is responsible for infant, junior and secondary schools spanning ages 4-19. In addition there is nursery and pre-school provision by the private sector and a nationally recognised independent school providing from nursery to age 16.

5.2 Modelling of capacity by the Local Education Authority using historical data from 2002, school census data from 2014 and 2015, and population data from the health authority has been used to project need to 2025 (*Information provided by Derbyshire County Council*).

5.3 This indicates that the current capacity could be under-utilised during that period as follows:

- Infant at 58% of capacity
- Junior at 50% of capacity
- Primary (combined infant and junior) at 53% of capacity
- Secondary at 53% of capacity

5.4 Residential development for families, that may help to address this issue, is supported by the Neighbourhood Plan via polices DB1, H1 and H2.



Bakewell C of E Infant School

Newholme Hospital

5.5 The Newholme Hospital site comprises an attractive Grade II listed building and other associated buildings of varying architectural quality and interest, located within the Bakewell Conservation Area. The hospital was originally Bakewell Union Workhouse built in 1841, but was later converted into a hospital and run by the NHS since 1948. It is set back from Baslow Road with an attractive frontage and stone wall. There are a number of trees on site which are all protected due to the hospital's location within the Conservation Area.



5.6 The Bakewell Employment Land and Retail Review by GL Hearn (2016) demonstrates that Bakewell's labour market has a particular strength in the Health Sector with 17% of residents working in healthcare.²¹ This reflects the 'retirement town' aspect and location of the hospital.

5.7 Given the high level of employment the hospital has provided to Bakewell and the surrounding area it is important that any redevelopment of the site makes a positive contribution where possible to community facilities and employment provision of the town.

5.8 The Hearn Report was written in 2016 prior to knowledge of the hospital's intended closure. Consequently any new development proposals will be required to address the

²¹ http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0004/1390693/GL-Hearn-Bakewell-Study-Final-Report-April-2016.pdf (para 4.1, p 32)

demand for alternative employment provision on site, in particular employment uses which have a community function, which do not compromise the viability of the safeguarded employment sites listed in policy DME3 of the Local Plan Part 2 (Development Management Policies), and which are compatible with the surrounding land uses prior to considering any other land use.

5.9 If it can be demonstrated there is no demand for employment uses other uses may be considered for example housing, specifically for those less able given the flat nature of the front of the site and in accordance with policy H3, and affordable housing and Starter Homes in accordance with policies H1 and H2, in addition to policy HC1 of the Local Plan (Core Strategy).

5.10 There are some newer buildings on site that are not listed. An assessment of these buildings is required to determine whether or not they should be retained as non-designated heritage assets or redeveloped to allow for new development to complement and enhance the setting of the Listed Buildings.

5.11 Whilst all trees on site are protected within the Conservation Area there may be scope to remove those which are of limited merit and replace with native species to enhance the setting of the Listed Buildings and the Conservation Area. A full landscape assessment will be required as part of any development proposal.

POLICY CF1 Newholme Hospital

(A) Redevelopment of Newholme Hospital shall include the provision of community and/or employment uses unless it can be demonstrated that there is no demand for these within Bakewell or that special circumstances justify otherwise.

(B) Redevelopment of Newholme Hospital will be supported subject to:

- (i) an assessment of demand for community and employment uses and re-provision on site;
- (ii) a heritage and landscape assessment detailing enhancements to the listed buildings, consideration of non-listed buildings for their heritage value, and landscaping of the site;
- (iii) provision of affordable dwellings;
- (iv) reference to an up to date housing needs survey to support the provision of a mixture of housing types and affordable dwellings on site.

Leisure, Sports and Arts Facilities

5.12 Opportunities exist for participation in a wide range of sporting and leisure activities for all age groups with facilities provided by local authorities and community groups. The Rutland Recreation Ground shown on the 1898 OS map was gifted to the people of Bakewell in the 1920s and is the central focal point for team sports.

5.13 Interest and involvement in the visual and performing arts has long been established within the town with facilities provided principally by community organisations.

5.14 It is essential, that wherever possible facilities for community activities should be preferably in or close to the town centre making them easily accessible to the majority of townspeople.

5.15 Playing fields and sports facilities should only be given over to other uses where the loss of play space is compensated for by space of equivalent or improved quality in advance of new uses of existing facilities being permitted. New replacement facilities should be in a location that enables equivalent or improved access for the town's residents.

5.16 The Neighbourhood Plan supports the principles and priorities identified in the Derbyshire Dales Built Sports Facilities, Playing Pitch and Open Space Strategy²².



Cricket pavilion

²² <http://www.derbyshiredales.gov.uk/things-to-do/planning-for-sport-recreation>

POLICY CF2 Development of Community, Sports and Arts Facilities

Proposals for the development of community, sports and arts facilities to meet agreed local needs shall be located within the Development Boundary, or in the case of playing fields, within or adjacent to, the Development Boundary. All facilities should make provision for access for all and link to pedestrian and cycle paths where possible.



Golf course

POLICY CF3 Retaining Playing Fields and Sports Facilities.

Developments resulting in the loss of playing fields and sports facilities will not be supported unless the loss resulting from the proposed development would be replaced by equivalent or improved quality facilities. Any new replacement facilities should be operational prior to the loss of the existing facilities and should be in a location that enables equivalent or improved access for the town's residents.

6.0 ECONOMY

Introduction

6.1 This section of the Neighbourhood Plan aims to encourage and enable the creation and maintenance of a dynamic, balanced and sustainable local economy which respects the market town character of Bakewell. Traditionally the town has served the needs of Bakewell residents and those of surrounding villages, for shopping, services and employment. Over recent decades dramatic changes have taken place in the nature and volume of national and international tourist visitors to Bakewell, as well as business provision and the way in which local people satisfy their retail and service needs. The challenge is to meet the needs of all parties in the local economy in a way that is both sensitive and flexible.



Bakewell market

Shops and Services in Bakewell Town Centre

6.2 Bakewell has a shopping centre that serves both the local population and tourists. It is the only town centre in the Peak District National Park and is referred to in policy DS1 and HC5 of the Core Strategy which direct shops and professional services to a defined Bakewell Central Shopping Area'.²³.

6.3 The purpose of the Neighbourhood Plan policy is to build on Core Strategy policies by identifying and protecting a Primary Shopping Area within the Central Shopping Area. The Neighbourhood Plan considered the boundary of the Central Shopping Area and it was determined that this should remain unchanged from that shown in the 2001 Local Plan with the exception of minor amendments where the boundary splits a building. The Primary Shopping Area Policy will support the essential role of the town centre to provide accessible convenience and comparison shopping facilities for the local community whilst maintaining its role as a tourist destination. Outside the Primary Shopping Area but still within the Central Shopping Area proposals for development will refer to Core Strategy Policy HC5.



Businesses in the primary shopping area

6.4 Public consultation during the earlier plan making stages reveals that many residents are concerned with the predominance of restaurants/cafes, drinking establishments and hot food take-aways) (use classes A 3/4/5) responding to Bakewell as a tourism destination but resulting in the loss of shops and financial/professional services for the local population (use class A1/2). See Table on page 45 that shows uses within defined shopping frontages within the Primary Shopping Area and across the town centre.

6.5 Two recent studies have been conducted which (amongst other things) examined the health of Bakewell Town Centre and the impact of tourism. The '*Bakewell Employment Land and Retail Review*' (GL Hearn, April 2016) commissioned by PDNPA concluded:

- *(Bakewell) centre has a slightly below average number of A1 convenience units in comparison to the rest of the UK (para 6.6)*
- *(Bakewell) centre has an extremely high number of A1 comparison units, 18% higher than the UK average, mainly focussed on the tourist market (para 6.6)*

²³ <http://www.peakdistrict.gov.uk/planning/how-we-work/policies-and-guides/core-strategy>

- *At 10%, there is an above average percentage of A3 uses within the centre. The majority of these units are tearooms, ice cream parlours and cafes focused on the tourist market (para 6.8)*

6.6 The 'Town Comparison Report 2015' by Experian²⁴, commissioned for the Neighbourhood Plan, examined 5 demographically comparable market towns 'scoring' them for the balance between A1 uses (shops) and A3/4/5 (combined food and drink). A 'score' of 100 would indicate that Bakewell's use class distribution was the same as the mean for the comparison towns. The actual 'score' for Bakewell of 153 for A3/4/5 shows there is a significant over-representation of these uses.

6.7 The main uses in a town centre are 'A' uses, predominantly A1 uses which provide a good range of convenience and comparison goods. Part of Bakewell's character is the high number of A1 use independent retailers which are supported by some larger national retailers such as the Co-op, Costa, and a number of outdoor wear suppliers. Bakewell town centre also supports a number of professional offices/business uses and has a centrally located leisure centre and library. The Monday market is an important feature of Bakewell and has much support from the local population.

6.8 The Primary Shopping Area Policy will enable Bakewell to retain a town centre function. A land use survey of the town identified a distinct primary shopping area focused around the pedestrianised area of Water Lane, Water Street and the surrounding roads of Matlock Street, Granby Road, Market Street and the south side of Bridge Street/Rutland Square (see Map 8). Here there are few vacancies and a high concentration of successful A1/A2 businesses. Too many more of the same would weaken Bakewell's role as a service centre for the local population.

6.9 Outside this area, there are a number of vacant units which may be the result of visitors being reluctant to cross the main road through Bakewell and preferring to stay with the pedestrianised areas. To support this area and prevent long term vacancies a more flexible approach is required and development proposals will be assessed on their merits in accordance with Core Strategy HC5.



Businesses and vacant premises outside the primary shopping area

6.10 The function of the Primary Shopping Area Policy is to protect the vitality and viability of the town centre as a shopping destination.

²⁴ See Appendix 9

Policy E1 Bakewell Central Shopping Area and Primary Shopping Area

The Central Shopping Area and Primary Shopping Area are identified on Map 8. Shopping Frontages are defined on page 45.

In order to protect the vitality and viability of shopping facilities and the essential retail character of Bakewell, proposals to change use within the Primary Shopping Area will be determined in accordance with the following provisions:

1 Proposals for non-A1 retail uses within the Primary Shopping Area will normally be resisted where a proposal would result in the proportion of A1 retail length along that shopping frontage falling below 70%. Where this proportion is already below 70% proposals for non-A1 uses will normally be resisted.

2 Non main town centre uses will not normally be permitted within the identified Protected Shopping Area.



Central Shopping Area

Guidance for Assessing Proposals in Accordance with Policy E1 (Primary Shopping Areas)

6.11 Shopping frontages do not turn the corner or include significant breaks in frontages, for example roads.

6.12 There are a few shopping frontages of 5 units or less. To ensure they are not unduly disadvantaged, neighbouring shopping frontages will be taken into account when assessing proposals for non-A1 retail uses.

6.13 The shopping frontages and the current % uses of each shopping frontage are shown below. Applicants would be expected to provide up to date information in support of an application.

LAND USE IN BAKEWELL CENTRAL SHOPPING AREA (% uses of each shopping frontage)										
Street Name	A1: retail	A2: Financial & professional services	A3: Sale and consumption of food and light refreshments	A4: sale and consumption of alcoholic drinks	A5: Sale of hot food for consumption off the premises	C1: Hotel, boarding house or guesthouse	C3: Dwelling house	Sui Generis (a use on it's own)	B1: Business	
Matlock Street W	81	5	15	0	5	0	0	0	0	
Matlock Street E	92	8	0	0	0	0	0	0	0	
Matlock Street E (2)	100	0	0	0	0	0	0	0	0	
King Street N	33	0	36	0	0	0	31	0	0	
King Street S	59	0	15	0	0	0	26	0	0	
Bridge Street	76	0	9	8	0	0	0	7	0	
Water Street E	58	0	42	0	0	0	0	0	0	
Water Street W	38	0	12	0	16	0	22	12	0	
Water Lane E	65	0	10	0	0	0	0	25	0	
Water Lane W	46	54	0	0	0	0	0	0	0	
Granby Road N	75	0	0	0	9	0	0	16	0	
Granby Road S	100	0	0	0	0	0	0	0	0	
Market Street E	35	0	5	60	0	0	0	0	0	
Portland Square	85	0	15	0	0	0	0	0	0	
Diamond Court N	30	0	29	0	0	0	0	41	0	
Diamond Court S	32	0	0	0	0	0	0	0	68	
Granby Mews	74	0	17	0	0	0	0	9	0	

Source: PDNPA land use survey, summer 2018

Map 8 Bakewell Central Shopping Area and Primary Shopping Area



Employment Sites

6.14 The Neighbourhood Plan's vision for the Bakewell economy is *'a vibrant business environment with a range of businesses offering good quality employment opportunities for local people.'* This accords with PDNPA Core Strategy 2011 which strives for *'the creation and maintenance of an enterprising and sustainable economy'*. Strategically Bakewell is seen as playing a critical role in this, as a sustainable location in which employment sites should be safeguarded. The Neighbourhood Plan therefore safeguards and where necessary designates sites for predominantly business use.

6.15 This desire for a vibrant and sustainable local business environment is fully supported by the Bakewell community. *'In order to retain young people entering the labour market within the community, diverse employment opportunities need to be addressed'* was ranked as a high priority in the survey for *'Bakewell 2012 and Beyond'*.

6.16 The *'Bakewell Employment Land and Retail Review'* (GL Hearn, April 2016) commissioned by PDNPA concluded *'There is a clear need for some additional industrial accommodation in the town. The majority of demand is from local companies seeking newer or larger premises. In order to retain these local interests it is imperative that suitable provision is made for them. There is a particular need for good quality smaller accommodation and also move on space of up to 10,000 sq. ft. This is seen as a gap in the market.'* (Hearn report para 10.6)

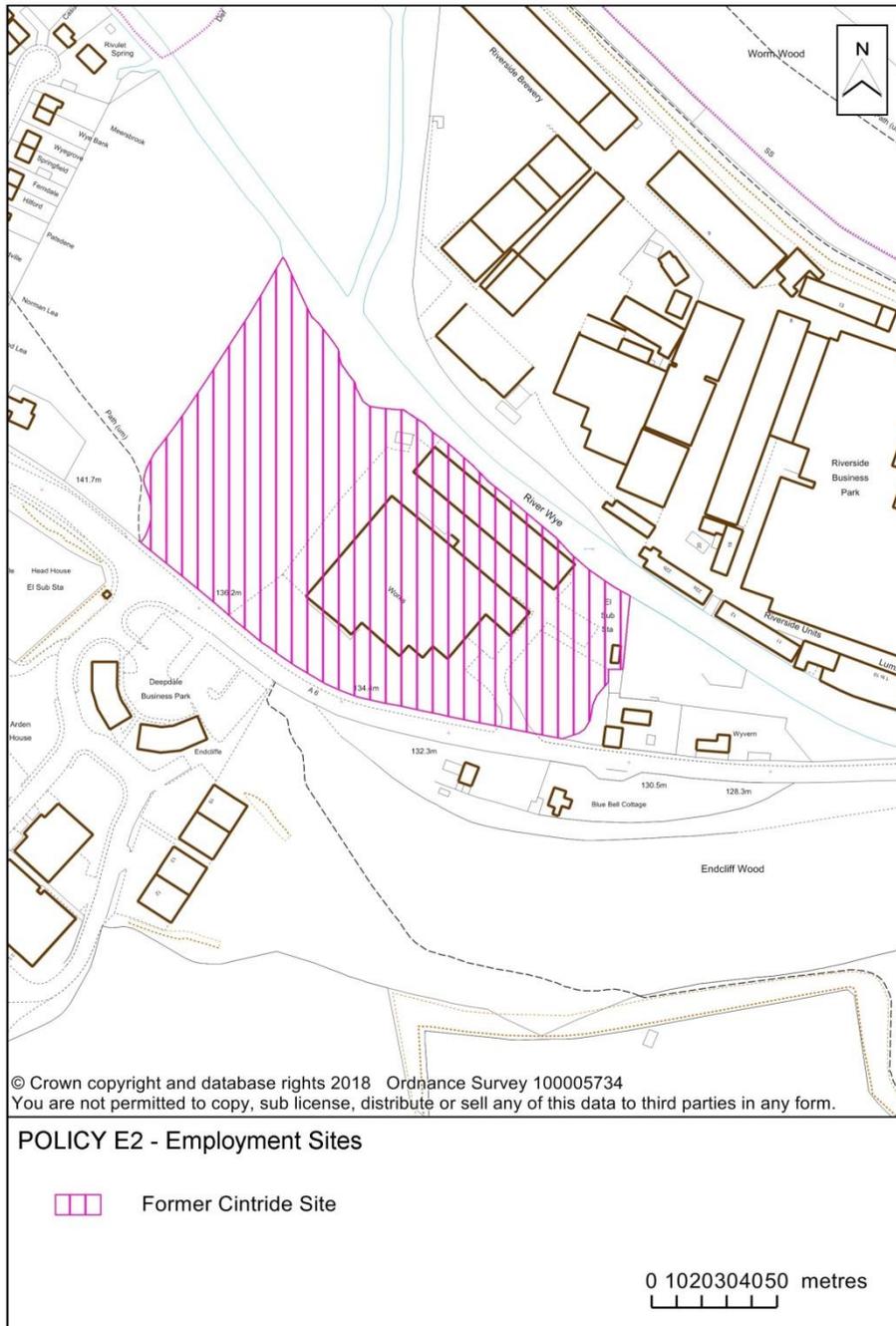
6.17 There are four sites providing existing and potential employment land suitable for B Class Uses. The sites vary significantly in character and usability because of their location, access and size. PDNPA Development Management Policies policy DME3 safeguards sites 2, 3 and 4 for predominantly B1, B2 and B8 uses. The sites are shown individually on Maps 9-12 and together on Map 13.



Deepdale Business Park

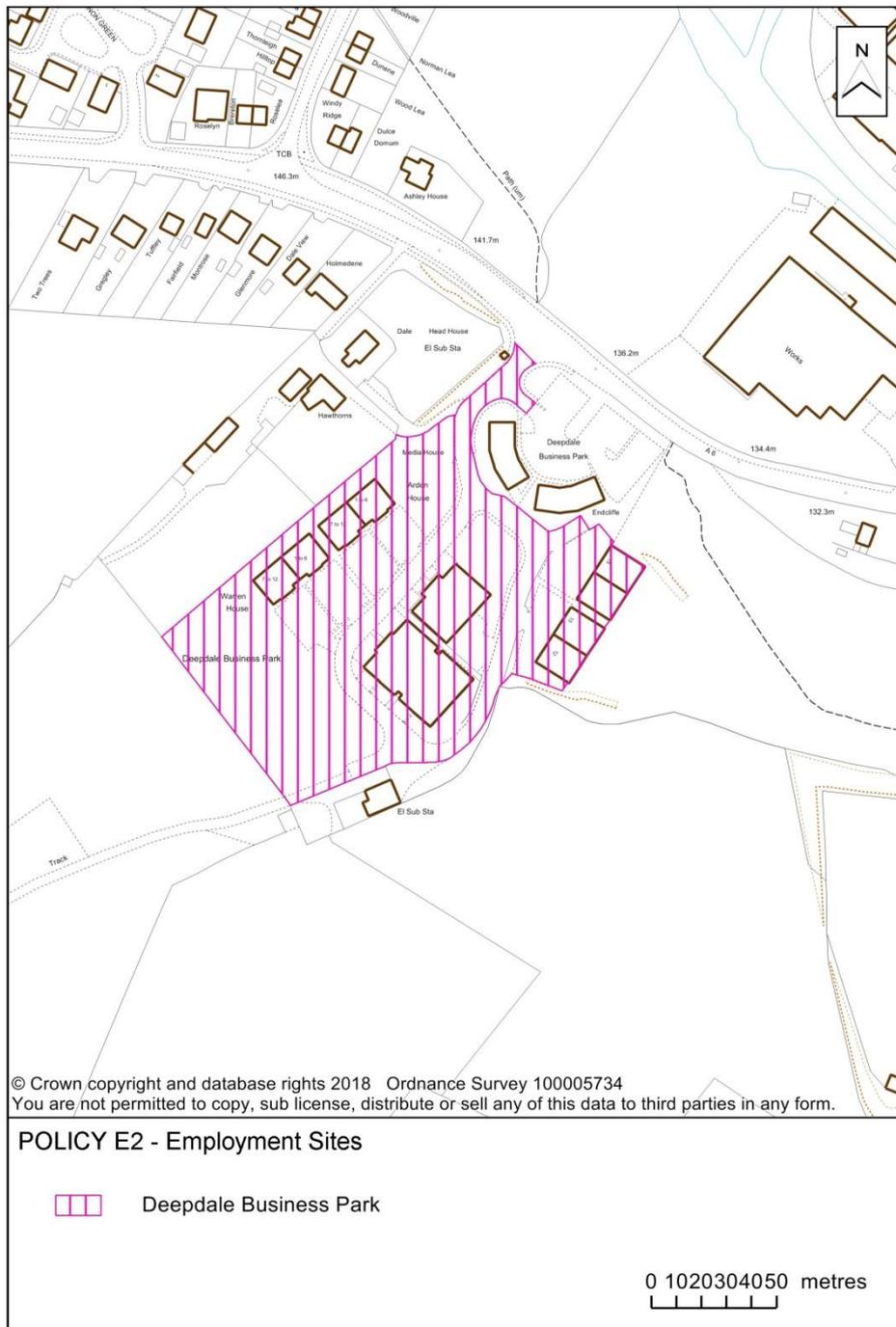
(1) **The former Cintride Site on Buxton Road.** This site covers an area of 2ha and enjoys good direct access to the main A6 road. Currently cleared and vacant, 1.2ha of the site have planning permission for an Aldi store. The remaining 0.8ha are available as employment land (Hearn Report para 9.43) but this would be adjacent to a residential area. For this reason this site is considered suitable for B1 uses or other B Class Uses provided residential amenity is not adversely affected.

Map 9



(3) **The Deepdale Business Park** on Buxton Road. There is 1.6 ha remaining of high quality business space with good access to the A6, from an original area of 2.3ha (due to change of use of part of the site to residential). There is 0.2ha of vacant land at the rear of the site which could also be used for employment land²⁵.

Map 11



²⁵ http://www.peakdistrict.gov.uk/data/assets/pdf_file/0008/1390706/Summary-of-Employment-Land-in-the-Peak-District-National-Park.pdf

(4) **The Riverside Business Park.** This is the largest area of employment land in the Peak District National Park, some 4.9ha. Currently the site incorporates a mix of business uses. There are a number of older structures substantially still in use. Permissions exist for the development of a hotel and B1, B2 and B8 employment units. One building is Grade II Listed and a Scheduled Monument is present on the site. Access is via a small private bridge and a private estate road along New Lumford, and then along Holme Lane to Baslow Road. This road also serves a number of residential properties. There is consent for a new bridged access directly from the A6. This is strongly supported by local people but requires significant funding to deliver. PDNPA Core Strategy policy GSP3 clearly indicates that *‘development must respect, conserve and enhance all valued characteristics of the site and buildings that are subject to the development proposal’*. Particular attention should be paid, among other things, to *‘the form and intensity of the proposed use or activities, the impact on living conditions and communities and the impact on access and traffic levels’*.



6.18 The Hearn report identified the total amount of available additional employment land on Bakewell sites as 2.3ha (Hearn Report para 10.7). On the demand side, the Hearn Report identified a need for 1.3ha of employment land in Bakewell for the period 2014 to 2034 (Hearn Report para 10.1) creating an employment land 'surplus' of 0.9ha of supply over demand (Hearn Report para 10.9).

6.19 However it is more likely that the figure for additional available employment land in Bakewell is as shown below²⁶. This takes into account available developable land and the complexity of the sites. It should also be noted that there are examples of non B Class Uses on these safeguarded sites through permissions and changes of use. Anticipated demand and availability of land for business use is judged to be finely balanced, adding further weight to the need to safeguard sites.

Site	Area (ha)
Adj to Cintrides	0.8
Deepdale	0.2
Riverside	0.3
Station Road	0.1
Total	1.4



Station Road

6.20 The Hearn Report does highlight the need for flexibility, in particular for Riverside. However flexible use of the sites should not detract from the main policy objective of retaining and safeguarding employment sites for business (B Class) use. In particular, any flexibility of use or retail activity alongside the dominant B Class Uses should not put at risk the vitality and viability of the Central Shopping Area. This position is supported by the Hearn Report which states '*all the sites we have identified should have the existing employment generating uses protected for B-class employment uses*'. (Hearn Report para 10.13).

²⁶ http://www.peakdistrict.gov.uk/data/assets/pdf_file/0008/1390706/Summary-of-Employment-Land-in-the-Peak-District-National-Park.pdf

POLICY E2 Employment Sites

- A. The sites described above and shown on Maps 9-13 are designated as employment sites and safeguarded for predominantly B Class employment uses.
- B. Where flexibility is sought and deemed necessary to aid development, it will only be granted if it is not likely to put at risk the viability, vitality and character of the Central Shopping Area.
- C. A Class uses will only be permitted as on-site sales from a B Class unit, and must be ancillary to the unit's primary B Class use.



Deepdale Business Park

Map 13 Bakewell Employment Sites



7.0 TRANSPORT & COMMUNICATIONS

Introduction

7.1 Bakewell is a busy town, and suffers from heavy though traffic on three major roads into the town centre, visitor traffic trying to access car parks, and residents from Bakewell and surrounding villages coming into town on foot or by car for work and shopping. This section of the Neighbourhood 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.

Improvements for Non-Car Users in the Town Centre

7.2 It is vital to the retail and tourist economy that Bakewell is an attractive and safe place to shop and to visit. The Neighbourhood Plan team has looked at what improvements could be made so that people on foot, in wheelchairs, with pushchairs, or on mobility scooters, can get around the town more easily, and the town centre is more attractive and less cluttered.



Challenging pedestrian environment

7.3 National and National Park policies (National Planning Policy Framework (NPPF) para 102 and PDNPA Core Strategy policies T1 & T7) support traffic management measures to lessen the negative effects of the car, encourage safe routes for cycling and walking, and remove unnecessary signs and street clutter.

7.4 In 2000 Bakewell was identified as having some of the worst conditions for pedestrians in the UK ('Living Streets')²⁷, including overwhelming dominance of through traffic along main roads; narrow pavements restrictive particularly for wheelchair users; and vehicles causing obstruction by parking on pavements leading to dangerous uneven surfaces. Some improvements have been made, but many problems remain.



Challenging pedestrian environment

7.5 A report undertaken by Bakewell Community Interest Group ('*Bakewell 2012 & Beyond*'²⁸) reiterated these concerns, including the narrowness of footways (particularly on the bridge), streets dominated by traffic, and 'A' boards and parked vehicles obstructing pavements. Public responses strongly supported action on these issues.

7.6 In May 2015, the Neighbourhood Plan team carried out surveys on Bakewell bridge throughout the day on several weekdays and weekends, counting the numbers of pedestrians, wheelchairs and pushchairs crossing the bridge, in order to assess the scale of the problem and consider whether an alternative pedestrian bridge crossing was needed for access to Scots Garden and Baslow Road.

7.7 The survey results show that numbers of people crossing out of town on the left hand side of the existing bridge towards Baslow Road do not justify provision of a new pedestrian bridge. However, a large number cross the bridge out of town on the right hand side towards the car parks, Station Road and Castle Hill, for which the narrow pavement is not satisfactory. The team has looked at the possibility of providing a pedestrian / wheelchair / pushchair route from the blue pedestrian bridge at Riverside Crescent to Coombs Road via

²⁷ http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0005/1390694/Living-Streets-2004.pdf

²⁸ http://www.peakdistrict.gov.uk/_data/assets/pdf_file/0006/1390686/BAKEWELL-2012-AND-BEYOND.pdf

the woodyard area. Responses collected at consultation events in November 2015 supported such a route, which may be possible if landowners' consent can be achieved.



Successfully crossing Bakewell Bridge!

7.8 Obstructions and clutter on pavements such as 'A' boards and parked delivery vehicles make movement difficult and potentially dangerous for everybody. The National Park Authority and Derbyshire County Council have attempted to limit 'A' boards, but a solution has not been found. The removal of 'A' boards was strongly supported by responses to consultation in 2015, although some people felt that they may be acceptable in some locations. This Plan encourages continued efforts to remove obstructive and unsightly 'A' boards, and find acceptable solutions where shop Areas are not obvious to passers-by.



Inconsiderately placed A board

Ideas for a Brilliant Bakewell

The Neighbourhood Plan supports initiatives to reduce ‘street clutter’ and to rationalise the use of A boards (acknowledging that they are important for some local businesses) in accordance with the guidance produced in partnership with PDNPA. (See Appendix 10)

7.9 In addition, delivery vehicles and cars are often parked on pavements, obstructing movement and damaging paving surfaces. This should be prevented or at least discouraged. In some locations it is possible to make alternative provision for deliveries, such as at the rear of properties on Bridge Street. The Plan encourages efforts to find alternative solutions in order to allow free movement on pavements.

7.10 Some pedestrian routes within the town centre and the wider Plan area are poorly signed and badly lit. This Plan supports the maintenance of appropriately surfaced, well signed and adequately lit pedestrian routes throughout Bakewell, which are important to keep people and vehicles apart. The provision of new sections of footpath towards Ashford avoiding the A6 was strongly supported in consultations and should be investigated.



7.11 A list of suggested small-scale pavement and road improvements in the town centre is presented below and in consultation with PDNPA's Cultural Heritage Team will be promoted to Derbyshire County Council Highways, to be considered and followed up as and when money is available.

Ideas for a Brilliant Bakewell: Pavement and Road Improvements

Bridge Street

- *prevent vehicles mounting the kerb by installing more bollards on both sides;*
- *provide loading bay at rear of Wheatsheaf by extending Post Office parking bays on Anchor Square where pavement is unnecessarily wide*
- *mark the Bridge Street / Market Street junction with a ‘raised table’ surface*
- *move the disabled spaces beside the Information Centre into the main car park, because drivers must currently get out into passing traffic - Bridge Street pavement could then be made wider along that length.*

Coach drop-off

- *coaches should not drop off passengers here; all drop-off and pick-up must be at the ABC (there may be a case for waiting by service buses); the raised platform and railing serve very little purpose and should be removed.*

Bath St / Anchor Square junction

- *improve the location of the Community Bus waiting space and make the Bath Street exit unmistakably one-way by replacing the present hatched area with pavement; relocate the Community Bus space there.*

Pedestrian crossings by old Post Office

- *reduce the present clutter of signs, lights and railings which are largely unnecessary because of low traffic speeds and people crossing between vehicles*
- *replace the light controls with ordinary zebra crossing and bollards*
- *solve the puddle problem*

Pudding Shop and taxi rank

- *provide a wider pavement in this very busy area by removing 4 parking spaces outside the Pudding Shop and replacing them further along at the unused taxi rank.*

Rutland Square roundabout

- *improve pedestrian safety by replacing cobbles on refuges with smooth paving*
- *improve the appearance and pedestrian movement at Matlock Street corner by redesigning the base of the railings and possibly by widening the pavement*
- *solve the puddle problem*
- *ease bottleneck at entrance to King Street by widening the splay by the bookshop*
- *provide 2 lanes (ie for Baslow Road and for roundabout) for traffic entering the Square from Buxton Road, by moving pedestrian refuge closer to Rutland Arms, at which side only 1 lane is required*

Matlock Street

- *provide for both left and right turns out of Granby Road and reduce the speed of traffic turning in from Matlock Street, by adjusting pavement areas on both sides*
- *show that Granby Road is a minor road by installing a 'raised table'*
- *improve traffic movement and reduce conflict by separating the 2 bus stops opposite each other on Matlock Street*

Buxton Road

- *show that North Church Street and Bath Street are minor roads by installing a 'raised table' at entrance to each*

POLICY TC1 Improvements for Non-Car Users

A. Applications for development must, where applicable:

- i. demonstrate how accessibility and movement for pedestrians, wheelchairs, pushchairs and mobility scooters is supported
- ii. include physical measures to reduce vehicle parking on pavements
- iii. include provision of delivery parking where possible.

B. The provision, maintenance and signing of safe pedestrian routes will be supported, including a new footpath and cycle links towards Ashford avoiding the A6, and the continuation of the Monsal Trail to Rowsley. Where appropriate to its scale and location, applications for development should show how the proposed scheme intends to provide links to the wider cycle and walking network and access to public transport.

C. Development proposals which provide positive design to lessen the impact of traffic on people, cyclists and the town centre environment will be supported.



Traditional pedestrian environment - traffic free but still challenging for those with mobility issues

Ideas for a Brilliant Bakewell

1. Explore access through Riverside Works to link the River Wye to Land West of Lakeside on the north side of the river, and pedestrian use of existing bridges to allow a link to the footpath from Lakeside to Ashford, thus avoiding the A6.
2. There is a spit of land separating the main River Wye from the mill race which extends from the current Riverside Works access bridge nearly to the Packhorse Bridge. Unfortunately there is no way across and so this lovely path ends a few yards from the Packhorse Bridge itself. Provision of a simple footbridge would enable a pedestrian route out of town.
3. Improve the pedestrian route north out of town by maintaining and extending the footpath through Scotts Garden across Wyn Meadow and instead of being restricted to the short public footpath to Holme Lane, allow access to the river and/or exit in the north corner near Holme Hall and the many paths that diverge from there. For over 20 years until recently this was allowed and was used by many local people.



Rights of way

Parking

7.12 Car and coach parking are vital to enable residents and visitors to support shops and businesses. The issue is whether there are enough car parking spaces, convenient and properly managed to meet peoples' needs. Large numbers of cyclists also visit the Peak District but there are not enough racks to encourage them to stop and spend money in Bakewell.

7.13 National planning policy (NPPF para 40) seeks to improve the quality of parking in town centres so that it is convenient, safe and secure. PDNPA policy and the Neighbourhood Plan also encourage the provision of sufficient secure cycle parking. Responses from consultation events in 2012 strongly support action to address increased pressure on existing parking areas and indiscriminate parking.



Smith's Island car park

7.14 There are currently about 2,000 car parking spaces available in Bakewell, including long and short-stay car parks operated by Derbyshire Dales District Council and by private operators, areas covered by residential parking permits, and on-street parking. These facilities are under considerable pressure, particularly on market days and Bank Holidays when there are more visitors but 20% fewer parking spaces because Granby Road and the Market Place are not available.

7.15 Residents' parking permits, allowing parking in District Council car parks before 11am and after 4pm, are much valued. Access-only regulations and residential parking permits operate in parts of the town to control indiscriminate parking. There is designated on-road parking particularly on Coombs Road, Station Road, Haddon Road and Stanedge Road, but vehicles are often parked outside these areas and elsewhere such as Castle Mount Crescent, Holme Lane, Aldern Way, and Yeld Road causing a hazard to pedestrians and other vehicular traffic. 'Blue badge' permitted parking can occasionally exacerbate the general problems of pedestrian and vehicular flow.

Location / type	Number of spaces
Agricultural Business Centre	420
Granby Road	123
Market Place	60
New Street	17
On-street inc Station Rd, Coombs Rd, Stanedge Rd	100
Residents permit	90
Bridge car park	165
Smith's Island short stay & long stay*	1000
TOTAL	1,975

*total number at peak times (Source: DDDC and 2015 survey by Neighbourhood Plan)

NB: this does not include other regularly-used car parking eg Castle Mount Crescent, Holme Lane, Aldern Way, Yeld Road

Ideas for a Brilliant Bakewell

The neighbourhood Plan supports initiatives to encourage the use of public car parks rather than on-street parking by 'blue badge' holders.

7.16 The Neighbourhood Plan team considers that current car parking provision is about right, and providing additional car parks would simply lead to more cars. Parking problems are to a large extent a result of circulation of vehicles in the town centre rather than overall availability, location, cost, or length of stay of car parking facilities. The preferred conclusion is to leave overall parking opportunities as they are, and concentrate on improving traffic flow through the town. Improvements could include better car park signage, a bridge to link the ABC and Smith's Island, and making a more formal pedestrian crossing at the intersection of the pedestrian route across the Smith's Island vehicle access. This preferred option was tested at public consultation in November 2015, when responses largely agreed that car parking was sufficient, although there were some concerns about visitors parking on residential roads.

7.17 Particular problems are experienced on Bank Holidays, show days and on other events, when traffic backs up trying to enter and exit car parks at the beginning and end of the day. Marshalling traffic at the Coombs Road junction and opening the gate on Coombs Road to allow access to the ABC and Showground might make some improvement, but these problems are made more difficult by increasing numbers of events at the ABC and Showground. Responses to the consultation agree that this is an issue of concern. Park and Ride has operated successfully for Bakewell Show and it may be possible to extend this to other dates but only at a cost to the general public's use of, and the condition of, the Monsal Trail.

7.18 Several coach drivers still drop-off or pick up in the town centre, at bus stops or at the waiting area by the old Post Office. Adequate coach parking is available at the ABC with easy access to the town centre, and coach drivers should be advised not to park in town where it can lead to congestion and problems for pedestrians and other road users. It is also better if coach passengers know exactly where they can find their coach when it is time to leave.



Bakewell Community Bus on market day

7.19 Cycle parking provision has been improved over recent years, but there was some support in responses to the 2015 consultation for more secure cycle racks to be provided.

POLICY TC2: Car and Cycle Parking

- A. New development which would lead to a net decrease in public or private car parking will be strongly opposed.
- B. Cycle parking racks in the town centre are supported, providing they do not adversely affect the character of the Conservation Area or obstruct the pavements.



Cycle parking could be improved

Ideas for a Brilliant Bakewell

The Neighbourhood Plan supports measures to restrict dangerous or inconsiderate parking by delivery vehicles, coaches and 'Blue Badge' holders.

The Neighbourhood Plan supports traffic management measures that make access to and from car parks easier, particularly at peak times and for special events.

Safeguarding a Route for a Relief Road

7.20 Whilst the A6 was de-trunked several years ago, it is still used by a considerable number of heavy goods vehicles mainly travelling between the A6 Matlock Street via the Bridge to the A619 towards Baslow, Sheffield and Chesterfield. Many streets and the bridge are dominated by traffic with narrow footways in places. There are specified routes for quarry traffic to avoid Bakewell, but there seems to be no realistic hope of diverting more heavy through traffic from the centre of town.

7.21 At the public consultation in 2012, 69% of respondents wanted the problem of traffic dominating the town centre, particularly heavy goods vehicles, to be kept under

consideration (Bakewell 2012 & Beyond). At Neighbourhood Plan consultation events in November 2015, 52% of respondents wished to retain long-term safeguarding for a relief road.

7.22 For many years, National Park Authority plans have safeguarded a route for a low status relief road to keep through traffic out of the town centre (PDNPA Structure Plan policy T5, Local Plan policy LT4 (now superseded)), but this safeguarding has now been dropped by the Authority. Derbyshire County Council has no plans for relief road provision.

7.23 The Neighbourhood Plan team accepts that the Neighbourhood Plan cannot include a policy safeguarding a route for a relief road. However, it is concerned that without the possibility of diverting heavy traffic out of the town centre, there will be no opportunity for significant improvement to the pedestrian environment and continued risk of damage to historic buildings.

Reopening of the Railway

7.24 Although there are no current plans to re-open the Matlock to Buxton railway line, the National Park Authority continues to safeguard the route of the line and the site of Bakewell Station for future rail use (PDNPA Core Strategy policy T5).

7.25 Neighbourhood Plan consultations have shown that residents have mixed views about reinstatement of the railway. There is concern about viability and the effect on the Monsal Trail, but support for public transport and tourism opportunities. The Neighbourhood Plan designates part of the railway as Local Green Space so any development should offset the loss of this.



Monsal Trail

POLICY TC3: Re-opening the Matlock – Buxton Railway

Reinstatement of the Matlock to Buxton railway is supported, subject to thorough investigation of the impact on the Monsal Trail and the creation of a new recreation route and local green space of equal or better quality.

Improving Broadband Connectivity

7.26 The value to residents and the local economy of high quality communication infrastructure is significant, particularly internet connectivity and speed and mobile telephone service.

7.27 Derbyshire County Council (Digital Derbyshire) is working in partnership with BT to lay fibre optic cable, to bring better, faster broadband to parts of Derbyshire, particularly in rural areas, so that homes and businesses can order fibre broadband from an internet service provider of their choice. Building on the commercial coverage already provided, their aim is for 98% of homes and businesses in Derbyshire to be able to access speeds of at least 24Mb per second by the end of 2018.

7.28 However, provision in Bakewell through commercial roll-out or Digital Derbyshire is patchy rather than comprehensive. The Neighbourhood Plan team is concerned that improvements should be made so that a high quality service (superfast or better) is available to all residential and business premises in Bakewell.

POLICY TC4: Broadband

Efforts to enable faster and more reliable communications infrastructure throughout Bakewell will be encouraged and supported.

REFERENCES

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