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**North East
Derbyshire**
District Council

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Date: Monday, 21 July 2025

To: **Members of the Planning Committee**

Please attend a meeting of the Planning Committee to be held on Tuesday, 29 July 2025, at 2.00 pm in Council Chamber at the District Council Offices, 2013 Mill Lane, Wingerworth, Chesterfield, S42 6NG.

The meeting will be live streamed from [The Council's YouTube Channel](#).

Yours sincerely

A handwritten signature in black ink that reads "Sarah Skerberg". The signature is written in a cursive style.

Assistant Director of Governance and Monitoring Officer

<u>Members of The Committee</u>	
Councillor L Hartshorne (Chair) Councillor D Cheetham Councillor P Elliott Councillor C Gare Councillor H Liggett Councillor K Rouse	Councillor T Lacey (Vice-Chair) Councillor A Cooper Councillor M Foster Councillor W Jones Councillor F Petersen

Any substitutions must be notified to the [Governance Manager](#) in advance by midday the working day before the meeting.

A G E N D A

Public Session

1 Apologies for Absence and Substitutions

To receive any apologies for absence and notices of substitutions from Members.

2 Declarations of Interest

Members are requested to declare the existence and nature of any disclosable pecuniary interests and/or other interests, not already on their register of interests, in any item on the agenda and withdraw from the meeting at the appropriate time.

3 Declaration of Predetermination

Any Member who cannot determine an Application solely on the information presented to Committee at the meeting today is asked declare that they are 'Predetermined' on that item on the agenda and to withdraw from the meeting at the appropriate time.

4 Minutes of Last Meeting (Pages 4 - 7)

To approve as a correct record and the Chair to sign the Minutes of Planning Committee held on 24 June 2025.

5 NED/25/00479/FL - Wingerworth (Pages 8 - 23)

Application for a two-year temporary permission for a waste refuse vehicle hub, conversion of storeroom to welfare facility and new access ramp, at Pioneer House, Mill Lane, Wingerworth.

(Planning Manager – Development Management)

6 NED/25/00415/FL - Tupton (Pages 24 - 31)

Retrospective application for siting an InPost Parcel Locker at Unit 5, Ankerbold Road, Old Tupton, Chesterfield.

(Planning Manager – Development Management)

7 Late Representations - Summary Update Report - TO FOLLOW

(Planning Manager – Development Management)

8 Planning Appeals - Lodged and Determined (Pages 32 - 35)

(Planning Manager – Development Management)

9 Matters of Urgency

To consider any other matter which the Chair is of the opinion should be considered as a matter of urgency.

Access for All statement

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- **Visiting** our offices at 2013 Mill Lane, Wingerworth, S42 6NG

PLANNING COMMITTEE

MINUTES OF MEETING HELD ON TUESDAY, 24 JUNE 2025

Present:

Councillor Lee Hartshorne (Chair) (in the Chair)
Councillor Tony Lacey (Vice-Chair)

Councillor Neil Baker
Councillor Mark Foster
Councillor William Jones
Councillor Kathy Rouse

Councillor David Cheetham
Councillor Christine Gare
Councillor Fran Petersen

Also Present:

A Kirkham	Planning Manager - Development Management
A Smith	Legal Services Manager and Deputy Monitoring Officer
K Huckle	Planning Officer
A Lockett	Senior Planning Officer
A Bryan	Governance Manager
M E Derbyshire	Members ICT & Training Officer

PLA/ Apologies for Absence and Substitutions

**9/25-
26**

Apologies for absence were received from Councillors A Cooper, P Elliott and H Liggett.

Councillor N Baker attended as a substitute for Councillor P Elliott.

PLA/ Declarations of Interest

10/2

5-26 There were no declarations of interest made.

PLA/ Declaration of Predetermination

11/2

5-26 There were no declarations of predetermination made.

PLA/ Minutes of Last Meeting

12/2

5-26 RESOLVED – That the Minutes of the meeting held on 20 May 2025 were approved as a true record.

PLA/ NED/24/00847/FL - Pilsley and Morton

13/2

5-26 The Committee considered an application that had been submitted for the change of use with no external alternations from Public House to mixed use Public House and Convenience Store (Amended Plans) (Amended Title) for The Corner Pin, Station Road, Morton. Councillor A Cooper had requested that the application be considered at Planning Committee because of the loss of social infrastructure and public concern regarding the loss of a vital part of the community.

An update report had been circulated which set out a late representation regarding the application.

The recommendation of officers was to grant permission, subject to conditions.

The report set out the officer's conclusion that overall it was considered that the proposal accorded with the Development Plan and there were no material matters that outweighed that conclusion. Accordingly, it was recommended that permission be granted.

The Committee heard from two objectors Stephen Gregory and David McCabe.

The Committee considered the application. It took into account the relevant Local and National Planning Policies. These included Local Plan Policy ID5 regarding the loss of existing Social Infrastructure.

Some Members expressed concern that the pub would not be viable if the proposed application was granted and therefore it amounted to a loss of infrastructure. There were also concerns regarding the intensification of the site.

At the conclusion of the debate Councillor T Lacey and Councillor K Rouse moved and seconded a Motion to approve the application, in line with officer recommendation. The Motion was put to a vote and approved.

RESOLVED – That planning permission be **conditionally approved**, with the final wording of the conditions and legal agreement delegated to the Planning Manager (Development Manager).

PLA/
14/2
5-26

NED/25/00223/FLH - Unstone

The Committee considered an application that had been submitted for a proposed 2 storey front extension (with potential [future] PD Right A, B, C, D and E removed) for Rosings, Hundall, Apperknowle, Dronfield, S18 4BS. Councillor A Dale had requested that the application be considered at Planning Committee to test Council and National Policy around percentage increases in volume in Green Belt Locations.

It was reported at the meeting that one late representation had been submitted in support of the application.

The recommendation of officers was to refuse permission.

The report set out the officer's conclusion that the proposal was considered to be inappropriate development in the Green Belt and there were no very special circumstances to clearly outweigh the harm. The proposal was therefore contrary to policy SS10 of the Local Plan and the policies of the National Planning Policy Framework.

The Committee heard from Unstone Ward Councillor Alex Dale, Hayden Stimpson, a supporter, the applicant Jane Johnson, and Antony Johnson, who spoke on behalf of the agent.

The Committee considered the application. It took into account the relevant Local and National Planning Policies. These included Local Plan Policy SS10 regarding the Green Belt and LC5 regarding Residential Extensions.

Some Members of the Committee expressed sympathy to the circumstances of the applicant but concerns were raised about the precedent that would be set if this application were permitted, and also that there were no very special circumstances to outweigh the harm.

At the conclusion of the debate Councillor T Lacey and Councillor N Baker moved and seconded a Motion to refuse the application, in line with officer recommendation. The Motion was put to a vote and agreed.

RESOLVED – That planning permission be **refused** for the following reasons:

Local Plan Policy SS10 stated that new buildings within the Green Belt would not be granted planning permission; one exception being for extensions to existing dwellings providing it did not result in disproportionate additions over and above the size of the original dwelling.

The National Planning Policy Framework also identified that the construction of new buildings in the Green Belt as inappropriate development, exceptions to this include the extension or alteration of a building provided that it did not result in disproportionate additions over and above the size of the original building.

Inappropriate development was, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Very special circumstances would not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, was clearly outweighed by other considerations.

The proposed development, when taken cumulatively with previous extensions to the property, would represent in a disproportionate addition to the original dwelling and be inappropriate development by definition and therefore harmful to the North East Derbyshire Green Belt.

No very special circumstances exist to justify the proposal and clearly outweigh the harm caused. The development was therefore contrary to the requirements of Policy SS10 of the North East Derbyshire Local Plan and the aims and policies of the National Planning Policy Framework.

PLA/ Planning Appeals - Lodged and Determined

15/2

5-26

The Committee considered a report which set out planning appeals that had been lodged and determined.

The report set out that five appeals had been lodged and one enforcement appeal, one appeal had been allowed and two appeals and one enforcement appeal had been dismissed. The relevant applications the appeals were in respect of was set out in the report.

It was reported at the meeting that the appeal in respect of 21/01310/FLH had

been incorrectly labelled in the report as dismissed when it had been allowed, and costs had been awarded to the appellant.

PLA/ Matters of Urgency

16/2

5-26 None.

PLA/ Exclusion of Public

17/2

5-26 RESOLVED – that the public be excluded from the meeting during the discussion of the following items of business to avoid the disclosure to them of exempt information as defined in Paragraphs 3 and 5, Part 1 of Schedule 12A to the Local Government Act 1972 (as amended by the Local Government (Access to Information) (Variation) Order 2008).

PLA/ Section 106 (Legal) Agreements Update

18/2

5-26 The Committee considered a report which provided a detailed breakdown of all live section 106 (legal) agreements. The report outlined the current position in respect of all live section 106 (legal) agreements following a grant of planning permission, the receipt of any money further to that and the spend (as appropriate) against the agreed outcomes.

RESOLVED – That:

- (1) the information contained with Appendices A, B and C be noted.
- (2) the contents of paragraphs 2.1, 2.2 and 2.3 be noted.
- (3) this matter continued to be reported to Planning Committee on a (approximately) quarterly basis.

PLA/ Matters of Urgency

19/2

5-26 None.

PLANNING COMMITTEE – 29th July 2025

Reference Number: 25/00479/FL

Application expiry: 06.08.2025

Application Type: FULL

Proposal Description: Application for a two-year temporary permission for a waste refuse vehicle hub, conversion of storeroom to welfare facility and new access ramp.

At: Pioneer House, Mill Lane, Wingerworth

For: NEDDC

Third Party Reps: 2 objections

Parish: Wingerworth

Ward: Tupton

Report Author: Phil Slater

Date of Report: 9th July 2025

MAIN RECOMMENDATION: Grant permission, subject to conditions

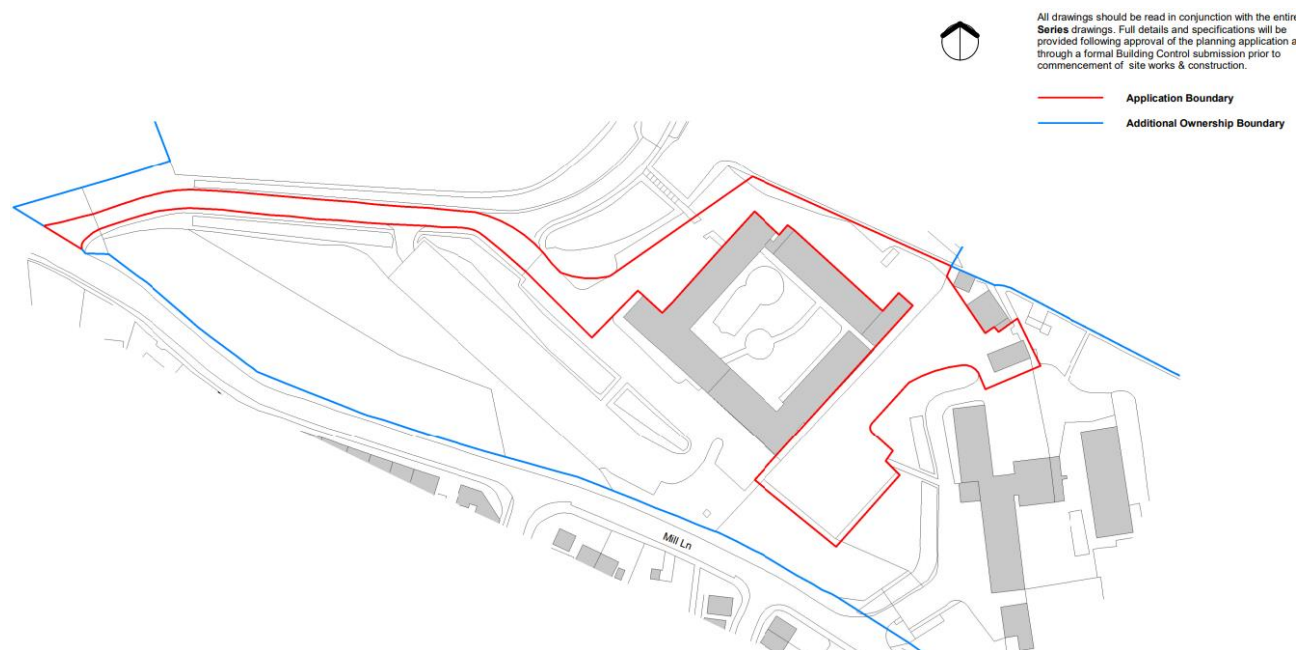


Figure 1: Location plan, with site edged in red

1.0 Reason for Report

- 1.1 This is an application made on behalf of NEDDC and to which objections have been received. Therefore, the application has to be determined by the Planning Committee in accord with the Council's scheme of delegation.

2.0 Proposal and Background

Site Description

- 2.1 The application site comprises the former car park at Pioneer House, Mill Lane. The site lies within the Wingerworth settlement development limits and forms part of the Avenue Strategic Site.

Proposal

- 2.2 This application seeks a temporary permission for two years for the housing of a temporary waste refuse vehicle hub utilising the car park at Pioneer House, which lies to the rear of the NEDDC offices, and the conversion of a small store to for use as welfare facilities for drivers and staff. The site is shown in Figure 1 above.
- 2.3 The proposals would also include the provision of an access ramp at the back of the site between the NEDDC offices and Pioneer House, to create a suitable access point, with vehicles entering and leaving the car park/site via the existing entrance to the NEDDC offices and then utilising the current one-way system. One car park space in the NEDDC car park would be lost to allow space to be provided for vehicles to corner with a new kerb line created.
- 2.4 The car park would be used by 4no 8x4 Dennis Elite Refuse Collection Vehicles (RCV); 1 no 4x2 Dennis Elite RCV; 2no DAF Food Waste collection vehicles; 1 no Isuzu Food Waste Collection Vehicle; 2 no compact sweepers; and 2no Ford Transit pickups. In addition, 22 car parking spaces are to be allocated to accommodate the vehicles of the operating Street Scene team.
- 2.5 The proposals also include a vehicle wheel wash facility adjacent to the proposed welfare facility.
- 2.6 The existing Pioneer House carpark has 61 spaces with 22 being retained for the cars and 12 spaces being created to accommodate the refuse vehicles (See Fig 2 below). The hours of operation would be from 06:15 to 1500 Monday to Friday and 06:15 to 1600 on a Saturday on an ad hoc basis.

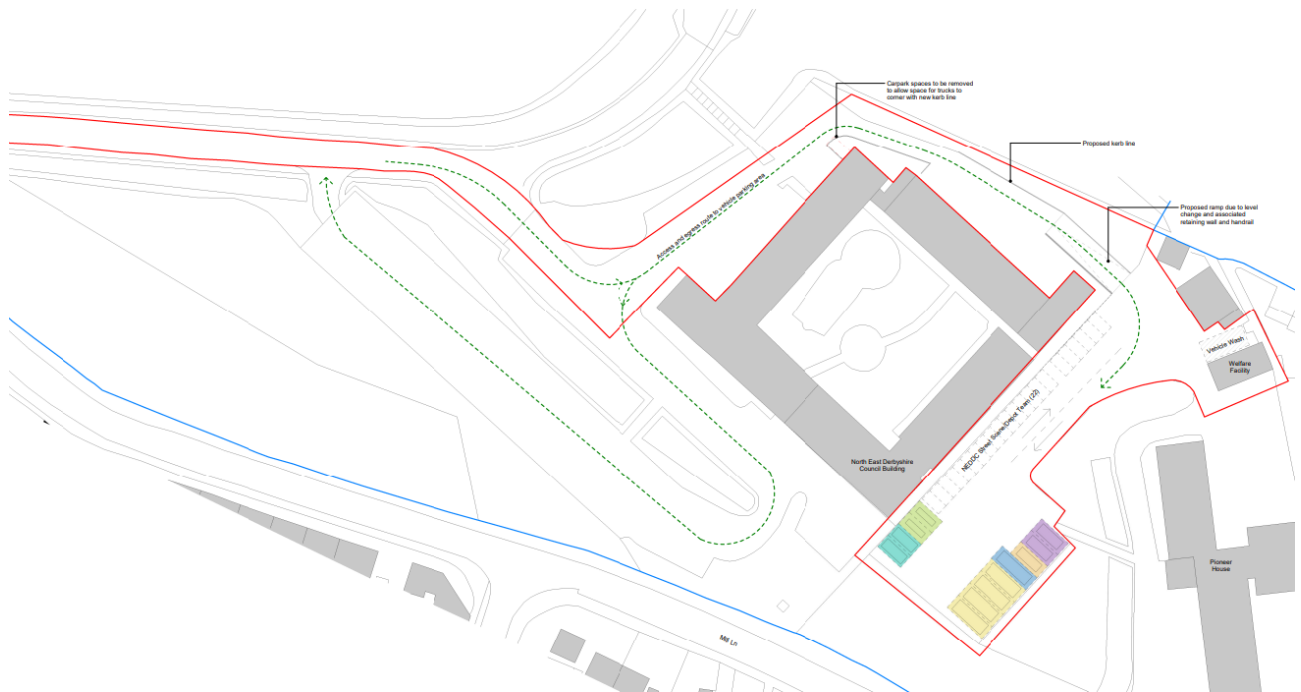


Figure 2: Proposed site plan showing vehicle access and egress

2.7 The application is accompanied by external lighting details, Coal Mining Risk assessment, Bat survey report, Biodiversity net gain exemption and a noise impact assessment.

Amendments

2.8 An amended external lighting plan has been submitted to address the comments of Derbyshire Wildlife Trust.

2.9 An amended Noise Impact Assessment has been submitted to address the comments of Environmental Health.

3.0 Relevant Planning History (not the full site history)

3.1 None

4.0 Consultation Reponses

4.1 **Ward Members** have raised no comments.

4.2 **Wingerworth Parish Council** have commented that the application does not include a Planning Statement; a Design and Access Statement or Traffic Impact Assessment and without these it is difficult to make a sound judgement. [*Officer Note: these documents are not validation requirements of the Council as the application is not a*

‘major’ development and have not prevented assessment of the application by any of the statutory consultees.]

4.3 The Parish Council has raised the following concerns:-

- Refuse vehicles will use the residential roads around the NEDDC offices to avoid queuing traffic on the A61 and cut through Wingerworth. There is particular concern that Adlington Avenue will be used for easier egress onto the A61 and Nottingham Drive to bypass congestion. Without a Traffic Impact Assessment in place it is difficult to know how traffic flows from the hub will be controlled.
- The above concerns will be heightened further should the proposals for a traffic light system at the junction of Mill Lane be approved.
- A hub of this type should be located on an industrial site. Activities on the site and the movement of large vehicles is likely to cause disturbance to local residents and increase road safety hazards.
- The parking bays for the refuse vehicles are close to the boundary of the proposed site and this will have an immediate and adverse impact on the neighbouring properties.
- With proposals to add food waste to refuse collections in the near future, more refuse vehicles will be needed. For this reason, consideration should be given to a larger and more suitable site elsewhere.
- The proposals to reorganise local government make it highly likely that NEDDC will no longer occupy the site in 2-3 years time. Taking this into account, a further application could be submitted to extend the use of the site beyond the temporary 2-year period. It is, therefore, necessary to find a long-term or permanent site now.

4.4 The **Highway Authority** have commented that there is no new access or alterations to the existing access off the public highway. Tracking drawings have been submitted and demonstrate that the proposed refuse vehicles can access and manoeuvre within the site, subject to the removal of two existing car parking spaces.

4.5 The removal of these spaces is acceptable to facilitate the turning requirements of the operational vehicles and a revised internal kerb line has been proposed to assist with vehicle manoeuvrability.

4.6 It is noted that the displaced parking provision from Pioneer House is considered surplus and that the Mill Lane car park can accommodate any overspill. This appears reasonable based on current site use,

4.7 Subject to the above, the temporary use is not expected to result in a material impact on the local highway network. No alterations are proposed to the public highway

4.8 **Environmental Health Officer** (EHO) initially requested further details in respect of the noise impact assessment. A revised Noise Impact Assessment (version 4.0) was submitted on 30 June 2025 and the EHO has confirmed that he is satisfied with

the noise impact assessment and that the proposed acoustic fence should be controlled by condition.

- 4.9 **Yorkshire Water** have not raised an objection and have recommended a condition relating to surface water passing through an oil, petrol and grit interceptor/separator of adequate design.
- 4.10 The **Lead Local Flood Authority (LLFA)** have commented that based on the scale and nature of the proposals there are no formal comments to make. They do comment that, based on the information provided, it is not clear how the site will manage surface water.
- 4.11 The **Derbyshire Wildlife Trust** have commented that the site predominantly comprises hardstanding, with the exception of a small amount of buddleia and boundary trees. The habitat impacts of the proposals are very minor.
- 4.12 DWT have reviewed the Preliminary Bat Roost Assessment report (BSG, June 2025). This assesses the potential for the onsite storeroom to support roosting bats as negligible and no nocturnal survey is required. No evidence of nesting birds was recorded, although there is some limited potential for nesting in the building and buddleia scrub.
- 4.13 DWT have reviewed the BNG Exemption Statement (BSG, 13th June 2025) and are satisfied that the application can claim the de-minimis exemption due to the very limited impacts to onsite habitats.
- 4.14 DWT have reviewed the submitted lighting details and advise that lightspill from the 6 m column luminaires should be further reduced. Currently there is spill to the trees and grassland of up to 5lux and higher in the south. Lightspill to established vegetation should be avoided / minimised to maintain functionality for foraging and commuting bats using the local landscape.
- 4.15 The agent has submitted a revised external lighting strategy dated 27.06.2025 which reduces the light spill to the south and incorporates 2700K as per DWT recommendations. DWT have confirmed that the scheme is now acceptable subject to their recommended conditions.
- 4.16 The **Coal Authority** have commented that the application site falls within the defined Development High Risk Area. The Coal Authority (CA) note the submitted Coal Mining Risk Assessment (9 June 2025 prepared by Geol Consultants Ltd), the content of which recommends intrusive site investigations. However, when considering these particular proposals, on the basis that the proposals constitute an exempt form of development, the CA do not consider that it would be reasonable to ensure the investigations by way of a planning condition and do not object to this planning application.

5.0 Representations

5.1 The application was publicised by way of neighbour letters and the display of a site notices.

5.2 2 local residents at the same address have made representations raising the following comments objecting to the proposed development. These are summarised as follows:-

- Traffic and Highway Safety Concerns - will substantially increase heavy vehicle traffic in the area. Refuse collection lorries are large and can pose safety risks, especially in residential or pedestrian-heavy zones. Increased vehicle movements will also likely lead to congestion and pose risks to children, elderly residents, and cyclists.
- Noise and Disturbance - Waste refuse operations typically involve early-morning starts and high noise levels from vehicle engines, reversing alarms, and loading/unloading activities. This would lead to an unacceptable level of disturbance for local residents, particularly during unsociable hours.
- Environmental and Air Quality Impact - Frequent operation of diesel-powered refuse vehicles will contribute to noise and air pollution, which is especially concerning as the site is very close to homes.
- Visual Impact and Land Use Compatibility - The character of the area is not suited to industrial or quasi-industrial use. The appearance of a refuse vehicle hub and its associated infrastructure will be visually intrusive.
- Precedent and Temporary Use Concerns - such developments often become de facto permanent. Granting permission may set a precedent for inappropriate industrial use in this area, potentially paving the way for further applications inconsistent with the local plan and residential character. (*Officer note – this is not a material planning consideration as the application has been submitted for 2 years. Any variation to this would require a new application which would then be considered on its own merits.*)

6.0 Relevant Policy and Strategic Context

6.1 The Development Plan comprises the **North East Derbyshire Local Plan 2014-2034 (LP)** and **Wingerworth Neighbourhood Plan (NP)**. The most relevant policies in this case are considered to be as follows:

6.2 The Local Plan:

Policy SS1: Sustainable Development
Policy SS3: The Avenue
Policy SDC4: Biodiversity and Geodiversity
Policy SDC11: Flood Risk and Drainage
Policy SDC12: High Quality Design and Place-Making
Policy SDC13: Environmental Quality

Policy SDC14: Land potentially affected by Contamination or Instability
Policy ID3: Sustainable Travel

6.3 The Neighbourhood Plan:

Policy W1: Wingerworth Settlement Development Limit
Policy W12: Design Principles
Policy W13: Biodiversity
Policy W17: Highway Safety
Policy W18: Highway Safety: The A61

6.4 Other Relevant Policy Documents:

The Avenue Area Strategic Framework

National Planning Policy Framework (NPPF)

6.5 The overarching aims of the National Planning Policy Framework (NPPF) have been considered in the assessment of this application.

7.0 Planning Issues

Principle of Development

- 7.1 The site lies within the settlement development limits for Wingerworth as set out in the Development Plan and the application seeks a two year temporary permission for a waste refuse vehicle hub on the current car park at Pioneer House, adjoining the NEDDC offices and taking access from and through that site.
- 7.2 The site forms part of the wider Avenue Strategic Site which allocates the site for mixed use development under policy SS3 of the Local Plan which states that proposals for the comprehensive mixed use development of the site will be guided by the Avenue Area Strategic Framework. However, this document was adopted in October 2013 and does not include land at Pioneer House or the car park, the subject of the application.
- 7.3 Notwithstanding the above, policy SS3 states development will be permitted where it would optimise the use of the site or make best use of land; provide for up to 1100 new homes and provide for a minimum of 4 hectares of additional employment land. The proposals would be for an employment use on what is already an employment site and therefore would accord with the wider aims of policy SS3.
- 7.4 In view of the above, the principle of development is therefore considered to be acceptable and generally in accord with the Development Plan.

Highway Safety Considerations

- 7.5 The proposals are for the use of the existing Pioneer House car park for the parking and stationing of 12 vehicles comprising 5 refuse collection vehicles; 3 food waste collection vehicles, 2 compact sweepers and 2 ford transit pickups and 22 parking spaces to accommodate the operatives (Figure 2 above). The proposals also include a welfare facility and wheel wash.
- 7.6 Access to the car park is proposed to be taken via the existing entrance to the NEDDC offices at Mill Lane and round the rear of the building with the provision of an access ramp at the site boundary due to the Pioneer House car park being set at a lower level. Vehicles would utilise the existing one way system and the proposals would result in the loss of 1 car parking space at Mill lane to allow for trucks to corner with a new kerb line (see Figure 3 below).

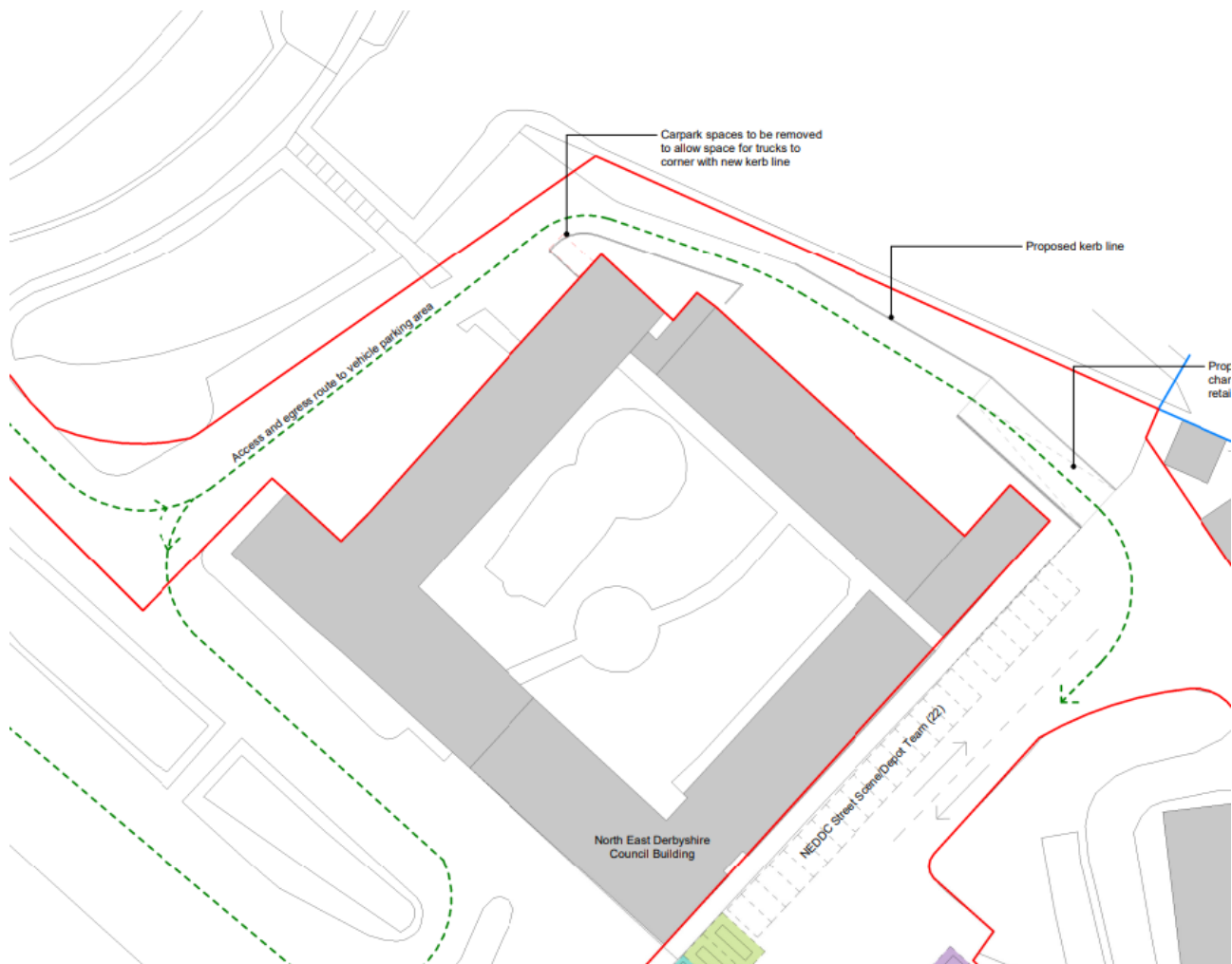


Figure 3: extract showing parking space to be removed and proposed ramp

- 7.7 The Highway Authority have been consulted and have commented this temporary use is not expected to result in a material impact on the local highway. There are no alterations proposed to the existing access off the public highway and tracking drawings have been submitted which demonstrate that the proposed refuse vehicles can access and manoeuvre within the site, subject to the removal of existing car parking spaces.
- 7.8 The removal of these spaces is acceptable to facilitate the turning requirements of the operational vehicle and a revised internal kerb line has been proposed to assist with vehicle manoeuvrability.
- 7.9 It is noted that the displaced parking provision from Pioneer House is considered surplus and that the Mill Lane car park can accommodate any overspill. This appears reasonable based on current site use.
- 7.10 Officers concur with the conclusions of the Highway Authority and take the view that the proposed development would not lead to an unacceptable impact on highway safety and the residual cumulative impact on the wider road network would not be severe.

Privacy and Amenity Considerations

- 7.11 Policy SDC 12 of the Local Plan relates to high quality design and place making and is relevant in that it states proposals should protect the amenity of existing occupiers and create a good quality of amenity for future occupants of land or buildings including in relation to privacy, overlooking, overshadowing and/or any overbearing impacts.
- 7.12 Policy SDC13 relates to Environmental Quality and states that all development proposals will be assessed in relation to their impact on air, light, noise, ground and water pollution. Planning permission will be refused for any proposal where pollution would pose an unacceptable risk to public health, quality of life or the environment
- 7.13 There are a number of properties on Mill Lane that would potentially be affected by the proposals, both from the vehicle movements within the car park and from being close to the Mill Lane entrance to the NEDDC offices.
- 7.14 The application is accompanied by a Noise Impact Assessment and a lighting scheme. The noise assessment proposes a 2m acoustic fence at the HGV park boundary which would be a solid continuous fence (shown in green in Figure 4 below).

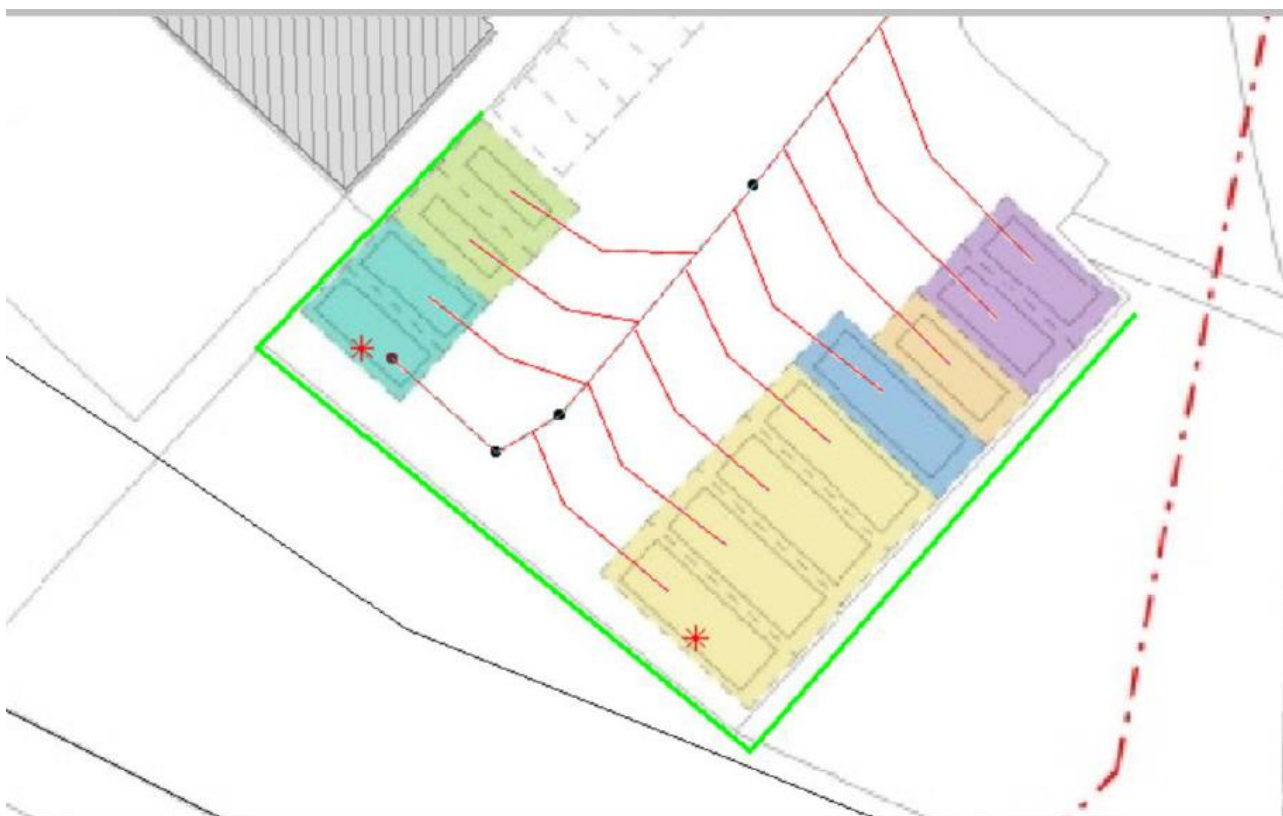


Figure 4 acoustic fence at boundary (green):

- 7.15 The report also includes an assessment of the noise of vehicles leaving the site.
- 7.16 The Council's Environmental Health Officer has commented he is satisfied with the conclusions of the noise impact assessment and that the acoustic barrier should be controlled by condition. He has no objection to the proposed lighting scheme.
- 7.17 Two local residents have objected to the proposals on the grounds of noise, disturbance and environmental air quality. On these issues the advice from the EHO is clear that the impacts of the vehicles can be mitigated by the acoustic fence. As such Officers consider that the proposals would not result in an adverse impact on the adjacent occupiers' amenity and would be in accordance with policies SDC12 and SDC13. It is proposed that the fence be conditioned to be erected prior to the first use of the car park by the vehicles. In addition, the use of an existing building as a welfare facility would not have any greater impact on residential amenity than is currently the situation due to the extent use of the building and its distance from any impacted property.

Drainage Considerations

- 7.18 The site falls in Flood Zone 1 with the lowest probability of flooding. The proposals also include a wheel wash facility adjacent to the welfare cabin.

- 7.19 Yorkshire Water have been consulted and have raised no objections and requested a planning condition in relation to surface water passing through an oil, petrol and grit interceptor/separator of adequate design.
- 7.20 The Lead Local Flood Authority (LLFA), have commented that based on the scale and nature of the proposals have no formal comments to make. They have however commented that it is not clear how the site will manage surface water. Officers consider that this can be satisfactorily addressed by the recommended Yorkshire Water condition.
- 7.21 Officers consider that the proposal would be acceptable from a drainage perspective subject to the suggested Yorkshire water condition.

Land Contamination/Land Stability Considerations

- 7.22 The application is accompanied by a Coal Mining Risk Assessment. The Coal Authority (CA) has commented that they note the submitted Coal Mining Risk Assessment (9 June 2025 prepared by Geol Consultants Ltd), the content of which recommends intrusive site investigations. However, when considering these particular proposals, on the basis that the proposals constitute an exempt form of development, the CA do not consider that it would be reasonable to ensure the investigations by way of a planning condition and do not object to this planning application.
- 7.23 The Coal Authority would recommend that, should planning permission be granted for this proposal, an Informative Note is included within the Decision Notice
- 7.24 The Council's Environmental Health Officer (EHO) has raised no objections in respect of land contamination issues.
- 7.25 Officers conclude that there are no technical reasons relating to land contamination or land stability that would preclude development.

Ecological Considerations

- 7.26 The application is accompanied by a Bat Survey Report and Biodiversity net gain exception declaration.
- 7.27 Derbyshire Wildlife Trust (DWT) have commented that the site predominantly comprises hardstanding, with the exception of a small amount of buddleia and boundary trees. The habitat impacts of the proposals are considered to be very minor.
- 7.28 DWT have reviewed the Preliminary Bat Roost Assessment report (BSG, June 2025). This assesses the potential for the onsite storeroom to support roosting bats as negligible and no nocturnal survey is required. No evidence of nesting birds was

recorded, although there is some limited potential for nesting in the building and buddleia scrub.

- 7.29 DWT have reviewed the BNG Exemption Statement (BSG, 13th June 2025) and are satisfied that the application can claim the de-minimis exemption due to the very limited impacts to onsite habitats.
- 7.30 DWT have requested that light spill from the 6 m lighting columns should be further reduced. Currently there is spill to the trees and grassland of up to 5lux and higher in the south. Lightspill to established vegetation should be avoided/minimised to maintain functionality for foraging and commuting bats using the local landscape. Furthermore, guidelines for bats and lighting advise that luminaires should be 2700K or less.
- 7.31 In response the agent has submitted a revised lighting scheme which reduces the light spill to the south and incorporates 2700K as per DWT recommendations. DWT have confirmed that the scheme is now acceptable subject to their recommended conditions
- 7.32 In summary the proposals are considered to be acceptable subject to conditions relating to nesting birds and ecological enhancement.

Other Considerations

- 7.33 Concerns have been raised from objectors that the character of the area is not suited to industrial or quasi-industrial use and that the appearance of a refuse vehicle hub and its associated infrastructure will be visually intrusive.
- 7.34 On the first point, the site lies within the Avenue strategic site which is allocated for mixed use development.
- 7.35 The refuse hub would be contained within an existing car park and would be screened to a large extent by the band of trees along the frontage of Mill Lane. The car park would be further screened by the proposed 2m high acoustic fence along the car park boundary. The welfare building is an existing building and would not be visible from public viewpoints outside of the site.
- 7.36 Officers consider that, in view of these factors the impact from the proposal over the temporary period is acceptable.

8.0 Summary and Conclusion

- 8.1 The proposals for a 2-year temporary permission for a refuse hub at the Pioneer House car park would be an appropriate form of development within the Avenue Strategic site and so in accord with the aims and objectives of the Development Plan. This weighs heavily in favour of the scheme.

- 8.2 There are no technical objections to the proposals and these weigh neutrally in the balance.
- 8.3 There will be an impact on residential amenity from the scheme. However, based on advice from the EHO and subject to conditions, it is considered this impact will be acceptable and in any case be only for a temporary 2 year period.
- 8.4 Therefore, overall, the proposal is considered acceptable and there are no matters that outweigh its compliance with the Development Plan.

9.0 Recommendation

- 9.1 That planning permission is **CONDITIONALLY APPROVED subject to the following conditions**, with the final wording delegated to the Planning Manager (Development Management):-

Conditions

No	Condition	Reason	Pre-commencement agreement
1.	The use hereby permitted shall cease and the land restored to its former condition on or before 29 th July 2027	The use is for a temporary activity.	N/A
2.	The development hereby approved shall be carried out in accordance with the details shown on drawing numbers:- 907-PKA-XX-XX-DR-A-PL01 P02 Site Location Plan 907-PKA-XX-XX-DR-A-A-PL02 P02 Existing Site Plan 907-PKA-XX-XX-DR-A-PL03 P02 Proposed Site Plan 907-PKA-XX-XX-DR-A-PL04 P01 Vehicle Tracking Plan 907-PKA-XX-XX-DR-A-PL51 P01 Proposed Plans received 10 June 2025; and	For Clarity and avoidance of doubt	N/A

	<p>907-PKA-XX-XX-DR-A-PL52 Vehicle Wash received 13 June 2025</p> <p>250253-LTBL-DWG-001 External Lighting Details received 18 June 2025</p> <p>IMP7873-2 Noise Impact Assessment v4.0</p> <p>unless otherwise subsequently agreed through a formal submission under the Non Material Amendment procedures</p>		
3.	<p>Prior to the first use of the car park by refuse vehicles a 2m high acoustic fence shall be installed in accordance with details set out in the Noise Impact Assessment v4.0 and retained for the lifetime of the development.</p>	<p>In the interests of the amenity of the area, and in accordance with policies SDC12 and SDC13 of the North East Derbyshire Local Plan</p>	
4.	<p>Removal of buddleia scrub and works to the storeroom shall take place outside the nesting bird season (avoiding 1st March and 31st August inclusive), unless preceded by a nesting bird survey by a competent ecologist no more than 48 hours prior to clearance. If nesting birds are present, an appropriate exclusion zone will be implemented and monitored until the chicks have fledged. No works shall be undertaken within exclusion zones whilst nesting birds are present</p>	<p>In the interests of protecting wildlife and in accordance with policies SDC4 of the North East Derbyshire Local Plan</p>	
5.	<p>A pre-works inspection of the storeroom shall be undertaken immediately prior to any works to the soffits or edge trim, by a suitably qualified ecologist, as per the recommendations in the</p>	<p>In the interests of protecting wildlife and in accordance with policies SDC4 of the North East Derbyshire Local Plan</p>	

	Preliminary Bat Roost Assessment report (BSG, June 2025). Prior to first use of the building a short statement of compliance shall be submitted to and approved in writing by the local planning authority.		
6.	Prior to completion of works, either 1No. bat box, 1No. general purpose bird box or 1No. double house martin cups shall be attached to the eastern elevation of the building. A woodstone or woodcrete model shall be chosen for longevity and installed in line with manufacturer's guidelines. A photograph of the box in situ shall be submitted to discharge the condition within one month of completion of development.	In the interests of protecting wildlife and in accordance with policies SDC4 of the North East Derbyshire Local Plan	
7.	Prior to the commencement of the use hereby approved, details of a petrol/grit/chemical interceptor/separator to treat surface water discharged as part of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The interceptor shall be installed in accordance with the approved details, prior to the commencement of the use hereby approved and shall be retained as such thereafter.	To prevent pollution of the aquatic environment and protect the public sewer network and in accordance with Policy SCD11 of the North East Derbyshire Local Plan.	
8.	The external lighting shall be installed in accordance with the External Lighting Strategy 250253-LTBL-REP-001_P02 dated 27.06.2025 and retained as such throughout the lifetime of the development.	In the interests of protecting wildlife and in accordance with policies SDC4 of the North East Derbyshire Local Plan	

Informative

The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity at the surface or shallow depth. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and former surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of new development taking place. It is recommended that information outlining how former mining activities may affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), is submitted alongside any subsequent application for Building Standards approval (if relevant).

Any form of development over or within the influencing distance of a mine entry can be dangerous and raises significant land stability and public safety risks. As a general precautionary principle, the Coal Authority considers that the building over or within the influencing distance of a mine entry should be avoided. In exceptional circumstance where this is unavoidable, expert advice must be sought to ensure that a suitable engineering design which takes into account all the relevant safety and environmental risk factors, including mine gas and mine-water. Your attention is drawn to the Coal Authority Policy in relation to new development and mine entries available at: www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, excavations for foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

If any coal mining features are unexpectedly encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority

PLANNING COMMITTEE – 29th July 2025

Reference Number: 25/00415/FL

Application expiry: 14/07/2025

Application Type: FULL

Proposal Description: Retrospective application for siting an InPost Parcel Locker

At: Unit 5, Ankerbold Road, Old Tupton, Chesterfield

For: InPost UK

Third Party Reps: 5 Objections

Parish: Tupton

Ward: Tupton

Report Author: Colin Wilson

Date of Report: 8th July 2025

MAIN RECOMMENDATION: Grant permission, subject to conditions



Figure 1: Location Plan, with site edged in red.

1.0 Reason for Report

- 1.1 Cllr Hancock has requested that the application be considered at Planning Committee on the basis of highway safety concerns.

2.0 Proposal and Background

Site Description

- 2.1 The application site comprises land forming part of the frontage of Unit 5 Ankerbold Road. Unit 5 comprises a commercial unit with a current use as garden supplies sales yard and office. The site comprises a gated access, which is set back from the highway edge. The specific site of the parcel locker the subject of this application is on the northern side of the site access, on intervening land between the gated site access and the eastern edge of the footway, which forms part of Ankerbold Road.
- 2.2 In terms of designations, the site is situated within the defined Settlement Development Limits for Tupton, where the general principle of development is acceptable.
- 2.3 The site of the proposed locker is adjoined on the eastern side of Ankerbold Road by a variety of commercial enterprises, which include the abovementioned garden supplies sales business, in addition to car repair garages and a builders/roofers yard. On the opposite (western) side of Ankerbold Road are a number of detached residential properties, which are set back approximately 20m from the western edge of the highway.

Proposal

- 2.4 Full planning permission is sought for the retention of a parcel locker, which has been installed at the frontage of Unit 5 Ankerbold Road.
- 2.5 The parcel locker which this application seeks to retain comprises a footprint measuring 0.9m x 2.5m, with a further overhanging canopy extending approximately 0.75m beyond the front (road facing) elevation of the parcel locker. Measured from ground level, the locker comprises an overall height of approximately 2.4m.
- 2.6 The locker's front, roadside facing elevation comprises a control screen and lockers, which vary in scale, comprising lockers for extra small, small, medium and large boxes.
- 2.7 Officers understand that the lockers operate on a self-service basis and can be accessed at any time (24 hours a day for seven days a week).

3.0 Relevant Planning History

- 3.1 The planning history for the site of application (Unit 5 Ankerbold Road) can be summarised as follows:

06/00330/FL – Change of use of units 5 & 6 to fence manufacturer and sales/ change of use of units 1 & 3 to industrial decorating contractors office and store with secure car park and storage container/ change of use of unit 2 to vehicle servicing / erection of covered way to fire escape and alteration to unit 3 – Conditionally Approved.

16/00185/FL – Application for variation of conditions 6 and 16 of application NED 06/00330/FL (Amended Title) – Conditionally Approved.

4.0 Consultation Responses

- 4.1 The **Ward Member** was consulted on the application – a request was made for the application to be determined by NEDDC Planning Committee.
- 4.2 The **Parish Council** were consulted on the application – no comments were received.
- 4.3 **Derbyshire County Council (DCC) Highways Officers** were consulted on the application, raising no objections to the retention of the parcel locker from a highway safety perspective. See Assessment below for details.
- 4.4 **NEDDC Environmental Health Officers** were consulted on the application, raising no objections to the proposed development.

5.0 Representations

- 5.1 The application was publicised by way of neighbour letters and the display of a site notice – 5 representations were received.
- 5.2 The 5 representations received raise objections to the proposals to retain the parcel locker. Please note the representations have been summarised below for the purposes of this report and are available to view in full via the Council's website:

- The existing situation, with vehicles parked on Ankerbold Road, has resulted in this stretch of the road becoming a single-track carriageway.
- Highway safety concerns arising as a consequence of the parcel locker adding to the congestion in the vicinity of the site.
- No dedicated parking for the lockers has resulted in some users of the lockers parking their cars anywhere in the vicinity of the lockers.
- The parcel locker is situated in an inappropriate location and causes risks in the form of vehicles stopping abruptly to access the lockers. Equally, the haphazard parking of vehicles results in congestion and impacts the pedestrian use of the pavements in the vicinity of the site.
- The cumulative impacts on the highway network in the locality will and have been impacted by new residential development in the vicinity of the

site. The parcel locker further adds to this negative impact on the road network.

- Residential amenity concerns, arising as a consequence of increased noise, turning and manoeuvring within residential driveways, headlights facing nearby properties etc.
- Loss of privacy for nearby residents.
- Queries regarding the necessity of the parcel locker, in light of the prevalence of several similar Inpost lockers within a 1 mile radius of the site.
- Light pollution from the parcel locker's external lighting.
- Cars using private driveways to manoeuvre then reverse onto Ankerbold Road, which is a dangerous manoeuvre.

Officer Note: In addition to the above representations received, a number of videos and photographs have been submitted for the consideration of Officers. A request has been made (by the individuals that submitted the imagery) that these photographs and videos are not made public, either as part of the online application documents or within the Planning Committee presentation.

6.0 Relevant Policy and Strategic Context

North East Derbyshire Local Plan 2014-2034 (LP)

6.1 The following policies of the LP are material to the determination of this application:

- SS1 Sustainable Development
- SS2 Spatial Strategy and the Distribution of Development
- SS7 Development on Unallocated Land within Settlement with defined Settlement Development Limits
- SDC12 High Quality Design and Place Making
- ID3 Sustainable Travel

National Planning Policy Framework (NPPF)

6.3 The overarching aims of the National Planning Policy Framework (NPPF) have been considered in the assessment of this application.

7.0 Planning Issues

Principle of Development (Policy Context and Main Planning Considerations)

7.1 The application site is located within the Settlement Development Limits (SDL) for Tupton. Consequently, Policy SS7 of the North East Derbyshire Local Plan, which relates to development within SDLs, forms the starting point for the assessment of this application. The Policy states that development proposals on sites within Settlement Development Limits that are not allocated in the Local Plan or in a Neighbourhood Plan, will be permitted, provided that the proposed development:

- a. Is appropriate in scale, design and location to the character and function of the settlement; and
 - b. Does not result in the loss of a valued facility or service unless it can be demonstrated that it is no longer viable, or is not the subject of a Community Right to Bid; and
 - c. Is compatible with, and does not prejudice any intended use of adjacent sites and land uses; and
 - d. Accords with other policies of the Plan.
- 7.2 Policy SDC12 of the Local Plan relates to High Quality Design and Place Making. Inter alia, the Policy requires new development to protect the amenity of existing occupiers and create a good quality of amenity for future occupants of land or buildings.
- 7.3 Policy ID3 of the North East Derbyshire Local Plan sets out that, in all cases, planning permission will only be refused on transport grounds if there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 7.4 In this case, guided by the requirements of the abovementioned relevant Policies of the North East Derbyshire Local Plan, Officers are of the view that the main planning considerations relating to the application to retain the parcel locker are as follows:
- 1) Visual impact of the development (Local Plan Policy SS7(a))
 - 2) Residential amenity considerations (Local Plan Policies SS7(c) and SDC12(e))
 - 3) Highway Safety (Local Plan Policy ID3)

Visual Considerations

- 7.5 As set out above, Policy SS7 of the Local Plan requires new development within defined SDLs to be appropriate in scale, design and location to the character and function of the settlement.
- 7.6 In this case, as a consequence of its siting at the frontage of Unit 5, the parcel locker the subject of this application is clearly visible from public viewpoints along Ankerbold Road. That being said, from available public viewpoints, the parcel locker is seen in the context of Unit 5 and its neighbouring commercial uses. For that reason, Officers are of the view that the relatively functional and utilitarian appearance of the parcel locker is not out of character in its setting. For that reason, Officers are of the view that the parcel locker represents an acceptable visual addition to the site, in accordance with the requirements of Policy SS7(a) of the North East Derbyshire Local Plan.

Amenity Considerations

- 7.7 In this locality, the eastern side of Ankerbold Road is occupied by various commercial enterprises. Officers are satisfied that the parcel storage locker

would not be incompatible or prejudicial to the functioning of any of these existing commercial enterprises, in accordance with the requirements of Policy SS7(c) of the Local Plan.

- 7.8 In terms of residential amenity, Officers accept that the proposed parcel locker will inevitably lead to additional activity in the vicinity of the application site. This activity is likely to comprise an increase in vehicular movements arising from deliveries and collections from the parcel locker. Equally, given its location within the built framework of Tupton (SDL), it is anticipated that collections will also occur on foot, increasing pedestrian activity within the vicinity of the site.
- 7.9 Residential properties in the vicinity of the locker comprise detached properties forming a ribbon of residential development on the opposite (western) side of Ankerbold Road. These properties are situated within relatively spacious parcels of land and comprise generous frontages, which, on average, see the frontage of the properties set back from the western highway edge by approximately 20m. Situated on the eastern side of Ankerbold Road, the parcel locker itself is situated some 30m from the nearest residential property.
- 7.10 Officers consider that the distance between the site of application and nearby properties would mean that the activity of accessing the locker for deliveries/ collections would have a minimal amount of harm to the residential amenity levels currently enjoyed by the occupiers of said properties. In terms of the vehicular activity which will undoubtedly occur to facilitate these collections/ deliveries, Officers are of the view that vehicular movements within the highway would not result in a level of noise or other disturbance that would result in any significant harm to the residential amenity currently enjoyed by the occupiers of the properties.
- 7.11 Officers are of the view that collections within typical working hours (9-5) would not have any significantly greater impact on the amenity levels of nearby properties than the impacts arising as a consequence of the extant commercial operations which operate from the eastern side of Ankerbold Road. Collections outside usual working hours are likely to entail customers parking on the eastern side of Ankerbold Road before accessing the locker and leaving the site. It is the view of Officers that this type of activity would not result in any significantly greater impact in residential amenity terms than that of the existing vehicular movements which would otherwise take place within Ankerbold Road.
- 7.12 Having visited the site on two separate occasions during typical working hours (9-5), Officers observed very low levels of activity arising as a consequence of the parcel locker and no activity that would suggest its retention would result in any unduly harmful impacts in residential amenity terms.
- 7.13 For information, visits were undertaken during a Wednesday afternoon, during which it became apparent to Officers that a number of the commercial uses on Ankerbold Road were closed for the afternoon. As such, Officers undertook a further, longer visit to the site on a subsequent Tuesday morning.

Highway Safety

- 7.14 Paragraph 116 of the National Planning Policy Framework (NPPF) and Policy ID3 of the North East Derbyshire Local Plan set out that, in all cases, planning permission will only be refused on transport grounds if there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe.
- 7.15 Derbyshire County Council Highways Officers were consulted on the application, raising no objections to the development in highway safety terms. In their consultation response, DCC Highways Officers advised that the location of the InPost locker will not interfere with the access to Unit 5 and does not affect with the adjacent footway.
- 7.16 During the aforementioned Officer visits to the site, Officers observed vehicles parked within the highway on the eastern side of Ankerbold Road. Officers understand that the majority of this parking occurs in conjunction with the existing, extant commercial uses that operate from the units on the eastern side of Ankerbold Road. During both Officer visits to the site, Officers observed ample parking opportunities within spaces between already parked vehicles along the eastern side of the highway. As both of these visits were undertaken during normal working hours and, in the case of the Tuesday morning visit, hours in which the commercial uses operate, Officers are of the view that there is a likelihood that visitors to the parcel locker will have the opportunity to park in a manner that is not unacceptably harmful in highway safety terms. During the hours that the commercial uses are not open/operating, it is anticipated that parking opportunities within the vicinity of the parcel locker will be more plentiful, therefore significantly reducing the likelihood of activity that would result in unacceptable highway safety harm.
- 7.17 On the basis of the above considerations and guided by the DCC Highways Officers consultation response, Officers are of the view that the retention of the proposed parcel locker would not result in any unacceptable impact on highway safety, nor would it result in any serve cumulative impacts on the road network. Consequently, Officers consider that the development accords with Policy ID3 of the Local Plan and the NPPF when read as a whole.

8.0 Summary and Conclusion

- 8.1 In this case, Officers are of the view that the proposed development represents an acceptable form of development within the defined Settlement Development Limits of Tupton. In the context of the wider site's functional commercial appearance, the parcel locker would represent an acceptable visual addition to the area. Whilst Officers accept that the proposed development would result in increased levels of activity within the vicinity of the site, such activity would not result in any significant harm to the existing residential amenity levels of properties in the locality. Moreover, it is the view of Officers that the development which this application seeks to retain would not result in any unacceptable impacts on highway safety in the vicinity of the site. This Officer view is supported by the consultation response from DCC Highways Officers, in which no objections were raised from a highway safety perspective.

9.0 Recommendation

- 9.1 On the basis of the above considerations, Officers recommend that planning permission is **APPROVED** subject to the following condition with the final wording delegated to the Planning Manager (Development Management):-

Conditions

No	Condition	Reason	Pre-commencement agreement
1.	The external finish of the click and collect facility hereby approved shall be permanently so maintained as specified on the approved plan 'Existing and Proposed Elevations - L(02)101 P1'.	In the interests of the character and appearance of the area.	N/A

North East Derbyshire District Council

Planning Committee

29 July 2025

Planning Appeals – Lodged and Determined

Report of the Planning Manager – Development Management

Classification: This report is public

Report By: Joanne Edwards

Contact Officer: Joanne Edwards 01246 217163

PURPOSE / SUMMARY

To inform the Committee of the appeals lodged and determined.

RECOMMENDATIONS

None.

IMPLICATIONS

Finance and Risk: Yes ☐ No ☒

Details:

On Behalf of the Section 151 Officer

Legal (including Data Protection): Yes ☐ No ☒

Details:

On Behalf of the Solicitor to the Council

Staffing: Yes ☐ No ☒

Details:

On behalf of the Head of Paid Service

DECISION INFORMATION

Decision Information	
Is the decision a Key Decision? A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds: NEDDC: Revenue - £125,000 <input type="checkbox"/> Capital - £310,000 <input type="checkbox"/> <input checked="" type="checkbox"/> <i>Please indicate which threshold applies</i>	No
Is the decision subject to Call-In? (Only Key Decisions are subject to Call-In)	No
District Wards Significantly Affected	None
Equality Impact Assessment (EIA) details:	
Stage 1 screening undertaken <ul style="list-style-type: none"> Completed EIA stage 1 to be appended if not required to do a stage 2 	Not required as the report is for information only.
Stage 2 full assessment undertaken <ul style="list-style-type: none"> Completed EIA stage 2 needs to be appended to the report 	No, not applicable
Consultation: Leader / Deputy Leader <input type="checkbox"/> Cabinet <input type="checkbox"/> SMT <input type="checkbox"/> Relevant Service Manager <input type="checkbox"/> Members <input type="checkbox"/> Public <input type="checkbox"/> Other <input type="checkbox"/>	Yes Details:

Links to Council Plan priorities, including Climate Change, Economic and Health implications.
A place to live that people value. A place where people enjoy spending time. Continually improve Council services to deliver excellence and value for money.

REPORT DETAILS

1 Background

1.1 To inform the Committee of the appeals lodged and determined.

2. Details of Proposal or Information

2.1 Appeals Lodged

The following appeal has been lodged: -

Mr David Ward - Change use of existing barn for residential purposes (private drainage system) (Amended Plans) at Spitewinter Farm, Spitewinter Lane, Barlow (24/00644/FL)

Planning Officer – Colin Wilson colin.wilson@ne-derbyshire.gov.uk

2.2 Appeals Allowed

The following appeal has been allowed -

Clare and Michael Morton - Demolition of existing workshop, cessation of business use including outdoor storage and construction of a single storey dwelling house at Wood With Character, Lightwood Road, Marsh Lane, Eckington (24/00217/FL)

Planning Officer – Kerry Wright kerry.wright@ne-derbyshire.gov.uk

2.3 Appeals Dismissed

The following appeals have been dismissed: -

Mrs Duckenfield - Erection of two storey dwelling (Affecting the setting of a Listed Building) (Additional information) at Nether Birchitt Farm, Sheffield Road, Dronfield (24/00101/FL)

Planning Officer – Kerry Wright kerry.wright@ne-derbyshire.gov.uk

Mr J Lomas - Agricultural livestock shelter at Barn North Of Red House Farm At The Corner Of Holestone Gate Road And Unnamed Road, Ashover (24/00206/FL)

Planning Officer – Steve Wigglesworth steven.wigglesworth@ne-derbyshire.gov.uk

Mrs Amanda Coddington - Construct 5no centre kerbs and 2no taper kerbs to allow vehicle access to driveway at 8 Shireoaks Road, Dronfield (24/00302/FLH)

Planning Officer – Ken Huckle kenneth.huckle@ne-derbyshire.gov.uk

2.4 Appeals Withdrawn

No appeals have been withdrawn.

3 Reasons for Recommendation

- 3.1 The report is to inform the Planning Committee of appeals lodged and determined.

4 Alternative Options and Reasons for Rejection

- 4.1 There are no alternative options as this report is for information only.

DOCUMENT INFORMATION

Appendix No	Title
Background Papers (These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Cabinet you must provide copies of the background papers)	