

DARLEY DALE TOWN COUNCIL

# SHLAA1093 — The Stancliffe Homes Strategic Interest: Access Monopoly, Policy PD10 and the Escalating Drainage Risk

Prepared by: Darley Dale Town Council | Date: May 2026 | For entry into: DDDC Local Plan Evidence Base

## 1. Purpose of This Document

This document is submitted by Darley Dale Town Council (DDTC) as a formal evidence base analysis in connection with DDTC's representations to the Derbyshire Dales District Council (DDDC) Local Plan review. It should be read alongside DDTC's formal letter of objection to process failure dated 28 April 2026, and DDTC's SHLAA Darley Dale Assessment Review of May 2026.

It focuses specifically on SHLAA1093 — Land between Old Hackney Lane and Hackney Road, Darley Dale — and the critical issue that has not been addressed anywhere in the published SHLAA proformas: that the developer uniquely positioned to provide access to SHLAA1093 is Stancliffe Homes, a developer with an obvious strategic ambition to expand development progressively up the Hackney hillside. This document analyses:

- The commercial monopoly that SHLAA1093's access dependency creates in favour of Stancliffe Homes;
- The foreseeable consequences for Policy PD10 and the wider Hackney hillside if SHLAA1093 is allocated; and
- The compounding and escalating impact on an already-acknowledged at-capacity sewage drainage network if hillside development proceeds.

## 2. The Access Monopoly: SHLAA1093 as an Open Door for Stancliffe Homes

### 2.1 What the proforma proposes — and what it omits

The SHLAA1093 proforma is explicit that the site has no adopted highway access. Its conclusion states:

*"Overall the site is considered developable if it was incorporated into the existing development allowed on appeal adjacent to the site (Appeal Ref: APP/P1045/W/25/3361297)."*

The appeal site is Stancliffe Homes' 37-dwelling scheme off Old Hackney Lane, allowed by Planning Inspector on 8 October 2025. The proforma also states:

*"The internal layout of the permitted site would have to be amended to form a suitable access into this site."*

What the proforma does not state — and what DDTC submits is a material omission — is that Stancliffe Homes have demonstrated a clear and documented ambition to develop further land on the Hackney hillside, beyond the 37-dwelling appeal scheme. It is in the road layout of the 37 homes site. So Stancliffe Homes are not a neutral third party. They are the party with by far the strongest commercial interest in SHLAA1093 being allocated and developed, and this is an invitation to access a monopoly, handed to them by DDDC.

If SHLAA1093 is allocated in the Local Plan with access dependent on the Stancliffe road layout, the following consequences follow as a matter of commercial logic:

- Stancliffe Homes acquire a de facto monopoly over the development of SHLAA1093. No other developer can build it, because no other developer controls the only viable access.
- SHLAA1093 therefore becomes developable exclusively by Stancliffe Homes, or by any party to whom Stancliffe Homes sells access rights — which they can price as they choose.
- The internal road that Stancliffe Homes construct through their 37-dwelling scheme, extended to serve SHLAA1093, then extends further up the hillside — towards SHLAA791 and SHLAA475, both currently classified as Undevelopable solely because they lack viable access.

## 2.2 The currently undevelopable hillside sites

The table below sets out the SHLAA assessments for the three principal hillside parcels above Old Hackney Lane. The pattern is unmistakable: the only reason SHLAA1093 is not also Undevelopable is that it sits immediately adjacent to the Stancliffe scheme.

SHLAA	Site	Area (ha)	Capacity	Status	Access Position
SHLAA475	Old Hackney Lane	2.9	0	Undevelopable	RED — 'Drivers' visibility issues due to curvature of Old Hackney Lane and lack of verge and footway. The site is unacceptable.'
SHLAA791	Land South of Hackney Road	1.14	0	Undevelopable Constrained	RED — 'Vehicle access unachievable due to level differences of land to highway, required gradients impractical plus highway margin narrow leading to unsafe driver's visibility.'
SHLAA1093	Land between Old Hackney Lane and Hackney Road	0.8	14	DEVELOPABLE	<b>AMBER — No adopted highway access. Access entirely dependent on amendment of Stancliffe Homes scheme (23/01275/FUL). No legal agreement in place.</b>

The consequence is stark: SHLAA1093's allocation would extend Stancliffe Homes' internal road network to the boundary of SHLAA791 (currently Undevelopable — access unachievable) and towards SHLAA475 (currently Undevelopable — access unacceptable). The 'access unachievable' constraint that currently protects both sites would be resolved, not by any new public highway investment, but by Stancliffe Homes' progressive development of the hillside from below.

### Key Issue for DDDC to Address

In classifying SHLAA1093 as developable via the Stancliffe road layout, DDDC has not considered that:

- Stancliffe Homes would thereby acquire an uncontested commercial monopoly over the development of SHLAA1093;
- The access route created would simultaneously unlock the currently undevelopable parcels above it (SHLAA791 and SHLAA475 totalling a further 4.04ha); and

- No legal agreement, section 73 variation, or Highways consent has been secured to ensure the access is even deliverable.

### 3. The Strategic Mechanism: A Five-Stage Hillside Ratchet

The sequence of events on the Hackney hillside, viewed as a whole, reveals a predictable and foreseeable mechanism by which Stancliffe Homes can progressively develop the entire hillside above Old Hackney Lane — using each permission as the access infrastructure and changed landscape baseline for the next. DDTC sets out this mechanism in full so that the Planning Inspector can assess it at Regulation 19 examination.

Stage	Event	Effect on access, landscape baseline and PD10 gap
1	Appeal allowed: 27 affordable homes on Old Hackney Lane fields (2024)	Inspector finds landscape impact moderated by proximity to existing development. Gap is partially compromised. This becomes the new baseline for assessing adjacent sites.
2	Stancliffe Homes 37-dwelling scheme approved off Old Hackney Lane (October 2025)	Gap is further reduced. Stancliffe road layout established. Assessment of adjacent sites can use Stancliffe as 'proposed development' moderating their own impact. Access corridor to hill established.
3	<b>SHLAA1093 allocated in Local Plan — accessed via Stancliffe internal road (proposed 2026)</b>	Stancliffe Homes gain commercial monopoly over SHLAA1093 development. Internal road extends to boundary of SHLAA791. 'Access unachievable' constraint on SHLAA791 is now resolved via internal route. PD10 gap reduces further.
4	SHLAA791 (1.14ha) now accessible via SHLAA1093 and Stancliffe road — future application	Currently Undevelopable. With internal access established, new application or appeal becomes credible. Inspector will be invited to note that the Local Plan itself allocated SHLAA1093 via this access route. Further hillside development is built.
5	SHLAA475 (2.9ha) unlocked via cumulative internal road network	The largest hillside parcel, currently Undevelopable, now has viable internal access through the cumulative Stancliffe / SHLAA1093 / SHLAA791 network. By this stage the gap between Matlock, Hackney and Darley Dale has been functionally closed.

At no stage in this sequence does DDTC conduct a cumulative assessment of the combined effect on the PD10 gap, the coalescence of settlements, or the drainage network. Each site is assessed individually. Each individual assessment finds the impact moderated by what has already been approved or proposed. The gap between Matlock and Darley Dale is closed by incremental steps, none of which is individually assessed as crossing the threshold at which PD10 protection is triggered.

### 4. Policy PD10 — The Protective Designation Being Eroded by Stealth

#### 4.1 What PD10 protects and why the Hackney hillside is central to it

Policy PD10 of the adopted Derbyshire Dales Local Plan seeks to safeguard the intrinsic character and quality of the open spaces through the Derwent Valley between Matlock and Darley Dale, and to prevent further coalescence of the settlements of Matlock, Hackney and Darley Dale. It is a positively

expressed protective designation of full statutory weight under section 38(6) of the Planning and Compulsory Purchase Act 2004.

DDTC has formally requested that the PD10 boundary be widened to include the Hackney hillside. This request has not been acknowledged or responded to by DDDC. The SHLAA proformas themselves demonstrate why the extension is urgently necessary: all three hillside SHLAA sites (SHLAA475, SHLAA791 and SHLAA1093) are described in their own landscape assessments as:

- Forming important green space within Darley Dale helping maintain spatial separation between Darley Dale, Hackney and Matlock;
- Visually prominent land visible from Hackney Lane, Hackney Road, nearby residential areas and views in the wider landscape across the valley; and
- Having potential to impact adversely on key landscape characteristics including the coalescence of existing settlement areas along the Derwent Valley.

This language is effectively a description of PD10 land. These sites fulfil a PD10 function but currently lie outside the formal boundary. DDTC's request to widen the boundary is therefore not a speculative aspiration but a response to evidence that DDDC's own consultants and officers have placed on the record.

## 4.2 The inversion of PD10's purpose

The SHLAA1093 landscape assessment attempts to moderate the site's coalescence impact by citing the Stancliffe development and other SHLAA sites as evidence of a 'changed baseline'. The relevant passage states:

*"The presence of proposed and emerging development in adjacent areas, including other SHLAA sites, alters the baseline context and reduces the degree to which this parcel can be considered as wholly intact or undeveloped."*

This reasoning inverts the logic of PD10 in two respects:

- It uses unallocated, unapproved SHLAA sites — sites that have not been adopted in any Local Plan and do not yet exist in planning terms — to erode the protection that PD10 provides. A designation cannot be weakened by the existence of proposals that have not been determined. This is not legitimate landscape assessment methodology.
- It uses the Stancliffe development — which was itself opposed by DDTC and local residents on precisely the coalescence and PD10 grounds now being applied to SHLAA1093 — to create the changed baseline that makes SHLAA1093 acceptable. The very development that damaged the gap is being used to justify further damage to it.

PD10 was designed to prevent this incremental erosion. Resistance to the ratchet effect is the policy's core purpose. If each successive development is assessed against a baseline that has already been compromised by the previous one, the designation is rendered functionally redundant without ever being formally removed. This is not a sound approach to plan-making, and DDTC will submit that it fails the tests of soundness — specifically, that the plan must be positively prepared and justified — at Regulation 19 examination.

## 4.3 DDTC's formal requirement on PD10

### PD10 Requirements

1. The PD10 boundary must be extended to include the Hackney hillside parcels (SHLAA475, SHLAA791 and SHLAA1093) before the Regulation 19 plan is submitted. DDTC's formal request to this effect has not been acknowledged. It must be responded to substantively.

1. A cumulative landscape and coalescence assessment must be conducted for all sites — approved, pending and proposed — in the PD10 corridor between Matlock, Hackney and Darley Dale. This must map the remaining undeveloped gap, assess whether settlement separation can still be maintained after all allocations are built out, and be conducted by an independent landscape consultant.
2. Unallocated SHLAA sites must not be used as evidence of a changed landscape baseline in the assessment of other SHLAA sites. Only sites with extant planning permission or adopted allocation status may legitimately be treated as part of the existing baseline.

## 5. Drainage — A Network Already at Capacity, Further Threatened by Uphill Development

### 5.1 The existing acknowledged drainage crisis in Darley Dale

Severn Trent Water (STW) has confirmed in its public data that the sewer drainage network in Darley Dale is operating at capacity. STW's Combined Sewer Overflow CSO11 at Matlock — Bakewell Road (Hooley Town) is operating near-daily during rainfall events. STW has no immediate plans to upgrade the network. DDTC submitted a formal request to DDDC for a Drainage Impact Assessment to be conducted before any development allocations in Darley Dale are finalised.

We were subsequently advised that the next consultation is the Reg 19 and that DDDC cannot enter into communications until then, although the content of consultations will be taken into account.

The SHLAA proformas for all five recommended Darley Dale development sites explicitly identify CSO11 (Hooley Town) as a downstream infrastructure point that 'may be impacted' by the proposed connections. Despite this, STW's ratings are all GREEN — *a rating based solely on whether a gravity connection is physically achievable, not on whether the receiving network has capacity*. The absence of a Drainage Impact Assessment means these ratings are therefore untested and consequently unsound.

### 5.2 Why uphill development makes the drainage crisis materially worse

Gravity drainage works by running downhill. Every new dwelling built on the Hackney hillside — SHLAA1093, and the sites it would unlock above it — discharges its foul water by gravity into the same network that already serves the existing settlement below. Because the hillside sites are at elevation, their drainage flows are not merely additive to the network. They run through and intensify the loading on every pipe junction, pumping station and overflow between the hillside and the Hooley Town CSO11 outfall.

The specific drainage points explicitly cited in the Hackney hillside SHLAA proformas include:

- MATLOCK – BAKEWELL RD (HOOLEY TOWN) — Sewage Pumping Station and Settled Storm Overflow (CSO11): cited as impacted by SHLAA1093, SHLAA475 and SHLAA791;
- DARLEY DALE – DALE ROAD SOUTH (Combined Sewer Overflow): cited in SHLAA1093 and SHLAA475;
- One pollution point reported immediately downstream of the SHLAA1093 proposed connection; and
- Multiple further CSOs identified as located downstream which 'may be impacted' by each of the hillside developments.

The cumulative drainage loading from the full hillside development scenario — the 37-dwelling Stancliffe scheme plus SHLAA1093 (14 dwellings) plus SHLAA791 (up to 46 dwellings at comparable density) plus SHLAA475 (up to 116 dwellings at comparable density) — represents a potential additional foul water discharge into an acknowledged at-capacity network of up to 213 new dwellings

in the Hackney hillside corridor alone. This is before accounting for the five other recommended Darley Dale SHLAA sites, which collectively add a further 184 dwellings.

Site / Scheme	Dwellings	Current Status	Drainage Impact on Hooley Town / CSO11
Stancliffe Homes 37-dwelling appeal (23/01275/FUL)	37	Permission granted Oct 2025	Uphill foul water connection to shared network discharging to Hooley Town area
SHLAA1093 — Old Hackney Lane / Hackney Road	14	Proposed allocation	Explicitly cites CSO11 (Hooley Town) as impacted. One pollution point immediately downstream.
SHLAA475 — Old Hackney Lane (2.9ha)	Up to 116	Currently Undevelopable — unlocked by SHLAA1093 access	Cites Hooley Town (CSO11) as impacted. One Historic Flood Risk Register point downstream.
SHLAA791 — Land South of Hackney Road (1.14ha)	Up to 46	Currently Undevelopable — unlocked by SHLAA1093 access	Drains to same network shared with all above. No capacity assessment conducted.
<b>TOTAL — Hackney hillside cumulative</b>	<b>Up to 213</b>	—	<b>All flowing by gravity into acknowledged at-capacity network. No cumulative Drainage Impact Assessment exists.</b>

### 5.3 The gravity drainage amplification effect

It is important to understand why uphill development is not merely additive but amplifying in its effect on the downstream network. The combined sewer network serving Darley Dale and the Hackney area operates as a gravity-fed system. Every new uphill connection adds flow that travels through the entire length of downstream pipe, through each intermediate pumping station and CSO, to reach the treatment works. The effect on CSO11 at Hooley Town is therefore not limited to the extra volume of foul water from the new dwellings alone. In combined sewer overflow conditions — which already occur near-daily at Hooley Town — the additional foul water flow from uphill development further reduces the available headroom in the combined sewer, causing the overflow threshold to be reached earlier and more frequently.

In practical terms: 213 new dwellings draining by gravity from the Hackney hillside would cause CSO11, already operating near-daily, to overflow even more frequently, for longer, and in greater volumes into the watercourse below. The Environment Agency's Category 3 and Category 4 pollution points already noted immediately downstream of the SHLAA281 connection would be subject to increased pressure across the board. This is a matter of basic hydraulic engineering, not speculation.

### 5.4 DDTC's formal requirements on drainage

#### Drainage Requirements

3. A Drainage Impact Assessment must be commissioned before any Darley Dale development allocation — including SHLAA1093 — is confirmed in the Regulation 19 plan. DDTC made this formal request in its written submission to DDDC. The assessment must cover the cumulative impact of all proposed allocations on the shared network, including specifically CSO11 at Hooley Town.

4. The Drainage Impact Assessment must include the hillside development scenario — covering the Stancliffe 37-dwelling scheme and all hillside SHLAA sites (SHLAA1093, SHLAA791 and SHLAA475) — to assess the cumulative uphill gravity loading on the network that serves the entire Darley Dale drainage system downstream.
5. STW must provide a formal written position on whether the network has capacity to accept the proposed cumulative loading, and if not, what infrastructure upgrades are required, at whose cost, and to what committed timetable, before any allocation is confirmed.
6. DDTC draws to the attention of the Planning Inspector that no Drainage Impact Assessment exists, that STW has confirmed network capacity is at its limit, and that the SHLAA proformas' GREEN sewage ratings are based solely on the physical achievability of gravity connection — not on network capacity. This is a soundness issue under NPPF paragraph 36 (justified and effective) and paragraph 160 (infrastructure capacity).

## 6. DDTC's Formal Position — Summary of Requirements

DDTC formally submits the following requirements in respect of the matters raised in this document. All are required before the Regulation 19 plan is submitted to the Planning Inspectorate.

Req.	Requirement
1	DDTC formally objects to SHLAA1093's classification as 'Developable'. The site has no adopted highway access. Deliverability depends entirely on an unagreed, unapproved, unsecured amendment to a separately consented scheme owned by a developer with a commercial monopoly interest in the outcome. This does not meet the NPPG HELAA test of reasonable prospect of delivery.
2	DDDC must produce written evidence that Stancliffe Homes have agreed in principle to amend their road layout to serve SHLAA1093, together with a draft legal mechanism (section 73 variation, section 278/38 agreement or easement). In the absence of this, SHLAA1093 must be reclassified as Undevelopable Constrained.
3	DDDC must address the commercial monopoly question: <i>has</i> it considered that allocating SHLAA1093 via the Stancliffe road layout gives Stancliffe Homes exclusive control over a Local Plan allocation, without any public process, competition or valuation?
4	A cumulative landscape and coalescence assessment for all sites in the PD10 corridor between Matlock, Hackney and Darley Dale — including all SHLAA sites and extant permissions — must be conducted by an independent landscape consultant and entered into the evidence base.
5	The PD10 boundary must be extended to include the Hackney hillside. DDTC await the revised PD10 wording and policy map boundaries at the June committee meeting with interest.
6	A Drainage Impact Assessment covering the cumulative impact of all Darley Dale allocations — <i>including the hillside development scenario</i> — must be commissioned. STW must provide a formal written capacity confirmation. DDTC's unanswered formal request for this assessment must be acknowledged and actioned.
7	DDTC reserves all rights to raise each of the matters in this document before the appointed Planning Inspector at Regulation 19 examination, including the absence of a Drainage Impact Assessment, the absence of a cumulative landscape assessment, the unsecured access dependency for SHLAA1093, and the systemic erosion of PD10 by the ratchet mechanism described in Section 3.

**Darley Dale Town Council | Formal Evidence Base Submission | May 2026**

*This document is submitted by DDTC as a formal evidence base document for entry into the DDDC Local Plan evidence base in full. It should be read alongside DDTC's formal letter of objection to process failure dated 28 April 2026. DDTC reserves all rights to rely upon this analysis at Regulation 19 consultation and at examination before the Planning Inspector. Nothing in this document should be read as withdrawing or modifying any of DDTC's other formal submissions.*

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