

**11. FULL APPLICATION - FOR THE INSTALLATION OF A SOLAR POWERED CAR PARK MACHINE AND ASSOCIATED BASE, PEDESTRIAN AREA AND SIGNAGE AT MINNINGLOW CAR PARK, MOULDRIDGE LANE, PIKEHALL (NP/DDD/1122/1455, DH)**

**APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY**

**Summary**

1. The application is for the installation of a solar powered car park ticket machine and associated base, pedestrian area and signage at Minninglow Car Park.
2. The site is an existing operational car park within the Peak District National Park owned and operated by the National Park Authority, which currently is free to use by members of the public.
3. The National Parks and Access to the Countryside Act 1949 (Section 12) gives the Authority powers to provide and operate parking places, and may for the purposes of such arrangements erect such buildings and carry out such work as may appear to them to be necessary or expedient.
4. The development within the existing car park is considered necessary to support the upkeep of the parking facility alongside the High Peak Trail which is also maintained by the Authority.
5. The existing use and character of the site is not altered, and the harm to the wider landscape setting of the car park is minimal.
6. The application is recommended for approval.

**Site and Surroundings**

7. The application site is located in open countryside approximately 950m to the south of Pikehall, which is not a named settlement in policy DS1.
8. The site comprises a hardsurfaced parking area between Mouldridge Lane to the south and the High Peak Trail to the north. The vehicular access is from the south off the north side of Mouldridge Lane, and there is a bund to either side of the access which runs along the southern side of the parking area.
9. The High Peak Trail in this area has trees along either side. The bund between the road and the car park is also populated with trees, therefore the site is well screened.
10. The site does not lie within the designated conservation area, and there are no listed buildings in the vicinity.

**Proposal**

11. The proposal is for the erection of a solar powered car park machine along with associated signage and two posts in front of the installation to create a safe area for people using the machine.

## **RECOMMENDATION:**

12. That the application be **APPROVED** subject to the following conditions:

- **Statutory time limit**
- **The development to be in accordance with the submitted specifications received 18/11/2022, and the amended site plan received 14/12/2022**

## **Key Issues**

13. The key issues are:

- Whether the proposals would have a detrimental effect on the character and appearance of the site and its setting, or the wider landscape setting within which it sits; and
- Public safety; and
- Whether the proposals would harm the amenities of nearby neighbouring properties.

## **History**

14. None.

## **Consultations**

15. Derbyshire County Council (Highway Authority) – No highways comments.

16. Derbyshire Dales District Council – No response to date.

17. Ballidon and Bradbourne Parish Council - No response to date.

18. PDNPA Archaeologist - No archaeological concerns.

## **Representations**

19. During the publicity period the Authority received 3 representations, one of which is a general comment regarding the provision of waste bins, one states no objection provided the public rights of way are not impacted, and one objects to the proposal for the following reasons:

- *Charging for parking in remote areas at this time of unprecedented living costs will prevent or reduce regular access to the Countryside for many users.*
- *At this time of economic pressures access to the Countryside is particularly important to maintain good health and well-being for all.*
- *Given fuel costs these areas are expensive enough to travel to let alone pay for parking.*
- *This area does not have additional facilities, i.e. toilets, cafe and cycle hire, therefore do not warrant these charges which are a cynical means of raising funds.*
- *The machine will be out of character with the rural nature and aesthetics of the car park environment and will represent over development more akin to an urban area.*
- *Due to the remote locale the machines will be vulnerable to vandalism which will not represent a good use of public investment.*
- *The implementation of car parking charges in this area will increase on road parking detrimentally affecting the country lane verges.*
- *Persons parking on the nearby country lanes will be at risk of accidents from other road users, particularly large agricultural vehicles usual in this area.*

## **Main Policies**

20. Relevant Core Strategy policies: GSP1, GSP2, GSP3, CC1, CC2, DS1, L1, T1, T3, T6 & T7
21. Relevant Local Plan policies: DM1 & DMC3
22. National Planning Policy Framework

## **Wider Policy Context**

23. National Park designation is the highest level of landscape designation in the UK. The Environment Act 1995 sets out two statutory purposes for national parks in England and Wales:
  - Conserve and enhance the natural beauty, wildlife and cultural heritage
  - Promote opportunities for the understanding and enjoyment of the special qualities of national parks by the public
  - When national parks carry out these purposes they also have the duty to:
  - Seek to foster the economic and social well-being of local communities within the national parks.

## **National Planning Policy Framework**

24. The National Planning Policy Framework (NPPF) replaced a significant proportion of central government planning policy with immediate effect. A revised NPPF was published in July 2021. The Government's intention is that the document should be considered as a material consideration and carry particular weight where a development plan is absent, silent or relevant policies are out of date. In the National Park the development plan comprises the Authority's Core Strategy 2011 and policies in the Peak District National Park Development Management Policies document 2019. Policies in the Development Plan provide a clear starting point consistent with the National Park's statutory purposes for the determination of this application. It is considered that in this case there is no significant conflict between prevailing policies in the Development Plan and more recent Government guidance in the NPPF.
25. Paragraph 176 of the NPPF states that '*great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in all these areas, and should be given great weight in National Parks and the Broads.*'

## **Peak District National Park Core Strategy**

26. GSP1 & GSP2 - *Securing National Park Purposes and sustainable development & Enhancing the National Park.* These policies set out the broad strategy for achieving the National Park's objectives, and jointly seek to secure national park legal purposes and duties through the conversion and enhancement of the National Park's landscape and its natural and heritage
27. GSP3 - *Development Management Principles.* GSP3 states that all development must respect, conserve and enhance all valued characteristics of the site and buildings, paying particular attention to, amongst other elements, impact on the character and setting of buildings, scale of the development appropriate to the character and appearance of the

National Park, design in accordance with the National Park Authority Design Guide and impact on living conditions of communities.

28. CC1 – *Climate change mitigation and adaptation*. CC1 requires all development to make the most efficient and sustainable use of land, buildings and natural resources to achieve the highest possible standards of carbon reductions
29. CC2 - *Low carbon and renewable energy development*. CC2 states that proposals for low carbon and renewable energy development will be encouraged provided they can be accommodated without adversely affecting the landscape character, cultural heritage assets, other valued characteristics, or other established uses of the area.
30. DS1 - *Development Strategy*. This sets out what forms of development are acceptable in principle within the National Park.
31. L1 - *Landscape character and valued characteristics*. L1 states that all development must conserve and enhance valued landscape character and valued characteristics, and other than in exceptional circumstances, proposals in the Natural Zone will not be permitted.
32. T1 – *Reducing the general need to travel and encouraging sustainable transport*. T1 (E) says that sustainable access for the quiet enjoyment of the National Park, that does not cause harm to the valued characteristics, will be promoted.
33. T3 – *Design of transport infrastructure*. T3 (B) requires particular attention to be given to using the minimum infrastructure necessary.
34. T6 – *Routes for walking, cycling and horse riding, and waterways*. T6 (B) says that the Manifold, Tissington and High Peak Trails will be protected from development that conflicts with their purpose.
35. T7 – *Minimising the adverse impact of vehicles and managing the demand for car and coach parks*. T7 (C) refers to the management of non-residential parking.

#### Local Plan Development Management Policies

36. DM1 – *The presumption of sustainable development in the context of National Park purposes*. These being (i) to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park; and (ii) to promote opportunities for the understanding and enjoyment of the valued characteristics of the National Park.
37. DMC3 - *Siting, Design, layout and landscaping*. DMC3 states that where development is acceptable in principle, it will be permitted provided that its detailed treatment is of a high standard that respects, protects and where possible enhances the natural beauty, quality and visual amenity of the landscape, including the wildlife and cultural heritage that contribute to the distinctive sense of place.

#### Assessment

##### Principle of the development

38. The proposal contributes to the Authority's statutory purposes and is acceptable in principle.
39. The provision of car parking ticket machines could help to encourage car sharing, thereby reducing travel, which policy T1 seeks to promote.

40. Policy DS1 states that renewable energy infrastructure is acceptable in principle provided that they can be accommodated without adverse visual impact and do not raise any amenity issues.

#### Visual Impacts

41. The siting for the proposed car park ticketing machine and the associated tariff signage is to the south-east corner of the car park. From within the car park the machine and sign would be seen against the backdrop of the earth bund which separates the car park from the road.
42. In terms of the wider visual impact the development would not be readily visible from outside the car park itself, due to its positioning and the existing screening to the car park. The only view would be on a very short section of the Mouldridge Lane.
43. The proposed machine is a functional structure comprising a solar panel measuring 475mm by 378mm, on top of a pedestal whose dimensions are 290mm by 274mm. The overall height of the machine is 1.714m. The machine has a black finish, which is a recessive colour.
44. The tariff sign measures 850mm across, by 1.2m in depth. It is mounted on poles with its highest edge at 1.5m. The sign has a dark green background with lettering and symbols in Peak District National Park colours.
45. The machine is on a concrete pad with a small tarmac standing area and two posts are provided to ensure the safety of the area when members of the public are using the machine.
46. The smaller advisory signs, measuring 290mm by 425mm (approximately A4 size), are also green.
47. Although the design of the proposed infrastructure does not reflect or harmonise with the natural environment or local building traditions, the development is a modest scale, recessive colour. The siting, which utilises existing features and screening makes the impact negligible. Within the existing car park it is screened from wider viewpoints, and in the context of the car park, is not incongruous and does not have a detrimental impact on the site.
48. The proposals are considered to have a minimal impact on the character and appearance of the existing site and a negligible impact on the wider setting of the car park.
49. As such, it is concluded that the proposal is compliant with policies GSP3, L1, and DMC3 and also in line with policies CC1, CC2, T3 and T7.

#### Amenity Impacts

50. Due to the location of the site in relation to any residential properties, it will have will not have an adverse effect upon any neighbouring properties.
51. As noted above, the proposed installations will not have a detrimental effect on the character and appearance of the site, or the wider landscape setting.
52. The Highway Authority have no safety concerns, and the proposed posts to keep the immediate area to the front of the machine protected means there are no public safety issues.

53. In terms of amenity issues the proposal is in line with the Authority's policies and national planning policy.

#### Sustainability

54. Policy CC1 requires all development to make the most efficient and sustainable use of land, buildings and natural resources to achieve the highest possible standards of carbon reductions. The solar powered infrastructure is inherently sustainable and therefore complies with the requirements of CC1.

#### Conclusion

55. The proposed development does not have an adverse impact on the character and appearance of the existing site.

56. As such, it is concluded that the proposal is compliant with policies GSP3, L1, CC1, CC2, T3, T7, DMC3, and national planning policy.

#### Human Rights

Any human rights issues have been considered and addressed in the preparation of this report.

#### List of Background Papers (not previously published)

Nil

#### Report Author and Job Title

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