

13. FULL APPLICATION - FOR INSTALLATION OF SOLAR POWERED CAR PARK MACHINE AND ASSOCIATED BASE, PEDESTRIAN AREA AND SIGNAGE –UPPER BURBAGE CAR PARK RINGINGLOW ROAD STANAGE SHEFFIELD S32 1DA - NP/HPK/1222/1608- EJ

APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY

Summary

1. The application is to install a single solar powered car park pay and display ticket machine, with associated base and protection posts at this existing free car park.
2. Although the description includes signage, advertisements are controlled under separate legislation and therefore where express consent is required it would be subject to a separate application for Advertisement Consent.
3. The application forms part of a wider scale implementation of Pay & Display ticket machine installations by the applicant at its car parks across the National Park.
4. The development is small scale, dark coloured, appropriate to the current use as carpark and would have minimal landscape impact.
5. The proposal therefore accords with adopted policies and is recommended for approval.

6. Site and Surroundings

7. The Upper Burbage Bridge car park is located in the open countryside off the Hathersage to Ringinglow road. It lies in a dip in the wider open moorland landscape. The car park is currently free to use and is a popular destination for visitors to the Upper Burbage/Stanage area, with strong pressures for parking on the roadside verge and nearby lay-bys
8. The site lies within the Landscape Designation - Moorland slopes & cloughs.
9. An underground oil or gas pipeline runs under the application site and close to the proposed installation point.

10. Proposal

11. The installation of solar powered pay and display ticket machine.
12. The machine would be located to the West side of the carpark with associated concrete & tarmac base and 2x 1m x 200mm protective timber posts.
13. The Pay & Display machine has a max width of 47.5cm, max depth of 37.8cm and a height of 173.4cm. This would be solar powered and black in colour.
14. For information in this application, the proposed tariff board would be 850mm high and the regulations board 350mm high.

15. RECOMMENDATION:

That the application be APPROVED subject to the following conditions:

1. **Commence development within 3 years.**

2. **Carry out in accordance with specified amended plans which relocate the ticket machine east-wards to within the verge beside the footpath gate into the adjacent moorland to avoid the underground pipeline easement.**

16. **Key Issues**

- The impact upon the character and appearance of the landscape
- Impact upon buried infrastructure – in this case a government oil pipeline
- Any impact to highways and public safety

17. **History**

18. 1999 – NP/S/1299/029 – Approval for construction public car park
19. 2001 – NP/S/ 0201/004 – Approval for siting of mobile refreshment concession.

20. **Consultations**

21. Highway Authority: No response to date
22. Parish Council – No response to date
23. Surveyors acting on behalf of the owners of the nearby underground pipeline – Objection – comments as follows: -.

“It appears from the plans submitted by the applicant that their proposed development is to be constructed within close proximity to Exolum apparatus. Such works would require consent from Exolum and, in this instance, consent would not be granted as the proposed development would restrict access to the pipeline, both for routine maintenance and in an emergency situation. We must therefore object to the planning application”

24. **Representations**

25. There has been 1 local objection raising the following point: -
26. *Leave the car park free for all and keep the Peak that tiny bit more accessible for people.*

27. **National Planning Policy Framework (NPPF)**

28. 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: Which are; to conserve and enhance the natural beauty, wildlife and cultural heritage and 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.
29. The National Planning Policy Framework (NPPF) has been revised (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 particular Paragraph 176 states that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, which have the highest status of protection in relation to these issues.

30. National policy on the importance of biodiversity, cultural heritage and natural beauty is set out in sections 2; 15; and 16 of the NPPF (2021), amended from PPS7: Sustainable Development in Rural Areas (2012).
31. The Government continues to regard national park designation as conferring the highest status of protection as far as landscape and natural beauty is concerned. It also states that national parks make an important contribution to the cultural and natural heritage of the nation.
32. In the National Park, the development plan comprises the Authority's Core Strategy 2011 and the Development Management Policies (DMP), adopted May 2019. These Development Plan Policies provide a clear starting point consistent with the National Park's statutory purposes for the determination of this application. In this case, it is considered there are no significant conflicts between prevailing policies in the Development Plan and government guidance in the NPPF.

33. Main Development Plan Policies

34. Core Strategy (2011)

35. CC1 – *Climate change mitigation and adaptation*. This policy aims to build in resilience to, and mitigate the causes of climate change. In order to achieve this the policy sets out that development must be efficient and sustainable in its use of land, buildings and natural resources.
 - a. Particular reference given to CC1 (A): *Make the most efficient and sustainable use of land, buildings and natural resources*; and (B): *Take account of the energy hierarchy*.
36. L1 – *Landscape character and valued characteristics*. This identifies that 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.
37. T3 – *Design of transport infrastructure*. In Particular, T3 (A) concerning signage and furniture. Requires that transport infrastructure, including roads, bridges, lighting, signing, other street furniture and public transport infrastructure, will be carefully designed and maintained to take full account of the valued characteristics of the National Park.

38. Development Management (2019)

39. DMC3 – Siting, design, layout and landscaping. This policy states that where development is acceptable in principle, its detailed treatment will be of a high standard that respects, protects and enhances the area's natural beauty, quality and visual amenity of the landscape, including the wildlife and cultural heritage whilst contributing to the distinctive sense of place.
 - a. In particular, DMC3 (B (IV)): *access, utility services, vehicle parking, siting of services, refuse bins and cycle storage*.

40. Assessment

41. Design and landscape Impact

42. The design and appearance of the machine is compliant to Core Strategy Policy T3 concerning the design of transport infrastructure. The machine is modest in scale being dark coloured also accords with Development Management Policy DMC3.

43. The overall design of the payment machine incorporates the use of solar power, putting its impact low on the energy hierarchy with minimal maintenance and energy required for its operation to meet CC1.
44. The submitted plans sited the machine near the western edge of the car park. Unfortunately, this is within the easement of a buried strategic energy pipeline which has raised a strong objection from agents acting on behalf of the operator. Relocation of the parking charge machine a few metres to the east outside of this area is both practical and would raise no additional landscape issues. It would also be closer to the access point into the wider footpath network for a number of users. Consequently, amended plans from the applicant have been agreed in principle and will be available in time for the meeting. It is also hoped re-consultation can be completed in time also to result in the withdrawal of the pipeline consultees objection.
45. Therefore, within the setting of the car park, the visual impact of the meter upon the character and appearance of the landscape is considered to be minor and acceptable.

46. Highway Impact

47. The machine and associated signage will be set well back at an appropriate distance away from the highway and users of the car park. It would not therefore cause any obstruction to users in the car park or of drivers in the highway.
48. There are other existing and informal car parks/lay-bys along Ringinglow Road which are regularly in use and remain free of charge.
49. Therefore, it is not considered the development will cause harm to public safety on the highway or the carpark.
50. As with the other sites, the applicants recognises the impact of charging to result in displaced parking to avoid fees and makes the following statement in response which is considered to represent an appropriate and proportionate response and approach to the issue;
51. *“A number of the sites already experience on road parking, or are on roads too narrow and with unsuitable verges for on road parking. To mitigate for any additional on road parking it is proposed to undertake additional communication at the sites to highlight how parking fees are spent and the negative impact of verge parking. Previously targeted engagement and PR led to an increase of 29% in parking fees at the Hollin Bank Car Park. In addition, on road parking will be surveyed prior to charges being implemented and afterwards to assess the impact, if significant change is identified then further targeted PR will be undertaken, with other actions reviewed. Charging for currently free car parks has a risk as visitors may choose not to use the car parks and use road side spaces instead. This is not a safe possibility at some locations. This is also a risk with increasing the tariff. This was highlighted as a risk during the 2016 car park review but those concerns were not borne out. As part of the implementation of these changes a communications plan will be devised to encourage responsible behaviour and highlight the important role that car park income has in enabling the Authority to carry out its work and provide essential facilities for visitors.”*

52. Conclusion

53. The car parking machine in the amended location is considered to have a minor and acceptable impacts upon the National Park landscape taking into account its setting within an established car park.

54. The amended proposal is compliant with adopted policy and is therefore recommended for approval, subject to the withdrawal of the pipeline easement objection and completion in accordance with amended plans.

55. Human Rights

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

57. List of Background Papers (not previously published)

58. Nil

59. Report author: Ellie Johnson, Assistant Planner