

17. FULL PLANNING PERMISSION – APPLICATION FOR INSTALLATION OF SOLAR POWERED CAR PARK MACHINE AND ASSOCIATED BASE, PEDESTRIAN AREA AND SIGNAGE – DENNIS KNOLL CAR PARK HOLLIN BANK ROAD STANAGE HATHERSAGE - NP/DDD/1222/1558 - EJ

APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY

Summary

1. The existing car park at Dennis Knoll car park, Hathersage is a free car park owned and operated by the National Park Authority.
2. Permission is sought to install a single solar powered car park ticket machine in the corner of the car park. It would be sited on a concrete pad with a small tarmac pedestrian hardstanding in front protected by two timber posts.
3. The application is one of 13 applications submitted by the applicant as part of a wider scheme to implement more charging in its car parks.
4. 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.
5. The site is located South of the Natural Zone, and North of a Scheduled Monument.
6. The proposed machine is small in scale, dark coloured and appropriately sited and related to the current use as a visitor car park. It is of a suitable high standard of design which would cause no harm to the character and appearance of the car park, the local landscape or setting.
7. In the context of this setting the proposal therefore represents an acceptable form of small-scale transport related infrastructure which accords with policies in the development plan.
8. The application is therefore recommended for approval.

Site and Surroundings

9. The small visitor car park at Dennis Knoll is located at the start of the 'Long Causeway' bridleway up to Stanage Edge. This car park is open to the public.
10. The carpark is located to the South of the Natural Zone and North of the Scheduled Monument: *Sheepwash Bank and Dennis Knoll prehistoric settlement and field system.*
11. It has the Landscape Designation – Open Moors.
12. Around 3km to the West of the carpark is Bamford village, with the village of Hathersage some 3.5km to the South.
13. The site benefits from the adjacent woodland to the north and south of the road which shields the carpark in wider views.

Proposal

14. The installation of solar powered car park machine, and associated base and pedestrian area.

15. Submitted plans show red line application site boundary around the whole of car park, however the size of the machine base is 2sqm.
16. The machine will be located to the South-East of the car park with associated concrete & tarmac base and 2x timber protection posts. The Pay & Display machine will be solar powered and black in colour and would have the following dimensions - width 47.5cm, depth 37.8cm and a height of 173.4cm.
17. The colour and siting of the machine will help it to be visible to users of the car parks whilst having a limited visual impact in the local and wider landscape.
18. New/replacement signage is also mentioned but as noted above, advertisements are covered by a separate set of regulations and application process. Just for information purposes therefore, to the North of the proposed machine there is an existing car park sign. Two further signs are proposed, one to the central North of the site and one to the East. The signs are 850mm wide, the main tariff board would be 850mm high and the regulations are 350mm high.

RECOMMENDATION:

That the application be APPROVED subject to the following conditions:

1. **Statutory time limit**
2. **In accordance with submitted amended plans**

Key Issues

- The impact on the character and appearance of the car park and its landscape setting, including proximity to the Natural Zone and Scheduled Monument areas.
- Any highway safety or amenity impacts

History

2000 – NP/DDD/0700/0291 – Approval for extension of lay-by parking area

Consultations

Highway Authority: No comments

Representations

19. During the consultation period, the Authority has received one representation regarding an ancillary resurface of the carpark and works along Long Causeway, and the potential damage to verges directly related to the introduction of Pay & Display.
20. No resurfacing works are proposed with this application. However, the verges along Long Causeway are already regularly in use at peak periods when the low capacity of the car park is regularly exceeded leading to regular verge damage. Charging will clearly encourage many visitors to avoid paying the fees by parking along the road at all times.

National Planning Policy Framework (NPPF)

21. 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.
22. The National Planning Policy Framework (NPPF) has been revised (2021). This replaces the previous document (2019) with immediate effect. 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.
23. 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).
24. 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.
25. 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.

Main Development Plan Policies

Core Strategy (2011)

26. GSP1, GSP2 - *Securing National Park Purposes and sustainable development & Enhancing the National Park*. These policies 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 assets.
27. GSP3 - *Development Management Principles*. Requires that particular attention is paid to the impact on the character and setting of buildings and that the design is in accord with the Authority's Design Guide and development is appropriate to the character and appearance of the National Park.
In particular GSP3 (K): *adapting to and mitigating the impact of climate change, particularly in respect of carbon emissions, energy and water demand*.

28. 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.

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*.

29. 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.

30. L3 - *Cultural heritage assets of archaeological, architectural, artistic or historic significance*. This policy relates to cultural heritage assets and their settings.

Both policies L1 and L3 say that development must conserve or enhance the landscape and cultural heritage of the National Park and other than in exceptional circumstances development that has a harmful impact will not be permitted.

31. 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.

Development Management (2019)

32. 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.

In particular, DMC3 (B (IV)): *access, utility services, vehicle parking, siting of services, refuse bins and cycle storage*.

Assessment

Introduction

33. Transport emissions are one of the major contributors to climate change in the Peak District National Park and a barrier to achieving net zero targets. Over 80% of visitors currently arrive by car and there can be negative impacts on both the National Park landscape and resident communities.

34. The provision of the solar powered parking ticket machine will enable the applicant to start charging for parking which is currently free. This would likely help toward reducing excess car use, encourage car sharing and thereby contribute to the overall strategy to mitigate the impacts of climate change and the impacts of visitor parking on the landscape and communities across the National Park.

Design and Appearance

35. The design and appearance of the machine and signage is compliant to Core Strategy Policy T3 concerning the design of transport infrastructure. The machine is small scale and in a recessive colour, with the associated base works being appropriate and

necessary to protect the machine and users.

36. 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. The proposal is therefore considered to be of a high standard of design to meet policies DMC3 and CC1.

Landscape Impact

37. The machine would be located to the North edge of the car park set back from the road. It would be viewed in the context of the car park and against the backdrop of the tree planting surrounding the car park. Given the dark colour it would have minimal visual impact and cause no harm to the valued character and appearance of the surrounding landscape.
38. The development would be located outside of the Natural Zone, and across the road from the Scheduled Monument which lies in the woodland to the south. It is considered that given its small scale and dark colouring the meter machine would have only a minimal, very localised visual impact given the context within the car park setting. This would cause no harm to the setting of the monument and the minor visual impact would be substantially outweighed by the public benefits from charging in terms of helping to fund the conservation and management of the special landscape of the Park and helping to discourage car use thereby reducing carbon emissions and mitigate the impacts of climate change.
39. The proposal would therefore be compliant with policies GSP1-3, L1, and L3 of the Development Plan.

Highway Impact

40. The Highways Authority has been consulted and have given no comment to the application.
41. The machines and associated signage are an appropriate distance away from the highway, and unlikely to cause any obstruction to users in the car park.
42. A mainly single track lane leads to the car park at Dennis Knoll. It has suffered pressures from indiscriminate parking during the summer months due to the small size of the car park and the locations popularity, however any parking of this kind is restricted by the type of road and availability of space along the road.
43. The size of the car park itself is small, and there are no clear parking spaces or clearly defined edge to the car park. Nevertheless in the context of this application for the meter there are no highway safety concerns or objections.

Conclusion

44. The car parking machine and associated signage, with pedestrian base, is not considered to have adverse impacts within the car park, or its landscape and setting.
45. The proposal may help reduce excess car journeys, and is compliant to existing policy.
46. The proposal is therefore recommended for approval, subject to completion in accordance with submitted plans.

Human Rights

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

this report.

48. List of Background Papers (not previously published)

49. Nil

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