

**18. FULL APPLICATION – FOR THE INSTALLATION OF SOLAR POWERED CAR PARK MACHINE AND ASSOCIATED BASE, PEDESTRIAN AREA AND SIGNAGE AT DERWENT OVERLOOK CAR PARK (NP/HPK/0323/0247, EJ)**

**APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY**

**Summary**

1. Derwent Overlook car park is a free car park operated by the Peak District National Park Authority.
2. Permission is sought to install a single solar powered car park ticket machine in the centre 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. This application is 1 of 13 application submitted by the applicant as part of a wider scheme to implement 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 adjacent to Ancient Woodland.
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 undue harm to the character and appearance of the car park, the local landscape or its 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 visitor car park at Derwent Overlook is located along a lane off the A57 Snake Road which leads to the Fairholmes Visitor centre.
10. The site is located with Ancient Woodland Hagg Side Wood, and an Advertisement Area of Special Control.
11. It has the landscape designation: *Reservoir valleys with woodland*
12. The site is located within the Natural Zone, however the proposal itself is located out of the Natural Zone adjacent the road.
13. The site is located adjacent the Derwent Reservoir, 1.3km from Bridge-End Pastures to the South and 1.1km from Ashton Clough to the North.
14. The site benefits from adjacent woodland to the North and South which shield the car park in wider views.

## **Proposal**

15. The installation of a solar powered car park ticket machine, associated base and pedestrian area.
16. The machine would be located to the central section of the car park, adjacent an entry and a verge which separates the car park into two parts, with associated concrete & tarmac base and 2x timber protection posts. The Pay & Display machine will be black in colour and would have the following dimensions - width 47.5cm, depth 37.8cm and a height of 173.4cm.
17. 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, adjacent the proposed machine there is an existing car park sign.

## **RECOMMENDATION:**

**That the application be APPROVED subject to condition**

1. **Statutory Time Limit**
2. **In accordance with submitted plans**

## **Key Issues**

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

## **History**

18. 2022 - NP/HPK/0422/0560 - Advertisement consent - Erection of 15 new signs in the valley.

## **Consultations**

19. Highway Authority – No highway safety objections

## **Representations**

20. No representations received to the Authority.

## **Main Policies**

### **National Planning Policy Framework**

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 Policy**

#### **Core Strategy:**

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 Policy

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

##### Principle of the development

33. The proposal contributes to the Authority's statutory purposes and is acceptable in principle.
34. The provision of car parking ticket machines could help to encourage car sharing, thereby reducing travel, which policy T1 seeks to promote.
35. 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.

##### Design and Appearance:

36. 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. The design and appearance of the machine is compliant with Core Strategy Policy T3 concerning the design of transport infrastructure.
37. 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:

38. The machine would be located within the central section of the car park, adjacent the entryway off the road. It would be viewed in the context of the car park and against the backdrop of existing woodland and approved signage. The dark colours would have a minimal visual impact and would cause no harm to the existing ancient woodland setting and the location of the car park which is just outside the Natural Zone.
39. . Given the recessive colouring of the machine and its small scale it would be considered to have a minimal and localised impact limited to the immediate car park setting. The minor visual impact and minor harm to the Natural Zone and ancient woodland setting

would be outweighed by the public benefits. These flow 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.

40. The proposal would therefore be compliant with policies GSP1-3, L1, L3 and CC1 of the Development Plan.

Highways impact:

41. The Highways Authority has been consulted and have given no comment to the application.
42. The machines and associated signage are an appropriate distance away from the highway, and would cause no obstruction to users in the car park.

**Conclusion**

43. 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.
44. The proposal may help reduce excess car journeys, and is compliant to existing policy.
45. The proposal is therefore recommended for approval, subject to completion in accordance with submitted plans.

**Human Rights**

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

List of Background Papers (not previously published)

Nil

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