

**10. FULL APPLICATION – RESURFACING EXISTING CAR PARK WITH A TARMACADUM FINISH. INSTALLATION OF NEW DRAINAGE CHANNELS, NEW BOLLARDS, AND NEW CURBS BETWEEN CAR PARK AND TRAIL - (NP/DDD/1125/1130) SC**

**APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY**

**Summary**

1. Planning Permission is being sought for the resurfacing to the existing car park at Tissington with a tarmac finish including the installation of new drainage channels, new bollards and curbs.
2. In this case, the proposal is considered acceptable in principle, with the applicant establishing a demonstrable need for the works. In addition, due to its sheltered location, the scheme would have minimal adverse impact upon the valued characteristics of the site or its surroundings than already exist. Furthermore, the scheme raises no immediate concerns with respect to the amenity of nearby residential properties or highway safety.
3. Subsequently, the application is recommended to members for conditional approval.

**Site and Surroundings**

4. The site is located at Tissington on a central part of the Tissington trail approximately 6km north of Ashbourne and within the National Park boundary. The car park is located south of the village on what was historically part of the railway station's platforms.
5. Sited approximately 20m to the north of the car parking area at a higher level sits a terrace of four cottages (Station Cottages). Around 45m north east of the car park, again at a higher level lies a row of three cottages (Darfield Cottages) which are grade II listed.
6. A detached building housing toilets and a small refreshment shop, sits at the western most edge of the car park. Access to the car park descends directly from Darfield Lane, with the whole site lying outside of the village Conservation Area.

**Proposal**

7. The submitted application seeks planning permission for the resurfacing of the existing car park and to ease the pressure from parking on the surrounding area, particularly in and around Tissington village.
8. Alongside the resurfacing of the existing car parking area, improvements to the drainage would be secured by the installation of new drainage channels around the toilet block and picnic area west of the main car parking area.
9. The trail section that runs alongside the car parking area would be widened, making it more accessible for multiple users. New metal bollards and new curbs would be installed along the proposed stretch, enhancing the demarcation of the car parking area from the trail path.
10. The current and existing use of the site is a car park, public toilet facility, refreshment concession and picnic area and would not change as a result of this proposal.

**RECOMMENDATION:**

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

1. The development hereby permitted shall be begun within 3 years from the date of this permission.
2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted plans/details, these include: Location Plan dated 10-Nov-2025, drawing numbers PM09742-25-SP01 Rev: R01, PM09742-25-DT01 Rev: R03 & the 'Materials & Features Palette' Document and subject to the following conditions or modifications.
3. Prior to laying of the car parking surface, details of an appropriate permeable material, (to include method of layered construction and colour) shall be submitted to and approved in writing by the National Park Authority. Thereafter the surfacing shall be completed in accordance with the approved details/specification.
4. The construction works shall be restricted to the following times of operation: 08:00 - 18:00 hours (Monday to Friday); 08:00 - 13:00 hours (Saturday), No working permitted on Sundays or Bank Holidays, unless otherwise agreed in writing with the National Park Authority.
5. Should during development, contamination not previously identified is found to be present at the site, then no further development shall be carried out until further investigation and a Remediation Strategy detailing how this contamination would be dealt with has been submitted to and approved in writing by the National Park Authority. Thereafter the Remediation Strategy shall be implemented in accordance with the approved details.

#### **Key Issues**

- Principle of development.
- Design and materials.
- Landscape impact.
- Highway safety.
- Other matters.

#### **Relevant history**

11. No relevant planning matters on file.

#### **Consultations**

12. Highway Authority - No objections.
13. Parish Council - No objections.
14. PDNPA Cultural Heritage - No objections.
15. PDNPA Forestry - No objections.
16. PDNPA Landscaping - No objections.
17. PDNPA Ecology - No objections.
18. Local Flood Team - Due to current workloads, only responding to Major applications.
19. Environment Agency - No objections, subject to condition (see relevant section of the report below).

## **Representations**

20. No representations at the time of writing.

## **Statutory 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:
- 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
22. 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. In the National Park, the development plan comprises the Authority's Core Strategy and the new Development Management Policies (DMP).
23. These Development Plan Policies provide a clear starting point consistent with the National Park's statutory purposes for the determination of this application. This application must be determined in accordance with the development plan unless material considerations indicate otherwise.

**Relevant Core Strategy policies:** GSP1, GSP2, GSP3, DS1, L1, RT1, T1, CC1, CC5

**Relevant Local Plan policies:** DMC3, DMT3, DMT7

## **National Planning Policy Framework (NPPF)**

24. The National Planning Policy Framework (NPPF) is a material consideration. Development plan policies relevant to this application are up-to-date and in accordance with the NPPF and therefore should be given full weight in the determination of this application.
25. Para: 189 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.

## **Assessment**

### **Main principles of the proposal**

26. Policy RT1 (*Recreation, environmental education and interpretation*). Sets out, that the National Park Authority will support facilities which enable recreation, which encourage understanding and enjoyment of the National Park and are appropriate to the National Park's valued characteristics. Opportunities for access by sustainable means will be encouraged.
27. Policy T1 (*Reducing the general need to travel and encouraging sustainable transport*) States amongst other things, that sustainable access for the quiet enjoyment of the National Park, that does not cause harm to the valued characteristics, will be promoted.

28. In this case, the proposed works would improve an existing recreational hub through enhanced facilities. In addition, the works whilst having a neutral impact on the shift to encourage sustainable transport, would cause minimal impact on the valued characteristics of the site than already occurs.
29. Moreover, the proposed parking space configuration would see the parking organised in a more formalised manner than is currently taking place, therefore making maximum and efficient use of the space.
30. With these regards, the proposed development to the existing car park is considered acceptable in principle, as it would better serve the need to support recreation and understanding of the area, whilst having minimal adverse impact on the wider valued characteristics of the National Park. Therefore, in general accordance with policies RT1 & T1 in these respects.

### **Demonstration of need**

31. Policy DMT7 (*Visitor parking*) states that, new or enlarged car parks will not be permitted unless a clear, demonstrable need, delivering local benefit can be shown.
32. According to the applicant, the car park is regularly up to capacity at weekends and the resulting issues of irresponsible parking within Tissington village have been a long-term problem. Monitoring has demonstrated that the car park rarely accommodates more than around 30 cars. This proposal would increase that capacity to 37 formal spaces, approximately 5 informal/large vehicle spaces and 2 accessible spaces.
33. The 2 existing accessible parking spaces would be retained as would the accessible toilet facilities. In this instance, the additional income from car parking anticipated to be earned from the site would contribute toward the planned improvements to these facilities.
34. In this instance, the application shows that a demonstrable need would be achieved, by helping to expediate the need for informal car parking around the village. Consequently, delivering a local benefit in accord with Policy DMT7.

### **Siting, design & materials**

35. Policy L1 (*Landscape character and valued characteristics*). Seeks to ensure that all development conserves and enhances valued landscape character and sites.
36. Policy DMC3 (*Siting, Design, layout and landscaping*). reiterates, that where developments are acceptable in principle, Policy requires that design is to high standards and where possible enhances the natural beauty, quality and visual amenity of the landscape.
37. Policy DMT3 (*Access and design criteria*). This affirms that where transport related infrastructure is developed, this should be to the highest environmental design and materials, and where safe access for people is achievable.
38. The existing car parking area is currently covered in a rough unsealed surface of mainly crushed limestone. With regard to the proposed materials, a permeable tarmac would be considered an appropriate solution, as this type of material is commonly used for the resurfacing of car parking areas and generally provides effective drainage, which in turn would help to manage surface water run-off.
39. In addition, this material is generally hard wearing, therefore designed to withstand regular traffic movements (as would be the case here), rather than considering other

options such as grasscrete for example, which is often better suited to occasional light vehicular traffic.

40. Moreover, and according to the applicant, the materials selected for use at the site would result in lower maintenance and have a longer lifespan than the existing materials and would therefore contribute towards a lower life-cycle impact.
41. With regard to the new conservation style curbing and traditional type bollards: These would form a physical barrier between the car parking area and the trail path. The design of the bollards in particular are often seen in more urban settings, usually together with other street furniture/hard surfaces of traditional designs.
42. However, whilst little of the railway heritage remains, there is some historical interest with regard to the site. In this instance, the use of conservation style curbs and cast-iron bollards would not diminish what remains of the railways original setting or appear out of context with the adjacent rural environment.
43. Subsequently, the proposed development would at the very least conserve the valued landscape character of the area. In addition, the design and materials would provide a more sustainable and safer parking arrangement, whilst helping to reduce informal vehicular parking within the village. With this regard, the proposed siting, design and materials are considered acceptable, therefore in general accordance with policies L1, DMC3, DMT3 & CC1 in these respects.

#### **Potential impact on residential amenity**

44. Policy DMC3 (*Siting, Design, layout and landscaping*) states amongst other things, that where development is acceptable in principle, particular attention will be paid to the amenity, privacy and security of the development and other properties that the development affects.
45. The nearest residential properties are Station Cottages, sited around 45m to the north of the car park and Darfield Cottages (Grade II listed), which are located approximately 25m north east of the car park. Due to the topography of the locality, both sets of cottages are sited at a higher level than the car park and trail and separated from the site by intervening tree and shrub cover.
46. Accordingly, the scheme is considered would have no adverse impacts on the amenity of the occupiers of these cottages or any other properties in the locality than already occurs. Therefore, in accordance with Policy DMC3 in these regards.

#### **Potential impact on highway safety**

47. Policy DMT3 (*Access and design criteria*). This affirms that where transport related infrastructure is developed, this should be to the highest environmental design and materials, and where safe access for people is achievable.
48. The local Highway Authority have raised no objections, as the car park would retain its current access from the highway. Further stating that whilst the resurfacing of the car park would result in additional car parking spaces, this would not result in a significant impact in terms of additional traffic movements. Therefore, concluding there would not be an unacceptable impact on Highway Safety.
49. Subsequently, the scheme is considered satisfactory with regard to highway safety terms, in accordance with Policy DMT3 in particular.

## **Other matters**

### **50. Surface Water Mitigation**

51. Policy CC5 (*Flood Risk and Water Conservation*). States amongst other things, that proposals that would increase flood risk will not be permitted unless net benefits can be secured for surface water management.
52. The Environment Agency has responded by stating that, *'Due to the location of the site on a principal aquifer, as a precautionary measure it is recommended the following condition is be attached to any planning permission granted, to ensure that groundwater resources are suitably protected'*.
53. *'If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until further investigation and a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by the LPA. The remediation strategy shall be implemented as approved'*.
54. The reason would be to ensure that any development does not contribute to, and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution from previously unidentified contamination sources at the development site.
55. Should members be minded to approve the application, the above condition would be applied accordingly. Consequently, the condition (should it require implementing), would accord with Policy CC5 in respect of surface water mitigation.

### **56. Impact on Ecology, Trees and Landscape**

57. According to the applicant, no trees, ecological habitats or landscape impacts would be directly affected by the development, as the extent of works would be restricted to the existing surfaced car parking area. The Authority's Landscape, Tree and Ecology Officers have all agreed with this assessment and have raised no objection.

## **Conclusion**

58. The proposals show a clear demonstrable need for some additional and more formalised car parking, that would help address the impact of current informal parking within the village and the adverse impact on the amenity of its residents.
59. Moreover, the car park would help facilitate responsible visits to the Tissington Trail and present further opportunities for promoting the understanding and enjoyment of the special qualities of the area, whilst having minimal adverse impact on the wider valued characteristics of the area.
60. Consequently, it is considered the proposal would be in general accordance with Development Plan Policies and advice contained in the NPPF, therefore recommended to members for conditional approval.

## **Human Rights**

61. Any human rights issues have been considered and addressed in the preparation of this report.
62. List of Background Papers (not previously published)

63. Nil

64. Report Author: Steve Coombes, South Area Planning Team.