

**10. FULL APPLICATION – CHANGE OF USE FROM INTERPRETATION SPACE TO INTERPRETATION SPACE AND NATIONAL PARK CENTRE (INCORPORATING CYCLE HIRE) AT MILLERS DALE STATION (NP/HPK/1125/1163, WE)**

**APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY**

**Summary**

1. The application proposes the change of use of the former goods shed from an interpretation space to a space comprised of interpretation, visitor information and limited small-scale retail (National Park Centre), and cycle hire.
2. Local policy supports facilities which enable recreation, environmental education and interpretation which encourage understanding and enjoyment of the National Park.
3. The proposed inclusion of additional facilities within the goods shed, including staffed small-scale retail, visitor information and cycle hire would not have a detrimental impact on the special qualities of the National Park. It would enable visitors to experience meaningful interpretation whilst also providing opportunities for the enjoyment of the National Park on a traffic free trail through bicycles/vehicles for hire regardless of mobility.
4. Officers are mindful that certain elements, notably the cycle hire, may intensify the number of visitors to the site. Accordingly, this recommendation has been based upon the requirement for the additional car parking proposed through NP/HPK/1125/1164 to be provided before first use of the development. The delivery of the car park before first occupation of the proposed use would be secured by planning condition.
5. The application is considered to be in compliance with local and national policy. It is recommended for conditional approval on this basis.

**Proposal**

6. The application proposes to change the use of the goods shed from a self-guided interpretation space to a space comprised of the existing interpretation space (which will remain unchanged), small-scale retail offer and cycle hire.
7. The application proposes the loss of two car parking spaces immediately to the north of the goods shed when the cycle hire is in operation.
8. The Design and Access Statement advises that the National Park Centre and cycle hire will operate 7-days a week between 09:00 and 17:00 between February and November inclusive.
9. It also advises that the cycle hire will have a fleet of inclusive and accessible bicycles/tricycles/hand-cranked cycles and other adaptive options, in addition to 20-30 e-bikes and 60-80 standard bicycles.

**Site and Surroundings**

10. The former Millers Dale Station site is in a mixed-use comprised of public car park, café, public toilets and interpretation space located in open countryside on the road to Wormhill which rises up from Millers Dale village in the valley bottom beneath the viaduct. The site sits on a level area of land and includes the car park and surviving station buildings and platforms. The Monsal Trail crosses the site along the route of the former railway.

11. The site is located within the designated Millers Dale Conservation Area. The viaducts are located to the east of the station, North Viaduct is Grade II listed and South Viaduct is Grade II\* listed. The former station is not listed but does form part of the Historic Buildings, Sites and Monuments Records as a non-designated heritage asset.
12. The site is located outside of but adjacent to the Peak District Dales Special Area of Conservation (SAC) and the Wye Valley Site of Special Scientific Interest (SSSI). The site is located within the Limestone Dales Landscape Character Area for the purposes of the Authority's Landscape Character Assessment.
13. Much of the former station infrastructure has been demolished and only the booking office and post sorting room remains fully intact and is currently utilised by the National Park Authority as a café with public toilets. The adjacent goods shed has been partially re-build to provide an interpretation space.
14. The nearest neighbouring property is Station House which is located to the north of the site in an elevated position and shares access with the car park. There are two properties directly opposite the site entrance, Dale View and The Wriggly Tin.

#### **RECOMMENDATION:**

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

1. **Statutory time limit.**
2. **Accordance with approved plans and specifications.**
3. **The cycle hire shall not be brought into use until the additional car parking provision approved through permission NP/HPK/1125/1164 has been completed and made available for use.**
4. **Restrict opening hours to between 09:00 and 17:00.**

#### **Key Issues**

- Principle of the development;
- Impact upon the special qualities of the National Park, including landscape character, ecology and biodiversity, and cultural heritage;
- Impact on amenity;
- Highway safety.

#### **History**

15. 1982: Planning permission granted conditionally for public toilets, ranger base, car park and septic tank.
16. 1992: Planning permission granted unconditionally for car park extension.
17. 2004: Planning permission granted on a temporary basis for siting of mobile refreshment vehicle.
18. 2018: Planning permission granted conditionally for change of use of former station building from office and workshop to visitor information point and café, extension to car park (NP/HPK/0518/0407)

19. 2018: Planning permission granted conditionally for replacement roof to railway goods shed and the change of use of the building to incorporate interpretation (NP/HPK/1118/1010).
20. 2023: Planning permission granted for Changing places facility (NP/HPK/0823/0972).

## **Consultations**

21. Taddington and Priestcliffe Parish Council: Objection

*The Parish Council have strong concerns regarding the applications and their impact on the Monsal Trail, adjoining footpaths and wild areas, where there is already considerable damage being caused as this is already a highly visited site.*

*The proposals in application NP/HPK/1125/1163 include provision of additional cycling hire at the site, despite the site having existing cycling hire facilities at Blackwell Mill and at Hassop, and without consideration that a large number of visitors also travel to the site with their own cycles too. The application proposes that twenty to thirty electric bikes and sixty to eighty standard bikes will be made available for hire. There are also to be an undefined number of accessible cycles, assisted wheelchairs, hand cranked cycles and other adapted cycles. This equates to well over one hundred additional cycles using the trail each day. This sheer volume of increased cycling capacity is likely to be detrimental to the area, for existing /other users and in terms of physical wear and damage to the trails themselves.*

*Walkers already struggle significantly at the Monsal Trail and Millers Dale, trying to navigate paths with cyclists speeding down the tracks, sometimes at dangerous speeds and quite often without even using their bells to notify others of their presence safely. To add such a volume of additional cycling traffic is potentially dangerous to all visitors alike, whilst also bringing to question the limits as to the capacity of the site to accommodate this, and concerns around sustainability for the site and wider nature.*

*The reality is that as the application states, the site is already a very popular area. There are concerns that it is in fact overused as a tourist hotspot, with local residents actively avoiding the area, especially at peak times, because quite simply, it becomes too populated, in terms of footfall, and in terms of traffic infrastructure and parking, for people to enjoy and appreciate. Further expansion can only exacerbate this.*

*Application NP/HPK/1125/1164 seeks to expand the existing car park on the west of the Monsal Trail providing an additional sixty-six parking spaces. We note there have already been two previous car park extensions at this site, and are apprehensive about this further proposed expansion, which may well set precedent for further applications of this nature, and raises the question, where a line will be drawn, how much parking will be allowed and how much is needed? We are concerned that will result in a loss of woodland area that is part of the site, however the greater concern is that additional parking will increase significantly the number of visitors to the site, and in doing so, exacerbates its current overuse, and the additional incoming visitors will also impact on nature recovery in this area. A very significant site and area of natural beauty runs the very real risk of becoming overrun, and whilst we recognise that the Peak National Park is there for all to access and appreciate, at the same time, consideration must be made as to how we can also preserve and protect sites like these so they continue to be there for that purpose.*

*There is also concern that whilst the purpose of the development set out in NP/HPK/1125/1163 is to attract additional visitors and expand upon local facilities, with NP/HPK/1125/1164 providing additional parking to support this; as things are, parking in this area is often excessive, extensive and outside of the existing car parks. There is strong concern that illegal and inconsiderate parking will continue despite the provision of additional parking. If the site is expanded and the car parks are charged, it may well be that additional*

visitors are attracted, but parking difficulties locally significantly worsen as visitor numbers increase further, thus worsening issues with highways and road safety.

*There is mention of a retail component in the application, however a lack of clarity in relation to this, leaving open to interpretation what this facility will be. We would like this to be more clearly set out. When the planning application for the existing cafe was approved there were going to be on street car parking controls, but these never happened until after the position became so severe that there was no option. It should be a requirement that no development is carried out until on-street parking regulation is in place between Millers Dale and Wormhill and a proper assessment made of the impact of visitor numbers on the wilder areas of the Wye valley is undertaken to reduce the damage being done, damage which, if allowed to continue is going to be irreversible.*

*Given the attraction of extra visitors to the site, and so the wider road network, our Parish Council also object to the application on grounds that it will result in increased traffic through Priestcliffe Ditch, Tideswell and Millers Dale and surrounding parishes and as a result, impact on local amenity as well as safety, for not only the area within the development, but for those around it as visitors travel to the site. This will impact detrimentally on our wider infrastructure and transport networks, and potentially policing as a result, and most of all on our existing road users and residents.*

*Finally, the Parish Council wishes to express concerns about the application itself coming from the PDNPA and at the same time, being assessed by the PDNPA, and whether, as such, this application will be considered consistently with expectations applied to other similar applications. There is failure in both applications, to demonstrate how any decisions reached will be impartial.*

*It is for these reasons that we therefore wish to object to both of these applications. The Parish Council would be happy to attend a public meeting to discuss concerns regarding this application should one be arranged.*

## 22. Wormhill and Green Fairfield Parish Council: Objection

1. *The proposals appear to be a clear breach of Policy 64(B) in the currently-draft Local Plan. That Policy requires that any additional parking provision should be of a limited nature, taking account of its location and the visual impact of parking. The proposals could not reasonably be viewed as compliant with that requirement, given the quiet, beautiful location of the station. PDNPA, by seemingly being willing to ignore its own policy, brings into question whether it is a credible applicant.*
2. *The existing small businesses which provide cycle-hire at locations along the Monsal Trail (one of these, at Blackwell, is within our Parish) are likely to be adversely affected by PDNPA opening a further cycle-hire facility. It is surely not the role of PDNPA to needlessly undermine the viability of small local businesses in the Park.*
3. *The minor road on which Millers Dale station sits is angular and awkward, and clearly unsuitable for the appreciable extra road traffic which this proposal is likely to generate. And the entrance into the station off that road is at an unhelpful angle which exacerbates such traffic difficulties.*
4. *The site is in a steep-sided valley - this will significantly restrict the ability of traffic fumes to become dispersed, and is likely to lead to worsened air quality in the valley.*
5. *We are not convinced that the application gives adequate consideration to its negative effects on the adjacent woodland and SSSI - as distinct from just assessing the effect on the specific area of the proposed works. Those negative effects on adjoining areas need to be understood in greater detail than the application displays.*

*In summary, we find the proposals to be an unacceptable step towards urbanisation of a site which will thus be forever damaged by these works.*

23. Derbyshire County Council (Highways):

24. High Peak Borough Council: No response received to date.

### **Representations**

25. 44 representations were received during the determination of the application.

26. All representations objected to the proposal or gave a general comment. The concerns raised were:

- Request that the car park is provided before the cycle hire is brought into use;
- Unclear how many cycles would be available for hire;
- Impact on Special Area of Conservation. Not assessment of additional waste water from facilities;
- Impact on SSSI and potential features being destroyed or harmed;
- No ecological appraisal submitted in support of the application;
- National Park Authority should support measures for public transport;
- The layby on Wormhill Road should be yellow lined to ensure visitors don't park and walk to the trail;
- Landscape impact of the proposed development with no LVA submitted in support;
- Concern over litter and dog fouling;
- Additional visitors putting strain on services, such as septic tank
- Bus stop is some distance from the trail on a blind bend with no pavements;
- Erosion of adjacent footpaths being a danger to visitors;
- Conflict between users of the trail, in particular dog walkers, walkers, and horse-riders;
- Impact of proposal on horse-riders and ability to load and offload;
- Proposal would put an existing cycle hire out of business;
- Additional cycles would cause congestion and safety issues on trail;
- Sufficient cycle hire services on the Trail;
- Assurance from Authority that the Goods Shed would not become a cycle hire facility;
- Misuse of public funding – should focus on infrastructure, maintaining footpaths and preserving the protected status of the area;

### **Main Policies**

Relevant Core Strategy policies: GSP1, GSP2, GSP3, DS1, L1, L2, L3, CC1, RT1

Relevant Development Management Plan policies: DMC3, DMC5, DMC8, DMC11, DMC12, DMT6, DMT7

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

27. 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: 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 they carry out these purposes they also have the duty to; seek to foster the economic and social well-being of local communities in National Parks.

28. The NPPF is a material consideration and carries particular weight where a development plan is absent, silent or relevant policies are out of date. Paragraph 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.

29. In the National Park, the development plan comprises the Authority's Core Strategy (2011) and the Development Management Policies (DMP) (2019). The development plan provides 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 the NPPF.

## **Assessment**

### **Principle of Development**

30. Core Strategy policy RT1 states that:

*Proposals for recreation, environmental education and interpretation must conform to the following principles:*

- A) *The National Park Authority will support facilities which enable recreation, environmental education and interpretation, 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.*
- B) *New provision must justify its location in relation to environmental capacity, scale and intensity of use or activity, and be informed by the Landscape Strategy. Where appropriate, development should be focused in or on the edge of settlements. In the open countryside, clear demonstration of need for such a location will be necessary.*
- C) *Wherever possible, development must reuse existing traditional buildings of historic or vernacular merit, and should enhance any appropriate existing facilities. Where this is not possible, the construction of new buildings may be acceptable.*
- D) *Development must not on its own, or cumulatively with other development and uses, prejudice or disadvantage peoples' enjoyment of other existing and appropriate recreation, environmental education or interpretation activities, including the informal quiet enjoyment of the National Park.*

31. The proposed development would comply with criteria A of this policy provided it conserves valued characteristics. Furthermore, it would be sited in the goods shed, which itself is a traditional building or historic and vernacular merit. It therefore complies with criteria D.

32. Accordingly, the pertinent consideration to determine whether the proposed development is an acceptable form of recreation and interpretation development is whether it is appropriate in its location in relation to the environmental capacity, scale and intensity of use and activity alongside how sustainable is access to the site. The application also needs to demonstrate that it would not prejudice or disadvantage peoples' enjoyment of existing and appropriate recreation, environmental education or interpretation activities.

### **Impact upon the special qualities of the National Park:**

#### **Landscape**

33. The application site is in the Limestone Dales Landscape Character Area. These areas are characterised by:

- Steep sided limestone dales with craggy outcrops, cliffs and scree slopes
- Extensive patches of limestone grassland forming a landscape mosaic with interlocking blocks of ancient semi-natural woodland, secondary woodland and scrub
- Largely unsettled, apart from occasional small mill settlements
- Historic mineral working (quarrying, lead mining) and use of water power.

34. Policy L1 states that development must conserve and where appropriate enhance the valued characteristics of the landscape.

35. As this application seeks planning permission for a change of use, the wider landscape impacts of the proposal would be negligible and limited to cycles and other ancillary equipment being temporarily kept outside the building. No operational development or alterations to the building are proposed. Proposed advertisements are considered under a separate application (NP/HPK/1125/1166).
36. The proposed development would result in the loss of two car parking bays in front of the goods shed for use in connection with the cycle hire. On the forecourt of a busy car park on a popular Trail, the use of this area in connection with cycle hire would not be visually intrusive or harm the character of the site or the wider area.
37. The proposed change to provide small-scale retail use and improved visitor services in the National Park Centre, within the building, would not have a visual impact.
38. The proposed development would facilitate the increased use of the Monsal Trail through additional cycles available for hire. While this would not have a landscape impact per se, it would have an impact on the characteristics of the area. Arguably, it would decrease the ability for users of the trail to experience tranquillity and quite enjoyment of that section of the National Park. However, it should be noted that in 2021, it was estimated that the Monsal Trail saw 300k visitors per year. When assessed against the baseline numbers, the small additional number of cycles for hire would not contribute to any significant adverse impact to the characteristics of the site or the trail.
39. Therefore, the natural beauty and landscape character of the National Park would be conserved as a result of the proposed development.

#### Ecology

40. The development site is immediately adjacent to the Wye Valley Site of Special Scientific Interest and the Peak District Dales Special Area of Conservation. In addition, the impact of the proposed development on the habitat value of the site and protected species are also a key consideration. Policies L2, DMC11 and DMC12 are engaged.
41. The proposed change of use would not materially impact the significance of the ecological value of the site and surrounding designations as it would be solely located within the footprint of the existing goods shed and car park.
42. As noted in the introduction, the acceptability of this application is contingent on the additional car parking bays coming forward through application NP/HPK/1125/1164 before the cycle hire is brought into use. It is noted that the impact of increased recreation pressure on the designated ecological sites was a key consideration in the preliminary ecological appraisal and Habitat Regulations Assessment supported in support of that application. Appropriate mitigation for increased recreation pressures has been recommended as conditions for the car park application. As this scheme could not come forward without the car-park application, it is considered that the impact of increased recreational pressure in proximity to the designated sites has been appropriately mitigated for.
43. The proposed development would therefore not harm onsite ecology, habitats or the adjacent Wye Valley Site of Special Scientific Interest and the Peak District Dales Special Area of Conservation. It is therefore in compliance with policy L2, DMC11 and DMC12.

#### Cultural Heritage

44. The site lies in the Millers Dale Conservation Area. The grade II listed viaducts are approximately 150m to the east, and the grade II listed Milne House is 110m to the south. The railway station complex itself is a significant piece of industrial history locally and is

therefore deemed to be a non-designated heritage asset. Accordingly, policies DMC5, DMC7 and DMC8 are engaged which require development to conserve the significance and setting of designated and non-designated heritage assets.

45. The Millers Dale Conservation Area is split into two areas, the ‘village’ and ‘industrial area’. The industrial area is centred around the railway station, and includes the quarried cliff faces, lime kilns and the railway station itself. These contribute significantly to the historic importance, settlement pattern and surviving structures of the Conservation Area.
46. Similarly to landscape, the impact of the proposed development on the cultural heritage of the locality would be extremely limited. The visual impact of the development would be limited to the area directly in front of the goods shed which is an existing car park. It therefore would not harm the Millers Dale Conservation Area, nor the wider site as a non-designated heritage asset. Similarly, there would be no harm to the setting of the nearby listed viaducts nor Milne House.
47. The application does not propose any physical alterations to the goods shed which is recognised as being a non-designated heritage asset. Indeed, the new use represents an additional evolution to the building’s history and story.
48. Accordingly, the proposed development would conserve the significance and setting of heritage assets.

#### Residential Amenity

49. The provision of a cycle hire would intensify the site and result in more vehicles and visitors going to the site. Policies GSP3 and DMC3 require consideration of residential amenity.
50. The nearest residential properties are Station House (immediately to the north sharing a site access), Dale View and The Wiggly Tin (directly opposite the site access). There are other residential properties along the road between Glebe Farm and the B6049.
51. Representations have raised concern over the impact of increased traffic movements in the surrounding villages and parishes.
52. The proposal would be very likely to lead to additional vehicle movements to the site, in addition to more people using Millers Dale Station as a starting point for recreational days out.
53. Residents living along the unnamed road leading to Millers Dale Station, in addition to Station House, may notice a marginal increase in movements along the road, particularly during peak times. However, the marginal increase of vehicular movements on an adopted highway would not amount to any significant harm to the amenity of occupants.
54. Furthermore, a notable benefit of directing visitors to Millers Dale directly to the station car park is that it enables the public to access directly onto an established trail and right of way network. The Monsal Trail hosts a great number of visitors to the National Park and facilitates them in such a way which minimises impacts on communities by keeping them relatively contained to the Trail itself, in addition to a number of hubs along the Trail.
55. Therefore, the slight intensification of a recreation facility which is capable of taking a relatively high volume of visitors would not amount to an unacceptable impact to the residential amenity of neighbouring properties in Millers Dale or the locality. When considering the impacts further afield, the anticipated increase in vehicular movements associated with the proposed cycle hire would be negligible across the wider network.

56. The goods shed is an established interpretation space. Officers do not consider the other additional facilities, such as visitor information and small-scale retail, would make the space a 'destination'. Rather, it is an ancillary function in the wider site which people would make use of once there. Therefore, these elements would not impact residential amenity.

### Highways & Access

57. As noted, the provision of a cycle hire centre would intensify use of the site and increase the number of vehicles entering the car park and site as a whole.

58. Millers Dale Station utilises an access onto the unnamed road from the B6049 and Glebe Farm. The proposed development would result in an intensification in use for this access, so the impact of the development on the safety of the public highway is a key consideration.

59. For vehicles emerging onto the highway, visibility to the north (towards Wormhill) is relatively clear and long ranging; however, visibility to the south is restricted to approximately 45m.

60. The Highway Authority originally requested additional information to understand the likely impact on the public highway, including anticipated trip generation, movements at peak times and visibility splays.

61. The adjacent public highway has a 40mph speed limit. Using standard guidance, accesses should have visibility of 120m. However, consideration should be given to the fact that the access is pre-existing (as opposed to new which should meet guidance), and it is the intensification of use which should be accessed as opposed to the use of the access as a whole.

62. Given the gradient of the road to the north, in addition to the very steep bend approximately 200m before the access point, it is very unlikely that vehicles would be driving at 40mph. A more probable speed would be between 20mph-30mph. For such speeds, accesses should have visibility of 43m. Vehicles emerging from the site would be capable of visibility up to 45m.

63. It is noted that there is currently an application under determination seeking to increase the car park capacity at Millers Dale by 48-bays. The applicant has cited a justification and demand for such an expansion. Therefore, it would be inappropriate to further intensify the use of the site through the approval of a cycle hire facility without an element of 'operational' car parking being provided. Therefore, this recommendation has been made on the basis that the 48-bays being provided before the cycle hire is brought into use.

64. On this basis, the Highway Authority have resolved to not object to the proposed development. Considering the above, Officers are satisfied that the development can be accommodated on the site without harm to highway safety nor any sever impacts upon the highway network. Therefore, the proposal is acceptable with regard to highway safety.

65. In addition to the above, Millers Dale Station is on the route for the No. 65 Bus from Tideswell to Buxton. Currently, this bus service stops at Millers Dale 7 times a day in each direction. Whilst Officer's acknowledge this is limited frequency, it nevertheless gives visitors the opportunity to get to the site using a sustainable mode of transport. Therefore, visitors would be able to visit the site and explore the trail using hired cycles without the need for a private vehicle.

### Other matters

66. Concern has been raised over the impact of the proposed increase of use along the Monsal Trail itself. With consideration to 'wear and tear' the applicant is also the owner of the Monsal Trail who would have a responsibility for its upkeep. Therefore, dealing with the physical implications of the proposed development would fall to the applicant themselves. The additional wear and tear associated with the development, compared to the existing use is considered to be marginal.
67. Concern has been raised over the increased cycling provision and whether this would be at the expense of other Trail users, such as horse-riders and walkers.
68. These concerns are acknowledged; however, the Monsal Trail is maintained for the benefit of all who wish to experience the National Park on a traffic-free route, with no hierarchy given to users. The Monsal Trail invariably has peak periods where it is busy with cyclists, walkers and horse-riders. The proposed addition of cycles to hire at this site may exacerbate this during peak periods; however, across the 11.5km trail, the impact of the additional cycles would be minimised and would not prejudice other users.
69. Furthermore, some concern has been raised over the impact of the cycle hire on other similar local businesses. This is not a material planning consideration and is therefore given no weight.
70. In addition to increased opportunities for the public to enjoy the special qualities of the National Park, the proposed development would improve accessibility to the Monsal Trail through adaptive cycles/vehicle. The development would also result in a modest increase in users spending money at the various hubs along the trail enhancing the local economy.

### Conclusion

71. To conclude, it is recognised that the proposed development would support a pre-existing facility which enables recreation, environment education and interpretation. Having considered the impacts of the proposed development, it is concluded that the scale of the proposal is suitable with regard to the capacity of the site. The proposed development would conserve the special qualities of the National Park, whilst also enabling increased enjoyment of those special qualities.
72. An assessment has been made on the potential conflict between the proposed use and existing recreation locally. It has been accepted that the proposed cycle hire would increase the number of cyclists on the Monsal Trail; however, the site is safeguarded for such a use and there is no evidence to suggest that the additional cycles across the 11.5km network would intensify the site to such a degree it would prejudice the enjoyment of other users, such as walkers and horse riders.
73. Furthermore, the proposed development would provide a modest improvement to the accessibility of the National Park through its adaptive vehicle range and also make small economic benefits to the businesses along the Trail.
74. Therefore, the proposed development is in compliance with the relevant recreation policy within the development plan, policy RT1. Furthermore, it would comply with the overarching General Spatial policy within the Core Strategy GSP1 which requires all development to be consistent with the National Park's legal purposes and duty.
75. The development is in compliance with the relevant policies of the development plan. There are no material planning considerations which indicate that planning permission should be granted otherwise than in accordance with the plan.

76. This application is therefore recommended for conditional approval.

**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