

**11. FULL APPLICATION – EXTENSION OF THE EXISTING CAR PARK TO THE WEST ALONG THE LINE OF THE MONSAL TRAIL AT STATION CAR PARK, UNNAMED ROAD FROM GLEBE FARM TO B6049, MILLERS DALE (NP/HPK/1125/1164, WE)**

**APPLICANT: PEAK DISTRICT NATIONAL PARK AUTHORITY**

**Summary**

1. The application proposes the extension of the existing car park at Miller's Dale to the west, providing an additional 49 car parking bays. The application also proposes a reconfiguration of the existing parking bays which would turn 5 car bays into 4 minibus/large vehicle bays. Therefore, the net increase would be 48 car parking bays.
2. The application has provided a detailed justification for the extension of the carpark, utilising data from commercial car park applications. It provided evidence that the car park was often over-capacity, particularly in the summer months during weekends and bank holidays.
3. The application does not provide provision for the removal of off-street parking on adjacent roads as required by policy.
4. Notwithstanding the above, the application is acceptable with regard to highway safety, ecology, archaeology, cultural heritage, ground contamination and amenity. In addition, it would facilitate the expansion of an accessible and popular recreation site where visitors are able to understand and enjoy the special quality of the National Park.
5. The application is recommended for approval.

**Proposal**

6. The application proposes extend the existing Miller's Dale car park 65m to the west along the line of an existing section of trail which links the car park to the Monsal Trail, in addition to further bays to the south of the 'overflow' area at the western end of the existing car park.
7. The car park would provide a net additional 48 car parking spaces, bringing the total number of car parking spaces to 137. In addition to providing car parking bays, the application proposes a small reconfiguration of the site to substitute 5 car parking bays with 4 minibus bays.
8. The car park would be surfaced in Ulti-trek recycled surface. The proposed bays would not be marked. The application proposes to install timber edges, post and rail fence, and 5 bar gates to border the site.
9. To facilitate the development, the number of trees in addition to the verges surrounding the existing carpark would be built upon. The application has been supported by biodiversity net-gain assessments demonstrating that the statutory biodiversity net-gain requirement of 10% can be provided, albeit off-site.

**Site and Surroundings**

10. The former Millers Dale Station site is a mixed-use site comprised of 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 cafe with public toilets. The adjacent goods shed has been 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. **No development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the LPA. This strategy will include the following components:**
  1. Up to date Preliminary Risk Assessment (PRA) and conceptual model following the results of an exploratory investigation.
  2. A detailed site investigation scheme, based on the results from (1) to provide information for a detailed risk assessment to all receptors that may be affected, including those off-site.
  3. A tiered risk assessment using the results of the site investigation referred to in (2).
  4. An options appraisal including sustainability and treatability studies of the remediation measures required and how they are to be undertaken.
  5. A remediation strategy and verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, mitigation, maintenance and arrangements for contingency action.

**Any changes to these components require the written consent of the LPA. The scheme shall be implemented as approved.**

4. No development shall take place until a Construction Environmental Management Plan (CEMP) has been submitted to the National Park Authority for approval in writing. The CEMP shall include detailed construction phase impact avoidance and mitigation measures summarised within the Appropriate Assessment of the submitted 'shadow' HRA document, in addition to environmental control measures, including but not limited to: the implementation of strict protection measures for the root protection areas of retained trees, in accordance with BS5837:2012; details of appropriate fencing to restrict access into key ecological areas; information on any timing restrictions; and measures to prevent damage to sensitive ecological habitats and protected species, an ecological watching brief for works taking place during bird breeding season. Thereafter, the development shall only be carried out in accordance with the Construction Environmental Management Plan.
5. No development shall take place until an Ash Dieback Management Plan has been submitted to and approved in writing by the National Park Authority. Thereafter, the development shall be carried out and maintained in accordance with the Ash Dieback Management Plan.
6. The development shall not be brought into use until a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.
7. 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.
8. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written permission of the LPA. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

9. The piling or other foundation designs using penetrative method hereby permitted by the Local Planning Authority may not commence until such time as a scheme has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be based on the information submitted as part of the application and, where necessary, supported by:
  - Foundation Works Risk Assessment
  - A conceptual site model
  - Specification of the type, number and depth of proposed piles/ foundations/ dimensions of shaft/tunnel/ design of heating and cooling system
  - A detailed groundwater monitoring programme including a schedule for submission of interim and final monitoring reports
  - A contingency action plan including the list of potential mitigation measures that will be implemented, should unexpected changes in groundwater quality be noted as a result of decommissioning piling or other foundation design works.
  - Timing/phasing arrangements.The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements contained in the scheme, or any details as may subsequently be agreed, in writing, by the Local Planning Authority.
10. Prior to the commencement of any site works - or the arrival of any construction materials or machinery on site - the specified Tree Protection Fencing shall be installed. This to be installed as shown on the Tree Protection Plan at Appendix 5 of the Arboricultural Method Statement AWA7133 prepared by AWA Tree Consultants and dated November 2025.
11. The development shall not be brought into use until a method for the mitigation and monitoring of increase recreational pressure has been submitted to the National Park Authority for approval in writing. Thereafter, the development shall be carried out and monitored in accordance with the approved details.
12. The development hereby permitted shall be carried out in accordance with the approved biodiversity gain plan (approved under general condition imposed by paragraph 13(1), Schedule 7A of the Town and Country Planning Act (1990)) and the approved biodiversity gain plan shall be implemented before first use of the development hereby permitted.
13. The first planting season following first use of the development, tree and shrub planting shall be carried out in accordance with a detailed landscaping and planting strategy that shall be first submitted to the National Park Authority for approval in writing. The landscaping and planting strategy shall be based upon Outline Planting Plan Drawing no. WP-996-DR-L-002 but shall provide provision for the compensation of all trees lost, in addition to substituting the use of seed mix EM6 with specified bespoke seed mix.
14. The development shall be carried out in accordance with all Reasonable Avoidance Measures (RAMS) and Precautionary Methods as detailed in Section 5.0 of the Preliminary Ecological Appraisal.
15. Prior to the development being brought into use, the ecological enhancement measures as outlined Section 5.37 and 5.39 in the Preliminary Ecology Appraisal shall be carried out and maintained for the lifetime of the development.
16. No lighting shall be installed on site except in accordance with a specification which shall be first submitted to the approved in writing by the National Park Authority.

17. The development shall be implemented in full accordance with the stated requirements of the Arboricultural Method Statement AWA7133 prepared by AWA Tree Consultants and dated November 2025.
18. No tree which is retained or planted under conditions of the permission shall be cut down, uprooted, destroyed or damaged in any manner during the development phase and thereafter within 5 years from the date of completion of the development, other than in accordance with the approved plans and particulars or as may be permitted by prior approval in writing from the National Park Authority. Any such tree which is cut down, uprooted, destroyed, pruned, cut or damaged within that period shall be replaced with another of the same species at the same location and of minimum height 2.5 metres above ground level except where an alternative is approved in writing by the National Park Authority.

#### **Statutory biodiversity net gain condition**

#### **Key Issues**

- Principle of the development and justification for car park expansion;
- Impact upon the special qualities of the National Park, including landscape character, ecology and biodiversity, and cultural heritage;
- Impact on amenity;
- Highway safety;
- Overall planning balance.

#### **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): Response expected in time for meeting.**

## **24. Environment Agency: No objection following receipt of additional information:**

*The Phase 1 Geoenvironmental Desk Study identifies areas of Made Ground as potential historic sources of contamination with the potential to migrate vertically or laterally to the Principal Aquifer and the River Wye. The report recommends no further action and concludes that the overall risk to Controlled Waters is low, on the basis that the proposed development will involve minimal ground disturbance and that the hardstanding will act as an effective cap to limit infiltration. We however do not agree with the recommendation made in the report.*

*We will require an intrusive investigation to be undertaken to adequately characterise the site. No intrusive investigation and assessment report was provided despite the historical legacy of railway and quarry activities. These activities are known as contaminative uses with potential to cause pollution. Controlled Waters sensitivity at the location is high, as the site is located on a Principal Aquifer and within Source Protection Zone 1.*

*Given the additional documents submitted, we therefore withdraw our objection to the proposed development, subject to the inclusion of the following planning conditions to protect the controlled waters during construction and operation. The application's supporting documents demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information is however required before built development is undertaken. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the LPA. This is required prior to commencement of the development.*

*In light of the above, the proposed development will be acceptable, if a planning condition is included requiring the submission of a detailed land contamination management strategy. This should be carried out by a competent person in line with paragraph 196 of the NPPF.*

*Without these conditions, we would object to the proposed development in line with paragraph 187 of the NPPF because it cannot be guaranteed that the development will contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate or will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.*

Recommended 5 conditions and several informative notes.

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

26. Natural England: No objection subject to appropriate mitigation being secured

*Natural England considers that without appropriate mitigation the application could:*

- *have an adverse effect on the integrity of The Peak District Dales Special Protection Area.*
- *damage or destroy the interest features for which The Wye Valley Site of Special Scientific Interest has been notified.*

*In order to mitigate these adverse effects and make the development acceptable, the following mitigation options should be secured:*

- *CEMP – including measures to avoid water and dust pollution*
- *Ash Dieback Management Plan*
- *Boundary Fencing, Interpretation boards & ongoing monitoring*

*We advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.*

*A lack of objection does not mean that there are no significant environmental impacts. Natural England advises that all environmental impacts and opportunities are fully considered and relevant local bodies are consulted.*

27. PDNPA Landscape: No landscape objection but questioned the number of trees being lost versus retained which appears to be 10 losses and 8 replacements.

28. PDNPA Archaeology: I have reviewed the application, particularly the supporting heritage assessment.

I agree with its conclusions. No archaeological concerns and no archaeological response or work is required.

**29. PDNPA Ecology: No objection subject to conditions**

*The Site consists of hardstanding in the form of a gravel carpark and track equating to 0.07ha of 'Artificial Unvegetated, Unsealed Surface' bordered by 0.16ha of 'Other Woodland; Broadleaved'. There was also 0.02ha of 'Other Neutral Grassland' habitat at the woodland edge, extending as a verge down the track. Full habitat descriptions are detailed within the Preliminary Ecological Appraisal (PEA) report (Pioneer Environment, 2025).*

*Post-development, the area of 'Artificial Unvegetated, Unsealed Surface' will be retained as well as some areas of 'Other Neutral Grassland' and 'Other Woodland; Broadleaved.*

*A total of 0.09ha of baseline habitats will be lost as part of the proposals including: 0.02ha of 'Other Neutral Grassland', and 0.07ha of 'Other Woodland; Broadleaved'. Proposed habitats to be created post-development include additional areas of 'Artificial Unvegetated, Unsealed Surface', and 'Other Neutral Grassland'.*

*Under current landscape plans the proposed development on-site would result in an overall loss in habitat units (-48.74%) with a deficit of 0.84 HU area-based habitat creation measures are proposed delivering 0.01 HU.*

*It is understood the development plans constrain opportunities for net gain on site although .01 HU. Will be delivered through creation of a small area of grassland towards the north-west of the Site.*

*In order to deliver the required BNG units or meet trading rules and meet statutory requirements, the purchase of off-site biodiversity units is required. As per the Biodiversity gain Hierarchy, opportunities as close to the development site as possible need to be explored. If possible, units should be sourced from providers located within the same National Character Area (NCA), or an adjacent NCA, to ensure that ecological benefits are delivered locally. The Site lies within the White Peak NCA. The authority will need to be satisfied that the hierarchy has been followed before the discharge of any BNG condition.*

*We welcome Pioneer Environment's acknowledgement and recommendation (see Section 6.8 of the BNG report), that the Site is located within the Buglife's B-Lines network (Buglife, 2024) and so any proposed planting schemes within the development should be designed with the B-Lines objectives in mind, incorporating native wildflower species that are beneficial to insects, and ensuring habitat connectivity to adjacent wildlife-rich areas.*

**BNG on-site**

*In this case, the areas of habitat creation or enhancement on-site are not considered significant relative to existing habitats on site; therefore, in this case, it is not considered proportionate to require monitoring for 30 years for those habitats within the red line boundary. However, the enhancements are still required to be delivered and the proposed enhancements are recommended to be secured by condition. (We recommend securing the outline planting plan). However, if using seed, any species mix needs to be of UK origin and will need to be bespoke – rather than an off the shelf mix. For example, EM6 that is recommended in the outline planting plan have species that are not characteristic of grasslands of the National Park, e.g wild carrot and bladder campion. The remaining species in the EM6 composition are suitable, along with those listed in the PEA by Pioneer Environment (Section 5.39).*

**BNG off-site**

*Off-site units may be secured through a registered habitat bank or another accredited provider and should total the identified unit deficit 0.84 HU. Where possible, units should*

be sourced from providers located within the same Landscape Character Type (LCT) or National Character Area (NCA), or an adjacent NCA, to ensure that ecological benefits are delivered locally. The Site lies within the White Peak NCA. We welcome evidence (can be a commentary of steps taken to purchase units) to be submitted prior to the submission of the gain plan (which needs to be submitted post determination and which will require details of purchase).

Any biodiversity gain developed on the applicant's land (outside of the red line boundary) will be required to be secured by a legal agreement for 30 years and is required to be registered with Natural England.

#### Ecological impacts

The Preliminary Ecological Appraisal identified potential impacts on protected species mainly through construction activity.

The ecological connectivity of the site is unlikely to be compromised. The proposed development is not expected to result in major habitat loss or fragmentation.

Provided mitigation and precautionary measures proposed in the Preliminary Ecological Appraisal by Pioneer Environmental group are implemented, the development is not anticipated to result in any significant residual negative effects on protected species or important ecological features. All recommendations in Section 5 of the report should be implemented.

Lighting design should be in accordance with Section 5.21 and 5.22 of the PEA by Pioneer Environment and in accordance with current guidance from the Bat Conservation Trust and Institution of Lighting Professionals 'Bats and Artificial Lighting at Night' (Guidance note 08/23).

The enhancements provided in Section 5.37-5.39 in the Preliminary Ecological Appraisal are welcomed and will provide a degree of compensation for loss of habitat.

The outline planting plan is welcomed. It is noted that Existing vegetation to be preserved wherever possible along the base of the cliff in close proximity to the Wye Valley SSSI and Peak District Dales SAC. All planting/management in close proximity to these designated areas to be undertaken in line with ecologist recommendations. We hold a record for Jacob's ladder *Polemonium caeruleum* within the area although it appears to fall outside of the redline boundary and is dated 2008. Jacob's ladder is a rare, native perennial plant of the White Peak and Nationally it is categorised as Near Threatened. We recommend that a pre works check of the northern area as shown in the screenshot of the planting plan below is undertaken by an ecologist with retention of the plant and a suitable buffer if present. Details of the Pre-works check should be included in the CEMP.

#### Habitats Regulations Assessment

In a letter dated 16th December 2025, Natural England state they are satisfied that the Report to Inform the HRA provided by Pioneer Environment has considered all relevant designated sites and impact pathways.

Natural England considers that without appropriate mitigation the application could:

- have an adverse effect on the integrity of The Peak District Dales Special Protection Area.
- damage or destroy the interest features for which The Wye Valley Site of Special Scientific Interest has been notified.

*In order to mitigate these adverse effects and make the development acceptable, the following mitigation options should be secured:*

- CEMP – including measures to avoid water and dust pollution
- Ash Dieback Management Plan
- Boundary Fencing, Interpretation boards & ongoing monitoring

30. PDNPA Tree Conservation Officer: Looking at the supplied Arboricultural Method Statement and Planting Plan (PWP-996-DR-L-002) I have no issues with the tree removals and tree work which is proposed, as the proposed tree and understorey planting is all suitable - and the trees to be lost are correctly assessed in the arboricultural report as lower quality Category C trees.

Two small trees which are not recorded in the arboricultural report – due to their particularly small size – are in fact trees planted a couple of years ago with grant funding from the Local Authority Tree Fund. One is between trees 21 and 22, the other is just west of tree 14. Both are field maples (*Acer campestre*). These will need to be replaced outside the hard-surfaced car park area - but at a location where there are appropriate growing conditions for that species (such as adequate light). At their small and recently planted size, it may well be possible to transplant them with careful excavation of enough intact rootball.

If the application is recommended for approval, conditions have been suggested.

## **Representations**

31. 185 representations were received during the determination of the application.

32. 179 of the representations objected to the development and an addition 6 provided general comments. They cited the following reasons for concern and objection:

- Millers Dale is an important location and facility for horse-riders with safe access across the Monsal Trail and Pennine Bridleway;
- The current situation enables equestrians to park where there is sufficient space to manoeuvre their vehicles and offload the horses safely;
- Proposal has insufficient space for larger vehicles, and would make it difficult for equestrians to keep themselves and horses safe during loading and offloading;
- Enquired whether a risk assessment had been carried out to assess the impact on equestrians and horses;
- Each horse equates to a contribution of £6,887pa so making provision inclusive and welcoming on a practical level is important;
- Requests a revised layout with additional horse box parking which reflects the fact that many trailers have side loading;
- Queries whether the works are discriminatory given that the vast majority of horse riders are women whilst most cyclists are male;
- Development in the SSSI and impact on interest features;
- National Park Authority should encourage sustainable transport;
- Provided specific recommendation for improvement to local bus stop;
- Application should double yellow line nearby layby to avoid inappropriate parking;
- Adverse landscape impact and the application hasn't been supported by an LVA;
- Increased visitors would impact the struggling toilet facilities at Millers Dale, putting strain on the system and septic tank;
- Erosion to the trail and adjacent footpaths, could potentially lead to a public safety issue;
- Note that the Monsal Trail is meant to be available for all, including horse-riders, to experience the National Park and ride off-road;
- Contrary to the second purpose of the National Park limiting access to the National Park.

## **Main Policies**

Relevant Core Strategy policies: GSP1, GSP2, GSP3, DS1, L1, L2, L3, CC1, T1, T7, RT1

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

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

33. 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.
34. 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.
35. 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**

36. The starting point for considering applications for visitor parking are policies T1 ("Reducing the general need to travel and encouraging sustainable transport" - Core Strategy) and DMT7 ("Visitor Parking" – Development Management Policies).
37. In so far as it relates to the proposed car park extension, the thrust of T1 is to encourage a shift towards sustainable transport, to minimise impacts of development within environmentally sensitive locations, avoid harm to valued characteristics, and to consider demand management where appropriate
38. Policy DMT7 states that new or enlarged car parks will not be permitted unless a clear, demonstratable need, delivering local benefit can be shown.
39. DMT7.B states that here new or additional off-street visitor parking is permitted, an equivalent removal of on-street parking will usually be required. This will be delivered through Traffic Regulation Orders to restrict on-street parking.
40. However, it should be noted that this application has been submitted alongside application NP/HPK/1125/1163 which seeks full planning permission for the change of use of the goods shed from interpretation space to interpretation space and National Park Centre - including cycle hire.
41. Officers consider that the applications should be determined concurrently as invariably the creation of a National Park Centre and cycle hire would have a bearing on the demand of the existing car park capacity.

42. Therefore, an element of proposed car parking can reasonably be interpreted as operational parking in connection with the cycle hire whilst also responding to the pre-existing demand of the site.

Justification

43. The application has been supported by a Car Park Capacity Report. The report provides data across 9-months (January – September 2025), and provides an overview of the number of tickets sold. The report makes several assumptions, including a 1 in 1 out count per transaction based on the time the ticket was purchased and the time the parking session expired.
44. The report found that the maximum number of cars recorded via ticket sales on a daily basis exceeds the 80-capacity limit 33% of the time over the period of 01 Jan 25 – 30 Sept 25, with the average maximum number of vehicles in the car park over the 9-month period equalling 113.
45. Furthermore, it found that the car park is over capacity 65% of the time (20 days out of 31) in August. It also found periods of capacity issues in April (53%) and May (39%).
46. Of particular note is the capacity in the car park on weekends and bank holidays. The report found that over the 9-month period, the car park was over capacity 85% of the time on weekend and bank holidays.
47. All weekend and bank holidays in both March and August exceeded capacity with the maximum number of vehicles paying for parking reaching an average of 131 and 126 respectively. It found capacity issues at the weekend in February, April, May, June and September.
48. Accordingly, the need for the car park has been demonstrated. While it is noted that evidence of over-capacity during particularly busy spells does not provide a rationale for the proposed 48-bay increase, consideration must also be given to the potential additional business demand stemming from the proposed National Park Centre and cycle hire facility.
49. This application does not propose measures to decrease on-street parking. The stretch of road from B6049 to Glebe Farm has been double yellow lined for several years following inconsiderate and anti-social parking along it. There are no opportunities to decrease on-street car parking as a result of this application. Additionally, there are no opportunities for 'pop up' car parks nearby as a result of the difficult topography formed from the Wye Valley. The flatter sites are also exceedingly open in the landscape.
50. However, the inability to reduce on-street parking does not minimise the demonstrable need for car parking in the locality. Whilst it could be argued that without removal of on-street cars there should be no expansion, there is no evidence that this would reduce vehicular movements locally. At present, visitors may arrive at the site to find the car park at capacity, requiring them to leave to find an alternative site to visit. The doubling up of movements would put additional pressure on the local highway network, particularly at the site access and junction with B6049.
51. Nevertheless, the proposed development would not be in complete compliance with policy DMT7. Officers are however mindful that the expression in policy that "removal of on-street parking will **usually** be required" implies it is not a binding requirement of the policy in all circumstances. The policy wording indicates that there may be circumstances where removal of on-street parking may not be required.

52. Therefore, the failure to provide on-street compensation for the additional 48 car parking bays will need to be weighed up in the wider balance, considering the impact of the proposed development on the landscape character, archaeology, cultural heritage, ecology, highway safety and amenity. Should the development be acceptable in all other regards, and be shown to demonstrate benefits locally whilst furthering the second purpose of the National Park through the improvement to the popular recreation facility, it could outweigh the conflict with policy DMT7 in respect of off-street parking reduction.

Impact upon the special qualities of the National Park:

Landscape

53. 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.

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

55. The site is exceedingly well screened in the wider landscape. Immediately to the north is a limestone cliff face which is well vegetated with tree coverage. To the south is thick tree coverage before the land falls away towards the River Wye.

56. The application has been supported by a Landscape and Visual Context Report. The report states that *views of the site to and from the surrounding landscape are limited by the steep landform of the valley and the mature woodland which covers its sides. Overall, the woodland cover, coupled with the steep valley sides, create a strong sense of visual containment.* Officers agree with this summary. When standing on the proposal site, views outside of the Monsal Trail and its immediate locality are blocked by topography or thick screening.

57. As the proposal is an extension to an existing car park, which has been well-established, the proposed expansion of it to the west would not alter the landscape character locally. Indeed, the only viewpoints where it would be visible would be the site itself where it clearly forms a relatively modest extension to the existing car park facility.

58. It is noted that the proposal would remove some of the tree coverage; however, the density of the surrounding woodland is so that the proposal would not be seen, even during the winter months. In addition, the application has been supported by an Outline Planting Plan which assists in mitigating the impact of the proposal on the landscape. However, some amendments to the precise planting schedule are required, including grass mix and the number of replacement trees. This has been recommended as a condition.

59. On this basis, the proposed development would not have a detrimental impact on the landscape character of the site.

Ecology

60. 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.

61. The development site is relatively small and is therefore not expected to result in major habitat loss or fragmentation. The retained boundary vegetation and adjacent woodland will continue to provide ecological connectivity and visual integration within the landscape. The site was typical of semi-improved neutral grassland and secondary woodland, containing a range of common widespread species are no rare or legally protected plants.
62. The woodland edge, scrub and grassland areas provide suitable foraging and shelter opportunities for wildlife, including invertebrates, amphibians, small mammals and bats. The submitted Ecological Appraisal advises that where vegetation clearance is unavoidable, compensatory planting and habitat reinstatement should be undertaken to ensure no loss of biodiversity or habitat.
63. No onsite trees were found to contain potential roosting features. As such, bat roosting is not considered to be present on site. The wider site has foraging and commuting habitats for bats and offers connectivity through the woodland network. The loss of some trees would have a small impact; however, it would largely be negligible in the context of the wider site.
64. The site is capable of providing habitat for breeding birds. All nesting birds are protected by WCA 1981. To mitigate the impact on breeding birds, the works should be undertaken outside of bird breeding season unless under the supervision of a qualified ecologist.
65. The site lies on the boundary of a Great Crested Newt Green and Amber Risk Zone, suggesting that while Great Crested Newts may occur within the wider landscape, the immediate area is unlikely to support significance or well-connected populations. Therefore, the presence of great crested newts within the site is improbable. However, the proximity to the Wye and the connectivity of the woodland and grassland suggests the site may be used for foraging or shelter. Therefore, the development should be carried out under a Precautionary Working Method.
66. The site provides some potential for reptiles, particularly for species commuting through the Millers Dale valley system. The site is ecologically suitable for low level reptile use and therefore the works should be carried out under a Precautionary Working Method Statement.
67. In addition to the above, the Ecological Appraisal sets out general recommendations and enhancement measures. Subject to strict compliance with the measures, in addition to the submission of additional Precautionary Working Methods, the proposed development would be acceptable with regard to onsite ecology.
68. The two adjacent SSSIs, Wye Valley and Monk's Dale, contribute to the protected network, being nationally significant for their botanical diversity, karst landforms, and assemblages of aquatic and terrestrial fauna.
69. Subject to the works being carried out in accordance with the measures outlined in the PEA, it would not have an adverse impact on the significance of the SSSIs.
70. A Habitats Regulations Assessment (HRA) has been carried out. The HRA screening process identified a number of likely significance effects:
  - Water pollution
  - Construction dust
  - Disease
  - Recreational disturbance

71. To mitigate these impacts, it is suggested that a Construction Environmental Management Plan is prepared and the work carried out in accordance with it. This would mitigate water pollution and construction dust. Furthermore, to mitigate the impact of ash dieback spread, ongoing monitoring is suggested. It also suggests that there is additional interpretation and signage installed locality to minimise the impact of increased recreational pressure. These measures will be conditioned. Natural England have been consulted and recommended the submission of the CEMP, Ash Dieback Management Plan and Boundary fencing and interpretation boards. Subject to these conditions, the proposed development would not have a detrimental impact on the significance of the Peak District Dales SAC (or the Peak District Moors South Pennine Moors Phase I SPA, or South Pennine Moors SAC). It is therefore in compliance with policy DMC12.
72. As noted, the application is subject to statutory biodiversity net gain. The application would impact a total of 0.09ha of baseline habitats units. Under current landscape plans the proposed development on-site would result in an overall loss in habitat units (- 48.74%) with a deficit of 0.84 HU area-based units.
73. The plans state that 0.01HU will be delivered through creation of a small rea of grassland to the north-west of the site, with the remaining 0.084HU delivered onsite.
74. Therefore, it is recognised that the proposed development can achieve 10% biodiversity net gain through off site contributions.
75. The precise details of offsite net-gains are a post-determination matter. The applicant will be required to demonstrate compliance with the biodiversity net-gain hierarchy when seeking to discharge the Biodiversity Gain Plan.

#### Cultural Heritage

76. The site lies in the Millers Dale Conservation Area. The grade II listed viaducts are approximately 150 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.
77. 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.
78. The application suite is in the former sidings created between 1902 and 1906 for the London to Manchester railway line. Notably, it is to the west of the key historic features associated with the railway line, including the station, platforms, and viaducts. The contribution the sidings currently make to the significance of the conservation area is negligible.
79. Whilst the proposal would extend and intensify the prevalence of modern interventions to the conservation area and railway station, it would be sited some distance from the main historical features of the site. Furthermore, there would be limited views from the station, viaduct and other areas of the conservation area onto the development site. It would therefore not interfere with the way the railway station and conservation area are interpreted from views further afield.
80. Accordingly, the impact of the proposed development on the significance and setting of the Millers Dale Conservation Area, adjacent listed buildings and railway station (as a

non-designated heritage asset) would be neutral. It would therefore conserve these assets.

81. The application has been assessed for likely impacts on non-designated archaeological remains. It found a low potential. The Senior Conservation Archaeologist is in agreement with the findings of the report. Therefore, the proposed development is acceptable with regard to archaeology.

#### Ground water

82. The application site is underlain by a Principal bedrock aquifer and lies within Source Protection Zone (SPZ) 1. The river Wye, which flows west to east, is located approximately 250 m south of the proposed site. To the north, Monk Dale drains into the river Wye. The site lies within a medium to high-risk flood zone and a groundwater vulnerability zone. Therefore, the impact of contamination of protected groundwater is a key consideration. Policy DMC15 is engaged.
83. A Phase I GeoEnvironmental Desk Study was carried out to assess the likely impact of the proposed development on the Principal Aquifer and River Wye. It found the overall risk to Controlled Waters to be low and recommended no further action. This was on the basis that the car park would be constructed with minimal ground disturbance, and the proposed hardstanding would create a cap to limit infiltration.
84. The Environment Agency were consulted on the Phase I GeoEnvironmental Desk Study and disagreed with the reports conclusion. They cited the railway and quarry legacy of the site as having a high likelihood of contamination which could cause pollution to the Principal Aquifer and Source Protection Zone.
85. However, the Environment Agency advised that the supporting information demonstrated that it would be possible to manage the risks posed to Controlled Water, but further details would be required to demonstrate how this could be achieved. Given the significance of the Principal Aquifer and Source Protection Zone, these would be negatively worded pre-commencement condition to satisfy the requirements of policy DMC15 and paragraph 196 of the National Planning Policy Framework.
86. Therefore, the proposed development is considered acceptable with regard to contamination and pollution subject to the EA's recommended conditions.

#### Residential Amenity

87. The creation of an additional 48 car parking spaces would intensify the site and result in more vehicles and visitors going to the site. Policies GSP3 and DMC3 require consideration of residential amenity.
88. 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.
89. Representations have raised concern over the impact of increased traffic movements in the surrounding villages and parishes.
90. The proposal would invariably 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.
91. 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 harm to their amenity.

92. Furthermore, a notable benefit of directing visitors to Millers Dale directly to the station car park is that it enables guests 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.
93. Therefore, the slight intensification of a recreation facility which is capable of taking a high volume of National Park guests 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 48 additional parking bays would be negligible across the wider network.

#### Highways & Access

94. 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.
95. 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.
96. 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.
97. 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 designed anew 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.
98. 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.
99. On this basis, the Highway Authority have resolved to not object to the proposed development. Therefore, the proposal is acceptable with regard to highway safety.

#### Other matters

100. A number of representations have raised concern over the impact of the proposed development on equestrians.
101. At present, the end of the car park is unmarked and is used by larger vehicles, including mini-buses, horse-trailers and coaches. This application proposes to extend into this area (and beyond).
102. It is understood that the applicant intends to make the proposed extended area only available for cars. This section of the car park would be unmarked. If larger vehicles parked in the end section it would fill up to capacity quicker, and the applicant, as the site

operator, would not be in a position to take enforcement action or impose larger fares for larger vehicles parking in unmarked section of the car park. The proposed development would require larger vehicles to park in the larger vehicle bays, or pay for the number of bays the vehicle is parking across in the marked sections of the car park. It should be worth noting that how the applicant intends to operate the site to generate income is not material to planning and is a commercial decision for the landowner.

103. The pertinent consideration is whether the proposed layout would detrimentally impact horse riders/equestrians and whether it would amount to a public safety concern. The Monsal Trail is a traffic free route retained for the enjoyment of walkers, cyclists, and equestrians. Any proposal which would prejudice the ability for users to gain access to the site would be a material planning consideration.

104. The submitted plans show that the amended layout would have 4 large vehicle bays located immediately 30m west of the goods shed. Furthermore, the applicant has explained that larger vehicles would be able to park in the main section of the car park, but would be required to pay for the number of bays they are parked across. On this basis, the proposal would not result in horse-boxes/trailers being unable to enter the site.

105. It is acknowledged that the proposed location for the larger bays would be some 50m away from the closest access onto the Trail. Further if the bays are full and they are required to park across a number of standard bays. Therefore, consideration should be given to whether there would be conflict between the vehicle users and horse riders when navigating the site.

106. The site is popular with families, school groups and outdoor support centres. It is therefore every common for children to be on the car park with bicycles. While it is acknowledged that horses could be more skittish of vehicles, the reference to children across the site is made because vehicles would not be travelling at speed across the site.

107. Furthermore, the main signage at the site access has reference to horses, so drivers across the site should be prepared to share the car park with horses and equestrians.

108. Therefore, Officer's acknowledge that the proposed layout would be less desirable than the existing for equestrians loading and unloading trailers/boxes, and crossing the site to enter the trail; however, it would not amount to an unacceptable impact to their enjoyment or access the Monsal Trail to justify refusal of the application.

109. Concern has also 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.

110. The concern over the anticipated increase in users on the Trail, and the potential impact on existing users/walkers. Whilst it is acknowledged that the proposed development would result in additional users on the Trail; however, the Trail itself is an exceeding popular recreation site free of traffic. In some respects, it is a vital asset for visitors to the National Park to enjoy the special qualities of the area without harming or impacting communities which is often associated with visitors to smaller 'honeypot' villages. Therefore, officers do not consider the proposal to result in an unacceptable impact to existing users of the site, nor result in potential conflict.

111. Accordingly, it has been concluded that, subject to conditions, the proposed development would be acceptable with regard to landscape, ecology/biodiversity, cultural heritage, contamination, amenity and highway safety.

112. It would therefore conserve the special qualities of the National Park.

113. In addition to conserving the special qualities of the National Park, the development would also provide an opportunity for an increased number of people to visit the National Park. The Monsal Trail offers the opportunity for visitors to experience the natural beauty, cultural heritage and wildlife of the National Park all whilst on an accessible and traffic free route. It is therefore recognised as being an important asset in contributing towards the National Park's second purpose.

114. Core Strategy policy RT1 states that proposal 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.

115. As noted, the proposal would conform with principal A. It is noted that the proposal would be contrary to the desire to provide opportunities for access by sustainable means; however, the policy isn't worded to require this.

116. Furthermore, the assessment of the impact of the proposal on the special qualities of the National Park has demonstrated that the site is capable for catering to the additional demand and visitors.

117. In addition to providing additional opportunities for members of the public to experience the National Park, there is also an economic benefit associated with increased footfall to the communities along the Monsal Trail, particularly near the larger hubs along it, including the business in Millers Dale itself.

118. With consideration to all of the above, Officers have concluded that the inability for the application to provide a reduction of on-street car parking should not be prohibitive of the scheme being acceptable in the wider planning balance.

119. As noted, the policy is worded as a reduction in on-street parking 'usually' being required. It is reasonable therefore that there may be circumstances where a reduction in on-street parking is not required, particularly if there are other public benefits.

120. Furthermore, an element of the car parking spaces is considered to be operational in association with the National Park Centre and cycle hire application which has been recommended for approval.

121. As such, Officers consider the application to be in compliance with policies T7 and DMT7.

## **Conclusion**

122. The proposed extension of the car park to provide an additional 48 car parking spaces would not detrimentally impact the special qualities of Millers Dale, nor the

National Park as a whole. It has been concluded that the proposal is acceptable with regard to amenity, highway safety and protected waters.

123. Whilst it is unfortunate that the application is unable to provide a reduction of on-street car parking spaces, it is considered that this in isolation should not make the scheme unacceptable in the wider planning balance. Indeed, the reason a Traffic Regulation Order cannot be entered into to minimise on-street parking is because the road has already been subject to measures by the Highway Authority to reduce anti-social parking. However, traffic control measures on the road have not reduced the visitor pressure for car parking and the application has demonstrated a need for the proposal based on monitoring across a 9-month period. Furthermore, the assessment of the proposal has demonstrated that the site has the capacity to respond to such demand without harm to the locality.

124. The development is concluded to have an acceptable impact in respect of landscape, heritage, ecology, highways, residential amenity, subject to a number of conditions which are recommended by this report.

125. The application is therefore recommended for 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