

13. PROPOSED WAITING RESTRICTIONS AND ON-STREET CHARGES ORDER 2016 HOW LANE, BACK STREET, BARGATE, MILLBRIDGE, CASTLE STREET AND BUXTON ROAD, CASTLETON (TN)

PROPONENT: DERBYSHIRE COUNTY COUNCIL

Derbyshire County Council consulted the National Park Authority regarding these proposals in August 2016, with a deadline for responses of 2 September 2016.

Because of Officer concerns regarding the potential impact of the proposals on the historic centre of Castleton, the setting of St Edmunds Church (a Grade II* Listed building) and the wider Conservation Area, a holding response was submitted to the proposals on 2 September 2016. This holding response was submitted to allow time for the proposal to be reported to the Planning Committee to seek a Member view prior to submitting a formal response to the consultation.

The proposed scheme does not require planning permission, as the works would be undertaken under the Road Traffic Regulation Act (1984) and the General Permitted Development Order (2015). However, if the proposals are seen to be detrimental to the special qualities of the National Park, there are grounds to object to these proposals on that basis. The matter is being referred to Planning Committee rather than Authority or Audit Resources and Performance because the issues raised are those which the Planning Committee deal with on applications for planning permission.

Key Issues

- Whether the proposed scheme, and in particular the On-Street Pay & Display elements are essential for traffic management in Castleton.
- If so, whether any potential traffic management benefits outweigh the negative impact of the proposals on the Conservation Area and in particular, the historic centre of Castleton.

Location and summary of proposals

Castleton is a very popular visitor destination within the Hope Valley area of the National Park, with visitors attracted by a range of attractions. Castleton Conservation Area encompasses the historic centre of the village. With the exception of Buxton Road, all of the proposed restrictions and On-Street parking bays and associated new or replacement signage, lining and payment machines fall within the conservation area.

The proposal is for a combination of Waiting Restrictions and On-Street Pay and Display Charges in Castleton village centre and on the outskirts of the village on Buxton Road. The following comprises a written description of the scheme, whilst the Map at Annex 1 provides a geographical representation of the proposals. In all cases where new On-Street parking bays are proposed, the charges will apply from 9am-5pm, every day, with a maximum stay of 2 hours. Where there are existing on-street Pay and Display parking bays, charges will apply from 9am-5pm, every day, with a maximum stay of 4 hours.

How Lane (A6187) enters Castleton from the east. The proposed scheme lies between its junction with Weaving Avenue and the ninety degree corner into Back Street (A6187). The southern edge of How Lane is a mixture of private houses and businesses, including the Peak Hotel, Ye Olde Cheshire Cheese Inn and the Peveril Stores. The road is covered by a mix of no waiting and limited waiting restrictions. The limited waiting restrictions prohibit parking on weekend days and Bank Holidays between 8am and 8pm. **The introduction of the proposals would permit on-street parking within the current limited waiting areas, although it would be subject to Pay and Display charges.** The pavement on the southern edge of How Lane is

fairly narrow and would be required to accommodate a Pay & Display Ticket Machine.

The northern edge of How Lane also has a mix of private houses and businesses, along with car parking associated with the Peak Hotel and the Bus Station. **The proposed scheme imposes a limited waiting order on the existing parking bay of 30 minutes.**

Back Street (Unclassified) leads south from the junction with Back Street (A6187) past St Edmunds Church towards the Market Place. The eastern edge of Back Street is lined with private houses and has a narrow pavement. Currently the road has a limited waiting order which prohibits parking on weekend days and Bank Holidays between 8am and 8pm. **Under the proposals, this would be replaced by a no waiting order with accompanying double yellow lines and signage.**

The western side of Back Street (Unclassified) is bounded by the wall of St Edmunds Churchyard. There is no pavement on this side of the road, and there are no parking restrictions along most of its length, however, there is one marked disabled parking bay. As a result it is used for parking by a range of people including workers within the village, visitors to the village, those attending Church, and residents. **The proposed scheme would retain the disabled parking bay, but introduce additional on-road marked parking bays, which would be subject to charging. The scheme would also require the installation of a ticket machine and additional signing adjacent to the Churchyard Wall.**

Bargate (Unclassified) runs from the Market Place towards Pindale. The street is lined on both sides with residential properties, and with some narrow areas of pavement interspersed with areas with no pavement. Currently both sides of the road have some limited waiting restrictions which prohibits parking on weekend days and Bank Holidays between 8am and 8pm. **Under the proposals, this would be replaced by a no waiting order with accompanying double yellow lines and signage.**

Castle Street (Unclassified) leads south from its junction with Cross Street (A6187) to the Market Place. The eastern edge of Castle Street is bounded by St Edmunds Churchyard Wall for much of its length, with the remainder of the road being bounded by residential properties and some associated garages. There are some shops / cafes at the near to the Cross Street junction. There is no pavement on this side of the road, and there are no parking restrictions along most of its length, however, there is one marked disabled parking bay. As a result it is used for parking by a range of people including workers within the village, visitors to the village, those attending Church, and residents. **The proposed scheme would retain the disabled parking bay, but introduce additional on-road marked parking bays, which would be subject to charging. The scheme would also require the installation of a ticket machine and additional signing adjacent to the Churchyard Wall.**

The western edge of Castle Street (Unclassified) is bounded by The Castle public house and the entrance to its car park in the north. Beyond the Castle is a mix of residential properties and The George public house, which also has a car park accessed from castle Street. There is no pavement on this side of the road, and there are no parking restrictions along most of its length. As a result it is used for parking by a range of people including workers within the village, visitors to the village, those attending Church, and residents. **The proposed scheme would introduce additional on-road marked parking bays, which would be subject to charging. The scheme would also require the installation of additional signing. Payment for parking would be via the ticket machine adjacent to the Churchyard Wall on the eastern side of the road.**

Millbridge leads northwards from its junction with Back Street (A6187) towards Hollowford. The road is narrow and bounded on both sides by a mix of residential and business properties. The road has some short intermittent sections of footway, and is not subject to parking restrictions for much of its length. **The proposed scheme will introduce a no waiting order with**

accompanying double yellow lines and signage on the western side of the road in the area adjacent to Trickett Close.

Buxton Road (A6187) leads from Castleton Visitor Centre to the junction with Arthur's Way and onwards along the old Mam Tor Road. The road is initially bounded on its northern side by businesses, residential properties and the Methodist Church, before leading out into open countryside. The southern side of the road is initially bounded by commercial properties and a private car park before leading out into open countryside. There are a number of existing Pay and Display parking bays which are in operation from 9am to 5pm, with a maximum stay of four hours. West of the entrance to Dunscair Farm there are a number of Pay & Display Parking Bays that are chargeable on weekends and Bank Holidays only. Most, if not all, of the associated Ticket Machines have been vandalised or in other ways damaged, and none appear to be currently in operation.

Under the proposed scheme changes will be made to allow for use of the parking facilities by resident permit holders. This will require an update to signage and possibly payment machines. West of Arthur's Way, two Pay and Display On-Road Parking Bays will be retained and serviced by one Ticket Machine. It is anticipated that all remaining vandalised or damaged ticket machines west of Dunscair Farm entrance will be removed as part of a tidy-up following the introduction of the scheme.

RECOMMENDATION:

1. That Planning Committee supports a formal objection to the proposed scheme on the following basis:

i) The proposed introduction of Pay and Display Parking Bays and associated signage and ticket machines on Back Street and Castle Street will extend the urbanising effect of existing lining and signing on the historic setting of Castleton village centre. In particular the proposal will have a negative impact on the setting of the Grade II* Listed St Edmunds Church.

ii) The proposed introduction of Pay and Display Parking Bays and associated signage and ticket machines on How Lane will encourage parking in a location where it is currently prohibited between 9am and 5pm on weekend days and Bank Holidays. The proposed scheme is likely to restrict the flow of traffic at this location when the village is at its busiest i.e. weekend days and Bank Holidays. There are also potential safety concerns in relation to pedestrians crossing How Lane to and from the Bus Station and to access shops / businesses on both sides of the road. In addition, the introduction of a ticket machine may also restrict pedestrian and disabled access on the narrow pavement on the south of How Lane.

iii) The 'No Waiting at Any Time' proposals on How Lane, Back Street and Bargate in the main replace existing Limited Waiting orders, with their associated lining and signing. However, these proposals are a traffic management measure to mitigate against the displacement of parked vehicles as a result of the introduction of new On-Street Pay and Display Bays. Their need would be negated if the proposed On-Street Pay and Display Bays are not introduced.

iv) The introduction of 'No Waiting at Any Time' proposals on Millbridge with any associated lining and signing will have an urbanising effect on the relatively rural character of the location. It is unclear from the proposals what the driver is for them. Under the circumstances it is difficult to assess the need against the impact on the Conservation Area and the passage from village to open countryside at this location.

2. **That Planning Committee supports the proposed retention of existing Pay and Display Parking Bays on Buxton Road, on the basis that the machines are maintained in an operating condition; and that the redundant machines associated with the Parking Bays west of the entrance to Dunscair Farm and not covered by the proposed Order are removed.**

History

Castleton is a very popular visitor destination within the Hope Valley area of the National Park, with visitors attracted by a range of attractions including Peveril Castle, various show caves, shops, cafes and public houses. Visitors using the village as a base from which to access various outdoor attractions such as Cave Dale, Winnatts Pass, Mam Tor and Losehill. Whilst the Castleton has good public transport links to Sheffield, Bakewell and Buxton, the majority of visitors arrive by car.

On busy days, such as summer weekends, Bank Holidays, and during special events such as the Garland ceremony and the Christmas Illuminations, demand for parking can outstrip supply, within the village centre; this can lead to overspill into residential areas. Similarly, the cost of parking can also lead to employees of businesses within the town spilling over into residential streets.

Civil Parking Enforcement has taken place in Derbyshire for a number of years, covering both on and off-street parking facilities, operated by the County Council and the District and Borough Councils. Under this regime, an outside contractor delivers the enforcement, with the cost recouped from a combination of parking income and any fines resulting from the enforcement of parking orders.

Derbyshire County Council's Strategic Director for Economy, Transport & Environment tabled a Report for the Cabinet Member for Jobs, Economy and Transport on 11 February 2014. This report highlighted the usefulness of the Civil Parking Enforcement Regime, but also highlighted that it was operating at a loss. The report identified the introduction of On-Street parking charges as a means of offsetting that loss, where they could be introduced without any detrimental effect on the local economy. The report identified three locations where changes to on-street parking regimes may be appropriate, with a recommendation at paragraph 7.1 that:

“Investigations be carried out into whether it would be feasible to extend the times that the existing on-street pay and display restrictions apply in Castleton”.

Derbyshire County Council undertook preliminary discussions with Castleton Parish Council on Pay & Display options in 2015. The National Park Authority was not directly approached by the County Council, although we did receive some contact from Castleton residents concerned about the proposals at this time. These concerns centred on personal impact on residents and on visitors to the village. Discussions with Derbyshire County Council at the time indicated that the Authority would be formally consulted once the proposals were finalised.

The Authority was formally consulted on the proposed measures on 10 August 2016; a holding response was submitted on 2 September 2016.

Internal Consultations

Conservation Officer: provided a detailed assessment which is summarised below. If the Committee endorses the officer recommendation, this assessment would be submitted to DCC to demonstrate the specific concerns about the scheme.

Summary

“In order to assess the acceptability of the proposed scheme a summary of the pressures that

have necessitated its requirement would be useful. The proposals are modern highway interventions in the middle of a settlement with a layout that has medieval origins and a wealth of historic buildings and structures. Care is therefore needed to ensure the interventions do not adversely impact on the setting of listed buildings and the character and appearance of the Conservation Area and its setting.

I would also encourage the following:

- *Where new road (double yellow) lines are considered acceptable, these should be kept to the minimum; as thin as possible; and primrose in colour (not bright yellow).*
- *I would expect that every new sign, associated with this proposed scheme, has an environmental audit sheet, in line with the County's Environmental Code of Practice on highway signage (1997). The information submitted with this consultation does not indicate whether any existing signage will be removed as part of the proposed works. It would be helpful if this information was provided.*
- *Pay and Display Parking – details should be provided on the type and exact location of the proposed parking meters."*

Planning - No Planning Issues, other than care needs to be taken with siting of meters to avoid sensitive buildings and clutter in the streetscene. The assumption is that pale yellow would be used for lining.

Landscape – No landscape issues

Archaeology – No archaeological concerns or considerations

Representations

The National Park Authority has received representations expressing concerns about and / or opposing the proposals from the following, although it should be noted that the Authority is itself a consultee and has not consulted any other external bodies:

One Castleton resident, one Castleton business, and the Vicar of Castleton, Bradwell & Hope and Castleton Parish Council.

The concerns include the availability of parking near to residential properties; the impact on workers and visitors to the area; the impact on businesses concerned about loss of trade; concerns about the displacement of parking into residential areas; concerns about churchgoers having to pay parking charges.

Main Policies

Relevant Core Strategy policies: L3, T1, T3, T7

Policy L3: Cultural Heritage assets of archaeological, architectural, artistic or historic Significance; makes an assumption against development that has an adverse impact on any cultural heritage asset of archaeological, architectural, artistic or historic significance or its setting that has statutory designation or is of other international, national, regional or local significance. Whilst in this case the proposals are dealt with under the General Permitted Development Order (2015), Officers are concerned about the impact of the proposals on Castleton Conservation Area and on the historic centre of the village and in particular the setting of St Edmunds Church, a Grade II* Listed Building.

Policy T1: Reducing the general need to travel and encouraging sustainable transport; states “*Conserving and enhancing the National Park’s valued characteristics will be the primary criterion in the planning and design of transport systems, and the management of traffic, subject always to safety considerations.*” Because of the potential impact on the Castleton Conservation Area and the historic centre of the village, in this case, the proposals are contrary to this Policy.

Policy T3: Design of transport infrastructure; this Policy advocates the careful design and maintenance of transport infrastructure to take full account of the valued characteristics of the National Park. There are ways in which transport infrastructure for traffic management, such as those proposed can be designed in a minimalistic way to reduce their impacts. This includes the use of more the more recessive primrose yellow for double yellow lines and using a narrower diameter. However, the need for compliance with enforcement regulations in this case, reduces the scope for designing out the impacts in this case.

Policy T7: Minimising the adverse impact of motor vehicles and managing the demand for car and coach parks; States that “*Within environmentally sensitive locations, additional traffic management schemes will be undertaken where there is a demonstrable need.*” Whilst this Policy might be appropriate in enabling traffic management schemes such as those proposed, in this instance no traffic management need has been demonstrated that will be met by these proposals.

Relevant Local Plan policies: LC5, LC6, LT14, LT18

Policy LC5: Conservation Areas; advocates that applications for development within or affecting the setting of a Conservation Area should “*assess and clearly demonstrate how the existing character and appearance of the Conservation Area will be preserved and, where possible, enhanced.*” Whilst the work is covered under the General Permitted Development Order (2015) and the scale of works proposed is minor, there is still a requirement to have regard to the setting of the Conservation Area.

Policy LC6: Listed Buildings; states Planning applications for development affecting a listed building and/or its setting should clearly demonstrate; how these will be preserved and where possible enhanced; and, why the proposed development and related works are desirable or necessary. Again, whilst the work is covered under the General Permitted Development Order (2015) and the scale of works proposed is minor, there is still a requirement to have regard to the setting of the Listed Building, in this case St Edmunds Church, and to demonstrate the need for the proposals.

Policy LT14: Parking strategy and parking charges; states that “*in considering proposals for new or enlarged car parks..... in Conservation Areas, the National Park Authority will expect the developer to have assessed alternative sites located in a less environmentally sensitive location*”. Whilst the proposal is not for a new or enlarged car park, it does formalise on-street parking, with the associated signing, lining and ticket machines. Therefore, in this respect, Policy LT14 does carry some weight. The Policy also makes an assumption in favour of off-street parking as opposed to on-street parking, due to the visual and amenity impact of on-street parking. However, in this case the current informal parking arrangements on Back Lane and Castle Street have a lesser impact, both visually and on the setting of the historic centre of the village and the Conservation Area, than the impact of the proposed formal arrangements.

Policy LT18: Design criteria for transport infrastructure; states that “*The highest standards of environmental design and materials should be used in transport infrastructure to conserve and enhance the valued characteristics of the area.*” There are ways in which transport infrastructure for traffic management, such as those proposed can be designed in a minimalistic way to reduce their impacts. This includes the use of more the more recessive primrose yellow for double yellow lines and using a narrower diameter. However, the need for compliance with enforcement regulations in this case reduces the scope for designing out the impacts in this case.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaced a significant proportion of central government planning policy with immediate effect. The Government's intention is that the document should be considered to be a material consideration and carry particular weight where a development plan is absent, silent or relevant policies are out of date. In the National Park the development plan comprises the Core Strategy 2011 and saved policies in the Peak District National Park Local Plan 2001. Policies in the Development Plan provide a clear starting point consistent with the National Park's statutory purposes for the determination of this application. It is considered that in this case there is no significant conflict between prevailing policies in the Development Plan and more recent Government guidance in the NPPF with regard to the issues that are raised.'

Assessment

The use of parking restrictions and on-street charging with limited waiting periods can be a useful tool in ensuring that town and village centres remain vibrant, with a through-put of visitors to the centre. The importance of this is alluded to in the report by Derbyshire County Council's Strategic Director for Economy, Transport & Environment to the Cabinet Member for Jobs, Economy and Transport on 11 February 2014.

However, the report does not refer to the need for such a requirement in Castleton. Instead, the justification for undertaking a review of how On-Street Pay & Display operates in Castleton (and other locations), appears to relate to the need to maintain the financial viability of the County's Civil Enforcement Regime. It might be that the aforementioned benefits do result from the proposals, but there has been no evidence provided to support this supposition.

The Traffic Regulation Order proposes various works within the historic core of Castleton. These works include:

- 'Proposed No Waiting At Any Time' - double yellow lines
- Disabled Parking Spaces - road markings and signage
- Pay and Display Parking Places - road markings, pay meters and signage

The majority of the proposed works are located within the Castleton Conservation Area. This Conservation Area was designated in January 1976. A character appraisal for the Conservation Area was adopted in January 2010. The Conservation Area contains a number of listed buildings with St. Edmund's Church, a Grade II* listed building, situated at its centre. There are also a number of historic buildings and structures within the Conservation Area that are not listed but would be considered non-designated heritage assets and/or make an important contribution, individually and/or in groups, to the character and appearance of the Conservation Area.

Pockets of green open space also make an important contribution to the character of the Conservation area, particularly the churchyard to St. Edmund's in the village centre. 7.32 of the Conservation Area Appraisal describes the church and churchyard as '*a peaceful and tranquil oasis in the centre of a busy tourist town*'. The Conservation Area Appraisal (paragraph 11.15) further states, '*The open public spaces within the Conservation Area contribute significantly to the village's character. Demand for parking may put pressure on these spaces, but their removal would be detrimental to the character of the Conservation Area.*'

(a) Back Street

Proposal - Replace the single yellow line (No waiting at specific times) to double yellow lines (no waiting at any time) for 100 metres on the east side of the road; disabled parking bay (6 metres) on the west side; two areas of pay and display parking places along the west side by the church).

The proposed works include the replacement of the single yellow line, along the eastern edge of the road, with double yellow lines (no waiting at any time). Increasing the road markings in this

area will have a negative impact on the character of the Conservation Area. If additional road markings are deemed necessary, then officers would recommend that (i) the existing road markings are removed; (ii) the new road lines (double or single) should be kept to the minimum; as thin as possible; and primrose in colour (not bright yellow); and (iii) there shall no road markings on the historic / traditional street surfaces.

(b) Bargate

Proposal - Replace single yellow line (No waiting at specific times) to double yellow lines (no waiting at any time) on the north-east side of the road (to the lower/west end) and south side (of the upper/east end).

If the proposed works are carried out in line with the following, then this aspect of the proposed works is unlikely to visually harm the character and appearance of the Conservation Area:

1. The existing road line(s) are removed before the introduction of the new;
2. The new road lines should be kept to the minimum; as thin as possible; and primrose in colour (not bright yellow).

(c) Buxton Road

Proposal – Five sections of pay and display parking places along the south side of this route. This part of the proposal is not within the Conservation Area. However, the works will impact on the setting and views in and out of the Conservation Area. There is also likely to be impacts on the important landscape setting immediately west of Castleton. The settlement's setting is part of the special interest of Castleton (see paragraph 7.1 of the Castleton Conservation Area Appraisal). The western end of Buxton Road has a predominantly rural character, with ancient enclosures clearly visible within the landscape.

The parking bays, signage and parking meters are already in-situ, but the road markings for the parking bays on the south side of the western stretch of road beyond Winnats Pass have faded and some of the parking meters have been vandalised and/or are out of use. Whilst it would be preferable if there was no parking along this important approach to Castleton it is acknowledged that there is demand for car parking throughout the settlement, particularly during weekends and holidays, and if this parking is allowed it should take some of the pressure away from the centre of Castleton. The infrastructure for this aspect of the proposed works is already in-situ and that these parking bays are likely to be used primarily at peak times, e.g. weekend and bank holidays, rather than every day.

Some of the parking meters along the western end of Buxton Road (beyond the Winnats Pass junction) have a negative impact on the landscape because of their urban appearance (discordant with the rural setting) and their location. It is recommended that the DCC investigate parking meters that are less intrusive, re-assess the siting of some of the existing units, and integrate some of the signage with the payment machines

(d) Castle Street

Proposal – Disabled parking bay (6 metres) on the east side; and pay and display along the east side for 39 metres and two sections along the west side (19 metres and 18 metres).

Castle Street is laid out on a north-south axis to the west of St. Edmund's Church and churchyard, within the centre of the village. This street has the largest concentration of listed buildings in the settlement.

The proposed works will result in additional road markings, signage and a parking meter. This will increase clutter within the streetscape and therefore have a negative impact in this sensitive location. In addition, the parking meter is to be sited by the south-west entrance to the churchyard to St. Edmund's Church. A bay of pay and display parking places (19 metres) is proposed directly in front of the front boundary wall to Cryer House, a Grade II listed building (LEN 1087872.), on the west side of Castle Street. Further south, another bay of pay and display

parking spaces (18 metres) is proposed. This work will involve the introduction of road markings to an area where there is currently none and new signage. This aspect of the proposed works will therefore introduce clutter into this sensitive location.

(e) How Lane

Proposal – Replace single yellow line (No waiting at specific times) to double yellow lines (3 short sections) on the south side of the road; and introduction of 2 sections of pay and display parking spaces.

This north-eastern part of the settlement has a predominantly urban character. The replacement of three short sections of single yellow lines (No parking at specified times) with yellow double lines (No waiting at any time) along the south side of the road, is unlikely to harm the character of the Conservation Area if the proposed works are in line with the following:

1. The existing road line(s) are removed before the introduction of the new;
2. The new road lines (double or single) should be kept to the minimum; as thin as possible; and primrose in colour (not bright yellow).

Double yellow lines are proposed in front of the access to the Village Hall and neighbouring property. Two sections of 'pay and display parking spaces' are proposed along the south side of How Lane. This work will result in (i) a mix of different road markings; (ii) parking meters; and (iii) signage associated with the pay and display places / meters. One of the pay and display parking bays is proposed in front of Looe Cottage, a Grade II listed building (LEN 1096607).

A traffic plan has not been provided with the consultation document setting out the highway issues in this area and whether the proposed works will improve the existing situation, or have a neutral impact or exacerbate an existing traffic problem.

The introduction of a different road marking type, the introduction of parking meters and associated signage will increase street clutter. No information has been submitted on the type of parking meter proposed and associated signage, therefore the impact of the proposed scheme cannot be fully assessed.

(f) Millbridge

Proposal - Double yellow lines are to be extended north along the western edge of the road for 85 metres, up to the bridge.

This northern end of the settlement and Conservation Area is characterised by a narrow winding lane with one and two single storey buildings addressing the street, some with their gable-ends. The buildings are connected by a network of stone boundary walls. The top end of the road, where it meets a narrow bridge, is the northern approach into the settlement. The land beyond (Hollowford Road) is relatively rural in character with the narrow route continuing north, flanked by stone boundary walls, trees and fields. There are currently no road markings in this area and this approach helps blend with the urban character of the settlement with its rural setting.

The introduction of double yellow lines in this area will introduce an urban feature that will not preserve or enhance the character of this part of the Conservation Area. No justification has been provided on why the double lines are being implemented. We are therefore unable to balance the harm that would result from of the new road markings against other benefits e.g. health and safety, reducing highway congestion etc.

Conclusion

In light of the above assessment, the need for the proposed scheme as one based on traffic management does not appear to have been demonstrated, although some of the measures may have this effect.

Because of the lack of evidence that the proposals are driven by a traffic management need, and the impact that they will have on Castleton Conservation Area, the historic centre of the village, and in particular, the setting of St Edmunds Church (a Grade II* Listed Building), it is difficult to reach any other conclusion other than to recommend objecting to the proposed scheme.

Human Rights

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

List of Background Papers (not previously published)

Annex 1 – Plan of proposals