



## Economy

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<p><b>Option 1.1</b> This option could be beneficial to the environment (dependent on the nature of agricultural practices) as it seeks to protect the open countryside from the negative effects of inappropriate use of farm buildings (that could lead to increasing visitor numbers, people living but not working in the Peak District, traffic, erosion, visual intrusion, effects on tranquillity). However, restricting the use of agricultural buildings may prevent more diverse uses of farm buildings including for housing and non agriculture related employment with potential negative impacts on the local economy and population. In addition, restrictions on diversification in light of a further decline in farm incomes may result in negative effects on the local economy, with the possible abandonment of buildings or over intensification of agricultural practices. Further negative impacts could result in terms of developing a managed response to climate change through buildings not being re-used and if local people continue to travel outside the National Park for employment and services. (Policy wording should clarify what constitutes inappropriate use of traditional buildings.)</p> <p><b>Option 1.2</b> This option is more flexible and could generate some positive effects on SA objectives and allow diversification in line with National Park purposes to adapt to changing economic circumstances (visitor numbers should be controlled/not allowed to escalate to detrimental levels, affecting tranquillity, exacerbating erosion etc). Policy wording should include the need to demonstrate that a location within the National Park was essential for the type of enterprise proposed (defining what qualifies as having an 'essential need' to be on site), and beneficial to the local community, as well as the impact of adjacent communities, viability of adjacent businesses and vehicular movements is considered.</p>																
<p><b>Issue 2: Provision of employment land</b></p>																

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<b>Option 2.1:</b> Allocate more employment sites in case demand rises.	+/-	+	0	-	0	0	0	-	-	-	-	-	-	-
<b>Option 2.2:</b> Safeguard existing employment sites and not bring any more forward, on the basis that we don't foresee a sudden surge in demand.	+	-	+/-	+/-	0	0	0	-	0	0	0	0	0	0
<b>Option 2.3:</b> Allow changes of use on existing ( <b>employment?</b> ) sites, possibly losing employment sites to housing.	+/-	+/-	+	+	0	0	0	+	0	0	0	0	0	0
<b>Option 2.4:</b> (New option suggested in consultation) – Review existing employment sites, identify new sites in accessible locations with <b>appropriate (sustainable)</b> travel policies, and propose other uses for sites that are not needed.	+	+	+	+	0	0	0	+	+	+/-	+/-	+/-	+/-	+/-
<p><b>Option 2.1:</b> This option would allow flexibility should economic circumstances change in the future, e.g. increasing demand for employment and scores well against the economic objective. This option could lead to high levels of employment-led development, conflicting with objectives that seek to meet local needs for housing (sterilising land from other uses) and those that seek to protect and enhance the natural environment. The policy makes no reference to the nature of the employment sites to be allocated, to what sector they apply (and whether it is necessary for that type of industry to be located within a National Park) or whether they would</p>														

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<p><b>Issue 3: Spatial distribution of employment sites (within settlements)</b></p>															
<p><b>Option 3.1:</b> Retain the possibility for employment development across all settlements (depending on agreed settlement policy).</p>	-	-	-	-	+/-	0	+/-	0	0	0	0	0	+	+	+/-
<p><b>Option 3.2:</b> Limit the spread of new employment development to just Bakewell, or Bakewell and the larger settlements.</p>	+/-	+/-	+/-	+/-	+/-	0	+	0	0	0	0	0	-	-	-
<p><b>Option 3.3:</b> (new option suggested in consultation) – Limit the spread of new employment sites to areas with access to sustainable forms of transport.</p>	+/-	+/-	+/-	+/-	+/-	+	+	0	0	0	0	0	+	+/-	+
<p><b>Option 3.1:</b> This option could help generate some positive effects on sustainability where brownfield sites are chosen close to settlements and public transport routes, but conversely negative impacts could result from new development on greenfield land and the potential increases in vehicular movements (with detrimental impacts on</p>															

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<p><b>Issue 4: Provision of new tourist facilities, or facilities aimed at promoting the understanding of the National Park.</b></p>	

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<b>Option 4.1:</b> No new sites identified with scope for delivery within recreation zone criteria.	+	+	+	+	+	+	0	-	-	0	0	-	-	+
<b>Option 4.2:</b> New sites identified in accordance with recreation zones and settlement strategy and linked to sustainable gateways or hubs.	+/-	+/-	+	+/-	+/-	+/-	+/-	+	+	0	-	+	+	+/-
<b>Option 4.3:</b> (new option suggested in consultation) - No new major tourism or recreational facilities in view of potential traffic impact & environmental decline.	+	+	+	+	+	+	0	+/-	+/-	0	0	+/-	+/-	+
<p><b>Option 4.1:</b> This option would restrict the development of tourism and the economic benefits it brings (in terms of employment opportunities, amenities and transport infrastructure) but is likely to support environmental objectives by reducing the strain of increasing visitor numbers and development on the landscape and natural environment within the Park. The wording of this option is not very clear and could be clarified.</p> <p><b>Option 4.2:</b> This option would allow consideration of the most suitable and sustainable locations for new facilities, being linked to settlement and accessibility criteria. This flexibility means the effects are likely to be mixed / uncertain depending on the nature of the sites developed. Promoting tourism may bring economic and social benefits such as new employment opportunities, amenities and transport infrastructure, however, an increase in visitors may also put further strain on the availability of affordable housing, an increase in traffic (and consequently greenhouse gas emission and air pollution), an increase in waste produced and put pressure on water</p>														

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<b>Issue 5: Serviced and self-catering holiday accommodation</b>															
<p><b>Option 5.1:</b> No new build accommodation but scope via extension or improvement of existing accommodation and by conversion of traditional buildings outside settlements.</p>	+/-	0	0	0	0	0	0	0	+	0	0	+	+	+	+
<p><b>Option 5.2:</b> Favour conversions outside designated settlements, and allow some new build in Bakewell. Put Section 106 agreements on holiday homes to control use and external appearance in sensitive locations.</p>	+/-	+	0	-	0	0	0	0	+/-	0	-	-	-	-	+
<p><b>Option 5.3:</b> Permit new build development in Bakewell and other larger settlements such as Tideswell &amp; Hathersage, with scope for conversions inside and outside settlements.</p>	+/-	+/-	0	-	0	0	0	0	+/-	0	-	-	-	-	-
<p><b>Option 5.4:</b> (new option suggested in consultation) – No new build</p>	+	-	0	+	0	0	0	0	+/-	+/-	+/-	+/-	+	+	+/-

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serviced holiday accommodation unless replacing existing (holiday?) accommodation, because of potential traffic impact & environmental decline.	
<p><b>Option 5.1:</b> This option would restrict opportunities to increase accommodation (and the range of accommodation) for staying visitors, particularly hotel development, which could negatively impact the local economy, although improving the quality of existing accommodation may have beneficial impacts. Conversion of existing buildings to holiday accommodation would have to be restricted to ensure adequate provision of other housing to meet local needs (particularly smaller properties). This option could potentially benefit the historic environment in terms of the increased investment tourists bring and if old traditional buildings are adequately protected and conserved during conversion (securing the fabric of traditional buildings).</p> <p><b>Option 5.2:</b> This option would allow for impacts of conversions/new build to be controlled through S106 agreements thus limiting negative visual impacts on the landscape and townscape character and ensuring high quality design standards. However, new developments may have a negative impact on other aspects of natural resources, the environment and climate change, depending on the individual sites chosen.</p> <p><b>Option 5.3:</b> This option may promote tourist accommodation to the detriment of residential or other economic uses, on related objectives. Sustainability criteria should be added to this option.</p> <p><b>Option 5.4:</b> This option would restrict the development of tourism and hence the economic benefits that relate to tourism but would have positive effects on some</p>	

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<b>Issue 6: Caravans and camping</b>															
<b>Option 6.1:</b> Only permit small scale caravan & camping sites.	+	+	+	+	+	0	+	0	0	0	0	0	0	+/-	0
<b>Option 6.2:</b> Permit larger scale facilities and permanent chalets & static caravans where they can be integrated without harm to the	+	+	+	+	-	-	-	0	0	0	0	+	+	-	

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valued characteristics of the NP	
<p><b>Option 6.1:</b> This option would allow some further provision of camping and caravan sites, without significant negative impacts to the landscape, the ecological sensitivity of the area, and the poor and restricted road access in many areas. Although there would be some economic benefit, smaller sites may not be able to meet the demands of many holiday makers.</p> <p><b>Option 6.2:</b> Large scale permanent facilities are likely to be associated with increased private car use and increased visitor pressure on landscape/biodiversity and visual intrusion, which would conflict with the Park's designation therefore it is vital that 'without harm to the valued characteristics of the NP' is adhered to. Increasing visitor numbers, encouraged by the increasing availability of holiday accommodation may bring economic and social benefits such as new employment opportunities, amenities and transport infrastructure, however, an increase in visitors may also put further strain on the availability of affordable housing, an increase in traffic (and consequently greenhouse gas emission and air pollution).</p>	