

APPENDIX A
Response to Scoping Consultation Comment

SA / SAE Scoping Consultation 2005 – Comments Received

English Nature – Jon Stewart		
Comment	Officer comment	Further Action
<p>EN 1 Relationship with other plans and programmes</p> <p>Welcome our scope.</p> <p>Suggests inclusion of Milton Keynes sub regional strategy because of regional sustainability issues and plans for incorporating green spaces into housing schemes.</p>	<p>Disagree re Milton Keynes. We need to stop at regional documents with direct coverage of parts of the Park or else where is the sensible boundary of our concern. The Milton Keynes work will filter back via the EM strategy work if it is considered of value by the EM assembly. It will therefore be referred to in EM integrated strategy context.</p>	<p>N/A</p>
<p>EN 2 Current State of environment and likely evolution without plan implementation.</p> <p>Suggest objectives 4,5,6 be reworded as per 12 to refer to “protection and enhancement”. May need title of first table to be altered to avoid repetition.</p> <p>Objectives for promoting understanding and enjoyment should include one for “bringing wildlife and people together” to recognise wildlife contrib. to sustainable</p>	<p>Needs researching and then decision in principle re purposes v other legislation. Conclusion = use both in this exercise? – see note 1.</p> <p>Disagree since this point is covered more broadly already and could apply to all purposes and many interests (eg people and art as part of</p>	<p>Change to “conserve / protect”</p> <p>N/A</p>

<p>communities.</p> <p>All objectives should be SMART – including the timescale component.</p>	<p>understanding) Check that individual objectives for people and wildlife exist so that they can be “brought together” and seen as compatible via appraisal process.</p> <p>Inherent problem of smarter objectives requiring many more individual statements. Therefore: suggest SMART is best applied to targets and indicators as sub-sets of current objectives which should be largely as they are at present.</p>	<p>Create sub-objectives and tie these to indicators</p>
<p>EN3 Environmental characteristics of areas likely to be affected.</p> <p>Consider that objectives 1 to 12 are comprehensive and cover all significant environmental issues.</p> <p>Suggest possible specific ref to need to conserve statutorily protected sites such as SSSIs, SACs and SPAs.</p>	<p>Noted</p> <p>See EN2 re SMART objectives.</p>	<p>N/A</p> <p>Create sub-sets and tie these to indicators</p>
<p>EN4 Existing environmental problems in particular relating to areas of environmental importance.</p> <p>Biodiversity Action plan contains these and should be carefully referred to. State of SSSIs should be stressed.</p>	<p>See EN2 re SMART objectives.</p>	<p>Create sub-sets and tie these to indicators</p>

<p>EN5 Environmental protection objectives and how such considerations are taken into account.</p> <p>Environmental protection is not sufficiently represented in the draft plan. Wording alteration as per 2 above would correct this, together with altering CE3 (Appendix 6 – options for conservation and enhancement etc) by inclusion of “protecting and enhancing biodiversity.”</p>	<p>See EN2 – first point</p>	<p>See EN2 – first point</p> <p>Same for Appendix 6</p>
<p>EN6 Likely Significant effects on the environment and interrelationships with other aspects of directive</p> <p>Please see comments re Appendix 6 initial options in EN response to “Help Shape the future” of 14/06/05.</p> <p>Also: CE3 – should be rewritten so that Biodiversity Action plan targets and not the plan itself are at the centre of conservation and enhancement work.</p> <p>“Conservation” should be replaced with “protection” to reflect the 2 aspects of the biodiversity action plan – protection and enhancement.</p>	<p>Can be accommodated in next round of objectives.</p> <p>The intention of placing the plan at the centre is of course to place its proposals / targets at the centre. If not clear there is no harm in altering as suggested.</p> <p>See EN2 – first point</p>	<p>Alter refs in C3 and C4 as requested</p> <p>Alter ref in CE3 appendix 6 to ref to BAP targets.</p> <p>See EN2 – first point</p> <p>Consider reword or new objective to include layout and form etc</p> <p>Alter CE11</p>

<p>CE8 welcomed but should state that all major developments should include green spaces and have and biodiversity plan.</p> <p>CE10 welcomed but should include ref to “restoration to nature conservation” to reflect mineral planning guidelines.</p>	<p>This comment exposes a gap in the objective wording because CE8 is about the design of buildings rather than layout and form.</p> <p>Better to build this into CE11 and ref to “restoration including nature conservation” so as not to exclude options</p>	
<p>EN7 Measures envisaged to prevent reduce and offset adverse effects</p> <p>Request a new option for conservation and enhancement section in Appendix 6 – for the prevention of any adverse effects on biodiversity assets of brownfield sites by new housing developments, road construction or mineral operation.</p>	<p>Why limit this to impact on brownfield sites and only biodiversity (as opposed to cultural heritage etc)?</p>	<p>Introduce new objective re minimising impacts on features of conservation interest.</p>
<p>EN8 Reasons for selecting alternatives and how assessment undertaken.</p> <p>No reasons are given for the selection of options from alternatives.</p>	<p>This consultation was reg 25 rather than reg 26 which is still to come.</p>	<p>Text will be prepared as appropriate at reg 26 stage.</p>
<p>EN9 Monitoring</p> <p>Biodiversity monitoring plan in Appendix1 table (a) is welcomed.</p> <p>All SEA objectives should be quantified so that progress towards targets can be tabulated.</p>	<p>Noted</p> <p>Inherent problem of smarter objectives requiring many more individual</p>	<p>N/A</p> <p>Create sub-sets and tie these to indicators. See also DCC3</p>

<p>Suggest and extra column in table b – to be headed “remedial action required.” This will enable a feedback loop between unachieved targets and remedial action.</p>	<p>statements. Suggest SMART is best applied to targets and indicators as subsets of current objectives</p> <p>Agreed.</p>	<p>Build in additional column as requested.</p>
<p>Council for National Parks</p>		
Comment	Officer comment	Further action
<p>CNP1 Agrees placing SA/SEA firmly in context of NP purposes.</p>	<p>Noted</p>	<p>N/A</p>
<p>CNP2 Para 2.10 insert “irreconcilable” to reflect Sandford more accurately.</p>	<p>Agreed</p>	<p>Alter text as requested.</p>
<p>CNP3 Para 3.3 – clarify that promoting social and economic must also not compromise promoting public enjoyment and understanding.</p>	<p>Agreed</p>	<p>Alter text as requested.</p>
<p>CNP4 Qn 2 – suggests adding in to list of documents considered relevant –</p> <ul style="list-style-type: none"> • Eniro act 95 • NPks nd access to Countryside act 49 • Circular 12/96 • UK Sus Dev Strategy 2005 • Duties on authorities to have regard to NP purposes (defra note 2005) 	<p>See note 2</p> <p>Reconsider format and content. Clarifying our assumptions on relevance.</p> <p>Include links to higher order documents.</p> <p>Take view of steering group on exclusivity.</p>	<p>As per column 2</p>

<ul style="list-style-type: none"> • Rights of Way improvement plan guidance (defra2003) • MPS1 (2005) • NPMP guidance – CA 2005 • Landscape character assessment guidance (CA) • Regional landscape character assessment (CA) 		
Derbyshire County Council – environmental services – Ian Goldstraw		
Comment	Officer comment	Further action
DCC1 Agrees the purposes context	Noted	N/A
DCC2 Suggest ref to: <ul style="list-style-type: none"> • The Aalborg Charter • The Declaration of Florence on Alternative Traffic in Towns • The Nottingham Declaration on Climate Change • Securing the future, the UK Government Sustainable Development Strategy March 2005 • Water Resource for the future-A strategy for the East Midlands • Towards a Regional Waste Strategy • Space4trees • East Midlands • Regional Delivery 	See note 2 plus see CNP4	See CNP4

<p>Plan for Sustainable Food and Farming</p> <ul style="list-style-type: none"> • Change4sport in England's East Midlands • Also local Community Plans • Dft- the Future of Transport 2004 and the East Midlands Freight Strategy 		
<p>DCC3</p> <p>The suggested SA/SEA objectives are not written in the form of objectives, especially the numbered list which relate to each of the 3 main objectives. This can be confusing. Reformatting is recommended.</p> <p>Objective 12 is unclear, does it refer to all infrastructure or just transport infrastructure?</p>	<p>Can consider this point but also see EN2 re SMART objectives. Inherent problem of smarter objectives requiring many more individual statements. Suggest SMART is best applied to targets and indicators as sub-sets of current objectives. Explain evolution of objectives from guidance topics to examples / workshops / scoping / refinement at appraisal stage / plus smart sub objectives.</p> <p>Clarify as not just transport infrastructure</p> <p>Disagree the objectives are simple and discrete. The combined outcome of 12 and 13 includes more</p>	<p>Create sub-sets and tie these to indicators</p> <p>Revise to clarify</p> <p>Reconsider objectives as a whole in light of this</p> <p>show clearer relationships between such topics and objectives.</p>

<p>The implications of travel choices should be made clear within the objectives relating to promoting understanding and enjoyment.</p> <p>Objective 28 could be reworded to refer to "improved local accessibility and public transport services in connection with fostering economic and social well-being.</p>	<p>public transport (could also include cycling) but this is not an objective in itself.</p> <p>As above</p>	
<p>DCC4 The plan objectives have a mixture of objectives and solutions/outcomes. A clearer distinction should be made.</p>	<p>See EN2 re SMART objectives.</p>	<p>Create sub-sets and tie these to indicators</p>
<p>DCC5 TABLES/MATRICES can help assess complex issues. However a commentary could be given with each to show stakeholders what and how conclusions were drawn from them and to improve transparency.</p> <p>Not sure how the SEA Objective in table (a) relates to the SA/SEA objectives in the scoping report and to the monitoring of the plan.</p>	<p>Agree that some form of written commentary / description is needed. This will also be part of the more detailed work on assessment sheets.</p>	<p>Provide commentary as part of final SA/SEA</p>
<p>DCC6 The table in Appendix 5 is hard to read.</p>	<p>To look at presentation of Appendix 5.</p>	<p>Look at presentation of Appendix 5. Check that our monitoring criteria are</p>

Regional monitoring requirements need to be included.	Regional monitoring requirements need not perhaps be singled out as such - as long as they are covered by the range of targets and indicators in our work. It may be possible to indicate which of ours are also regional.	inclusive of regional requirements. If they are not, change to encompass them. Also make their inclusion clear.
DCC7 No comment	N/A	N/A
DCC8 Re who should carry out the process - I would draw your attention to the contents of the ODPM Document "Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks-Consultation Paper."-Sept. 2004	To check it out again. DCC point is not clear. We were asking for opinions and perhaps the evidence of experience rather than ref to known guidance without local comment. Can look at guidance but others have generally agreed the approach proposed	N/A
DCC9 No further comment but please keep DCC on board.	OK	
English Heritage		
Comment	Officer comment	Further action
EH1 Generally satisfied.	Noted	N/A
EH2 QN1-Agree using NP purposes as context	Noted	N/A
EH3		

QN2-Plans and programmes – suggest adding – European Landscape convention	See note 2 plus see CNP4	See CNP4
EH4 QN3-Objectives Happy with proposal	Noted	N/A
EH5 QN4-new plan objectives Please clarify “formed Landscapes”	Should say farmed landscapes.	Correct typing.
EH6 QN5-tables and matrices Appendix1 table (a) Natural environment example does not relate to suggested objectives in para 5.2. What will be the comparative table for the historic environment? Appendix 1 tables (b) and (c) Symbols might be better than colour if only b/w copies are available. Appraisal must have supporting commentary in order to inform development of mitigation and enhancement measures. Appendix 1 table (d) Final column assumed to read “further options by which outcomes of the SA/SEA issues can be addressed” Appendix 3 Compatibility matrices	Consider need to alter table To be developed. Both might be practical – colour and symbol This would be the outcome of the final column and would replace the abstract statement as particulars emerge in a “live” appraisal Error in consultation draft Noted thanks	To be decided To develop table Revise to allow for black and white copying. Column title to be corrected Check all headings versus content and change presentation style as per table b)

And Appendix 4 tables Acceptable in principle but interpretation is difficult because headings and titles do not seem to match the content. Colour coding problem as above.		
EH7 QN6-baseline data Cultural heritage and landscape should include registered parks and gardens. Is ref to no. of regionally important to “conservation areas”?	Agreed Clarify reference	Check table Clarify the reference
EH8 QN7-main sustainability issues <ul style="list-style-type: none"> Assumed that this relates to list in para 6.4. New issues from matrices need to be listed. Threat to historic landscapes such as lead rakes should be identified for NPMP. 	No. It refers to the items listed in the matrices, which answers the second bullet point here Noted.	Clarify the reference To Note for NPMP
EH9 QN8-who to carry out the appraisal? <ul style="list-style-type: none"> Involve heritage team please in NPA officer role. Independent check is needed such as a panel – officers / others / consultants 	Noted and they are already involved. Noted	N/A To set up external panel input Officers to consider.

etc <ul style="list-style-type: none"> Tools for use can include quality of life assessment. 	Check what this is	
Countryside Agency – LAR – Landscape Access and Recreation		
Comment	Officer comment	Further action
CA1 Supports SA/SAE being within context of purposes and duty.	Noted	N/A
CA2 Supports landscape character work that we are embarking on.	Noted	N/A
Suggests ref to 3 CA documents: <ul style="list-style-type: none"> Landscape Character Assessment – guidance for England and Scotland Planning Principles for Landscape, Access and Recreation Towards a New Vernacular. 	See note 2 plus see CNP4	See CNP4
CA3 Broad agreement with objectives.	Noted	N/A
Objective 11 too limited and should ref to sustainable construction more generally	Disagree – that is in objective 30. Obj 11 is linked directly to conservation of character	N/A
Objective 15 should ref more specifically to “recreational” activities.	Disagree – understanding and enjoyment can be educational etc not just recreational.	N/A
Objective 25 could be read as “intensified” farming and this	Disagree because this set relates to	

<p>reading should be avoided. Farm diversification should only be where compatible with SD and landscape in particular.</p>	<p>social economic objectives – but the potential incompatibility expressed here will be expressed in the compatibility matrix – and decisions based accordingly. This approach is more “open” to identification of the difficulty as a matter of record.</p>	
<p>Objective 26 should clarify that additional jobs should be mostly in settlements.</p>	<p>Disagree – as in the above para re objective 25, this would be building policy into appraisal rather than basing policy on appraisal.</p>	N/A
<p>Objective 28 as written seems to encourage road provision-which is contrary to SD. LAR wants more public transport emphasis.</p>	<p>Disagree - as in para 25 and 26 comments these are appraisal objective rather than plan objectives. Road provision is not always contrary to SD.</p>	N/A
<p>CA4 Supports new objectives in appendix 4 taking on the issue of landscape protection.</p>	<p>Noted</p>	N/A
<p>BUT there should be ref in appendix 4 to access and recreation issues.</p>	<p>There is – see matrix 3</p>	N/A
<p>CA5 Tables and matrices and difficult to interpret without colour.</p>	<p>See EH6</p>	Alter presentation as per EH6
<p>CA6 Indicators are very comprehensive. Ref to village design statements and ROW/access indicators especially welcomed.</p>	<p>Noted</p>	N/A
<p>CA7 The main sustainability</p>	<p>Noted</p>	N/A

issues have been identified.		
CA8 An independent body or consultant should carry out the SA/SAE assessments – for greater objectivity.	This needs to be built into the process but held in balance with the “ownership” of SA/SAE by specialist throughout the authority. Need to consider cost implication for small authority and need and approach that can be replicated.	Use external validation / challenge of any internal work on appraisals.
CA9 No other comments. Wants continued involvement.	Noted	N/A
CPRE		
Comment	Officer comment	Further action
CPRE 1 YES	Noted	N/A
CPRE 2 International Convention on biodiversity should be ref to as “UN Convention on Biological Diversity”. Uncertain about the statutory force of the Johannesburg Summit though this does not necessarily deny its relevance. Kyoto protocol is part of and not separate to the UN FCCC. European Add refs to EIA directives (original and revise) and to SEA directive. – but should this be via UK subsidiary regs?	see note 2 plus see CNP4 for this entire series of points See note 2	See CNP4 for this entire series of points

<p>National MPG 1 and 2 (and draft MPS1 and annexes). MPG14 (for ROMP) All the PPG/PPS/MPG/MPS should be done more coherently.</p> <p>Regional BAP is not one of these is it? EM aggregates WP survey to go in?</p> <p>Agree with CNP for additions.</p>	<p>See note 2</p> <p>See note 2</p> <p>See note 2</p>	
<p>CPRE3 Uncertain as to whether all the objectives are worded carefully enough for measurable targets to be developed. Use SMART objectives please.</p> <p>Under CE1 the landscapes are very imprecise and some are better understood as habitats (eg grassland).</p> <p>Under CE8/9 can't see difference between archaeological and cultural heritage since former is a sub-set.</p>	<p>See EN2. Inherent problem of smarter objectives requiring many more individual statements. Suggest SMART is best applied to targets and indicators as sub- sets of current objectives</p> <p>Comment not understood</p> <p>Comment not understood</p>	<p>Create sub-sets and tie these to indicators</p> <p>Check out the point made</p> <p>Check out the point made</p>
<p>CPRE4 Matrix approach is fine if objectives are better as above.</p> <p>SEE RNIB guidance on print size to ensure legibility please.</p> <p>QN 4 seems odd in that a more transparent process is surely needed to be a new</p>	<p>Noted</p> <p>Noted</p> <p>Comment not fully understood.</p>	<p>N/A</p> <p>Check this point</p> <p>Check out the point made</p>

way of synthesising overall plan objectives.		
CPRE5 See comment re legibility.	Noted	Check this point
CPRE 6 Appendix 5 cannot be read.	See CPRE 5	See CPRE 5
CPRE 7 Error in CNP letter as this repeats 6	Noted	N/A
CPRE8 SA/SEA can be in-house but with external advice and audit by consultants.	Noted and agreed	In house and external systems to be established and made clear.
CPRE 9 Part 2 is an unwieldy mix and some of it of very dubious relevance (eg full Kyoto text). A criteria-based approach to this part of the document might better inform the relevance of its content.	Decision needed about use of full texts or simply links Comment not fully understood	Decision needed about use of full texts or simply links Check out the point made
Internal Comments		
Anne Ashe		
Comment	Officer comment	Further Action
AAQN1 Yes supports NP purposes context Clarify how objectives came about Always provided that SA/SAE scope is not narrowed so that the process is prejudiced Purposes need relating to SA/SEA	Noted Noted	N/A Add more commentary on evolution/development of objectives Consider in context of other responses
AAQN2 Ref to Gleneagles inter-govt agreement	See note 2 plus see CNP4	See CNP4

<p>on climate change</p> <p>Include more at regional level especially in other regions:</p> <p>Transport strategies LTPs PTEs Other RSSs Northern Way SPs and LSPs for the mets Community strategies Key Documents</p>		
<p>AAQN3</p> <p>Objectives needed on Climate change because of relationship to biodiversity and cars and global commitments</p>	<p>Need to see how existing objectives can be grouped by sustainability topics to show how tackling issues such as this via a number of routes.</p>	
<p>AAQN4</p> <p>Appendix 3 has wrong title or matrix</p> <p>Plan objectives need to incorporate new agendas</p>	<p>Check consistency</p> <p>Disagree in principle since objectives reflect existing plan with appraisals covering new agendas.</p>	
<p>AAQN5</p> <p>done</p>	<p>Agreed</p>	
<p>AAQN6</p> <p>Can't read appendix5</p> <p>How do the topics relate to our objectives</p> <p>Baseline is very important</p>	<p>check clarity</p> <p>See AAQN3</p>	
<p>AAQN7</p> <p>Where are sustainability issues listed</p>	<p>Check clarity</p>	
<p>AAQN8</p> <p>Regional Assembly Academics Leicester Nottingham</p>	<p>Seek to involve these types of organisation</p>	

External audit is good	Noted	
AAQN9 <ul style="list-style-type: none"> Appendix 1 – SEA objectives needs to be compatible with our list Table b only goes to 22 Table c-top line just says SEA – also need to check the numbering 	check consistency Should relate to number of objectives.	
Sheffield City Council		
	Officer comment	Further action
SCC1 Support SA/SEA placed within the existing framework of the NP purposes and duties. Purposes and duties already sit well within the social and environmental aspects of sustainable development. Might be useful to take a broader perspective and include more consideration of sustainable communities in a social and economic sense.	A broad sustainable communities objective could be problematic to define and therefore make appraisals against such an objective.	Compare to existing set of objectives to judge whether sustainable communities are covered by separate detailed objectives or if scope to use sub objectives under a broader sustainable communities heading.
SCC2 The list of policies, plans and programmes relevant to the SEA appears comprehensive. For consistency this list would include reference to the Sheffield Unitary Development Plan as the plans of other neighbouring authorities are included. Also suggest including the Countryside and Rights of Way Act 2000.	Noted and include refs to documents suggested	Amend accordingly

<p>SCC3 The relationships and conflicts between sustainability appraisal objectives and plan objectives have been well drawn out. The discussion of issues arising from these links and potential conflicts is useful.</p>	<p>Noted</p>	<p>No further action</p>
<p>SCC4 Most sustainability issues affecting the area appear to have been identified within the 7 themes for objectives. Suggestion to have transport / accessibility/ linkages as a theme as it is a big issue, which has significant links to spatial planning as well as environmental issues, and could be usefully drawn together in a separate theme.</p>	<p>Consider scope for drawing out a separate theme as suggested</p>	<p>As per column 2</p>
<p>SCC5 Suggest drawing out some of the social and economic factors within the objectives. Influence over some factors may be limited, but there are opportunities within planning to influence the developments which may contribute positively or negatively to these particular factors, e.g. improving health by reduction of air pollution from congestion, provision of access to health facilities, ensuring sufficient provision of facilities for culture leisure and recreation, encouraging 'designing out crime' within new developments to curb low level anti social</p>	<p>Consider these points for possible inclusion in sub objectives, baseline and indicators</p>	<p>As per column 2</p>

behaviour, providing well overlooked footpaths and spaces in residential areas.		
<p>SCC6</p> <p>Planners involved in the drafting of policy options are best placed to make the initial sustainability appraisals of the National Park plans. They understand the relationship between policies and proposals and the thinking behind them.</p>	Noted	Current cross functional approach considered appropriate.
<p>SCC7</p> <p>It is important that the appraisals are subject to independent scrutiny/validation. In Sheffield, we have formed a small 'Sustainability Appraisal Panel' made up of representatives from the Local Strategic Partnership and Council officers from outside the planning service. Their role is to review the initial appraisals undertaken by the planning officers and we have found this process useful. We are also using consultants to provide independent validation of the results.</p>	Noted	Consider scope for validation process or use of consultants to add independent scrutiny

Notes

1) Looking via internet at documents using protect (P) rather than conserve (C), the evidence is varied and inconsistent. Although a number of legislative areas such as SPA refer to P the vast majority of references in PPSs remain to C. NPK purposes are to C and enhance but a number of individual legislative areas will (as stated) refer to P.

English Nature in particular wishes to see use of P instead of C – presumably believing it to be a stronger word. Interestingly, common use (the Pocket Oxford Dictionary 7th edition) is not that far apart (see below) and arguably reference to P detracts from the intended image/language emphasis that we wish to place on statutory NPK purposes. We could perhaps refer without loss on either side to C/P, if that is what everyone wants.

P = defend or keep safe (from or against danger or injury etc); notice that this does not preclude change where it is not injurious.

C = keep from harm, decay, or loss. esp. for future use. There is an interesting second meaning for fruit jam addicts.

Consultation responses from the second draft SA Scoping Report (May 2008)

Name	Response	Revisions or alternations to the Draft Scoping Report
English Heritage	<p>Table 4.1 Baseline Information - Page 20 Landscape Character</p> <p>Does the Landscape Character Assessment referred to in the first Column include the Peak district Historic Landscape Characterisation? We do note that there is reference to the loss of historic field boundaries and damage to lead rakes on page 22 under Historic Environment and Archaeology, but it might be more appropriate to include these issues under the Landscape Character heading</p>	<p>In discussions with PDNPA it has been agreed that reference to the loss of historic field boundaries and lead mines should remain under historic environment.</p>
	<p>Page 22 Historic Environment and Archaeology</p> <p>It is unnecessary to separate out archaeology, as it is an integral part of the historic environment</p> <p>Although there is a reference to parks and garden in page 45 Table 5.1 Criteria there is no reference to the number of registered historic parks and gardens, such as Chatsworth House and Haddon Hall, in the</p>	<p>Reference to archaeology has been removed and specific reference to a number of registered parks and gardens.</p> <p>Additional text has been added to cover settlements and the historic environment.</p>

	<p>baseline.</p> <p>If as suggested above the two key issues are moved to Landscape character are there any other significant issues affecting the area's historic environment, including built heritage, that should be highlighted here e.g. the number of buildings "at risk." The views of the PDNPA heritage team should be sought</p>	
	<p>Page 36 Minerals and Quarrying</p> <p>The supply of local building and roofing stone for the repair of historic buildings and structures and for new buildings is an issue in the National Park and is being considered in the context of the Minerals Development Framework. Reference should be made to the Key issues column to this matter</p>	<p>Acknowledged and additional text has been added to Table 4.1 to reflect this issue.</p>
	<p>Table 5.1 Revised SA Objectives Page 44 Headline Objective 1:</p> <p>We suggest that as sub objective 1b refers to townscape, the word townscape should be removed from the third criterion for 1a and an additional criterion added to 1b "Will it promote / maintain an attractive and distinctive townscape?"</p>	<p>All the comments have been taken on board and the text revised accordingly</p>
	<p>Page 45 Headline Objective 3</p> <p>As indicated above it is unnecessary to separate out archaeology as it is an integral</p>	<p>All the comments have been taken on board and the text revised accordingly</p>

	<p>part of the historic environment. It is suggested that the headline objective could be amended as follows:</p> <ul style="list-style-type: none"> • To preserve, protect and enhance the National Park’s historic environment and cultural heritage • In light of the above it is suggested that the first criterion is reworded as follows: • “Will it preserve and protect scheduled and unscheduled archaeological sites and other designated and undesignated historic assets” • Fifth criterion: SAs there are no registered battlefields in Derbyshire, there is no need to refer to them in this criterion 	
	<p>Table 6.1 Recommendations: Appraisal of Plan Objectives against SA Objectives – Page 52 1.5 Mineral Extraction</p> <p>As indicated above although mineral extraction can have adverse effects on the historic environment, the opening of small quarries for the supply of building and roofing stone, can contribute to the conservation of local character</p>	<p>Further text has been added to the Table to recognise the importance of local quarries in reflecting local character.</p>
	<p>Appendix 2 Indicators – Page 46</p>	<p>Check with BT</p>

	<p>The indicators for Headline Objective 3 seem to be comprehensive, it is assumed that most of these are already being collected by the PDNPA. There is no specific reference to registered historic parks and gardens, unless they are included in the first indicator as “designed landscapes”. This needs to be clarified. The 7th bullet refers to “developments affecting features within Historic Environment Records” however, it does not state if the effects being monitored are positive or negative</p> <p>A new “at risk2 register, “Heritage at Risk” replacing the Buildings at Risk register and extending coverage of assets being monitored is to be launched on 8th July and will assist in future monitoring</p>	
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APPENDIX B

PPP Review

Review of additional Plans and Programmes

Overall Aim or Purpose of Document	Objectives / Targets
International Policy	
UNESCO World Heritage Convention, 1972, Budapest	
<p>The <i>Convention</i> aims at the identification, protection, conservation, presentation and transmission to future generations of cultural and natural heritage of outstanding universal value.</p> <p>Cultural and natural heritage are defined in Articles 1 and 2 of the World Heritage Convention. 'Cultural heritage' is defined under Article 1 as:</p> <ul style="list-style-type: none"> – monuments: architectural works, works of monumental sculpture and painting, elements or structures of an archaeological nature, inscriptions, cave dwellings and combinations of features, which are of outstanding universal value from the point of view of history, art or science; – groups of buildings: groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of outstanding universal value from the point of view of history, art or science; – sites: works of man or the combined works of nature and of man, and areas including archaeological sites which are of outstanding universal value from the historical, aesthetic, ethnological or anthropological points of view. <p>The LDF could influence the historic environment in several ways, including protecting and conserving historic structures and features, as well as reducing carbon dioxide emissions.</p> <p>The Peak District Core Strategy and SA should include objectives covering Conservation Areas.</p>	
European Landscape Convention, Council of Europe Treaty 176, 2000	
<p>The ELC was adopted on 20 October 2000 in Florence, and came into force on 1 March 2004.</p> <p>The Convention applies to natural, urban and suburban areas, whether on land, water or sea, and concerns all types of landscapes.</p> <p>The Convention proposes legal and financial measures at the national and international levels, aimed at shaping "landscape policies" and promoting interaction between local and central authorities as well as transfrontier cooperation in protecting landscapes. It sets out a range of different solutions which States can apply, according to their specific needs.</p> <p>The European Landscape Convention introduced the concept of 'landscape quality objectives' into the protection, management and planning of geographical areas.</p> <p>The SA should consider the objectives of the programme within the Core Strategy.</p>	
European Spatial Development Perspective: Towards Balanced and Spatial Development of the Territory of the EU (1999)	
<p>A big challenge for spatial development policy is to contribute to the objectives, concerning the environment and climate, of reducing emissions into the global ecological system.</p> <p>Three main objectives:</p> <ol style="list-style-type: none"> I. The development of a polycentric and balanced urban system and the strengthening of the relationship between urban and rural areas; 	

Overall Aim or Purpose of Document	Objectives / Targets
	<p>2. The promotion of integrated transport and communications which support integration and the polycentric development of the European Union territory; and</p> <p>The development and conservation of the natural and cultural heritage contributing both to the preservation and deepening of regional identities and the maintenance of the natural and cultural diversity of the Region.</p> <p>The SA should consider the objectives of the programme within the Core Strategy.</p>
	<p>The Directive on Waste Incineration (2000/76/EC)</p>
	<p>The Directive aims to prevent, or reduce as far as possible, the negative effects on the environment caused by waste incineration. In particular, it aims to reduce pollution caused by emissions to air, soil, and water that potentially pose a threat to human health.</p> <p>The directive introduces strict conditions and minimum technical requirements on waste incineration operators, so they can achieve higher standards of emission control, more cost-effectively. The new rules have applied to new plants since 2002 and will apply to existing plants from 28 December 2005.</p> <p>Although the National Park is not a waste planning authority there are existing waste sites within the Plan Area. The Derbyshire Structure Plan outlines that in the National Park <i>'major development will not be permitted other than in exceptional circumstances where it is essential to meet a 'national need'</i>.</p> <p>The Directive should be considered in the context of extensions to existing workings, sites in adjoining authorities and regionally based proposals that may come forward involving the burning of waste.</p>
	<p>Convention on Biodiversity 1992</p>
	<p>The conservation of biological diversity, the sustainable use of its components and the fair and equitable sharing of the benefits arising out of the utilization of genetic resources; by appropriate access to genetic resources and by appropriate transfer of relevant technologies, taking into account all rights over those resources and to technologies, and by appropriate funding.</p>
	<p>Johannesburg Summit on Sustainable Development 2002 Biodiversity, Fauna and Flora</p>
	<p>This highlighted the need for sound policies and strategies, and for proper consultation with all affected members of communities, in policy formulation and decision-making for sustainable development. The need to build and strengthen partnerships not only among Governments but also with women, youth, indigenous peoples, non-governmental organisations, local authorities, workers and trade unions, business and industry, the scientific and technological community and farmers. The need was also shown for practical programmes and actions, with clear, time-bound targets and time frames, as well as a well-coordinated system of measurement, monitoring and reporting.</p>
	<p>UN Framework Convention on Climate Change 1994</p>
	<p>The Convention's objective is to achieve stabilisation of atmospheric concentrations of greenhouse gases at levels that prevent dangerous human-induced interference with the climate system. Parties to the Convention have committed to reduce their emission of greenhouse gases. It is the Kyoto Protocol of the UNFCCC that sets legally binding emission targets for Annex I countries. Annex I contains most of the industrialised countries and countries with economies in transition. The Kyoto Protocol has 102 country Parties and is expected to enter into force in 2003.</p>
	<p>Kyoto Protocol 1997</p>
	<p>Legally binding agreement under which industrialized countries will reduce their collective emissions of greenhouse gases by 5.2% compared to the year 1990 (but note that, compared to the emissions levels that would be expected by 2010 without the Protocol, this target represents a 29% cut). The goal is to lower overall emissions from six greenhouse gases - carbon dioxide,</p>

Overall Aim or Purpose of Document	Objectives / Targets
	methane, nitrous oxide, sulphur hexafluoride, HFCs, and PFCs - calculated as an average over the five-year period of 2008-12. National targets range from 8% reductions for the European Union and some others to 7% for the US, 6% for Japan, 0% for Russia, and permitted increases of 8% for Australia and 10% for Iceland." (appendix 6)
European Sixth Environmental Action Programme 2000	
	<p>The new programme identifies four environmental areas to be tackled for improvements:</p> <ul style="list-style-type: none"> • Climate Change • Nature and Biodiversity • Environment and Health and quality of life • Natural Resources and Waste
European Strategy for Sustainable Development	
	To establish a long-term strategy that enables dovetailing of policies for economically, socially and environmentally sustainable development.
Bern Convention on Conservation of European Wildlife and Natural Habitats 1979	
	The Bern Convention on the Conservation of European Wildlife and Natural Habitats carries obligations to conserve wild plants, birds and other animals, with particular emphasis on endangered and vulnerable species and their habitats. The provisions of the Convention underlie the EC Habitats Directive (see below) as well as the UK's wildlife legislation.
European Biodiversity Strategy 1998	
	<p>The overarching goals of the Strategy are described as:</p> <ul style="list-style-type: none"> • "to contribute to reverse present trends in biodiversity losses", and • "to place species and ecosystems in a satisfactory conservation status both within and beyond the territory of the European Union".
Ramsar Convention	
	The Ramsar Convention on Wetlands of International Importance especially as Waterfowl Habitat requires the conservation of wetlands, especially sites listed under the Convention.
Wild Birds Directive 1979/409/EC	
	<p>Seeks to:</p> <ul style="list-style-type: none"> • protect, manage and regulate all bird species naturally living in the wild within the European territory of the Member States, including the eggs of these birds, their nests and their habitats; and • regulate the exploitation of these species.

Overall Aim or Purpose of Document	Objectives / Targets
	<p>The Member States must also conserve, maintain or restore the biotopes and habitats of these birds by:</p> <ul style="list-style-type: none"> • creating protection zones; • maintaining the habitats; • restoring destroyed biotopes; • Creating biotopes. <p>Special measures for the protection of habitats are adopted for certain bird species identified by the Directives (Annex I) and migratory species.</p>
Habitats Directive 1992/43/EC	
	<p>Contributes to the conservation of bio-diversity by requiring Member States to take measures to maintain or restore natural habitats and wild species at a favourable conservation status in the Community, giving effect to both site and species protection objectives. The Directive was adopted by the Council in May 1992. Following a period of consultation, sites to be designated as Special Areas of Conservation (SACs) must be agreed with the EC Commission by June 1998.</p>
EU directive 2002/49/EC Assessment & Management of Environmental Noise	
	<p>The Environmental Noise Directive is a direct result of the European Union's Noise Policy Green Paper from 1996. It covers transportation and industrial noise in the environment. The directive requires that noise maps and action plans (noise policy) be made for:</p> <ul style="list-style-type: none"> • Agglomerations with populations greater than 100 000 • Major roads with more than 3,000,000 vehicles a year (approximately 8 000 a day) • Major railways with more than 30,000 trains a year • Major civil airports with more than 50,000 operations year (approximately 135 day)
Water Framework Directive 2000/60/EC	
	<p>A holistic approach to water management and will update existing EC Water legislation through the introduction of a statutory system of analysis and planning based upon the river basin. The major aims of the Directive are:</p> <ul style="list-style-type: none"> • To prevent further deterioration and protect and enhance the status of aquatic ecosystems and associated wetlands; • To promote the sustainable consumption of water; to reduce pollution of waters from priority substances; • To prevent the deterioration in the status and to progressively reduce pollution of groundwaters; and

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • To contribute to mitigating the effects of floods and droughts. <p>The overall requirement of the Directive is to achieve "good ecological and good chemical status" by 2015 unless there are grounds for derogation. There is also a general "no deterioration" provision to prevent deterioration in status.</p>
Air Quality Framework Directive 1996/62/EC Council Directive 1999/30/EC	<p>In 1996, the European Union Environment Council adopted the Air Quality Framework Directive (1996/62/EC). It defines the basic principles of a common strategy to:</p> <ul style="list-style-type: none"> • set objectives for ambient air pollution in the Community designed to avoid, prevent and reduce harmful effects on human health and the environment; • assess ambient air quality in Member States in a uniform manner; • obtain information on ambient air quality and ensure it is made available to the public; and • maintain or improve ambient air quality. <p>Ambient Air Quality limits comprise of a review of four elements:</p> <ul style="list-style-type: none"> • Identification of installation(s) that may significantly contribute to the pollution burden in the Air Quality Management Area; • Evaluation of the contribution of installations to the exceedance of the objective; • Review of current and possible abatement techniques; • Determination of future abatement controls.
European Climate Change Programme	<p>The Programme also called for further activities. The ECCP also sets out certain immediate priorities in its first category. This includes the current proposal for a directive on the energy performance of buildings. This provides:</p> <ul style="list-style-type: none"> • A framework for an integrated methodology for measuring energy performance. • Application of minimum standards in new buildings and certain renovated buildings, and regular updating of these. • Energy certification and advice for new and existing buildings and public display of certificates in certain cases. • Inspection and assessment of boilers and heating/cooling systems.

Overall Aim or Purpose of Document	Objectives / Targets
Pan-European Biological and Landscape Diversity Strategy	
<p>The purpose of the Strategy is to maintain and enhance Europe's biological and landscape diversity through the achievement by 2015 of four specific aims:</p> <ul style="list-style-type: none"> • that threats to Europe's biological and landscape diversity are reduced substantially • that the resilience of Europe's biological and landscape diversity is increased • that the ecological coherence of Europe as a whole is strengthened • that full public involvement in the conservation of biological and landscape diversity is assured. <p>The Strategy is a Pan-European response to support the implementation of the Convention on Biological Diversity</p>	
National Policy	
Securing the Future – UK Government Sustainable Development Strategy (2005) HM Government	
<p>The Strategy sets out a new integrated vision building on the 1999 Strategy with stronger international and societal dimensions. It aims to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations.</p> <p>Objectives</p> <p>The strategy outlines priority areas for immediate action:</p> <ul style="list-style-type: none"> • Sustainable Consumption and Production – reducing the inefficient use of resources • Climate Change and Energy – preparation for the climate change that cannot now be avoided and also setting a good example and will encourage others to follow it. • Natural Resource Protection and Environmental Enhancement – improving understanding of environmental limits, environmental enhancement and recovery where the environment is most degraded to ensure a decent environment for everyone, and a more integrated policy framework. • Sustainable Communities – working to give communities more power and say in the decisions that affect them; and working in partnership at the right level to get things done. <p>Targets</p> <p>The Strategy does not set out any specific targets.</p> <p>To ensure sustainable development in the Peak District National Park it will be necessary to:</p> <ul style="list-style-type: none"> • Provide a sustainable vision • Provide sustainable spatial policies 	

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> Minimise the impact of spatial policies upon other sectors
Planning for a Sustainable Future: White Paper (2007) HM Government	
<p>The White Paper sets out our detailed proposals for reform of the planning system, building on Kate Barker's recommendations for improving the speed, responsiveness and efficiency in land use planning, and taking forward Kate Barker's and Rod Eddington's proposals for reform of major infrastructure planning.</p> <p>The White Paper proposes reforms on how take decisions are taken on nationally significant infrastructure projects - including energy, waste, waste-water and transport - responding to the challenges of economic globalisation and climate change</p> <p>Five core principles underpin the proposals:</p> <ul style="list-style-type: none"> planning must be responsive, particularly to longer term challenges such as increasing globalisation and climate change, and properly integrate our economic, social and environmental objectives to deliver sustainable development; the planning system should be streamlined, efficient and predictable; there must be full and fair opportunities for public consultation and community engagement; the planning system should be transparent and accountable; and planning should be undertaken at the right level of government – national, regional and local. <p>The SA and Peak District NPA Core Strategy will need to take account of the final outcomes emerging from this White Paper.</p>	
The Natural Environment and Rural Communities (NERC) Act (2006) HM Government	
<p>The Act implements key elements of the Government's Rural Strategy published in July 2004 and creates a new integrated agency, Natural England, to act as a powerful champion for the natural environment, and formally established the Commission for Rural Communities.</p> <p>Contains a range of measures for the future of the countryside and the people who live and work there. The Act also reaffirms the position of national parks as protected areas and does not advocate removal of areas of significant human influence from existing or future national park areas. It also gives powers to National Park Authorities to make traffic regulation orders to close routes, or to introduce speed restrictions, where unacceptable damage is being done by vehicular pressures.</p> <p>The SA and Peak District NPA Core Strategy will need to take account of this Act.</p>	
Meeting the Energy Challenge: A White Paper on Energy (May 2007), DTI, HM Government, CM7124	
<p>This White Paper sets out the Government's international and domestic energy strategy to respond to these changing circumstances, address the long-term energy challenges we face and deliver four energy policy goals.</p> <p>Government Strategy:</p>	

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • To save energy; • Develop cleaner energy supplies; and • Secure reliable energy supplies at prices set in competitive markets <p>Key elements:</p> <ul style="list-style-type: none"> • Establish an international framework to tackle climate change. • Provide legally binding carbon targets for the whole UK economy, progressively reducing emissions. • Make further progress in achieving fully competitive and transparent international markets. • Encourage more energy saving through better information, incentives and regulation. • Provide more support for low carbon technologies. • Ensure the right conditions for investment. <p>In line with the Draft Climate Change Bill a new legal framework for the UK is to be established which seeks at least a 60% reduction in carbon dioxide emission by 2050, and a 26-32% reduction by 2020, against a 1990 baseline.</p> <p>Guidance will follow through from the Regional Energy Strategy for the East Midlands, which is part of the IRS, and an integral part of the draft Regional Plan which contains targets at a regional level.</p> <p>The SA should ensure that key policy requirements are reflected in the SA Framework objectives and appraisal criteria.</p>
	Draft Climate Change Bill (2007) HM Government
	<p>The Climate Change Bill was introduced in Parliament on 14 November 2007 and completed its passage through the House of Lords on 31 March 2008. It will shortly go to the House of Commons for consideration. The aim is to receive Royal Assent by summer 2008.</p> <p>Key points of the Draft Bill are:</p> <ul style="list-style-type: none"> • A series of clear targets for reducing carbon dioxide emissions - including making the UK's targets for a 60% reduction by 2050 and a 26 to 32% reduction by 2020 legally binding. • A new system of legally binding five year "carbon budgets", set at least 15 years ahead, to provide clarity on the UK's pathway towards its key targets and increase the certainty that businesses and individuals need to invest in low-carbon technologies. • A new statutory body, the <i>Committee on Climate Change</i>, to provide independent expert advice and guidance to Government on achieving its targets and staying within its carbon budgets. • New powers to enable the Government to more easily implement policies to cut emissions. • A new system of annual open and transparent reporting to Parliament. The Committee on Climate Change will provide an independent progress report to which the Government must

Overall Aim or Purpose of Document**Objectives / Targets**

respond. This will ensure the Government is held to account every year on its progress towards each five year carbon budget and the 2020 and 2050 targets.

- A requirement for Government to report at least every five years on current and predicted impacts of climate change and on its proposals and policy for adapting to climate change.

The SA and Core Strategy should ensure that key themes from the Draft Bill are reflected in objectives and appraisal criteria.

Heritage Protection for the 21st Century: White Paper (March 2007) DCMS, Welsh Assembly Government, Cm 7057

This White Paper has been developed as a collaborative process including working with the Scottish Executive and in Northern Ireland to develop proposals for changes in the marine historic environment.

The white paper applies to England and Wales, with the exception of the marine proposals that are UK-wide.

The White Paper has three core principles:

1. Developing a unified approach to the historic environment
2. Maximising opportunities for inclusion and involvement
3. Supporting sustainable communities by putting the historic environment at the heart of an effective planning system.

Summary of Recommendations in England:

Promoting a new holistic approach towards the historic environment by creating a single designation regime that is simple and easy to understand. This will require:

- Creation of a single system for national designation to replace listing, scheduling and registering.
- All national designation decisions to be made on the basis of special architectural, historic or archaeological interest.
- Making designation decisions easier to understand by publishing new detailed selection criteria for national and local designation.
- Devolving responsibility for national designation to English Heritage.

The SA and Peak District NPA Core Strategy should ensure that key themes from the Draft Bill are reflected in objectives and appraisal criteria.

Proposals of immediate significance for Peak District planners and the planning system include:

- merging the listed building and scheduled ancient monument regimes;

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> removing the need for conservation area consent; making demolition and part demolition works in conservation areas subject to a requirement for planning permission (resolving the decision in the Shimizu case)
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007), Defra	
<p>Sets out details of the objectives to be achieved and introduces a new policy framework for tackling fine particles, similar to the approach being proposed in the new European air quality directive, which is currently under negotiation.</p> <p>Aims: Sets out air quality objectives and policy options to further improve air quality in the UK from today into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.</p> <p>Volume 2 sets out the scientific and economic evidence base.</p> <p>Volume 3 is a fully updated Third Report by the ICGB</p> <p>The Strategy also identifies new measures which modelling shows could help achieve significant health benefits and help move closer towards meeting the targets. These measures have been subject to a thorough analysis of the estimated reductions in air pollution, and quantification and valuation of costs and benefits.</p> <p>The SA should ensure that key strategy requirements are reflected in the SA Framework objectives and appraisal criteria</p>	
England Biodiversity Strategy: Towards Adaptation to Climate Change (2007), Defra	
<p>Provides the scientific evidence and summarises the potential impacts of climate change on the biodiversity of England, within each of the sectors highlighted within the England Biodiversity Strategy (Working with the Grain of Nature). This includes direct impacts and indirect ones resulting from human responses to climate change.</p> <p>Of the 32 priority habitats in the UK BAP, 7 were assessed as being at risk from the direct impacts of climate change: montane habitats, standing habitats, floodplain and grazing marsh, maritime cliffs and slopes, saline lagoons and open seas.</p> <p>The following pressures were identified as being particularly important in the context of climate change:</p> <ul style="list-style-type: none"> Habitat destruction due to changing land use causing fragmentation and a reduction in the extent of the habitat. Change in management practices which can result in both positive and negative impacts on biodiversity, including opportunities for biodiversity under a changing climate. Non-native species causing changes in community structure, through displacement or interference, loss of species and potential changes in ecosystem function. 	

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • Air pollution causing a variety of changes on ecosystems. • Over exploitation resulting in additional pressures on habitats and associated species. <p>Six measures for adaptation are recommended:</p> <ol style="list-style-type: none"> 1. direct management to reduce impacts 2. promote dispersal of species 3. increase available habitat 4. promote conditions for natural ecosystem functioning 5. optimise sectoral responses not linked to climate change <p>Provides important context on measures for adaptation that both the SA and Peak District NPA Core Strategy will need to consider, alongside the East Midlands BAP.</p>
The First Soil Action Plan for England: 2004-2006 (2004) Defra	
	<p>The Action Plan contains 52 actions on issues ranging from soil management on farms to soils in the planning system, soils and biodiversity, contamination of soils and the role of soils in conserving cultural heritage and landscape. All of the actions make a step towards more sustainable soil use and protection.</p> <p>Objectives</p> <p>The following 9 actions are seen as key to the success of this first Action Plan because they are likely to lead to significant changes on the ground or because they are making first steps to tackle particularly challenging issues:</p> <ul style="list-style-type: none"> • Defra will work with stakeholders to develop a programme of education and awareness of soil issues among the general public, those working with soils and the professionals that guide, advise or instruct soil managers. We will aim to develop partnerships and plans by 2005 and review progress in implementing those plans in 2006. • Defra will implement the CAP cross compliance conditions in a way that enhances management of soils in the farming industry. • Defra will encourage better management of agricultural soils that goes beyond the requirements of the Single Payment, through the provision of incentives under the Agri-Environment Scheme. • Defra will build on the output of its Learning Skills and Knowledge review and the pilots of the Whole Farm Appraisals, to develop within the next twelve months a strategy for providing farmers and other land managers with practical information and advice building good soil management into overall farm planning. • Defra will work during the Spending Review 2004 process to embed soil protection into its forward strategy and, if appropriate, targets on natural resource protection. • Defra will work with stakeholders to identify the indicators which should be built into a national soil monitoring scheme, in order to develop a scheme which meets both national and European requirements.

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • Defra will work with other Government Departments and Agencies (including in the Devolved Administrations), the National Soil Resources Institute at Cranfield University (as co-owners of key data sets) and other soil data users, to develop and provide better access to information on soils. • Defra will work with the Office of the Deputy Prime Minister (now DCLG), representatives of planning authorities and other partners to develop a consensus on the procedures needed to give soils appropriate protection during the planning process. The first milestone will be to examine criteria for designating soils that should be protected from building during the current review of Best and Most Versatile (BMV) land. • English Nature will prepare and publish, in 2006, a position statement on the role of soil management and protection within statutory nature conservation sites. <p>Targets Does not contain any targets. This is partly due to there being no right or wrong type of soil and so for many soil issues it is difficult to set national targets in the way that can be done for air or water.</p> <p>The Peak District NPA Core Strategy will need to ensure that it takes into account the Government's objectives and measures for soil protection. Where appropriate the plan should contain policies for the sustainable use of soils.</p> <p>Soil is also important for the SA, and it is specifically referred to in the SEA Directive</p>
	<p>Climate Change and the Historic Environment (January 2006) English Heritage</p> <p>This Statement sets out English Heritage's current thinking on the implications of climate change for the historic environment.</p> <p>Detailed guidance notes to assist decision makers are provided on the Historic Environmental Local Management website: www.helm.org.uk</p> <p>EH has a three-fold responsibility set out in its Sustainable Development Strategy, and climate change forms an important part of this wider Strategy.</p> <p>This guidance document highlights that many aspects of the historic environment are potentially at risk from climate change.</p> <ul style="list-style-type: none"> • Threats include direct impacts such as rising sea levels, ground subsidence, frequent and severe flooding, changes in hydrology, warming climate, alteration of agricultural practices, and increases in frequency of extreme weather. • In addition some adaptive responses to climate change may themselves have an impact, for example 'hard' coastal defences, new flood defences and damage to architectural integrity of historic buildings through installations of new rainwater disposal systems. • The impact of policies to increase renewable energy supplies can have a wide variety of impacts (for example new infrastructure for hydro-electric and tidal plants on and offshore; wind farms; new biomass crops; micro-renewables. • The impact of policies to <i>reduce the demand for energy</i> could have both beneficial effects and detrimental impacts, through for example reducing demand for road transport and constraining greenhouse gas emissions from aviation. While proposals to replace historic buildings with new stock could result in loss of historic character and diversity. <p>Provides important context for considering the Peak District's historic environment and archaeology in relation to climate change issues.</p>

Overall Aim or Purpose of Document	Objectives / Targets
	The SA and Core Strategy will need to take account of these issues within the National Park.
	The Historic Environment: a Force for Our Future (2001), DCMS
	<p>Sets out the contribution that the historic environment makes to the quality of life in the region, the environmental economy, regeneration and as an important set of assets worthy of protection and enhancement in their own right.</p> <p>Provides setting and context for protection and enhancement of listed buildings and conservations areas and historic environment.</p> <p>The SA and DPDs should ensure that the siting of new minerals and waste sites do not negatively impact upon the historic environment, including the ambience of historic structures and features</p>
	Listed Buildings and Conservation Areas Act 1990
	<p>Statutory planning control is affected by three different sources of requirements. Primary legislation is provided in England and Wales by the Town & Country Planning Act 1990 and the Planning (Listed Buildings and Conservation Areas) Act 1990.</p> <p>These Acts set out the legal requirements for the control of development and alterations which affect buildings, including those which are listed or in conservation areas, and the framework by which control is maintained.</p> <p>Provides legal setting and context for protection and enhancement of listed buildings and conservations areas</p>
	Ancient Monuments and Archaeological Areas Act 1979
	<p>This Act which is central to archaeological resource management, the Ancient Monuments and Archaeological Areas Act 1979, as amended by the National Heritage Act 1983.</p> <p>This established the Historic Buildings and Monuments Commission of England, more commonly known as English Heritage, and provided for the establishment of services of education, public information, research and record keeping</p> <p>Part one of the 1979 Act enables the Secretary of State for National Heritage to maintain a schedule of nationally important sites. For the purposes of the Act a monument is defined as:</p> <ul style="list-style-type: none"> a) "any building, structure or work, whether above or below the surface of the land, and any cave or excavation; b) any site comprising the remains of any such building, structure or work or of any cave or excavation; and c) any site comprising, or comprising the remains of, any vehicle, vessel, aircraft or other moveable structure or part thereof which neither constitutes nor forms part of any work which is a monument as defined within paragraph a) above; d) and any machinery attached to a monument shall be regarded as part of the monument if it could not be detached without being dismantled." (Section 61(7)). <p>In order to carry out works to these monuments the consent of the Secretary of State is required although a special provision of the Act gives certain activities 'class consent'.</p> <p>Provides legal setting and context for protection and enhancement of ancient monuments and archaeological enforced through English Heritage.</p>

Overall Aim or Purpose of Document	Objectives / Targets
Government Strategy on Sustainable Development, 1999	<ul style="list-style-type: none"> • Reverse the decline in UK wildlife and habitats • Protection for individual landscape features such as hedges, dry stone walls and ponds • Strengthen protection for special sites • Protecting the wider landscape • Promoting public access and enjoyment of the landscape
DEFRA Rural White Paper	<ul style="list-style-type: none"> • To maintain and stimulate communities, and secure access to services which is equitable in all the circumstances, for those who live or work in the countryside. • To conserve and enhance rural landscapes and the diversity and abundance of wildlife (including the habitats on which it depends).
DfT Walking & Cycling: An Action Plan. June 2004	<p>Improving rights of way from 2005, DfT will integrate Rights of Way Improvement Plans in England into the local transport planning process. This will ensure the long-term stability of the rights of way network and at the same time reduce the number of separate planning requirements on local authorities.</p>
National Cycle Strategy	<p>An increase in cycling can be a central factor in offering an environmentally sustainable and health promoting local transport option. Moves to highlight the role for cycling have been taken in a series of key strategic Government documents, and in guidance: Sustainable Development - The UK Strategy (1994) highlights the role of</p> <p>"work ... to maximise the potential for walking and cycling..."</p> <p>Planning Policy Guidance Note 13: Transport (PPG13)(1994) notes that</p> <p>"local plans should include policies that encourage the implementation of specific measures to assist people to use bicycles" (para 4.15)</p> <p>the Health of the Nation White Paper (1992) links physical exercise to the objective of reducing coronary heart disease (CHD), targeting</p> <p>"To reduce death rates for both CHD and stroke in people under 65 by at least 40% by the year 2000"</p>

Overall Aim or Purpose of Document	Objectives / Targets
National Tourism Strategy	
More integrated promotion of our wonderful cultural, heritage and countryside attractions to local destination marketing, and new BTA enable visitors to enjoy the full range of what promotions will help meet this objective	
Planning Policy Statement 1: Delivering Sustainable Development, 2005	
	<p>PPSI sets out the Government's vision for planning and the key policies and principles which should underpin the planning system, as well as the Government's high level policy objectives for planning.</p> <p>Objectives</p> <p>PPSI contains five broad objectives, based around the four sustainable development aims set out by the (now superseded) 'A Better Quality of Life – A Strategy for Sustainable Development for the UK', to ensure that planning facilitates and promotes sustainable and inclusive patterns of urban and rural development. The five objectives are:</p> <ul style="list-style-type: none"> • Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life; • Contributing to sustainable economic development; • Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities; • Ensuring high quality development through good and inclusive design, and the efficient use of resources; and • Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community. <p>The key policy messages are:</p> <ul style="list-style-type: none"> • Planning has a key role to play in the creation of sustainable communities, • The planning system should be transparent, flexible, predictable, efficient and effective. • Plans should be drawn up with community involvement and present a shared vision and strategy of how the area should develop to achieve more sustainable patterns of development. • The plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. • Planning is a tool for local authorities to use on establishing and taking forward the vision for their areas as set out in their community strategies. <p>Targets</p> <p>Does not contain any targets.</p> <p>PPSI instructs planning authorities to consider how their plans are addressing the four main aims of sustainable development, and how they should seek to achieve outcomes which enable economic, social and environmental objectives to be achieved together over time. It also lists a number of principles which should be accounted for when considering the weight to be placed on</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<p>any particular sustainable development objective.</p> <p>It contains a number of specific objectives for promoting urban and rural regeneration; promoting regional, sub-regional and local economies, communities which are inclusive, health, safe and crime free, and bringing forward sufficient land of a suitable quality in the right locations.</p>
Planning Policy Statement 1: Draft Supplement Planning and Climate Change (March 2007), DCLG	<p>Planning and Climate Change sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the climate change now accepted as inevitable.</p> <p>There are 7 key planning objectives which reflect PPS1.</p> <p>The following decision-making principles should apply in making decisions about spatial strategies:</p> <ul style="list-style-type: none"> • The proposed provision for new development, its spatial distribution, location and design should be planned to limit carbon dioxide emissions; • New development should be planned to make good use of opportunities for decentralised and renewable or low carbon energy; • New development should be planned to minimise future vulnerability in a changing climate; • Climate change considerations should be integrated into all spatial planning concerns • Mitigation and adaptation should not be considered independently of each other, and new development should be planned with both in mind; • SA (incorporating SEA) should be applied to shape planning strategies and policies that support the Key Planning Objectives; and • Appropriate indicators should be selected for monitoring and reporting on in RPB and LPA's annual monitoring reports. This monitoring will form the basis on which RPBs and LPAs periodically review and roll forward their planning strategies. <p>There are 4 separate principles applying to the determination of planning applications.</p> <p>The RPB will provide the evidence base for this draft supplement, but Peak District NPA should consider the opportunities for the core strategy to add to the policies and proposals in the RSS. This should also be informed by local policies on climate change, including the sustainable community strategy.</p>
Planning Policy Statement 3: Housing, (Nov 2006), DCLG	<p>PPS3 has been developed in response to recommendation in the Barker Review of Housing Supply in March 2004, and draws on a range of research and subsequent consultation exercises.</p> <p>The Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live.</p> <p>PPS3 Annexes:</p> <p>Annex A: List of cancelled previous policy guidance</p>

Overall Aim or Purpose of Document**Objectives / Targets**

Annex B: Definitions

Annex C: Evidence Base – Strategic Market Assessments and Strategic Housing Land Availability Assessments

Planning for housing **policy objectives** (para 10) provide the context for planning for housing through development plans and planning decisions. The specific outcomes that the planning system should deliver are:

- High quality housing that is well designed and built to a high standard.
- A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural.
- A sufficient quantity of housing taking into account need and demand and seeking to improve choice.
- Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure.
- A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-development land, where appropriate.

PPS3 is based upon the following **concepts and principles**:

- Sustainable development (PPSI) with SA being the key means of ensuring housing policies help to deliver sustainable development objectives.
- Visionary and strategic approach
- Market responsiveness
- Collaborative working
- Evidence based policy approach
- Outcome and delivery focus

Affordable Housing: LDDs should set an overall target (plan-wide) for the amount of affordable housing to be provided (definition set out in Annex B)

- Set separate targets for social rented and intermediate affordable housing where appropriate;
- Specify the size and type of affordable housing that is likely to be needed in particular locations, and where appropriate, on specific sites.
- Set out the range of circumstances in which affordable housing will be required. The national indicative minimum site size threshold is 15 dwellings. However LPAs can set lower minimum thresholds where viable and practicable in rural areas.
- Set out the approach to seeking developer contributions to facilitate the provision of affordable housing. The presumption is that affordable housing will be provided on the application site to contribute towards a mix of housing.

The Peak District Core Strategy should consider the extent to which the emerging LDDs can have regard to the policies in this statement whilst maintaining the plan-making programme.

Overall Aim or Purpose of Document	Objectives / Targets
	<p>The SA should ensure that key policy requirements are reflected in the SA Framework objectives and appraisal criteria.</p>
<p>Planning Policy Statement 7: Sustainable Development in Rural Areas (2004), ODPM</p>	<p>PPS7 sets out the Government's national policies on sustainable development in rural areas. The policies apply to the rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas.</p> <p>PPS7 follow four of the Government's objectives for rural areas:</p> <ul style="list-style-type: none"> • To raise the quality of life and the environment in rural areas; • To promote more sustainable patterns of development; • Promoting the development of the English regions by improving their economic performance so that all are able to reach their full potential; • To promote sustainable, diverse and adaptable agricultural sectors. <p>Key Principles/Objectives: PPS7 sets out six key principles for sustainable development that should be applied in combination with all the policies within the PPS. Policies are split under the headings:</p> <ul style="list-style-type: none"> • Sustainable Rural Communities, Economic Development and Services: <p>The PPS provides for the facilitation and promotion of sustainable patterns of development and sustainable communities in rural areas. LDDs should include policies to sustain, enhance and, where appropriate, revitalise country towns and villages. In addition to policies promoting strong, diverse, economic activity, whilst maintaining local character and a high quality environment.</p> <ul style="list-style-type: none"> • The Countryside: <p>LDDs should seek to recognise, maintain and enhance the environmental, economic and social value of the countryside, to enable the countryside to remain an important natural resource, contribute to national and regional prosperity and be enjoyed by all.</p> <ul style="list-style-type: none"> • Agriculture, Farm Diversification, Equine-Related Activities and Forestry: <p>LDDs should recognise the roles of agriculture, including in the maintenance and management of the countryside and most of our valued landscapes, and support certain development proposals. The presence of the best and most versatile agricultural land should be taken into account alongside other sustainability issues. Farm diversification should be recognised and supported where appropriate. Equine enterprises that maintain environmental quality and countryside character should be supported, and Government forestry policy should be reflected in LDDs.</p> <ul style="list-style-type: none"> • Tourism and Leisure <p>LDDs should recognise that tourism and leisure activities are vital to many rural economies. Rural tourism and leisure development should be supported provided they do not harm the area's character, are appropriately controlled and subject to close assessment of their advantages and disadvantages to the locality in terms of sustainable development objectives.</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<p>Provides guidance for the Core Strategy on development strategies for Peak District's rural areas. PPS7 affords the highest level of protection for the most valued landscapes and environmental resources.</p> <p>LDDs should include policies to sustain, enhance and, where appropriate, revitalise country towns and villages. In addition to policies promoting strong, diverse, economic activity, whilst maintaining local character and a high quality environment.</p> <p>The SA places strong emphasis on ensuring that rural areas have good access to facilities.</p>
	<p>Planning Policy Statement 9: Biodiversity and Geological Conservation (2005) DCLG</p>
	<p>This PPS sets out the Governments national policies for the conservation of biodiversity and geodiversity. In the context of the PPS, biodiversity is the variety of life in all its forms as discussed in the UK Biodiversity Action Plan and geological conservation relates to sites that are designated for their geology and/or geomorphological importance.</p> <p>The PPS replaces PPG9 (1994)</p> <p>A Government Circular is published to accompany this PPS: <i>PPS9 Biodiversity and Geological Conservation – statutory obligations and their impact within the planning system, August 2005.</i></p> <p>Objectives</p> <p>The PPS sets out the Government's objectives as set out in <i>Working with the Grain of Nature: a biodiversity strategy for England.</i> These are:</p> <ul style="list-style-type: none"> • To promote sustainable development • To conserve, enhance and restore the diversity of England's wildlife and geology • To contribute to an urban renaissance • To contribute to rural renewal <p>It also sets out key principles which LPAs should adhere to ensure the that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered:</p> <ul style="list-style-type: none"> • Plan policies and planning decisions should be based upon up-to-date information about the environmental characteristics of their areas. • Plan policies should seek to maintain, or enhance, or add to biodiversity and geological conservation interests. • Plan policies on the form and location of development should take a strategic approach to the conservation and enhancement of biodiversity and geology, and recognise the contributions that individual sites and areas make to conserve these resources within a wider environment. • Subject to other planning conditions, development seeking to conserve or enhance the biodiversity and geological conservation interests of the area and/or the immediate locality should be permitted. • LPAs should consider whether proposed developments can be accommodated without causing harm to biodiversity and geological conservation interests.

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • Where development will result in unavoidable and significant adverse impacts on biodiversity and geological conservation, planning permission for it should only be granted where adequate mitigation measures are put in place. • Development policies should promote opportunities for the incorporation of beneficial biodiversity and geological features within the design of development. <p>The Core Strategy should reflect nature conservation objectives and work to protect, enhance and restore the biodiversity of the National Park.</p> <p>The SEA Directive requires that the SA consider the conservation of biodiversity.</p>
<p>Planning for Biodiversity and Geological Conservation: A Guide to Good Practice (March 2006), ODPM, Defra, English Nature</p>	
	<p>The guide is aimed at those involved in the planning process, such as planning policy makers or development control officers, as well as developers and their agents, elected members, individuals and community groups.</p> <p>It also provides good practice examples to help both Government agencies and non-governmental organisations gauge how successfully nature conservation is being integrated into the planning process.</p> <p>The guidance is intended to be used in conjunction with PPS9 and the Circular to further biodiversity and geological conservation.</p> <ul style="list-style-type: none"> • Chapter 2 provides a guidance and advice on finding and using appropriate sources of information. • Chapters 3 and 4 deal with integrating biodiversity and geological conservation into the plan-making process at the strategic and local levels respectively. • Chapter 5 is aimed at decision makers and others dealing with individual planning proposals. <p>The Good Practice Guide helps to provide an evidence base needed to prepare Core Strategy and to carry out the SA.</p> <p>Information on biodiversity and geological resources is also required to satisfy the European Habitat Regulations.</p>
<p>Planning Policy Statement 10: Planning for Sustainable Waste Management (2005) ODPM</p>	

Overall Aim or Purpose of Document	Objectives / Targets
	<p>The guidance outlines Government policy on waste management and states that the overall objective of Government policy on waste is to protect human health and the environment by producing less waste and by using it as a resource wherever possible.</p> <p>Objectives</p> <p>Regional planning bodies and all planning authorities should, to the extent appropriate to their responsibilities, prepare and deliver planning strategies that:</p> <ul style="list-style-type: none"> • help deliver sustainable development through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option, but one which must be adequately catered for; • provide a framework in which communities take more responsibility for their own waste, and enable sufficient and timely provision of waste management facilities to meet the needs of their communities; • help implement the national waste strategy and EU legislation • help secure the recovery or disposal of waste without endangering human health and without harming the environment, and enable waste to be disposed of in one of the nearest appropriate installations; • reflect the concerns and interests of communities, the needs of waste collection authorities, waste disposal authorities and business, and encourage competitiveness; • protect green belts but recognise the particular locational needs of some types of waste management facilities when defining detailed green belt boundaries; and • ensure the design and layout of new development supports sustainable waste management <p>It is essential that the SA fully conforms to the requirements of PPS10. It will provide context for joint working on the Derbyshire Waste Development Framework and in policies within the Core Strategy.</p>
Planning for Sustainable Waste Management : A Companion Guide to PPS10 (June 2006), DCLG,	
Published alongside PPS10: Planning for Sustainable Waste Management	<p>The guide provides advice, ideas, examples of current practice and signposts to further sources of information that will be of relevance to planning authorities, to developers and to communities in relation to PPS10. The guide has seven main sections.</p> <p>The Companion Guide will provide context for joint working on the Derbyshire Waste Development Framework and in policies within the Core Strategy.</p>
Minerals Planning Statement 1: Planning and Minerals, (Nov.2006), DCLG	
	<p><i>Minerals Policy Statement 1 (MPS1)</i> is the overarching planning policy document for all minerals in England. It provides advice and guidance to planning authorities and the minerals industry and it</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<p>will ensure that the need by society and the economy for minerals is managed in an integrated way against its impact on the environment and communities.</p> <p>MPSI provides for the maintenance of land banks for non-energy minerals as far as is practicable from outside National Parks, the Broads, AONBs and World Heritage sites.</p> <p>Annex 3 Natural building and roofing stone sets out ancillary policy objectives to encourage the reuse of building and roofing stone, where technically feasible, on the building undergoing repair:</p> <ul style="list-style-type: none"> • to assess the need for small-scale extraction of quantities of stone for the conservation and preservation of historic monuments, buildings and areas with the context of the requirement to protect areas of designated landscape, nature conservation and historical interest (see MPSI, PPS7, PPS9 and PPG15); • to enhance the overall quality of the environment once extraction has ceased, taking into account any benefits the site may have in terms of wildlife and geological conservation and safety, associated with public accessibility where possible and appropriate, and requirements for small quantities of stone that may have to be extracted for future restoration and conservation purposes (see MPG7 and PPS9). <p>Minerals Planning Authorities are required to consider whether small-scale extraction of stone may be sustainable in some locations.</p> <p>The NPA Management Plan indicates that the Peak District has more commercial mineral extraction than all other UK national parks combined. The SA should reflect the Regional Waste Management Strategy approach.</p>
<p>Planning Policy Statement 13: Transport, 2001, DCLG</p>	
	<p>The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to:</p> <ul style="list-style-type: none"> • Promote more sustainable transport choices for both people and for moving freight; • Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and • Reduce the need to travel, especially by car. <p>In order to deliver the objectives of this guidance the PPS indicates that LDD's should:</p> <ul style="list-style-type: none"> • Actively manage the pattern of urban growth and the location of major travel generating development to make the fullest use of public transport, and to encourage walking and cycling. • Land use planning should facilitate a shift in transport of freight from road to rail and water. Attention should be paid to the value of disused transport sites and effort made to prevent their loss to different land uses. • Traffic management measures to should be designed to reduce environmental/social impacts, whilst fiscal measures should be used for tackling congestion. <p>The SA includes an objective that seeks to improve accessibility to services and facilities and places of work. The effects of motorised traffic/travel in terms of air quality, climate change and health have also been considered (see environmental objectives).</p>
<p>Planning Policy Guidance 15: Planning and the Historic Environment (1994) DCLG</p>	
	<p>PPS15 provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment. It explains</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<p>the role played by the planning system in their protection. PPG15 does not contain a specific set of objectives, but does state that “the protection of the historic environment, whether individual listed buildings, conservation areas, parks and gardens, battlefields will need to be taken fully into account both in the formulation of authorities’ planning policies and in development control”.</p> <p>Aims to protect the historic environment and preserve and enhance the appearance and character of historical and cultural assets such as Listed Buildings and Conservation Areas</p> <p>The Core Strategy will need to be prepared in accordance with principles set out in this document. The 2007 Government White Paper ‘Heritage Protection for the 21st Century’ also provides new context for the historic environment.</p> <p>Protection of the historic environments is a key element in the pursuit of sustainable development. This has been reflected in the SA framework.</p>
Planning Policy Guidance 16: Archaeology and Planning (1990) DTLR	
	<p>PPS16 gives advice on the handling of archaeological remains and discoveries under the development plan and control systems, including the weight to be given to them in planning decisions and the use of planning conditions, although separate controls exist for scheduled monuments.</p> <p>The PPG aims to promote positive planning and management to bring about sensible solutions to the treatment of sites with archaeological remains and reduce the areas of potential conflict between development and preservation.</p> <p>The Core Strategy will needs to consider the archaeological objectives set out in PPS16. In particular that archaeological remains should be seen as a finite and non-renewable resource..</p>
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (2002) DCLG	
	<p>Aims to ensure and promote quality of life in both urban and rural areas through access to high quality leisure and community facilities.</p> <p>Existing open space and communities must be protected unless an assessment has clearly shown that it is surplus to requirements and is not capable of alternative uses.</p> <p>It also broadens the definition of open space so that it includes all amenity space of public value Local authorities need to undertake need assessments and audits for existing open space, sports and recreation facilities as part of the review of the LDF.</p> <p>The Core Strategy must ensure that policy proposals take account of the impact of developments on all open pubic space.</p>
Planning Policy Guidance 22: Renewable Energy (2003) DCLG	
	<p>PPS22 sets out the Government’s planning policies for renewable energy, which planning authorities should have regard to when preparing LDDs and when taking planning decisions.</p> <p>In light of Government objectives to cut carbon dioxide emissions and increase the generation of electricity from renewable energy sources, this PPS looks to positive planning which facilitates renewable energy developments to contribute to all four elements of the Government’s sustainable development strategy. It contains a number of key principles that should be adhered to by</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<p>LA's in their approach to planning for renewable energy.</p> <p>Targets: To generate 10% of UK electricity from renewable energy sources by 2010. The 2003 Energy White Paper 'Our energy – creating a low carbon economy' sets out the Government's aspirations to double that figure to 20% by 2020.</p> <p>The Core Strategy will need to encourage the use of renewable energies, and the conservation of energy in homes and businesses. It is likely that renewable energy schemes will continue to be based on small scale projects and bioenergy from agriculture and forestry as set out in the Peak District SPG on Renewable Energy (2003).</p>
<p>Planning Policy Statement 25: Development and Flood Risk (Dec. 2006) DCLG</p>	
	<p>Planning Policy Statement 25 (PPS25) sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.</p> <p>Key Planning Objectives:</p> <p>Aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding.</p> <p>Regional planning bodies and local planning authorities should prepare and implement planning strategies that help to deliver sustainable development by:</p> <ul style="list-style-type: none"> • Appraising risk: identifying land at risk and the degree of flooding from river, sea and other sources in their areas; preparing Regional Flood Risk Appraisals (RFRAs), or Strategic Flood Risk Assessments (SFRAs) as appropriate, as freestanding assessments that contribute to the SA of their plans. • Managing risk: framing policies for the location of development which avoid flood risk to people and property where possible, and manage any residual risk, taking account of the impacts of climate change. Only permitting development in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and benefits of development outweigh the risks from flooding. • Reducing risk: safeguarding land from development that is required for current and future flood management, e.g. conveyance and storage of flood water, and flood defences. Reducing flood risk to and from new development through location, layout and design, incorporating SUDS. Using opportunities offered by new development to reduce the causes and impacts of flooding, e.g. surface water management plans, making the most of GI for flood storage, conveyance and SUDS; re-creating functional floodplains and setting back defences. <p>PPS25 introduces the sequential approach (paras. 14-17) to determining the suitability of land for development in flood risk areas and should be applied at all levels of the planning process. This is set out in Annex D and Table D.1 of the PPS.</p> <p>LPA's should prepare LDDs that set out policies for the allocation of sites and control of development which avoids flood risk to people and property where possible, and manage it elsewhere. This must reflect the approach set out in PPS25. Where climate change is expected to increase flood risk so that some development may not be sustainable in the long term, LPA's should consider whether there are opportunities in the preparation of the LDDs to facilitate the relocation of development (including housing) to more sustainable locations at less risk from flooding.</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<p>The Core Strategy should consider flood risk in a cross-cutting way alongside other spatial issues such as transport, housing, economic growth, natural resources, regeneration, biodiversity, the historic environment and hazard management.</p> <p>The SA should incorporate or reflect the RFRA or NPAs SFRA,</p>
Development and Flood Risk: A Practice Guide Companion to PPS25 'Living Draft', A Consultation Paper (Feb. 2007) DCLG	
	<p>This Guide provide advice on practical implementation of policies described in PPS25, referring to existing guidance wherever possible. Case studies are used to illustrate they key principles.</p> <p>Sets out how to factor flood risk into planning decisions from the outset of the spatial planning process, and ensure these decisions fully consider the implications of climate change.</p> <p>Structured into 6 chapters:</p> <p>Chapter 1 – planning and flood risk</p> <p>Chapter 2 – the assessment of flood risk</p> <p>Chapter 3 – the sequential and exception tests</p> <p>Chapter 4 – managing surface water</p> <p>Chapter 5 – risk management by design</p> <p>Chapter 6 – residual risk</p> <p>In conjunction with PPS 25 the Living Draft provides the overall context for the Peak District Core Strategy and SA for incorporating flood risk and climate change across all policies, and taking account of other spatial planning issues.</p>
Good Practice Guide on Planning for Tourism, DCLG, May 2006	
	<p>This Good Practice Guide replaces PPG21 (Planning Policy Guidance for Tourism, 1992)</p> <p>Local Benefits of Tourism: The guidance highlights that the economic benefits of tourism in particular can help to sustain and improve both the natural and built physical environment through:</p> <ul style="list-style-type: none"> • Derelict land and buildings may be brought back into use and the countryside can be better maintained. • Visitors to historic buildings, archaeology and landscapes can provide income or voluntary effort which help maintain and conserve such assets. • In rural areas the health of the environment and of the community depends on the viability of the local economy. So areas which attract visitors for their scenic beauty and which enjoy income from tourism will be better able to afford to sustain the local environment. • Proposals involving high quality design improve the visual and environmental experience for visitors and the local community alike. <p>The GPG recommends that In order to keep policies to a manageable number, authorities should aim to support the policies affecting tourism in the core strategy in the following ways:</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • putting detail on matters such as mitigating the effects of development (e.g. by landscaping) into supplementary planning documents; • putting good practice messages in other documents or in supporting text; and • not repeating national or regional policies in LDFs, although LDFs should • indicate how the objectives <p>This guidance document will have informed the Sustainable Tourism Strategy for the Peak District developed in 2000 by the Peak District Rural Development Partnership.</p>
England Forestry Strategy (EFS)	
As the Strategy is implemented the Government wants to see:	<ul style="list-style-type: none"> • an increase in the role of forestry in the rural economy; • an increase in the areas of woodland created on derelict and former industrial land as well as a reduction in the cost of creating this woodland; • an increase in the area of woodlands available for access; • an increase in the area of semi-natural and native woodland together with a reduction in the fragmentation of ancient semi-natural woodland;
Sustainable Communities Plan	
In rural areas we will encourage partners to make efforts to improve access to services such as rural post offices and village shops. In addition we will ensure through planning policies that employment opportunities can be broadened.	
River Basin Management Plan	
	<p>River Basin Planning, like most of the other WFD Work Areas, will develop national policy and process, as well as deliver generic guidance for implementation of the Water Framework Directive in England and Wales. The Water Framework Directive (WFD) requires that River Basin Management Plans (RBMP) are produced for each River Basin District (RBD) by 2009. These will be strategic management documents developed via a planning process for the integrated management of water.</p> <p>Preparation will involve a process of analysis, monitoring, objective setting and consideration of the measures to maintain or improve water status. RBMPs will have a number of functions, but are primarily intended:</p> <ul style="list-style-type: none"> • To record the current status of water bodies within RBDs. • Set out in broad terms what measures are planned to meet the objectives. • Act as the main reporting mechanism to the Commission.

Overall Aim or Purpose of Document	Objectives / Targets
Catchment Flood Management Plans	
Catchment Flood Management Plans (CFMPs) are developed by the Environment Agency and the Department for the Environment, Food and Rural Affairs (Defra) to provide catchment scale strategic planning frameworks for integrated management of flood risks to people and the developed and natural environment in a sustainable manner	
National Water Resources Strategy	
It is anticipated that a need will exist to work increasingly closely with planning authorities to ensure that the water resources implications of new developments are understood and managed sustainably. This not only covers the impact on water resources of new housing, but also mineral winning activities that dewater and affect local rivers and streams.	
Regional Water Resources Strategy	
Our strategy incorporates a number of principles underpinning the Agency's approach to water resources planning: <ul style="list-style-type: none"> • Prudent and sustainable use of natural resources; • To seek the efficient use of water while bringing forward timely proposals for resource development (the 'twin-track' approach); • The need for the strategy to be robust to uncertainty and change; • Where there is uncertainty about the consequences of a proposal, decisions taken should ensure that the environment is protected (the 'precautionary principle'). 	
Catchment Abstraction Management Strategy	
Catchment Abstraction Management Strategies (CAMS) propose a strategy for dealing with applications for new abstraction licences and variations, and for managing existing licences for each catchment area (or Water Resource Management Unit).	
Water Level Management Plans	
Water Level Management plans aim to provide a means by which the requirement for water levels of rivers, reservoirs and other surface water bodies for a range of activities in a particular area, including agriculture, flood defence and conservation can be integrated and balanced.	
Soil Protection Strategy	
In the UK, soils have no specific protection: description and conservation have largely been geared to the productive use of soil for forestry and agriculture. High-grade farmland has been protected from 'development' (i.e. building) by the Ministry of Agriculture, Fisheries & Food (MAFF), but the soil and its productive capability have not been protected from degradation by intensive land-uses and farming. Some aspects of soil erosion, such as obstruction of highways, are subject to legal powers. Soil receives only incidental protection in SSSIs, SPAs and SACs, which are designated exclusively for habitats, species or physiographic processes. The Geological Conservation Review describes and protects only a few sites (for their fossil soils), as do Regionally Important Geological/Geomorphological Sites. Archaeological designations (SAMs or World Heritage Sites) and landscape designations (AONBs, NPs) are very weak in their protection of soil.	

Overall Aim or Purpose of Document	Objectives / Targets
	Soil in the UK is being damaged or irreversibly lost, directly through construction, mining or erosion, and indirectly through pollution and mis-management, leading to reduction of productive capacity, loss of biodiversity and the historic archive, and 'downstream' impacts of sedimentation (e.g. smothering of fish-spawning gravels).
National Air Quality Strategy 2000	
	Local authorities are to draw up their own practical strategies for achieving the air quality objectives in their areas. Authorities have a range of powers they can use in pursuit of air quality objectives. These include Local Air Quality Strategies, smoke control and local traffic powers. Land use planning and the new local transport plans and strategies will also have a direct effect on improving air quality.
UK Programme for Climate Change	
	Local authorities throughout the UK have statutory responsibilities for local air quality. Under the Environment Act 1995, they are required to carry out a review and assessment of local air quality and to identify any problem areas. They are then required to draw up action plans to improve air quality in these areas, setting out the measures they intend to take in pursuit of national air quality objectives. Many of the actions local authorities are likely to take will also help to cut emissions of greenhouse gases. This is particularly true for local transport policies as local authorities now have responsibility for drawing up five year local transport plans covering both urban and rural transport.
Rural Area Strategy	
	Will allow a coherent and area-based approach to the protection of England's most important natural areas (National Parks, Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, National Nature Reserves and Environmentally Sensitive Areas).
Regional Policy	
Integrated Regional Strategy (January 2005), EMRA	
	<p>The Integrated Regional Strategy sets out the key challenges to be addressed and articulates a core script for all regional, sub-regional and local players in their negotiations with Government to ensure that the East Midlands gets a fair share of resources, attention and policy support from Government to help the region move towards a more sustainable future.</p> <p>Vision</p> <p><i>The East Midlands is recognised as a region with a high quality of life and sustainable communities that thrives because of its vibrant economy, rich cultural and environmental diversity and the way it creatively addresses social inequalities, manages its resources and contributes to a safer, more inclusive society.</i></p> <p>Objectives</p> <p>The IRS contains the following five agreed priorities for the Region:</p> <ul style="list-style-type: none"> • reduce inequalities in the region; • conserve and enhance the natural environment;

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • create sustainable and healthy communities throughout the region; • improve economic performance and competitiveness; and • use natural resource more efficiently and reduce the impacts on climate change. <p>Targets</p> <p>None specified.</p> <p>The IRS Framework is intended to ensure that all policies and strategies within the Region are not prepared in isolation but in a compatible and integrated way, and following the context of the IRS.</p> <p>The key overarching policy document for the East Midlands and in setting the regional context approach for the preparation of the Core Strategy and SA.</p>
	<p>East Midlands Regional Spatial Strategy (2005) EMRA</p> <p>The East Midlands Regional Spatial Strategy RSS8 provides the statutory framework for local authorities to produce more detailed local development plans and local transport plans for their areas.</p> <p>RSS8 was formally RPG8 but was re-published as RSS8 when the new planning system came into play in Spring 2005. RSS8 incorporates recommended amendments from public examinations in 2003 and 2004 and also the formally separate Regional Transport Strategy.</p> <p>The latest publication did not revise all parts of the previous RPG8. A full review is now underway. This will roll forward the period covered by the RSS up to 2026. This is expected to be published in its final form in early 2008.</p> <p>The Regional Spatial Strategy for the East Midlands sets out regional priorities for both urban and rural communities in general and also more detailed policies in respect to 5 Sub-Areas.</p> <p>Objectives and Targets</p> <p>RSS8 contains 10 core objectives relating to: reducing inequalities; protecting and enhancing quality of life in rural and urban areas; improving health through access to quality housing leisure and recreation; promoting economic prosperity; improving accessibility; achieve effective protection of the environment; promoting prudent use of resources; reducing scale and impact of future climate change; and promoting good design.</p> <p>Relevant targets include: targets for biodiversity, habitat management and recreation;</p> <ul style="list-style-type: none"> • supply the aggregates apportionment figures agreed at the regional level; • a progressive reduction in the proportion and amounts of aggregates from the Peak District National Park and Lincolnshire Wolds AONB; • zero growth in waste at the regional level by 2016;

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • reducing the amount of waste sent to landfill in accordance with the EU Landfill Directive; • achieve a minimum target for the recycling and composting of Municipal Solid Waste of 25% by 2005, 30% by 2010 and 50% by 2015. • Electricity generated from landfill gas: 52.2MWe Capacity or 137.3GWh/y electricity by 2010 regionally (8.5MWe or 71GWh/y in Derbyshire). • Electricity generated from anaerobic digestion: 18.4MWe capacity or 137.3GWh/y electricity by 2010 regionally (4.2MWe or 33.1GWh/y in Derbyshire). <p><i>This version of the RSS has now been replaced by the Draft East Midlands Plan published in September 2006, referred to below.</i></p>
Draft East Midlands Regional Plan (RRS8) (September 2006), EMRA	
	<p>The Regional Plan consists of 2 Parts, Part 1: the Regional Strategy and Part 2: Sub-Regional Strategies and is intended to support the spatial theme of the IRS and the RES.</p> <p>An update to the Regional Transport Strategy was included within this Draft East Midlands Regional Plan issues for consultation. (LPA SRS Policy 13: Sub-Regional Transport Priorities)</p> <p>The Regional Plan is set within the overall vision and objectives set by the East Midlands Regional Assembly's Integrated Regional Strategy (IRS).</p> <p>10 objectives set out in Policy 1 (Regional Core Objectives) are intended to translate broad policy context into a spatial strategy that will deliver sustainable development in the East Midlands: The headings of these 10 objectives are:</p> <ol style="list-style-type: none"> a) To reduce social exclusion through regeneration of disadvantaged areas, reduction in inequalities in the location and distribution of employment, housing, health and community facilities and services, and by responding positively to the diverse needs of different communities. b) To protect and enhance the environmental quality of urban and rural settlements, through promotion of green infrastructure and enhancement of the urban fringe and promotion of high quality design; c) To improve the health of the Region's residents through improvements in air quality, affordable warmth, availability of good quality housing and access to health, leisure and recreation facilities and services. d) To improve economic prosperity, employment opportunities and regional competitiveness; e) To improve accessibility to jobs, homes and services ; f) To protect and enhance the environment; g) To achieve a 'step change' increase in the level of the Region's biodiversity; h) To reduce the causes of climate change by minimizing emissions of CO₂; i) To reduce the impacts of climate change in particular the risk of damage to life and property from flooding and sea level change and the decline in water quality, through the location, design

Overall Aim or Purpose of Document	Objectives / Targets
	<p>and construction of new development;</p> <p>j) To minimize adverse environmental impacts of new development and promote optimum social and economic benefits through the promotion of sustainable design and construction techniques.</p> <p>Policy 9: Development in the Peak Sub-area addresses development in and around the sub-area should:</p> <ul style="list-style-type: none"> • Help to secure the conservation and enhancement of the Peak District National Park, respecting the statutory purposes of its designation; • Address the social and economic needs of the Park's communities, for example, by the provision of appropriate business premises and affordable housing and; • Protect and enhance natural and cultural heritage of the Sub-area, in particular the Peak District Moors SPA, and the SAC covering the South Pennine Moors, Peak District Dales, the Bee's Nest and Green Clay Pits and Gang Mine. <p>In relation to transport it states that wherever practicable, routes for long distance traffic should be developed to avoid the National Park. However, access to the National Park and across it by public transport and other non-car modes should be improved.</p> <p>Managing tourism and visitors in the Peak District is addressed under Policy 11 and encourages managing tourism and visitor pressures in accordance with principles of sustainable development. It also recommends easing pressure on the Park by encouraging local authorities and other relevant public bodies adjacent to the National Park to consider potential for further development outside the Park area.</p> <p>Policy 30 (Priorities for the Management and Enhancement of the Region's Landscape) is also crucial to the National Park since it provides the highest level of protection for nationally designated landscapes.</p> <p>The main role of the Regional Plan is to provide a broad development strategy for the East Midlands up to 2026 within which the local authorities' planning documents and LTPs can be prepared. It does not provide site specific issues or a level of detail more appropriate to LDFs, and cross refers, rather than repeats national policy guidance, where there is little to add at the regional level.</p> <p>The Annual Monitoring Report for Peak District (2006/07) indicates that for spatial planning purposes the entire National Park is included in the East Midlands although the Park extends over four regions – East Midlands, West Midlands, North West and Yorkshire & Humber.</p>
Sustainability Appraisal of Draft East Midlands Regional Plan, (September 2006) EMRA	
	<p>The purpose of the SA was to assist EMRA in preparing the draft Regional Plan by identifying the key sustainability issues facing the region, to determine what the likely effects of the draft Regional Plan would be on these issues, and put forward recommendations for improving the draft Regional Plan's sustainability performance.</p> <p>The aim was to ensure that the draft Regional Plan has as many positive effects as possible, and that any negative effects are avoided when the policies in the draft Regional Plan are turned into development on the ground.</p> <p>The SA objectives were taken from the Integrated Regional Strategy, which '<i>draws together the key issues and challenges for the region,</i>' reflects both national policies and specific regional issues and</p>

Overall Aim or Purpose of Document	Objectives / Targets
<p>concerns, drew on a wide range of expertise and extensive consultation, and was endorsed by key regional organisations including the Regional Assembly. However, the objectives were altered where necessary to meet the requirements of the SEA Directive and to address issues that were identified during the baseline data collection.</p> <p>Provides regional context at SA level</p>	
<p>Regional Economic Strategy for the East Midlands 2006-2009 ' A Flourishing Region (2006), EMDA</p>	
<p>The third Regional Economic Strategy for the East Midlands setting out the East Midlands Development Agency's vision and aspirations to 2020. The Draft East Midlands Regional Plan is required to co-ordinate closely with the RES,</p> <p>The Vision is underpinned by three main themes each with 10 separate strategic priorities:</p> <p>1. Raising productivity</p> <ul style="list-style-type: none"> • Employment, learning and skills: to raise productivity and raise skills of the workforce. • Enterprise and business support: to achieve greater economic success and develop as a region of highly productive, globally competitive business. • Innovation: To compete successfully in the global economy, fostering a dynamic environment <p>2. Ensuring sustainability</p> <ul style="list-style-type: none"> • Transport and logistics: enabling better connectivity within and outside the region and improving infrastructure; • Energy and resources: to reduce impact on climate change and ensure a high quality environment by transforming the way resources are used; • Environmental protection: ensuring economic growth is sustainable and protect and enhance our environment; • Land and development: achieve sustainable growth by ensuring an adequate supply of quality development land, and a good balance between competing land uses. <p>3. Achieving quality</p> <ul style="list-style-type: none"> • Cohesive communities: creating a dynamic society and stronger economy supporting equality and diversity, and increasing life chances for all; • Economic renewal: sharing the benefits of economic growth and rising quality of life; • Economic inclusion: improving the opportunities available to disadvantaged groups and tackling barriers to participation and benefits from region's economic success. <p>For the Peak sub-Area the strategic priorities are:</p> <ul style="list-style-type: none"> • Environmental protection • Transport and logistics • Enterprise and business support • Employment, learning and skills 	

Overall Aim or Purpose of Document	Objectives / Targets
	<p>Those parts of the RES that are relevant to rural areas, and in particular the Strategic Objectives for the Peak Sub Area will apply to the National Park. The SA and Core Strategy must take an integrated approach to achieving sustainable economic development by ensuring a better quality of life for all inhabitants of the Park.</p>
	<p>The North West Plan, Submitted Draft Regional Spatial Strategy for the North West (2006)</p>
	<p>This RSS covers the counties of Cumbria, Lancashire and Cheshire; the metropolitan districts in Greater Manchester and Merseyside; the unitary authorities of Blackburn-with-Darwen, Blackpool, Halton and Warrington; and the whole of the Lake District National Park.</p> <p>Those parts of the Yorkshire Dales and Peak District National Parks that fall within the North West Region are covered, respectively, by RSS and RTS for Yorkshire and the Humber and the East Midlands.</p> <p>The SA and Core Strategy will need to take account of the adjoining LPA's within these regions outside the East Midlands: Oldham MB, Kirklees MBC, Barnsley MBC, and Sheffield CC.</p> <p>The Annual Monitoring Report for Peak District (2006/07) indicates that for spatial planning purposes the entire National Park is included in the East Midlands.</p>
	<p>Draft Yorkshire and Humber Plan (December 2005) Yorkshire and Humber Regional Assembly</p>
	<p>The draft RSS and supporting documents were submitted to the Secretary of State in December 2005.</p> <p>Advancing Together – the Region's framework vision document – sets the vision of regional partners to create a 'world class and international region where the economic, environmental and social well being of all our region and its people advances rapidly and sustainably'.</p> <p>The Annual Monitoring Report for Peak District (2006/07) indicates that for spatial planning purposes the entire National Park is included in the East Midlands.</p>
	<p>Regional Spatial Strategy for the West Midlands (Jan. 2008) WMRA</p>
	<p>In the MUAs of Birmingham/Solihull, the Black Country, Coventry and the North Staffordshire conurbation more development opportunities will be created to retain and attract people and investment.</p> <p>In other areas new development will be focused on the Region's other large settlements, and in particular the five sub-regional foci of Hereford, Rugby, Shrewsbury, Telford and Worcester.</p> <p>Identifies four major challenges for the West Midlands Region:</p> <ul style="list-style-type: none"> • Urban renaissance • Rural renaissance

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • Diversifying and modernising the Region's economy • Modernising the transport infrastructure of the West Midlands <p>The Spatial Strategy Objectives are to:</p> <ul style="list-style-type: none"> • To make the MUAs of the West Midlands increasingly attractive places where people want to live, work and invest; • To secure the regeneration of the rural areas of the Region; • To create a joined up multi-centred Regional structure where all areas/centres have distinct roles to play; • To retain the Green Belt, but to allow an adjustment of boundaries where this is necessary to support urban regeneration; • To support the cities and towns of the Region to meet their local and sub-regional development needs; • To support the diversification and modernisation of the Region's economy while ensuring that opportunities for growth are linked to meeting needs and reducing social exclusion; • To ensure the quality of the environment is conserved and enhanced across all parts of the Region; • To improve significantly the Region's transport systems; • To promote the development of a network of strategic centres across the Region; and • To promote Birmingham as a world city. <p>The SA and Core Strategy will need to take account of the adjoining LPA's within the West Midland outside the East Midlands regional boundary. This includes Staffordshire County Council and Staffordshire Moorlands DC.</p> <p>Further policy changes in relation to the RSS for the West Midlands will be forthcoming in 2008 that will also help to shape the Core Strategy approach.</p>
	<p>East Midlands Regional Waste Strategy (Jan. 2006) EMRA</p>
	<p>The Regional Waste Strategy, provides regional priorities for waste production and management for Regional and local bodies to endorse and take forward in their respective roles.</p> <p>The Regional Spatial Strategy sets out the principles and priorities for waste management:</p> <ul style="list-style-type: none"> • To work towards zero growth in waste at the Regional level by 2016 • To reduce the amount of waste landfilled in accordance with the EU Landfill Directive • To exceed Government targets for recycling and composting • To take a flexible approach to other forms of waste recovery • The role of the Regional Waste Strategy is therefore to provide the framework for the delivery of these principles. <p>There are 10 Priority Issues:</p> <ul style="list-style-type: none"> • Planning our future waste management infrastructure

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • Education, behavioural change and promotion of best practice • Improving the efficiency of our resource use and reducing commercial and industrial wastes • Prevention and improving management of hazardous wastes • Prevention and improved management of Municipal Solid Wastes • Procurement and market development • Reduction and management of construction and demolition waste • Managing the impacts of Regional and sub-Regional growth • Addressing agricultural and rural waste management • Reducing Fly-Tipping <p>Policy RWS 1.1 of the EMRWS requires all LPAs to include policies in their LDDs to encourage re-use and recycling in design, construction and demolition.</p> <p>The Draft East Midlands Regional Plan (RRS8) para. 3.3.62 indicates that there may be opportunities in the larger settlements outside the National Park to accommodate small-scale waste facilities serving the Sub-area's needs. These will need to be considered through joint working with the Derbyshire Waste Development Framework and in policies within the Core Strategy and in development control policies.</p>
The East Midlands Energy Challenge, The Regional Energy Strategy (Part 2), A Framework for Action (2007) GOEM, EMRA	
	<p>The Framework follows three strands:</p> <ul style="list-style-type: none"> • Energy for Communities • Energy for Enterprise <p>Communicating the Energy Challenge</p> <p>The overall aims of the Framework are:</p> <ul style="list-style-type: none"> • To achieve a low carbon future that will deliver: economic opportunities through exploitation of new markets and technologies as well s the efficient use of resources; • Low carbon design and construction through the planning and regeneration process that delivers affordable warmth and cooling. • A reduction in greenhouse gas emissions to ensure that changes we experience in our climate are within limits that we can adapt to. • The Framework sets out seven priority areas with the three work Strands setting out key and wider stakeholders. This fall under the headings: 1) Energy in homes; 2) planning and design; 3) business performance; 4) economic exploration; 5) energy capacity; 6) awareness raising and 7) capacity building.

Overall Aim or Purpose of Document	Objectives / Targets
	<p>The draft Regional Plan will have considered the Regional Energy Strategy in developing the draft Regional Plan. The SA and Core Strategy should take account of the following priorities identified in relation to LPAs:</p> <p>Priority 1 (energy in homes), priority 2 (planning and design) and 6 (awareness raising)</p>
East Midlands Regional Flood Risk Assessment (June 2006) , EMRA	<p>This RFRA helped to inform the draft Regional Plan for the EM on where to place development to reduce the risk of flooding.</p> <p>The flood risk appraisal considers primary, secondary, and residual risks of flooding throughout the East Midlands, which should enable the draft Regional Plan to take flood risk into account in its policies.</p> <p>Para 5.2.4 addresses the HMA for the Peak Sub-Area (Peak, Dales and Park). The profiles show that although there is less than 10% of land in Zone 3, flood risk is a significant factor in planning of new development and some existing defences require improving, on primary sources, e.g. in Matlock Town Centre. There was considered to be some duplication between the results of obtained for this HMA, and substantial areas of High Peak and Derbyshire Dales fall within the Peak District NP. The report notes that as there is no SFRA for Derbyshire Dales or the Peak District NP (as a whole) some potential sources of flooding may not be identified.</p> <p>The draft Regional Plan will have considered the RFRA in developing the draft Regional Plan.</p> <p>However, the SA and Core Strategy should incorporate or reflect the RFRA or NPA's SFRA, particularly points raised about potential sources of flooding that may not have been identified.</p>
Spatial Review of Water Supply and Quality in the East Midlands, Final Study Report (2006) Environment Agency	<p>The Spatial Review informed the draft Regional Plan to ensure that water resources and water quality thresholds would not be exceeded as a result of additional development.</p> <p>This review provides an assessment of how the proposed housing development set out in the draft Regional Plan will impact on water supply and waste water infrastructure in the West Midlands region up to 2030. It also considered the impact on water demand of reducing water consumption in new properties and the potential impacts of housing growth options on the water companies current water resource plans.</p> <p>The SA and Core Strategy will need to take account of availability of water resources and waste water infrastructure for any new planned developments.</p>
Green Infrastructure in the East Midlands: A Public Benefit Mapping Project (July 2006), EMRA	<p>The Integrated Regional Strategy is the core reference point setting out what 'public benefit' means for the region.</p> <p>GI also helps to deliver many of the other IRS objectives, e.g. health, good housing and economic prosperity.</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<p>Intervention for GI can take many forms: 7.0 – Summary and Conclusions:</p> <ul style="list-style-type: none"> • Investment in landscape management, creation of new greenspaces, enhancement, restoration, renewal of existing greenspaces, increasing the number of functions that a greenspace provides, connecting patches of greenspace to form an environmental 'skeleton'. • Policy-making should ensure that new hard development and infrastructure is truly sustainable in terms of its environmental impact – not only for its own setting, but also 'retro-fitting' GI in areas where it is in deficit due to past neglect. • Bending of mainstream service delivery by Local Authorities and other public bodies so that GI uplift is considered as an outcome of service delivery. • Creation of new cross-cutting partnerships between various sectors which may benefit from good GI. <p>The SA and Core Strategy will need to take account of public benefit and GI in developing policies and objectives. This may be more applicable to towns and provision of additional greenspace, as well as to new housing developments.</p>
	<p>Putting Wildlife Back on the Map: The East Midlands Biodiversity Strategy (May 2006), adopted by East Midlands Biodiversity Forum and EMRA</p>
	<p>The Regional Biodiversity Strategy is a key component of the East Midlands Regional Environment Strategy which is itself a key component of the Integrated Regional Strategy (IRS) It provides a strategic framework for the conservation and enhancement of biodiversity in the region.</p> <p>Vision</p> <p>'a region – its landscapes and waterbodies, coasts and seas, towns and cities – where wild spaces and habitats are part of healthy functioning ecosystems; where we nurture, treasure and enhance biodiversity, and where biodiversity is a natural consideration of policies and decisions in society as a whole'.</p> <p>Objectives</p> <p>The Strategy identifies Key Challenges and associated Drivers and Actions</p> <p>Regional Environment Strategy indicators and targets:</p> <p>There are no equivalent set of targets for BAP priority species, since the current knowledge of the size and distribution of their populations is limited.</p> <p>The RES indicators and targets:</p> <ul style="list-style-type: none"> • Extent and condition of SSSIs: 95% in favourable condition by 2010. Increase the area of land that qualifies as SSSI to 7% (the current national average) of the regional land area by 2010. • Condition of wildlife sites; Net improvement in condition on a 5 year cycle. • Population of wild birds and of five key BAP species: Halt and reverse the decline by 2008. • Extent of priority BAP habitats created or enhanced. Set out in appendix 3 of RES.

Overall Aim or Purpose of Document	Objectives / Targets
	<p>Highlights the diversity of landscape types in the Region including the upland moors and limestone dales of the Peak District.</p> <p>The EMBS includes a map identifying Biodiversity and Conservation Enhancement Areas.</p>
Improving Health in the East Midlands, Keeping Health in Mind, Report of the Regional Director of Public Health in the East Midlands (2006) EMRA, Summary of Recommendations	<p>Sets out a summary of recommendations for EMRA, its members and partners for health priorities. These will be delivered through Local Area Agreements.</p> <p>General points:</p> <ul style="list-style-type: none"> • Mental health is added to the four Investment for Health priorities for 2006/07; • The Healthy Schools Standard should be championed. <p>The four Investment for Health priorities are:</p> <ul style="list-style-type: none"> • Mental health, including partnerships for children and young people; • Health protection through improving data outcomes and ethnicity recording; • Black and minority ethnic health inequalities to be addressed and reviewed in Regional Housing Strategy and Integrated Regional Strategy , as well as other policies and strategies; • Addressing obesity through health impact assessment of all regional strategies and policies, and promotion of Regional Food and Health Action Plan. <p>The SA and Core Strategy will need to take account of these health priorities in developing policies and objectives.</p>
A Regional Cultural Strategy for the East Midlands 2006-2011: The Place of Choice (2006)	<p>The Strategy affirms the region's commitment to culture including the arts, sport and physical activity, museums, libraries, archives, heritage, media and tourism. It also applies to less formally defined cultural activities.</p> <p>The Strategy will strengthen culture in the East Midlands through four key themes:</p> <ul style="list-style-type: none"> • Supporting cultural opportunities for people and communities • Fulfilling the potential of culture • Getting culture valued in regional policy and planning • Achieving sector sustainability

Overall Aim or Purpose of Document	Objectives / Targets
	<p>One of the goals of rural provision cited is to improve access to culture for people in rural areas. Of relevance to Peak District this is to be achieved through integrating plans for culture in rural economic and community development and in rural planning.</p> <p>The SA and Core Strategy will need to take account of these cultural priorities in developing policies and objectives</p>
Space4trees, The Regional Forestry Framework for the East Midlands, (2005), Forestry Commission	
	<p>The first Regional Forestry Framework setting out approach and opportunities for the East Midlands reflecting national policies and objectives. It has been developed as part of the region's IRS.</p> <p>Four guiding principles:</p> <ul style="list-style-type: none"> • Trees and People – delivering a wide range of public benefits to local communities and focusing on where the need is greatest. • Trees and the Environment – addressing historic declines in habitats and species and ensuring that our woodland environment is robust and healthy enough to withstand future environmental pressures. • Trees and the Economy – encouraging innovation, enterprise and growth in the woodland sector and supporting investment in a high quality natural environment to provide economic benefits for the region. • Communication and Collaboration – making the most of our wealth of knowledge, skills and experience and sharing the benefits of best practice. <p>The SA and Core Strategy will need to take account of forestry and woodland in developing policies and objectives. Ancient woodland, in particular, should be protected from loss and damage.</p> <p>Strategy highlights that East Midlands is the least wooded region in the country with around 5% cover (below England average of 8%).</p>
Employment Skills and Productivity Partnerships Action Plan, (updated August 2007) EMDA	
	<p>Launched in June 2005 the esp was created to meet the challenges set in the Government's National Skills Strategy</p> <p>Two main themes:</p> <ol style="list-style-type: none"> 1. Raising productivity - esp priorities are: <ul style="list-style-type: none"> • Improving the productivity of businesses in the region; • Raising employer demand for skills 2. Achieving equality – esp priorities are: <ul style="list-style-type: none"> • Improving sub-regional employment and skills levels and reducing economic exclusion • Increasing participation and attainment amongst 14-19 year olds

Overall Aim or Purpose of Document**Objectives / Targets**

Also identifies 11 priority industry sectors.

South Pennines Integrated Transport Strategy (SPITS), (Appendix A6 of Derby Joint LTP 2006-2011, Final LTP2, March 2006)

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- SPITS Business Plan was reviewed in early 2005. It now contains the following elements:
 - Traffic restraint incorporating speed management, safety and traffic reduction measures on all class A and B Trans-Pennine routes, and minor roads where significant diversion of through traffic could occur within the South Pennines area.
 - Managing and influencing the implementation of fiscal demand measures, such as road pricing and parking charges, where they affect traffic movements in the South Pennines area.
 - Creation of a network of 'safe roads' within the South Pennines area offering improved access for non-motorised users.
 - The development of measures to influence travel behaviour in the South Pennines area.
 - Improved/reinstated rail routes and services across or around the South Pennines area
 - Improved long distance bus/coach services within or around the South Pennines area.
 - Improved local bus and rail services including integration, marketing, ticketing and technology.

Improvements to the A57/A628/A616 core trunk road across the National Park.

Recommended proposals to be taken forward in the Derby Joint LTP (Derbyshire County Council and Derby City Council) are:

- A speed management review on all County class A and B routes, with a view to enhancing safety.
- Creation of a network of 'safe roads' within the National Park and the surrounding area offering improved access for non-motorised users
- Development of pedestrian and cycling links from the Peak District part of Derbyshire into surrounding towns and cities including those in other counties
- The development of "smarter choice" measures to influence travel behaviour in the Peak District and surrounding area
- Involvement with Community Rail initiatives on the Matlock, Buxton and Hope Valley lines.
- Active support for improved long distance bus/coach services linking southern/central Derbyshire with the western part of the county and Greater Manchester, e.g. TransPeak
- Active support for a Derby to Greater Manchester rail service with stops at key towns and in the National Park.
- Improved integration and marketing of local bus and rail services including real time information and interchangeable ticketing between operators (road and rail).
- Improvements to the A57 from the Tameside boundary towards Glossop as an adjunct to the Mottram-Tintwistle trunk road by-pass (the Glossop spur).
- Introduction of decriminalised parking enforcement throughout the Peak District (as part of a county-wide scheme) coupled with further on-street parking charges

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> Continued working with the NPA and other to seek ways of minimizing the impact of traffic in sensitive areas. <p>Provides the main context for transport planning approaches within the National Park.</p>
English Heritage in the East Midlands 2006-2008 (2006), English Heritage	<p>Our aims - In 2006–08, we will:</p> <p>play a leading role in promoting the East Midlands Heritage Forum as a primary means of coordinating the activities of the regional historic environment stakeholders. We will publish guidance and case studies to demonstrate how cross-sector and cross-government participation can meet a wide range of government agendas.</p> <p>Major challenges to the historic environment in the East Midlands include:</p> <ul style="list-style-type: none"> Development pressures on the historic environment as the demand for housing grows, particularly in the Milton Keynes and South Midlands Growth Area; Finding new uses for redundant historic buildings and Buildings at Risk, and promoting the benefits of utilising the historic environment in regeneration and masterplanning schemes; Maintaining the region's urban and rural churches, particularly in Lincolnshire which has 224 listed at Grade I; Understanding the potential impacts of climate change and measures to reduce its impact on the historic environment; Ensuring others take full opportunity to protect and enhance the historic environment using new Environmental Stewardship Schemes; Working with partners to mitigate the impacts of stone and aggregates quarrying in the region upon the historic environment. <p>EH will continue to work in partnership with a wide range of organisations and individuals to tackle these issues.</p> <p>The East Midlands Heritage Forum provides contextual information and identifies stakeholders at the regional level.</p>
East Midlands Tourism Strategy 2003-2010	<p>Although it is called a tourism strategy, this is perhaps better described as a visitor strategy. The main markets are people living in the region or near it, including people who live locally. Although there is an emphasis in favour of attracting more people who will stay overnight, and that implies a further distance, the Strategy is realistic in its understanding that tourists from overseas or far distant places are unlikely to be the bread and butter of tourism in the East Midlands. That does not mean that attracting more people from overseas is not a priority only that it is kept in proportion.</p>
East Midlands Housing Strategy	<p>“The East Midlands will be recognised as a region with a high quality of life and sustainable communities that thrives because of its vibrant economy, rich cultural and environmental diversity and the way it addresses social inequalities and manages its resources”.</p>

Overall Aim or Purpose of Document	Objectives / Targets
	The objective for Housing is “to ensure that the existing and future housing stock is appropriate to meet the housing needs of all parts of the community.”
South Pennines Integrated Transport Strategy (SPITS)	
	<p>The proposals consist of 5 main elements:</p> <ul style="list-style-type: none"> • Traffic restraint e.g. speed reduction measures and traffic calming, on all trans-Pennine routes and class A and B roads, south of the M62 and north of the A50, except the A57/A628/616 corridor. A pilot study will firstly consider the area including and within the A6 and A52/523 'lozenge.' • Similar traffic restraint measures on the minor road network in the SPITS area, to prevent diversion • Improved/reinstated rail routes across or around the SPITS area • Improved/new bus/coach services, within or around the SPITS area • Improvements to the A57/628/616 core trunk route across the National Park
West Midlands Tourism Strategy	
	<p>A successful destination has a balance of provision incorporating five elements:</p> <ul style="list-style-type: none"> • Attractors – to pull the market • Infrastructure and support – to facilitate access and ensure quality and the smooth operation of the destination • Services – to meet the needs of visitors and add to their experience • A brand and a brand operation – that gives coherence to the offer, and that the industry can use as the focus of its marketing and operations. • Destination management – a destination based partnership organisation that provides an holistic approach to planning and operations and that supports enterprises and networks. <p>The co-operation and collaboration of public and private sector is absolutely essential to create a ‘competent’ destination, and create a climate for investment appealing to both sides.</p>
West Midlands Transport Strategy	
	This encourages greater consideration of transport in land-use decisions, particularly in respect of reducing the need to travel and public transport accessibility.

Overall Aim or Purpose of Document	Objectives / Targets
West Midlands Housing Statement	
	It is important that housing authorities and partners work with the AWM to ensure that local housing strategies and the Regeneration Zones evolve in a consistent way. There will need to be an iterative process of policy development to integrate housing strategies and the WMES.
Sustainable Communities in the West Midlands	
	<p>At a local level, neighbourhood management will widen its impact to address issues such as health, education, housing, environment and unemployment, and GO WM will look to pathfinders to share best practice amongst the initiatives being undertaken elsewhere across the region. There will be a steady increase in the number of decent homes, and planning for affordable housing will increasingly mean that plans and resources will be matched more closely with needs across the region. The skills available for regeneration will be enhanced and the increased emphasis on the quality of design will be seen on the ground.</p> <p>Meanwhile Advantage West Midlands (the RDA) has with partners updated the region's economic strategy and together they are working hard to implement it across the region. The priorities are: to develop a diverse and dynamic business base; promote a learning and skilful region; create conditions for growth; regenerate communities and provide a powerful voice for the region. In addition the strategy's three key principles are: a commitment to sustainable development; a commitment to equality, diversity and economic inclusion; and a commitment to ensure it links with and underpins other strategies and policies across the region.</p>
North West Tourism Strategy	
	<p>The Vision -Sustaining Progress identifies a vision for the future of tourism in the North West. It is of:</p> <ul style="list-style-type: none"> • A Responsible Tourism Industry with a valid contribution to make to the enhancement and sustainability of the North West and to meeting the needs of all sections of society within the Region. • A Competitive Tourism Industry delivering a consistently high quality and value for money visitor experience. • A Customer-focused Tourism Industry putting the customer first, and at the centre of everything it does. • A Tourism Industry Working in Partnership committed to working in partnership as the means of making the best use of its resources. • A Dynamic Tourism Industry capable of taking full advantage of new opportunities.
Yorkshire Tourism Strategy	
	Yorkshire Forward took over strategic responsibility for tourism in April 2003, a key task was to investigate how the region's tourism sector is structured in terms of delivering functions and services to tourism businesses, visitors and residents, and how well-placed this delivery structure is to meet the current and anticipated future needs of visitors and businesses.
Yorkshire Regional Housing Strategy	
	The over-riding priority for housing action was regeneration and neighbourhood renewal, with three other priorities of:

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • The provision of sufficient new homes, creating mixed income and sustainable communities • improving homes to meet decency standards and aspirations • fair access to quality housing for all groups
Sustainability and Biodiversity: Priorities for action in the East Midlands 1999	
The promotion of recreation in key areas such as the Northamptonshire Nene Valley or the Peak District National Park requires high quality strategic planning that ensures the nature conservation interests of the areas are maintained and enhanced.	
Regional Biodiversity Action Plan	
There is no East Midlands BAP, but the East Midlands Biodiversity Forum co-ordinates local BAP's in the region and other initiatives. They have worked closely with regional organisations such as the East Midlands Regional Chamber to produce biodiversity targets and indicators for the region as a whole.	
Regional Environmental Strategy (RES) 2002	
<p>Biodiversity and landscape are two of the key elements of our natural heritage that need to be conserved. We should aim to be a region rich in biodiversity, to prevent the loss of species due to local extinction, and to create extensive areas of wildlife habitats to remedy past losses. The landscape in which we live, work and enjoy ourselves is also a vital resource for the region. We need to enhance the character and quality of our region's landscape, by protecting the best elements and working to improve the rest.</p> <ul style="list-style-type: none"> • An increase in tourism in the region is likely to put pressure on the transport infrastructure and could cause an increase in transport use. Careful management of tourism is needed to deal with this. Increased numbers can also put pressure on sensitive sites resulting in erosion of footpaths and disturbance of wildlife; • Whilst natural resources will need to be extracted to support further building needs, it will be essential to seek to minimise the destructive impact of mineral extraction on the landscape and of lorry movements on villages; • There can be resistance to the visual impact of renewable energy e.g. wind farms upon the landscape; • Land uses such as built development or agriculture can cause pollution of water resources. 	
Peak District Biodiversity Action Plan	
<p>The Plan's Objectives</p> <ul style="list-style-type: none"> • To conserve and enhance the rich variety of wildlife habitats and species in the Peak District, with particular priority to those which are of international or national importance, 	

Overall Aim or Purpose of Document	Objectives / Targets
	<p>those which are particularly characteristic of the Peak District, and those which are endangered, vulnerable or declining in the Peak District.</p> <ul style="list-style-type: none"> • To redress historic wildlife losses by the restoration of habitats and species and (re-)creation of a network of wildlife habitats. • To help deliver and demonstrate socio-economic benefits to local people through wildlife conservation. This will be done by encouraging sustainable development, attracting increased resources to the area, strengthening local distinctiveness and encouraging economic benefits for wildlife-friendly farming, forestry and other land management. • To build partnerships between a wide variety of people and organisations in order to agree and deliver shared objectives which benefit wildlife. • To enhance public enjoyment, appreciation and understanding of the biodiversity of the Peak District in a sustainable way. • To set out the current status and increase our knowledge of key habitats and species in the Peak District and agree targets against which progress towards achieving objectives can be monitored. <p>Areas covered: The whole of the Dark Peak, White Peak and South West Peak Natural Areas, plus those parts of the Peak District National Park lying outside these three Natural Areas, and those parts of High Peak Borough lying outside these three Natural Areas.</p>
Investment for health: A public health strategy for the East Midlands 2003	
Theme 2: Supporting healthy lifestyles: Objective 4 (Priority): Physical activity. Increase the physical activity levels of residents of the East Midlands. Lead organisation: East Midlands Sport	
England, Rural Development Plan in the East Midlands	
There are important landscape, habitat and other wildlife assets in the Region which are of local, national and even international importance. These include the Peak District National Park (covering 917 square kilometres).	
East Midlands Strategic River Corridors Project 2003	
	<ul style="list-style-type: none"> • Highlight the environmental, social and economic benefits of river corridor restoration and regeneration to the community, local authority planners, developers, and other groups and agencies. • Encourage, influence and co-ordinate groups who already have an interest in river corridor restoration and regeneration. • Identify opportunities and co-ordinate potential partners for both urban and rural river corridor restoration and regeneration and diversification projects. • Work in partnership with locally based river projects to support their work.

Overall Aim or Purpose of Document	Objectives / Targets
East Midlands Cultural Strategy	
	Europe, recognised for high quality of life, vibrant economy, rich cultural and environmental diversity and sustainable communities. Clearly culture has a crucial role in delivering this vision. We need both the private and public sectors to recognise the benefit of increased investment in culture.
Cultural Strategy for Yorkshire and Humberside	
	Ensure that the region's historic environment in its widest sense is understood, appreciated, used and reused in a sustainable way and, where necessary, enhanced without compromising its qualities or character. Support the sustainability of cultural facilities and services and ensure proper standards of stewardship so that future generations can enjoy all aspects of the region's.
Framework for Regional Employment and Skills Action for the East Midlands	
	The principle behind an RSP is that it will agree priorities to guide the planning of partner organisations to meet long-term skills and employment requirements. The Partnership will be central to stimulating collaboration and innovation across institutional boundaries, removing barriers to increase integration of services and increasing the synergies that may be gained through closer cooperation.
East Midlands Sustainable Development Framework	
	The regional priorities address key challenges, including reducing inequalities in health, the provision of affordable housing, creating high quality employment opportunities, the loss of biodiversity and climate change. How the region deals with conflicting issues is also a challenge in itself. As a region we also need to rise to the challenges of delivering sustainable development in an integrated and co-ordinated way by strengthening the links between the regional, sub regional and local levels and influencing behavioural change both at home and work, for example by using natural resources more efficiently and living in a healthier way.
Regional Economic Strategy for the East Midlands	
	<ul style="list-style-type: none"> • To develop a strong culture of enterprise and innovation, creating a climate within which entrepreneurs and world-class businesses can flourish • To provide the physical conditions for a modern economic structure, including infrastructure to support the use of new technologies • To create high quality employment opportunities and to bring about excellence in learning and skills, giving the region a competitive edge in how we acquire and exploit knowledge
Sustainable communities in the West Midlands	
	Four key issues previously identified by regional partners are: Urban Renaissance - developing the major urban areas in such a way that they increasingly meet their own economic and social needs.

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • Rural Renaissance - addressing more effectively the changes which are challenging the traditional roles of rural areas. • Diversifying and modernising the region's economy - ensuring that opportunities for growth are linked to needs and that they help reduce social exclusion. • Modernising the transport infrastructure of the region - to support the sustainable development of the West Midlands.
County / Local Policy	
Derbyshire Local Transport Plan 2006-2011, and Derby Joint Local Transport Plan 2006-2011, Final LTP2, Derbyshire County Council, Derby City Council, March 2006	
<p>There are two Local Transport Plans in Derbyshire. The Derbyshire Local Transport Plan covers most of the county. The second plan is the Derby Joint Local Transport Plan, which includes the whole of Derby and those parts of the county adjoining the city boundary.</p> <p>Other LTPs areas that connect with Derbyshire include Staffordshire CC and Cheshire CC which are reviewed below.</p> <p>The vision for the Derbyshire LTP is:</p> <p><i>“At the heart of our vision is a transport system that is both fair and efficient.</i></p> <p><i>Healthier lifestyles, safer communities and better access to jobs and services will be the result.</i></p> <p><i>To get there, we will improve the choice and accessibility of transport while balancing the economic, social and environmental needs of everyone”.</i></p> <p>The five strategic priorities are:</p> <ul style="list-style-type: none"> • Efficient maintenance and management • Accessibility and healthier travel choices • Safer roads and communities • Reduced congestion and a strong local economy • Better air quality and environment <p>The County Council is a partner in a bid for funding from East Midlands Tourism (EMT). The total funding amounts to £1.053 million over a three year period, with roughly half being grant aid from EMT and the rest being match funding from various sources, principally Derbyshire LTP capital.</p>	

Overall Aim or Purpose of Document	Objectives / Targets
	<p>Of relevance to the National Park potential schemes include:</p> <p>Improved public transport waiting and information provision at key bus stops and rail station in the High Peak and Derbyshire Dales along with key routes thence into Derby, Chesterfield, Sheffield and Manchester. Line branding of the Derwent Valley, Hope Valley and Buxton railway lines. Addressing coach boarding/alighting and parking facilities at Bakewell and Chatsworth.</p>
	<p>Staffordshire LTP 2006 – 2011 (2006) Staffordshire County Council,</p>
	<p>The long-term transport strategy for the period to 2016 – adopted in February 2006 – has been developed from the policies included in the Staffordshire and Stoke-on-Trent Structure Plan 1996-2011, to reflect the Regional Spatial and Transport Strategies, and the Community Strategy for Staffordshire.</p> <p>The Strategy is based around key aims of:-</p> <ul style="list-style-type: none"> • providing the transport infrastructure and services necessary to support • continued economic growth in Staffordshire; • ensuring access for everyone to key facilities and services; • protecting the natural environment and the fabric of historic settlements; and • developing a transport system which is safe for all users and which encourages the use of sustainable modes. <p>Staffordshire LTP includes parts of the Peak District National Park and therefore cross-boundary working with Derbyshire County Council will help to develop policy and initiatives relevant to the Peak District NPA area.</p>
	<p>North Staffordshire LTP 2006/7-2010/11 (2006) Staffordshire County Council, and Stoke on Trent City Council</p>
	<p>The North Staffordshire LTP area lies at the northern extreme of the West Midlands Region with Staffordshire Moorlands DC falling within this boundary. This plan is by its nature cross-boundary document being jointly developed by Staffordshire County Council, and Stoke-on-Trent City Council.</p> <p>Transport vision</p> <p>To create and maintain an integrated and sustainable transport system for North Staffordshire to facilitate regeneration and to create opportunities for people to live, play and travel in a safe and pleasant environment.</p> <p>Priorities include support for regeneration efforts and the local economy; and</p> <ul style="list-style-type: none"> • Improving accessibility for all.

Overall Aim or Purpose of Document	Objectives / Targets
	<ul style="list-style-type: none"> • Tackling traffic congestion. • Better air quality. • Improved travel safety and reduced fear of crime. • Cost effective maintenance and management of the transport system. • An enhanced quality of life. <p>The LTP highlights that most of the jobs are still in the core of North Staffordshire, although there has been a trend to dilute this concentration, with jobs moving away from the centre towards the edge of conurbation and out of the area altogether. The local authorities would like to reverse this trend and will endeavour to direct development towards the core of the conurbation. This links to the Regional Spatial Strategy (Policy UR1: Implementing Urban Renaissance – the MUAs) and the North Staffordshire Core Spatial Strategy.</p> <p>Peak District Core Strategy will need to take account of cross border commuter transport movements into North Staffordshire.</p>
Cheshire LTP 2006-2011 (2006), Cheshire County Council	
<p>A new vision for transport has been developed. “To plan, provide and promote a safe, integrated, sustainable and well maintained transport network which supports wider national and regional agendas, delivers our Corporate social, economic and environmental objectives and which improves the quality of life of those who live in, work and visit Cheshire”.</p> <p>The longer term Local Transport Strategy seeks to:</p> <ul style="list-style-type: none"> • Reduce levels of traffic growth and tackle congestion; • Ensure that our roads and bridges remain well maintained; • Provide safer roads; • Support town centre improvements, regeneration and growth in housing; • Improve accessibility and widen travel choice; • Improve air quality and the environment; • Support economic growth; and • Respond to demographic change. <p>Cheshire LTP area includes parts of the Peak District National Park(Macclesfield BC) and therefore cross-boundary working with Derbyshire County Council and will help to develop policy and initiatives for the Peak District NPA, and consider cross border transport movements between the two Counties.</p>	
Derby and Derbyshire Waste Local Plan (2005) (Revised Deposit)	

Overall Aim or Purpose of Document**Objectives / Targets**

The main purpose of the Waste Local Plan is to set out the planning authorities' policies and proposals regarding waste management. The document is fundamentally aimed at explaining the situations in which planning permission for waste development will be granted or refused.

"To establish a planning framework which enables the provision of adequate facilities and an integrated system for the management of waste whilst: respecting the principles of sustainable development; and protecting people and communities, the countryside, natural resources and the built heritage from the adverse effects of waste management". p23

The Plan covers the period from the initial deposit to 2015.

Within the Peak Park, the Peak District National Park Authority is the waste planning authority.

Although the plan area of the waste local plan does not include the Peak District National Park, it is necessary to have regard for the quantities of waste that are likely to be generated in the Derbyshire part of the National Park

Objectives

- To permit waste development which is guided by the principles of sustainable waste management, particularly:
- the concept of waste being a valuable resource;
- consideration of the Best Practicable Environmental Option for each waste stream;
- The key considerations: the movement of waste management up the waste hierarchy, the proximity principle and self-sufficiency.
- To permit an adequate supply of appropriate sites and facilities to cater for the needs of the plan area and its communities and for the needs of the waste collection and disposal authorities and the waste management industry.
- To permit development that contributes to the establishment of an integrated approach to waste management.
- To permit development which: makes good use of existing infrastructure or of derelict, despoiled or under-used land and buildings; contributes to the regeneration of the coalfield and deprived areas of Derby; restores rail and water transport routes; contributes to highway safety; brings other physical benefits to the local environment.
- To permit development which is in locations which reduce the need to travel and enables the movement of freight by rail and water;
- To refuse development which would have material, adverse impacts on people or communities, including impacts on their health and on their enjoyment of the amenities of their locality.
- To refuse development that would harm the open character of green belts.
- To refuse development which would have other material and adverse impacts, including impacts on greenfield land, the best and most versatile agricultural land, the countryside, valued landscape and landscape character, biodiversity and nature conservation, interests of heritage importance, existing and potential transport routes, water conservation and resources and air quality.

Relevant policies:

WI: Sustainable Development

Overall Aim or Purpose of Document	Objectives / Targets
	<p>W2: Transport principles</p> <p>W3: Green belts</p> <p>W4: The precautionary principle</p> <p>W5: Identified interests of environmental importance</p> <p>W6: Pollution and related nuisances</p> <p>W7: landscapes and other visual impacts</p> <p>W8: Impact of the transport of waste</p> <p>W9: Protection of other interests</p> <p>W10: Cumulative impact (there may be times when multiple uses may be unacceptable)</p> <p>Although the plan area of the waste local plan does not include the Peak District National Park, it is necessary to have regard for the quantities of waste that are likely to be generated in the Derbyshire part of the National Park</p> <p>The Derbyshire Waste Management Strategy, first published in 1999, [N205] took an integrated and flexible approach to municipal waste management for the city and county, including the area within the Peak District National Park.</p> <p>In recognition of the valued characteristics of the Peak Park, the Peak District National Park Local Plan sets stringent criteria for the consideration of applications for waste management facilities. To the extent that the Peak District National Park Local Plan does not provide for all the waste management facilities which may be needed, the Waste Local Plan should make the necessary provision for such facilities to be developed outside the park</p> <p>It expects that, when new landfill sites are needed for non-inert (now properly called “non-hazardous” [A1.6]) waste, the sites will be outside the national park: permission for such sites within the park will be granted only in exceptional circumstances, for example where a more suitable location outside the park cannot be found. The effect of the policy is that there are unlikely to be new, non-hazardous [A1.6], landfill sites in the Peak Park in the foreseeable future. The Derby and Derbyshire Waste Local Plan, when it is assessing the need for landfill in Derby and Derbyshire should acknowledge that effect.</p> <p>Policy W5: Identified Interests of Environmental Importance applies to the National Park. In addition a large part of the West Derbyshire sub-area lies within the National Park.</p> <p><i>The Waste Local Plan will be saved for 3 years and will be superseded by the Waste Site Allocations DPD under the Derbyshire Minerals and Waste Development Scheme, adopted in December 2006.</i></p>
Derby and Derbyshire Mineral Local Plan	
	<ul style="list-style-type: none"> • to identify sufficient land to enable Derbyshire to make an appropriate contribution to the likely local, regional and national demand for minerals to 2006, and beyond where

Overall Aim or Purpose of Document	Objectives / Targets
	<p>appropriate</p> <ul style="list-style-type: none"> • to conserve and safeguard minerals as far as possible; to encourage the efficient use of materials, including the appropriate use of high quality materials and, whenever possible, the use of secondary and recycled materials; and to minimise the production of waste • to protect local communities, natural resources and features of landscape, wildlife and heritage importance from unacceptable damage • or disturbance as a result of the working and transporting of minerals • to provide a detailed policy framework for assessing and controlling mineral working and ancillary operations, which ensures their impact on • the environment is acceptable <ul style="list-style-type: none"> • to ensure that land used for mineral working is reclaimed at the earliest opportunity, and is restored to acceptable after-uses.
	Derbyshire Dales Local Plan (2005), Derbyshire Dales District Council; High Peak & Derbyshire Dales Joint Affordable Housing DPD – Issues and Option Consultation, July 2007
	<p>The Policies in the Derbyshire Dales Local Plan were saved on adoption for a period of three years and will be progressively replaced by new DPDs as set out in the Local Development Scheme. Derbyshire Dales District and High Peak Borough have jointly produced an Affordable Housing DPD consultation paper (<i>High Peak & Derbyshire Dales Joint Affordable Housing DPD – Issues and Option</i>) which was open for consultation to Key Stakeholders from July 2007 for 8 weeks. This considers a number of targets and scenarios for affordable housing which will be of importance to the National Park.</p>
	High Peak Local Plan (2005); High Peak Borough Core Strategy Consultation ‘Shaping the Future of High Peak Discussion Paper’ 2007, High Peak BC
	<p>The Consultation for the Core Strategy is ongoing from November 2007 to July 2008</p> <p>The Core Strategy consultation highlights that the Borough has a ‘two speed’ economy consisting of residents with higher level qualifications employed in senior positions or as professional, but many commute out of the Borough to work in the surrounding urban centres. Many of those working in the Borough are employed in lower paid service and manufacturing services.</p> <p>Emerging LDF Core Strategy will provide context for those parts of the Borough outside the National Park, and will be important considerations for cross boundary influences and relationships.</p>
	Sheffield Unitary Development Plan, adopted March 1998, Sheffield City Council; Core Strategy Submission Version, September 2007,
	Following consultation with the Council, the Secretary of State has now directed the saving of all policies in the UDP except for those listed below. This takes effect from Friday, 28 September

Overall Aim or Purpose of Document

Objectives / Targets

2007. From that day these policies cease to apply and, consequently, should not be used in planning decisions.

The policies that will cease to apply are:

- GE26 Water Quality of Waterways
- IB4 Land for Industry and Business
- IB10 Visitor Accommodation in Industry and Business Areas
- H1 Land Needed for New Housing
- CF5 Community Benefits
- MW1 Mineral Working
- MW2 Conservation of Mineral Reserves

The City Council is suggesting nine new policies which are possible changes to the submission Core Strategy. These new policies are suggestions from the City Council to the Inspector who is examining the soundness of the Core Strategy. If the Inspector recommends that these changes should be made, then the new policies will be inserted into the Core Strategy when it is adopted in 2009.

The **major spatial outcomes of the vision** of transformation and sustainability are as follows:

1. New development will be concentrated in the main urban area of Sheffield, complemented by Chapeltown/High Green and Stocksbridge/Deepcar and will take place mainly on previously developed land. Average densities will be increased within the existing built-up areas rather than spreading out into the surrounding countryside, which will remain protected as Green Belt, and urban open space will be safeguarded.
 2. The City Centre will be the driver for the transformation of the city's economy, providing sustainable new employment opportunities and excellent regional services, supported by sustainable transport and a high-quality environment.
 3. The Lower and Upper Don Valleys will complement the City Centre, as primary locations for employment supported by a mix of related uses and providing for developments not appropriate in the City Centre.
 4. The North-East and South-East Urban areas will have renewed housing markets and transformed environments and services. The character of all other housing areas will be safeguarded and distinctive heritage areas, in the west and elsewhere, will be conserved.
 5. The outer built-up areas of Mosborough/Woodhouse, Chapeltown/High Green and Stocksbridge/Deepcar will continue to be served by jobs and services in the rest of the city but local provision will also be safeguarded and, where possible, expanded.
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Overall Aim or Purpose of Document	Objectives / Targets
	<p>6. The surrounding countryside will continue to be protected from development and linked with a network of green corridors, connecting river valley, parks, recreational areas and green spaces within the urban areas.</p> <p>7. Sustainable forms of travel will enhance mobility in key corridors into the City Centre with improved public transport and provision for pedestrians and cyclists, supported by increased densities of development in centres and near high-frequency routes.</p> <p>Emerging LDF Core Strategy produced by Sheffield City Council will provide context for those parts of the Borough within the National Park and will be important considerations for cross boundary influences and relationships.</p>
	<p>Barnsley Unitary Development Plan, adopted 2000; Barnsley Metropolitan Borough Council;</p>
	<p>The statutory development plan in Barnsley is the Barnsley Unitary Development Plan (UDP). The UDP was prepared in the 1990s and involved two major rounds of public consultation and a year-long public inquiry. It was formally adopted in 2000 but was in use throughout the 1990s.</p> <p>The main aims of the Barnsley UDP are to increase job opportunities, to conserve and improve the environment and to revitalise communities.</p> <p>The UDP therefore has a key role in helping to deliver the Barnsley Community Plan. The Community Plan provides a long-term vision for Barnsley to 2020. It is prepared by One Barnsley a partnership of the public, private, voluntary and community sectors.</p> <p>The loss of Barnsley's main industry, coal mining and the effect on local communities; and the need to restructure the economy and provide jobs for all those seeking work provide a major context for the UDP. .</p> <p>The goals of the UDP have been derived from the Council's overall goals and an assessment of the issues facing Barnsley. These goals are :</p> <ul style="list-style-type: none"> a) To bring about economic restructuring and encourage greater industrial and commercial activity so as to increase the scale and range of job opportunities b) To conserve and improve the natural environment for its own sake and in order to maintain and increase the attractiveness of Barnsley as a place to live, work, invest in and visit c) To revitalise communities and lessen disadvantage. <p>Although expressed as three separate goals they are closely interrelated in terms of their application to the policies and proposals in the Plan and are of equal priority.</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<p>The emerging Core Strategy for Barnsley LDF will provide context for those parts of the Borough adjoining the north east boundary of the National Park. It will also be important to consider cross boundary working and influences. Barnsley is seeking to improve accessibility of the borough, as well as improving transport links between settlements.</p>
	<p>North East Derbyshire District Local Plan, adopted Nov. 2005, North East Derbyshire District Council; Core Strategy Issues and Options Consultation, 2007</p>
	<p>The Council launched an initial consultation in December 2007 to identify the planning issues that the Core Strategy should address. The Council is currently analysing these responses Emerging LDF Core Strategy will provide context for those parts of the Borough outside the National Park. The National Park will need to consider cross boundary influences and relationships for the small part of the Park that falls within this District.</p>
	<p>Staffordshire Moorlands DC Local Plan (adopted 1998); Issues and Options Consultation Summary Paper, 2007</p>
	<p>All saved policies will remain in force until such time as they are replaced by new policies in the Local Development Framework. The Issues and Options Paper sets out 7 potential development options for the Borough considering whether development should be concentrated in the main towns and villages, spread across the Borough or concentrate on a new settlement strategy. Emerging LDF Core Strategy will provide context for those parts of the Borough outside the National Park to ensure cross boundary relationships and influences have been considered.</p>
	<p>East Staffordshire Local Plan</p>
	<p>The East Staffordshire Local Plan has a key role to play in achieving an appropriate balance between conservation and development. East Staffordshire has an essentially rural character with a varied countryside, from the Weaver Hills the northernmost part to the ancient woodlands of Bagots Wood and Needwood. This is a valuable asset for leisure, nature conservation, education and tourism and should be protected. It is also necessary to restore and enhance ecologically impoverished areas and to upgrade the quality of the environment through proper management of the countryside. The aim in the rural areas is to maintain an attractive, diverse, high quality, accessible, thriving and environmentally healthy countryside. Equally in the urban areas of Burton and Uttoxeter, the aim is to enhance existing areas, and provide new areas of landscaping.</p>
	<p>Stockport Local Plan</p>
	<p>Nature conservation covers every aspect of the natural world, including plants, animals, rocks, soils and physical features, all of which are closely inter-related. This section of the plan therefore contains: a) policies for the protection of an area of special landscape value as well as the conservation of nature reserves, sites of scientific, geological or biological interest and other special sites or areas;</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<p>b) policies for the general protection and enhancement of habitats within the Borough;</p> <p>c) policies relating to “Green Chains” and covering their value both as wildlife corridors and as a recreational resource.</p> <p>Government Guidance indicates that Unitary Development Plans should include policies to protect areas of scientific and ecological importance and to assist nature conservation. This plan seeks to provide more detailed advice on the relationship of land use planning and nature conservation issues. It is important, however, for the policies of this plan to be used in conjunction with other documents on nature conservation in the Stockport area. This guidance includes:</p> <ul style="list-style-type: none"> • A Nature Conservation Strategy for Greater Manchester (1986) • A Countryside Strategy for Stockport (1990) • A Woodland Landscape Strategy for Stockport (1990)
	<p>Oldham Borough Local Plan, adopted July 2006, Oldham Borough Council; Issues and Options Consultation document (2007); adopted Renewable Energy SPD, adopted March 2008</p>
	<p>Sets out context for future development within Oldham for the next 15 – 20 years.</p> <p>Part of the Saddleworth area falls under the planning responsibility of Oldham MBC, whilst the other part falls under the responsibility of the Peak District National Park Planning Authority. A key challenge for the LDF therefore will be to ensure that the policy frameworks for Oldham MBC and the Peak Park, in so far as they relate to Saddleworth, are generally coherent and consistent with each other. This will be particularly important in strategically important locations such as the Robert Fletchers area of Greenfield. The Council and the Peak Park are working together to ensure planning issues affecting Saddleworth are fully reflected in each other’s LDF.</p> <p>The Renewable Energy SPD provides further updates to the adopted UDP in relation to policies for renewable energy, wind, and major new developments. In considering planning applications for wind turbines, the Council will also have regard to the statutory purposes, appearance and valued characteristics of the Peak District National Park.</p> <p>The early stage Issues and Options consultation document considers whether the Core Strategy should provide a different approach for affordable housing across the Borough reflecting the needs of local areas. It also questions whether a ‘rural exceptions site’ policy should be included for Saddleworth. The National Park will need to ensure that cross boundary issues are compatible with the Core Strategy.</p>
	<p>Kirklees Metropolitan Council LDF Scheme (2007)</p>
	<p>The Planning and Compulsory Purchase Act 2004 provides for all Kirklees Council UDP policies and proposals to be “saved”, i.e. remain in force, until 28 September 2007 or until replaced by policies and proposals in DPDs adopted by that date.</p> <p>Kirklees is currently consulting on Affordable Housing SPD2 from April – May 2008</p> <p>Part of Kirklees is within the Peak District National Park. The district contains a diverse mix of land uses with the main urban areas in the north and west containing the majority of the population. The green belt is extensive, covering 70.3% of the district (excluding Peak District National Park), particularly within the south. Kirklees is divided into 23 wards, with 59 designated</p>

Overall Aim or Purpose of Document	Objectives / Targets
conservation areas. The Core Strategy will need to take account of the Kirklees emerging SPDs and Core Strategy.	
Macclesfield Borough Local Plan, adopted January 2004, Macclesfield BC; Core Strategy Revised Issues and Options Consultation, May 2007	
<p>Cheshire East Council will take over all local government services in the boroughs of Congleton, Crewe & Nantwich and Macclesfield, from April 1, 2009, following a decision by the Government on Tuesday 18 December 2007.</p> <p>The Macclesfield Borough website indicates that given the central government decision to create two unitary Councils for Cheshire, little further development planning work will be undertaken by Macclesfield Borough Council. Instead, Cheshire East Council will have responsibility for development planning.</p> <p>The National Park will need to consider the emerging policy documents prepared by Cheshire East Council.</p>	
Cheshire County Council Structure Plan	
Most of the boundary between Cheshire and Derbyshire lies within the Peak District National Park. The Peak Park Structure Plan - prepared by the Peak Park Planning Board - was adopted in 1994. It aims to control development so as to conserve and enhance the Peak Park's character, but to continue to meet visitors' needs subject to conservation of the Park. The policies in this Cheshire Structure Plan complement those of the Peak Park Structure Plan; in particular preventing development in adjacent areas of Cheshire which would have a major adverse visual impact on the Peak District National Park.	
Derby and Derbyshire Joint Structure Plan—Adopted Written Statement—January 2001	
<p>Special Landscape Areas will be maintained in the following parts of the Plan area which are of strategic amenity significance because of the high quality of their landscape:</p> <p>1) the upland area to the south and east of the Peak District National Park</p> <p>2) the greater part of High Peak Borough outside the Peak District National Park.</p>	
Staffordshire and Stoke-on-Trent Structure Plan 1996-2011	
<p>Protecting the Peak District National Park</p> <p>NC4 The acceptability of development proposals outside the boundary of the Peak District National Park will be assessed having regard to the need to ensure that the appearance and valued characteristics of the National Park are not adversely affected.</p> <p>The Peak District National Park contains some of the country's wildest and most beautiful landscapes. If it is to be protected, careful control needs to be exercised over harmful development, be this inside the National Park or not. The National Park Authority will be consulted on any proposal which may have such an effect.</p> <p>The types of proposals that may be unacceptable are those that could adversely affect the purposes of the National Park or its valued characteristics, as set out in the Park Authority's plans. This could include development conspicuous from within the National Park, development that generates harmful pollution such as might arise from industrial activities, power generation and</p>	

Overall Aim or Purpose of Document	Objectives / Targets
	<p>agriculture, or development that would interfere with the public's enjoyment of the National Park.</p>
National Park	
Population projections, 2007, University of Manchester	
	<p>The projections were presented by the consultants, Cathie Marsh Centre for Census and Surveys at Manchester University. They indicate that the patterns indicated by national and regional projections will be more pronounced in the Peak District.</p> <p>The population predictions indicate that there is likely to be an increased demand for public transport and adaptations to facilities and services to meet the needs of older people, including housing, health and social services. There are also likely to be increased dependency rates, and there were likely to be inequalities due to differences in incomes and access difficulties. This should affect public service provision.</p> <p>Coupled with a falling population, there was concern that settlements may not be sufficiently large to sustain the services required by residents (and if that was the case, would older people leave the area?); the costs of providing support and care services would be relatively high. Because of a lack of labour supply, rural enterprise and businesses might be affected adversely.</p> <p>The Core Strategy will need to reflect the close relationship of the National Park with surrounding areas, socially, economically and in terms of service provision, and the emerging community strategies affecting the area</p> <p>Joint working with other authorities to understand the linkages, the changes that are likely to occur and provide evidence to support plans. There will also be opportunities to learn from the effectiveness of policies in other National Parks.</p>
Dales and High Peak Strategic Housing Needs Survey, 2007, John Herington and Associates	
	<p>A strategic housing unit covering the Peak Sub Region (Derbyshire Dales District Council and High Peak Borough Council areas) has been established and the unit has published 'A Joint Housing Strategy for 2005 to 2009'. This Joint HNS has been commissioned to address and inform both housing strategy and planning policies at the sub-regional and local authority scale. The priority of the Partnership's Joint Housing Strategy is new affordable homes for rent and shared ownership especially for key workers. The survey bears out this priority and indicates that the need for key worker provision is most pressing in Matlock, Ashbourne and Buxton.</p> <p>Social rented housing is by far the most important of the tenures required. Based on the analysis at least 80% of backlog and emerging households require social rented housing.</p>

Overall Aim or Purpose of Document	Objectives / Targets
<p>In the National Park, the survey indicates a significant shortfall in 1 bedroom affordable homes.</p> <p>Alongside the Peak District Annual Housing Report this Housing Needs survey will help to guide the Core Strategy policy approach for affordable housing in the National Park.</p> <p>The SA has ensured that the key themes are reflected in the SA Framework objectives and appraisal criteria.</p>	
<p>Peak District Annual Housing Report (2007) Peak District NPA</p>	
<p>The Annual Housing Report 2007 updates information on housing development, land availability and contributions towards local housing needs in the Peak District National Park (PDNP) from 1991/92 to 2006/07. The information helps the Peak District National Park Authority (PDNPA) develop housing policy for the area.</p> <p>Strategic Housing Needs Assessments have been carried out in four of the National Park's constituent authorities: Derbyshire Dales and Staffordshire Moorlands District Councils and High Peak and Macclesfield Borough Councils over the past 5 years. Whilst carried out by different consultants, they do provide an indication of the extent of need for affordable homes in the National Park.</p> <ul style="list-style-type: none"> • In the Derbyshire Dales part of the National Park, the survey carried out in 2001 recommended the provision of 344 affordable dwellings over a 10 year period. The greatest need identified was in Bakewell followed by Bradwell, Hucklow, Stoney Middleton, Froggatt and Curbar areas. • In the High Peak part of the National Park, the survey also carried out in 2001 estimated that about 14 houses a year will have to be provided in that part of the Borough lying in the National Park to satisfy current needs. • In the Staffordshire Moorlands part of the National Park, the survey carried out in 2003 indicated that 241 of the households wished to move, although only 87 wished to stay in the Park. This creates a situation where there could be an overall surplus of properties (with the exception of owner occupied detached homes) both in the owner occupied and rented sectors. However, a need for affordable housing was identified and an estimate of 4 dwellings a year was given for the Park. Further work at parish level by Outside Research & Development has revealed some need for affordable housing in all of the Moorland's parishes lying within the National Park. • The survey in 2004 covering a Macclesfield rural sub-area which extended beyond the National Park boundary, and included Kettleshulme, Wincle and Wildboarclough, identified a concealed demand and an affordability problem for low income households. In some of the more rural settlements, none of the concealed households would be able to purchase in the area where they lived and wished to remain. The survey revealed that, up to 2009, 79 of net new or concealed households stated a preference to live in the sub area; the majority of these need some form of affordable housing. However, waiting list figures have previously shown a need for just 6 houses in Kettleshulme, so these strategic results will need to be supplemented by parish 	

Overall Aim or Purpose of Document	Objectives / Targets
	<p>needs information.</p> <p>Whilst these surveys would indicate that there is a need for about 50 new affordable dwellings a year in the National Park, the precise phasing and location of such development will be in response to local needs surveys, policy for development in settlements (preferred option to be produced by October 2008).</p> <p>Liaison continues to take place with National Park partners through the Peak District Housing Forum and this will help to inform the development of policies for affordable housing within the Core Strategy.</p> <p>The SA has ensured that the key themes are reflected in the SA Framework objectives and appraisal criteria.</p>
	<p>Peak District Landscape Character Assessment (March 2008) Peak District NPA</p>
	<p>The LCA establishes a baseline audit of the current state of the landscape and develops a system for the measurement of change.</p> <p>This document is the first stage of an ongoing project. The coming year will see the development of a landscape strategy and action plan for the Peak District National Park. The landscape strategy will build on an analysis of condition and forces for change in the landscape and further consultation with stakeholders.</p> <p>The maps and accompanying descriptions provide a relatively value free summary of the current character of the landscape. Future work will follow-on with analysis to assess landscape condition and identifies key forces for change for each Regional Character Area and Landscape Character Types.</p> <p>The LCA highlights that the National Park and its surrounding area has been divided into a series of eight Regional Character Areas representing broad tracts of landscape which share common characteristics. The three main character areas are Dark Peak, the White Peak, and the South West Peak.</p> <p>The finalised Landscape Strategy for the National Park will provide a framework to guide and inform landscape change by recognising the character of each landscape, the values placed on them, and the activities likely to bring pressure on them.</p> <p>The Output will be a Landscape Strategy and Action Plan which will involve significant stakeholder engagement. This will form a key contribution to implementation of the European Landscape Convention in the Peak District.</p>
	<p>Peak District Strategic Flood Risk Assessment for LDF Level 1, Vol 1. Draft (March 2008), report by Halcrow for Derbyshire Dales DC, High Peak BC, Peak District NPA</p>
	<p>The purpose of the SFRA is to assess and map all forms of flood risk from groundwater, surface water, sewer and river sources, taking into account future climate change predication. This provides an evidence base to locate future development primarily in low risk flood risk areas.</p> <p>This profile shows that although in the Peak Sub-region there is less than 10% of land in Flood Zone 3, flood risk is a significant factor in planning of new development and some existing defences require improving, on primary sources. The Draft SRFRA sets out relevant policies to be incorporated in LDF documents.</p> <p>The evidence base for helping the PDNPA to prepare sustainable policies for the long-term management of flood risk.</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<p>Although the EM RSS Plan states that the annual average housing provision rate between 2001 and 2026 for the PDNPA will be zero, the authority will need to apply the Sequential Test to all other development sites within the 'high' and 'medium' flood zones to demonstrate that there are no reasonably available sites in areas with less risk of flooding that would be appropriate to the type of development, or land use proposed.</p>
Derbyshire Gypsy and Traveller Accommodation Assessment (2008)	
	<p>The main objective of this study was to assess the need for additional authorised Gypsy and Traveller site provision within Derbyshire in at least the next 5 years. Identified broad location of where any additional sites should be located, and to have these apportioned to local authorities.</p> <p>A secondary objective was to assess the needs of people living on existing sites in terms of any extra service provision that may be required.</p> <p>This study applies to the whole of the National Park area.</p> <p>The main objectives of this study were to assess the need for additional authorised Gypsy and Traveller site provision within Derbyshire in at least the next five years, and to assess the needs of people living on existing sites.</p> <p>There is a large amount of national legislation and guidance relating to Gypsy and Traveller policies which should be taken into consideration when producing more local guidelines.</p> <p>A national study conducted in 2003 estimated that 1,000-2,000 additional residential pitches and 2,000-2,500 transit pitches were required, an increase of between and third and a half.</p> <p>Current guidance encourages local authorities to take a more inclusive approach and assess Gypsy and Traveller needs alongside Housing Needs Surveys.</p> <p>Circular 1/06 (which replaced Circular 1/94) encourages local authorities to provide more authorised sites and grants have been made available for this. It also gives guidance on where sites should be located.</p> <p>In total, the study identifies a need for 58 extra residential pitches to be provided in Derbyshire over the next five years;</p> <p>The study identifies that the provision should continue to predominantly occur in Derby UA, and, provisionally based upon waiting lists for existing sites, North East Derbyshire District and South Derbyshire District.</p> <p>The National Park Authority will need to ensure that the requirements for new Gypsy and Traveller sites are met, and that the quality of these sites is in accordance with the recommendations of this study.</p>
River Derwent Strategy	
	<p>The River Derwent itself, is one of the most intensely managed rivers in England and parts of the river have been highly modified; a legacy of the industrial revolution and the use of water for energy. The catchment contains 3 Special Areas of Conservation (The Peak District Dales, Gang Mine and Bee's Nest and Green Clay Pits) and 1 Special Protection Area (The South Pennine</p>

Overall Aim or Purpose of Document	Objectives / Targets
	<p>Moors {Dark Peak}). The integrity of the moorland sites determines their capacity to hold water and to contribute towards flood management.</p> <p>Several SSSIs are of particular relevance to the strategy. The River Lathkill Riverine SSSI is famous for its purity and clarity and rises and flows through a limestone dale. The Cromford Canal SSSI from Cromford to Ambergate is a good example of eutrophic freshwater water with a rich submergent and emergent aquatic flora. Ogston Reservoir SSSI is important for its wintering wildfowl and late summer wading birds. The catchment supports important species including bats, great crested newts and otters which are protected by European legislation. Local Biodiversity Action Plan (BAP) species such as water vole and Derbyshire feather moss are also present in the catchment. Wetlands and riparian habitats have declined in the catchment. Reduction in the water table, raising of the floodplain and inappropriate development have led to the severance of rivers from adjacent land and the subsequent loss of natural processes associated with washlands. Of primary importance in arresting this impoverishment is English Nature's Position Statement "Managing Floodplains to Reduce Flood Risk and Enhance Biodiversity", which promotes a strategic approach to flood management and the Agency/English Nature signed "Protocol for Flood Management and Conservation" (March 2003).</p>
Derby AQMA Action Plan	
	<p>Investigations into air quality in Derby showed that levels of benzene, 1,3-butadiene, lead, sulphur dioxide and carbon monoxide would all meet the standards throughout the City. Only levels of very small particles (PM10) and nitrogen dioxide were expected to be above the standard in some locations. These areas have been designated Air Quality Management areas (AQMAs).</p> <p>This Action Plan has been developed to reduce emissions in the nitrogen dioxide AQMAs. It sets out proposals to enable the Council to act in pursuit of bringing air quality within statutory limits. The boundaries of these areas are shown in blue on the map below. The two areas are called the Inner and Outer Ring Road AQMAs.</p> <p>Further investigations showed that the main source of nitrogen dioxide in the AQMAs is road traffic. Domestic, commercial and industrial sources also make a significant, but much smaller contribution.</p>

APPENDIX C
Baseline Information

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
Environment			
Landscape Character	<p>The National Park extends over 143,830ha of gritstone moorland and edges, limestone upland and dales.</p> <p>The Landscape Character Assessment highlights that the National Park and its surrounding area has been divided into a series of eight Regional Character Areas representing broad tracts of landscape which share common characteristics. The three main character areas are Dark Peak, the White Peak and the South West Peak.</p> <p>This includes broad open moorlands, more intimate enclosed farmlands and wooded valleys. The landscapes have been shaped by variations in geology and landform and the long settlement and use. A variety of other habitats such as hay meadows, limestone heath, lead rakes and dew ponds are also important at a national level, and contribute to the landscape character.</p> <p>Linear features (1991 stats) include: 8,756km of drystone walls and banks; and 1,710km of hedgerows</p> <p>Nearly all of the land in the Peak Park is privately owned. Some of the farms may not be owned by farmers, but by other landowners including the National Trust and the Water Companies.</p>	Under present conditions it is likely that moorland condition will continue to decline due to over-grazing, inappropriate moorland burning and air pollution.	<p>Private ownership of land can restrict landscape and biodiversity improvements.</p> <p>Over-grazing and inappropriate moorland burning can lead to loss of habitat and negatively affect the landscape.</p>
Biodiversity	Conservation designations:	Several species are already extinct	Additional species to those

Table 4.1: Baseline Information

Baseline Information	Trends	Key Issues - (key characteristics significantly affected)
<ul style="list-style-type: none"> • Natura 2000 sites account for 33% of the Park covering 47,022 ha; • Sites of Special Scientific Interest (SSSIs) cover 35% (50,000 ha); • Dovedale National Nature Reserve accounts for 0.25% (356 ha); • Environmentally Sensitive Areas cover 74,788ha. <p>72% of the SSSIs are in unfavourable condition (2003), compared to 4% nationally, and approximately 61% of all upland SSSIs.</p>	<p>within the National Park, including the black grouse, dormouse and lady's slipper orchid. Due to loss of habitat, some once common birds are now in rapid decline, including the skylark, song thrush and grey partridge.</p> <p>Protected species procedures (PPS9) are reported to be working well and are considered to be making a significant contribution to bat conservation.</p> <p>Wildlife may be disturbed by the level of use on some of the 32,143ha of moorland that are open to the public. Moorland birds (and sandpipers on the banks of streams and reservoirs) nest and roost on the ground and are therefore especially sensitive to people passing by. Orienteering, mountain biking and hang gliding are likely to cause unexpected disturbance.</p>	<p>identified will continue decline, or become extinct.</p> <p>Permanent alternations to the weather will also contribute to changes to the landscape, rare habitats and species. Those on the edge of their range within the Park may decline, degrade or disappear (such as peat bogs and Jacob's Ladder) and be replaced by others.</p> <p>Moorland condition affecting biodiversity will continue to decline due to over-grazing, inappropriate moorland burning and air pollution. Improved grassland (where fertilisers and herbicides are used) will also affect biodiversity.</p> <p>Disturbance by recreational use and human activity is also a concern for some species and habitats.</p> <p>The loss of surface remains referred to under the historic</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
			environment is also having a negative impact on ecological communities.
Geology	There are three main types of rocks underlying the National Park: - Limestone, in the south and centre of the Park, forming the White Peak; Millstone Grit, forming a horseshoe shape around the Park, which is called the Dark Peak; Shale, a softer rock which lies at the foot of the Millstone Grit edges and forms the fertile valleys of the Park.	Permanent alterations to the weather may contribute to changes to the underlying geology.	Extant permissions for mineral operations could also be a threat.
Historic Environment	<p>Within the National Park there are 457 Scheduled Monuments including Arbor Low stone circle and Mam Tor hill fort. There are 109 Conservation Areas, and a total of 2,897 listed buildings, of these:</p> <p>Grade I = 49 Grade II* = 105 Grade II = 2,745</p> <p>Currently only 44% of the National Park archaeological features have been surveyed.</p> <p>The National Park includes a number of registered historic parks and gardens including Chatsworth House and Haddon Hall.</p>	<p>222 listed buildings are 'at risk' (7.3% of the Listed Building stock), without funding, this number will continue to rise as more fall into disrepair than are rescued.</p> <p>Around 59% of the National Park remains unsurveyed for its archaeological content and the condition of known archaeological features in the Park are not monitored.</p>	<p>The conservation of the landscape can be threatened by the trend towards larger fields, post and wire fences. It is also reliant on Environmental Stewardship agreements with farmers to protect the historic environment.</p> <p>A survey of lead mine surface remains has shown a dramatic loss of leadmine waste hillocks and associated features (since World War II) due to removal through agricultural and industrial purposes.</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
			<p>A further issue identified by the PDNPA is the need to achieve a balance between enabling settlements to develop and maintaining their local character reflecting in particular the historic environment for instance recognition needs to be given to the key differences between settlements on the limestone plateau and gridstone.</p> <p>Over grazing of moorland discussed above also has an impact on archaeology.</p>
Climate change	<p>The National Park's location and altitude of between 100m and 623m above sea level dictates the climate. This means there is higher rainfall, lower temperature and lower sunshine hours overall than the average for England and Wales.</p>	<p>From 1993 to 2003 on average, the Peak District experienced less rain, more hours of sunshine, higher temperatures and lower wind speeds, compared to the average for 1961 to 1990, indicating a warmer, calmer environment. There has also been a fluctuation in the annual rainfall during 1998 to 2003.</p> <p>Climate change predictions from</p>	<p>Increased temperatures and changes in the weather will affect the economy of the National Park, particularly farming and tourism.</p> <p>Permanent alterations to the weather will cause changes to the landscape, rare habitats and species of the Peak District.</p> <p>There will be more frequent moorland fires due to drier</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
		<p>April 2002 (Environment Agency) suggest that England's temperature could rise between 2° and 3.5° by 2080, and by up to 3° by 2100 in the East Midlands.</p> <p>According to the SFRA, this could lead to the following effects:</p> <ul style="list-style-type: none"> • The current Flood Zone 2 (1 in 1000 year return period) will, over a period of 50 to 100 years, become Flood Zone 3 (1 in 100 year return period) • The current Flood Zone 3a (1 in 100 year return period) will become Flood Zone 3b, functional flood plain (1 in 20 year return period) 	<p>summers and flooding, from higher rainfall in winter.</p>
Air quality	<p>Air pollution is within allowable limits and many pollutants have reduced in the last five years. Nationally NO₂ emissions declined by 13% between 1970 and 1996, but between 1996 and 2000 NO₂ levels increased significantly at Bakewell, Baslow and Bradwell.</p>	<p>Nationally, the levels of main pollutants are declining, which is similar for the Park's overall monitoring sites overall. Poor air quality is the third biggest factor in degrading the quality of SSSIs. However, Acid Rain has affected</p>	<p>The quality of air within the Park is largely determined by the conditions from the surrounding areas outside, and by traffic. Certain weather conditions mean that cross-boundary and trans-country pollution occurs.</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
		<p>the Peak Park's moorlands for 200 years. Oxides of sulphur and nitrogen are emitted from factories and power stations and also from cars. These emissions particularly affect mosses and lichens and have been responsible for the decrease in sphagnum moss.</p> <p>Nitrogen Dioxide and PM₁₀ emissions are likely to increase in relation to traffic growth on cross-Park routes. Other sources include large-scale combustion – this relates to the cement kiln at Hope Park and the deposition plume of a neighbouring power station.</p>	<p>Recent developments including incinerators and industrialised tyre burning are considered to require monitoring.</p>
Noise and light pollution	<p>The outline and area of the Park is clearly visible for its lack of light pollution.</p> <p>There is noise and general disturbance associated with mineral extraction operations at certain sites. For example, at Backdale complaints refer to operations commencing in the early hours of the morning (5:00am) working a 13 hour day, and over the weekend.</p> <p>Various forms of motor sports are also practised in the National Park, but the Authority's policy is to</p>	<p>Levels of tranquillity in the National Park remain good. However, noise and light pollution in rural areas are increasing gradually across the country and this may continue within the National Park under gradual development pressure.</p>	<p>Noise is associated with transport movements and mineral extraction operations as well as quarry industry vehicle movements, cross park transport movements and motor sports.</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
	discourage these as they can cause damage to the landscape, intrusive noise and pollution to air or water.		
Social			
Population	<p>The National Park's resident population has remained at around 38,000 over the past decade. It is an ageing population and the average age is 43 years (compared to a national <u>average</u> of 38.6).</p> <ul style="list-style-type: none"> • 18% of the population are aged under 16 years • 73% are aged 16-74 years • 9% are aged 75 and over • Less than 1% are from ethnic minority groups • There are 0.26 people per hectare compared to the national average of 3.77 	<p>When the anomalous large sites are excluded, the residual level of housing completions (48 per annum) is likely to lead to a population decline and changes in the population structure, with 47% of the population aged 60 and over in 2026, and 20% aged 75 and over.</p> <p><i>The Annual Monitoring Report (2006/07)</i> estimates that between 2001 and 2026 the likely scenario is that the population of the Park will fall by around 6%; the working age population will fall by around 29%; and the population aged 60 years will rise by around 47%.</p>	<p>Rural isolation, market conditions and small populations may result in the loss of vital services that keep village communities alive.</p> <p>Decline and ageing of the National Park's population will also affect the demographic make up of communities in certain areas.</p> <p>Findings show that a doubling of the building rate (e.g. to around 95 per year, might stabilise the population level but would also increase the overall numbers of elderly.</p> <p>Furthermore, there is no evidence to suggest that this level of development can stabilise local service provision, i.e. make shops, post offices and schools</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
			<p>which are more affected by local political, and commercial drivers.</p> <p>In constrained rural areas therefore the conclusion is that it is not possible to 'build your way' out of the problem : this would take so much development that it would be incompatible with the statutory National Park purposes.</p> <p>Policy will need to consider how best to tackle these issues in the context of National Park constraint.</p>
Housing	<p>The Derbyshire Structure Plan allowed for 1,000 new dwellings to be built during the Plan period 1991 to 2006 through a mixture of new build/conversions to meet local need. 1,512 dwellings were completed between 1991/92 and 2006/07 (one and a half times the 1,000 identified).</p> <p>A Housing Needs survey (2006/07) identifies that in Derbyshire Dales and High Peak the suggested thresholds for affordable housing should be based on an area-wide target:</p> <p>An area-wide target of 248 pa affordable homes over the next 5 years in</p>	Recent population projections (2007) indicate that population numbers will fall unless around 95 dwellings a year are provided.	<p>High house prices are one of the reasons for young people moving to other areas, this is also affected by the gap between wages and house prices.</p> <p>A large number of open market housing completions resulted from the change of use of large disused mills. There are now fewer in existence, so</p>

Table 4.1: Baseline Information

Baseline Information	Trends	Key Issues - (key characteristics significantly affected)
<p>the Peak sub-region. This number represents:</p> <ul style="list-style-type: none"> • 70% of the anticipated capacity of sites without planning permission and above the 15 threshold over the period 2006/7- 2010/11. 248 represent 41% of the overall requirement under the most favourable economic conditions (Table 12.2) • A target of 200 pa affordable homes on allocated and windfall sites in the urban areas. 200 is based on the survey evidence that the urban areas account for approximately 80% of the forecast shortfall (see Table 8.6a) • A target of 48 pa affordable homes on allocated sites and exception sites in the rural areas with 32 pa of these in the National Park. 48 is based on the survey evidence that the rural areas account for approximately 20% of the forecast shortfall – (see Table 8.6a) <p>Average household size has been decreasing in line with national trends, from 2.5 persons to 2.34 persons per household between 1991 and 2001.</p> <p>The number of households has risen to almost 16,000 (2001) and the number of household spaces is 17,196.</p> <p>The proportion of people living in the National Park owning their homes outright was much higher (42.9%) than England as a whole (29.2%, 2001). Around 4.1% of dwellings are second and holiday homes (compared to 0.6% nationally).</p> <p>The latest Housing Needs Survey (2007) indicates that 26.1% of households in the rural areas were found to be living in problem housing. The Peak National Park Authority areas within High Peak Borough and</p>		<p>completion rates will fall.</p> <p>If present trends and forecasts continue there will be less affordable housing completed than anticipated in the Structure Plan, but all other housing types will be well above.</p> <p>The annual housing report shows that over the last 5 years there are 130 commitments for local needs housing, whereas in the previous 5 years there were only 32. While the overall number of units may fall as the larger brown field opportunities dry up, the proportion of commitments that are for local needs housing is expected to rise.</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
	Derbyshire Dales District have the highest number and proportion of households in problem housing.		
Access to services	<p>Village services continue to decline with shops, post offices, pubs and banks closing. The National Park has proportionally fewer services per parish than nationally.</p> <p>The number of supermarkets in and around the Park has almost doubled between 1995 and 2002.</p> <p>A Countryside Agency survey (2000) found that with the exception of doctor's surgeries, there were proportionally fewer services per parish than nationally. 7 parishes did not have any services, and a further 14 had only 1 service; 21 parishes (17%) did not have a scheduled bus service (similar to national average of 16%).</p>	51 parishes have seen a loss of services since 1994, and this trend has been accelerating.	<p>Smaller settlements will continue to find it difficult to sustain services required, and coupled with a falling (and increasingly elderly) population this will affect the labour supply and rural businesses, as well as affecting the costs of maintaining public services.</p> <p>But note the statistic about local supermarkets increasing in number. Policy will need to take into account the ability to access services, whether they are actually in the settlement or brought to it via mobile services, or by transport options taking people to the services.</p>
Health	Just under one third of the population of 28,000 considered themselves to have a limiting long-term	The Peak District is slightly better than the average in England, falling	The effects of prolonged exposure to radon from

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
	<p>illness (similar to the national figure).</p> <p>Levels of radon are relatively high within the Peak District. Half the Park's parishes need full radon precautions, and a further fifth need secondary radon precautions to be incorporated into the design of new dwellings.</p> <p>There is a common commitment to healthy communities across the Community Strategies of constituent authorities that share the National Park area.</p>	<p>in the top 40% of authorities with the healthiest and least disabled populations.</p>	<p>underlying rock strata could increase the risks of lung cancer on the population.</p>
Crime and Safety	<p>The Peak District National Park tends to show less experience of crime with 89% of the Super Output Areas (Index of Multiple Deprivation, 2004) scoring between -1.2 and -0.2 indicating that there is little crime within the Park, compared to England as a whole.</p>	<p>Index of Multiple Deprivation 2004 for National Park:</p> <p>Crime (April 2002-March 2003)</p> <p>Burglary (4 recorded crime)</p> <p>Theft (5 recorded)</p> <p>Criminal damage (10 recorded)</p> <p>Violence (15 recorded)</p>	<p>Maintaining low levels of crime</p>
Education and Engagement	<p>The National Park is surrounded by urban areas, and local authorities and voluntary groups such as Sheffield Black and Ethnic Environmental Network play a full role in the MOSAIC project.</p> <p>Losehill Hall, the Peak District National Park's Study Centre, provides a range of learning opportunities for</p>	<p>Government policy approaches seeks to encourage greater engagement with disabled, black and minority ethnic people and those living in areas of multiple deprivation, as well encouraging</p>	<p>Encouraging and actively engaging with new audiences and children to participate in learning and outdoor activities.</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
	people of all ages and encourages them to find out more about looking after the Peak District National Park. The Education Service offers advice and information to schools, as well as organising educational visits for schools and colleges.	children to participate in outdoor activities in areas such as the National Park.	
Tourism and recreation	<p>The National Park is easily accessible to millions of people. In 1991, 32% of England's population lived within one hour's drive of the National Park.</p> <p>85% of tourists arrive by car, and many continue to use their cars to tour around the National Park. Day visitors are the main type of visitor (77%) spending on average £3.30 per day, and those staying spend an average of £25.72 per day.</p> <p>Most visitors come from Derbyshire (14%), South Yorkshire (13%), Cheshire (12%) and the other Counties that are partly within the National Park. Over 60% of all recreational visits to the National Park are made during the months of May to September. In a typical summer week over 500,000 visits are made, while a typical low season week may have over 250,000 visits. Sundays are the busiest day.</p> <p>Gateways to the National Park (outside the Park itself) include Ashbourne, Buxton, Glossop, Matlock, Wirksworth and Derwent Valley Mills World Heritage</p>	<p>The increasing provision of holiday accommodation, particularly self-catering accommodation by conversion of traditional buildings on farms, is seen to have helped farm businesses to survive during the difficult times of BSE, Foot and Mouth, and changes in grant regimes.</p> <p>The Peak District 'brand' is considered one of the strongest in the East Midlands due to the beauty of the area.</p> <p>The Management Plan is seeking to shift the emphasis from passive to active recreation provision for visitors and local residents. This is to include active sports such as cycling, mountain biking, and canoeing in suitable locations.</p>	<p>To retain ease of access to the Park from surrounding areas for short day visits by encouraging sustainable forms of transport, as well as benefiting the local economy and tourism sector.</p> <p>Some activities threaten the 'wild' and more tranquil areas of the National Park which are valued for quiet enjoyment.</p> <p>Some of the most popular honeypot areas attract large numbers of visitors resulting in overcrowded car parks, blocked roads, and overstretched local facilities - particularly on summer Sundays.</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
	<p>Site.</p> <p>The level of farm-based holiday accommodation increased by 45% between 1991 and 2000, and is an important part of rural regeneration.</p>		
Rights of Way and Open Access	<p>In total 52,432 ha of the National Park (37%) is open for public access. The CROW Act 2000 created a new right to access open country and in 2004 significant new areas of the Peak District were made available for open access.</p> <p>The Public Rights of Way include:</p> <p>Public Rights of Way (PROW) account for 2,459km</p> <p>Footpaths 2,136km</p> <p>Public Bridleways 293km, and other PROW 30km</p> <p>Routes suitable for wheelchairs have been developed; an adapted fishing platform has been provided at Ladybower.</p>	<p>A number of trails within the National Park pass along old railway lines and could be affected by future railway development. Some could be safeguarded for future schemes.</p> <p>The Park Recreation Forum alongside the Local Access Forum, the Stanage Forum and the Hope Valley Forum are tackling access issues arising including the use of trail bikes and off road vehicles, and a constructive way for all recreation interests to share views.</p>	<p>Many thousands of tourists hike over the moors, wearing away the sparse vegetation and exposing the bare soil (inc. peat) which is then subject to erosion.</p>
Leisure and culture	<p>The <i>Cultural Heritage Strategy</i> implemented through the Park Management Plan recognises the integral role people play in defining the cultural heritage of the area. Cultural traditions such as well dressing are an important part of local tradition. Other events include Victorian markets, Village in Bloom and Open Festivals.</p>	<p>The Peak District Annual Paper in 2002 advertised 820 events in 2003 (compared to 896 in 2002).</p> <p>The Peak District National Park Interpretation Team works with partners and local communities on projects that help people</p>	<p>Young people in particular find it difficult living in isolated villages where there are fewer services and cultural activities available.</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
		understand the environment and the rich cultural heritage of the Park. Interpretation panels, leaflets and trails help to provide visitors with information.	
Economy			
Employment characteristics	<p>The main employment for National Park residents is professional, managerial and administrative jobs (38%).</p> <p>25% of residents are self-employed;</p> <p>24% are employed in tourism and catering;</p> <p>19% are employed in manufacturing;</p> <p>12% of jobs are in agriculture, forestry and fishing; and</p> <p>12% of jobs are in quarrying</p> <p>Unemployment rates are lower than nationally (1.9% in the Park compared to 3.3% nationally).</p> <p>Businesses in the Park tend to have fewer employees than regionally or nationally, and wages tend to be lower.</p> <p>Approximately half of the working population of the National Park commute out of the Park to work, and 4 out of 10 jobs in the Park are filled by workers living outside its boundaries.</p>	<p>The traditional economic bases of farming, quarrying and manufacturing have suffered job losses in recent years. In 2001, mining and quarrying accounted for only 304 jobs, but over 3,000 people were working in agriculture.</p> <p>There has also been an increased reliance on seasonal employment as part of the tourist economy.</p>	<p>Increase in seasonal and part-time jobs as a proportion of Park employment, combined with loss of jobs in the traditional employment activities of farming, quarrying and manufacturing.</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
	Tourism provides a third of all employment in the Park, but such jobs are often low paid, low skilled and seasonal by nature.		
Transport and access	<p>The number of cars owned by residents continues to be higher than nationally, and is increasing. In 2001, 86% of households had access to a car or van compared with 73% in England. The number of vehicles per household rose to 1.5 in the Park compared with 1.1 nationally.</p> <p>The Park is at the hub of trans-Pennine routes linking the surrounding conurbations; this also generates additional commercial and business traffic on cross-Park journeys.</p> <p>A small number of significant industries have to transport locally derived products from the area – this applies to quarrying industry and farming.</p>	<p>Traffic has increased on all roads around the Park and there are indications that average car occupancy is decreasing.</p> <p>The number of trains stopping within the Park at least once has increased, but scheduled buses have shown a slight decrease.</p> <p>The Hope Valley Community Rail Partnership aims to encourage the use of buses and trains within this valley.</p>	<p>It will be necessary to encourage environmentally sustainable modes of transport and to locate new development in places that minimise the need for additional journeys by private car.</p> <p>The retention of public transport services for people living within the Park and visitors is essential.</p> <p>Residents within the National Park want to see less traffic and signage within villages.</p>
Market towns and villages and rural deprivation	<p>There is only one settlement with a population of 3,000+ Bakewell, where 10% of the population of the National Park live. The remainder of the population live in the other small town of Tideswell and the 100 villages and hamlets.</p> <p>There are wards within both Derbyshire Dales District and High Peak Borough that qualify for Objective 2 funding.</p> <p>Characteristics of the National Park are low levels of</p>	<p>A total of £7.639m has been made available to the Peak District Objective 2 Programme up until 2008. This is implemented through the Rural Action Zone which is made up of public, private and voluntary sector partners from across the wider Peak District (whole of Derbyshire Dales and High Peak, plus some parts of north</p>	<p>The purpose of the RAZ is to stimulate economic development and regeneration activity within the wider Peak District to encourage economic development and regeneration to the area in order to create a 'high skills – high wage economy.</p> <p>There is a shortage of modern</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
	unemployment, a high share of knowledge workers, a developing tourism sector, an iconic Peak District brand, attractive market towns and rural landscapes and a high quality of life.	and east Staffordshire.) A weakness of the local economy include a declining economic base, below regional average GDP per head, below regional average activity rates amongst women and below regional average educational attainment.	office accommodation and few appropriate development sites, combined with poor access to services, and poor road and rail connections.
Prudent Use of Resources			
Agriculture and soils	In 2002 there were 2,555 agricultural holdings, 11% of these had no farmland attached. The average holding size was 57ha.	A move away from dairy farming, in favour of farms with cattle, sheep, pigs and poultry. The number of cattle and sheep has declined by 10% between 2000 and 2002. Increase in agricultural holdings, but a decrease in their size. The National Park Hay Meadow Project found a 50% loss and an additional 26% decline in hay meadows between the mid 1980s and mid 1990s. A follow-up survey highlighted a further 25% loss/or decline in the quality of meadows with the greatest losses occurring	Many Peak farms are dependent on subsidies, therefore reviews of CAP and agri-environment schemes will also have significant effects. Biodiversity interests may be affected by a decline in hay meadow, pasture and rough grazing conservation. Policies on agricultural buildings are considered likely to have an effect on stock numbers and out-wintering of stock, and this may have adverse implications for hay meadow, pasture and rough grazing conservation.

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
		in intensive dairy areas such as Peak Forest.	Private ownership of land can restrict landscape and biodiversity improvements.
Woodlands	<p>80 % of limestone ash wood habitat (ancient woodland and other semi-natural woodland sites) within the Peak District falls within SSSIs. The majority is also within the Peak District Dales cSAC.</p> <p>Approximately 625 ha (28 - 30%) of upland oakwoods are included within SSSIs. Several upland oakwoods are included within the South Pennine Moors cSAC. A number of oakwoods are identified as Wildlife Sites.</p> <p>The Peak Park Authority manages 480 hectares of woodland and is involved in encouraging others to manage their woodland. The Water Companies and Forest Enterprise (own large areas of coniferous woodland, mostly in water catchment areas).</p>	<p>The National Park BAP (2001) indicates trends for woodlands:</p> <p>Upland Mixed Ash Woodland (priority habitat) (approx 900 ha) moderate increase over last 200 years (2001).</p> <p>Upland Oakwood (priority habitat). 2050 – 2020 ha. Between 1909 and 1974 there was a loss of 8-68% in different areas. However, currently the extent is stable although the quality is gradually declining locally.</p> <p>Wet Woodland (priority habitat). Estimated at approximately 200 - 250 ha. Historical decline but currently stable.</p> <p>Lowland Wood-pasture and Parkland (priority habitat).</p>	Maintaining favourable conditions for key woodland habitats through appropriate management regimes by working with private landowners and farmers.
Renewable energy	Only small installations are permitted in the National Park. In 2006/07 three domestic solar energy collectors and one domestic wind turbine were completed with a	It is likely that renewable energy schemes will continue to be based on small scale projects and	There is a need to encourage the use of renewable energies, and the conservation of energy in

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
	total capacity of 24kW	bioenergy from agriculture and forestry.	homes and businesses.
Minerals and Quarrying	<p>Many of the quarries and mines in the Peak District were operating before the area became a National Park. The National Park boundary was drawn so that it excluded many of the main limestone quarries in the Buxton area.</p> <p>There were 27 active surface workings on 1,273ha and 1 active underground working (170ha) recorded in 2007. A further 5 inactive surface workings, and 2 inactive underground workings were recorded, and 2 dormant surface workings, and 3 dormant underground workings (2007).</p> <p>Of the 27 active surface workings in October 2007, 5 quarried vein minerals, 11 quarried limestone, 10 quarried sandstone and one quarried shale. The total area covered by active sites was 1,274 ha. The total area covered by all sites – including both inactive sites and sites in the process of being restored on in aftercare – was 1,475 ha. This represents about 1% of the PDNP area. There was just one underground site in operation in 2007.</p> <p>Limestone from the Peak District is supplied to the East Midlands, North Western and Yorkshire regions.</p>	<p>The rate of limestone extraction rose from 1.5 million tonnes in 1951 to a peak of 8.2 million tonnes in 1991, but has since declined to around 4.7million tonnes in 1999/00. Changes in the industry towards greater efficiency continue (through company mergers/take-overs), with reduced employment and increases in extraction rates.</p> <p>In recent years there has been an upturn in sales of gritstone for dimensional/building stone uses. Reworking of lead spoil heaps associated with old workings is generating concern for conservation of valued cultural and national heritage features.</p> <p>Extraction is likely to persist in the National Park as some minerals are difficult to find elsewhere. However, this is likely to be at a lower scale as Minerals Authorities</p>	<p>Mineral extraction is traditional and important to the local economy but leaves scars on the landscape, and causes pollution and traffic congestion.</p> <p>The supply of local building and roofing stone to the repair of historic buildings and structures and for new buildings is an issue in the National Park and is being considered in the context of the Minerals Development Framework.</p> <p>The Peak District National Park Authority is to challenge a High Court ruling over its enforcement action to control the extent of limestone quarrying at Backdale on Longstone Edge</p>

Table 4.1: Baseline Information

Baseline Information	Trends	Key Issues - (key characteristics significantly affected)
<p>Today there are 11 active limestone quarries in the PDNP. The largest quarries are at Hope (owned by Lafarge Cement (UK) Ltd) and Tunstead/Old Moor (owned by Tarmac Central Ltd, trading as Buxton Lime Industries Ltd). Limestone is quarried for cement at Hope works. There are extensive permitted reserves at Hope and Tunstead/Old Moor.</p> <p>Limestone is also used for aggregate production. The East Midlands Regional Spatial Strategy (RSS8) sets out the aggregate apportionment for each Authority. For the PDNP this is currently set at 66.9mt over the period 2001-2016, representing an annual rate of 4.18mt per annum. This figure is derived from the East Midlands Aggregate Working Party (EMAWP), which meets regularly to discuss aggregate production and related issues in the region.</p> <p>Sandstone - ten quarries extract sandstone mainly for use as building stone. The largest quarries are at Grindleford, Stanton Moor and Glossop. The stone is used in local buildings either for walls or as details such as cornerstones and quoins on limestone buildings. It is also used in other parts of the country, particularly for new build and restoration work on historic buildings. The PDNP has around 9mt of gritstone/sandstone permitted reserves. The permitted aggregate reserve</p>	<p>are increasingly attempting to meet their apportionments from outside the Park boundary.</p>	

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
	<p>for gritstone was around 183,000 tonnes at the end of 2006.</p> <p>Vein Mineral Ore - the PDNP is a major source of vein mineral ore (including fluorspar, barytes, calcite and lead). About 400,000 tonnes of vein minerals are extracted each year. Most is processed at Cavendish Mill, near Stoney Middleton.</p>		
Waste Planning	<p>The quantity and variety of types of waste generated within the National Park are relatively low and limited when compared with the surrounding areas due to the Park's rural nature, economy and relatively low density of population. They are generally restricted to inert, domestic, commercial and industrial waste categories.</p> <p>In 2006/07 the National Park recorded the following achievements for waste management:</p> <ul style="list-style-type: none"> • 18% of waste was recycled (3,551 tonnes); • 14% was composted or treated by anaerobic digestion (2,703 tonnes); • 4% (847 tonnes) was used to recover heat, power or other energy; • 63% was sent to landfills (12,264 tonnes) 	<p>There are fewer 'active waste disposal sites' in the Park now than in the past few years. There are also increasing numbers of unauthorised waste disposal sorting and/or treatment operations.</p>	<p>There will be increased levels of recycling required as councils are required to hit 'targets' for domestic recycling.</p> <p>There may be increased demand for locally sited recycling sites within villages.</p>
Water and Flood Risk	<p>River water quality is generally good or very good except at the lower end of Strines Dyke and on the</p>	<p>In recent years the Environment Agency have explored scope for</p>	<p>Threats to water quality are from farming practices that</p>

Table 4.1: Baseline Information

Baseline Information		Trends	Key Issues - (key characteristics significantly affected)
	<p>River Wye, near Buxton sewage works' outflow.</p> <p>The River Derwent catchment contains 3 SACs and 1 SPA. The South Pennine Moors – Dark Peak and the integrity of the moorland sites determines their capacity to hold water and contribute towards flood management.</p> <p>Many valleys are dammed and flooded to create reservoirs where water is stored to supply the towns and cities around the Peak Park (such as Leicester and Nottingham). There are 55 reservoirs of over 2 hectares in the National Park. These supply around 450 million litres of water a day.</p> <p>Percentage of rivers rated 'good' or 'fair' (2000) is 99.57% (Environment Agency)</p> <p>The River Derwent catchment contains 3 SACs and 1 SPA. The South Pennine Moors – Dark Peak and the integrity of the moorland sites determines their capacity to hold water and contribute towards flood management.</p>	<p>flood defence schemes along the River Wye through Bakewell and Ashford in the Water.</p> <p>Problems have occurred at Stoney Middleton when a tailings dam burst flooding the village and closing the A623. A major flood event also occurred in 1989 in the Wildboarclough/Kettleshulme area.</p>	<p>release chemicals that are harmful to wildlife into the water, and from flooding.</p>

APPENDIX D
Refined Options Assessment

Key:

+	Likely to have a positive impact
0	Likely to have no/neutral impact
-	Likely to have a negative impact
+/-	Mixed /uncertain impact

Climate Change and Natural Resources														
	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	13. Promote a healthy Park wide economy	12. Encourage better access to a range of local centres, services and amenities	11. To help meet local need for housing	10. Promote good governance	9. To promote access for all	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	7. To achieve and promote sustainable land use and built development	6. To develop a managed response of climate change	5. To minimise the consumption of natural resources	4. To protect and improve air, water and soil quality and minimise noise and light pollution	3. To preserve, protect and enhance the National Park's historic and cultural environment	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	1. To protect, maintain and enhance the landscape and townscape of the National Park
Issue 1: The scale of energy installations														
Option 1.1: Only permit small scale technologies to meet the local needs of the area. The definition of small scale would be clarified in a reviewed SPD.	0	+/-	0	0	0	0	0	0	+/-	+/-	+	+	+	+
Option 1.2: As option 1 but take a stronger line to insist on all other options being explored (including greater requirement for energy efficiency, non-development, or undergrounding solutions (e.g. ground source heat pumps) before permissions for utilities infrastructure are granted. Seek review of Energy SPG to SPD. Should be informed by LCA.	0	+/-	0	0	0	0	0	0	+	+	+	+	+	+
Option 1.1: Effects will be slightly dependent on the type of technologies; this option would be strengthened if it clarified which type of small scale technologies preferably renewable e.g. as defined in PPS22. Only permitting small scale energy installations will help protect the landscape character of the area, the historic														

Climate Change and Natural Resources

14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
13. Promote a healthy Park wide economy
12. Encourage better access to a range of local centres, services and amenities
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1. To protect, maintain and enhance the landscape and townscape of the National Park

environment, biodiversity, soil and reduce noise and light pollution. However dependent on local characteristics small scale installations may be less efficient than larger scale operations, this approach may also not be maximising the potential of the area in terms of producing energy by only allowing small scale installations that meet local needs, missing the opportunity to maximise reductions in natural resource consumption and reducing greenhouse gas emissions. Economic opportunities from energy may also be missed. We do however recognise that the Draft East Midlands RSS which states that large scale renewable generation will always be difficult to accommodate because the Peak sub-area is mainly within or close to the National Park.

Option 1.2: This option is likely to have similar effects to option 1 but the positive effects on landscape character, historic environment, biodiversity, soil and reduce noise and light pollution are likely to be more significant and this approach helps to ensure that the most suitable options are considered. Reducing the overall need for energy will always have more positive than increasing energy production.

These options would deliver more positive benefits if a clearer definition of 'energy installations' was given - preferably renewable energy installations.

Issue 2: Spatial Distribution of Renewable Energies

Option 2.1: Identify those areas where there should be strict protection (e.g. Natural Zone) and those areas where there may be scope for encouragement of micro-renewables. To be informed by LCA and newly commissioned energy study	+	+	+	+	+/-	+/-	+/-	0	0	0	0	0	+/-	0
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Climate Change and Natural Resources														
													14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	0
													13. Promote a healthy Park wide economy	0
													12. Encourage better access to a range of local centres, services and amenities	0
													11. To help meet local need for housing	0
													10. Promote good governance	0
													9. To promote access for all	0
													8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	0
													7. To achieve and promote sustainable land use and built development	+
													6. To develop a managed response of climate change	+
													5. To minimise the consumption of natural resources	+
													4. To protect and improve air, water and soil quality and minimise noise and light pollution	+
													3. To preserve, protect and enhance the National Park's historic and cultural environment	+
													2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	+
													1. To protect, maintain and enhance the landscape and townscape of the National Park	+
Option 2.2: Consider all applications in the context of landscape and design policies and renewables SPG and don't specify search areas.														0
<p>Option 2.1: This option has the potential to significantly benefit the natural environment, as with the Issue 1 options, whilst offering greater protection to the environment. However it offers little flexibility. Whilst the encouragement of micro renewables in certain areas will be beneficial for resource use and reduction of greenhouse gas emissions, identifying zones where renewable are strictly not allowed may prohibit any effective renewable development as permitted sites may not be suitable in terms of the characteristic required for energy production.(We do recognise, however, that Schedule 3 of the Wildlife and Countryside Act 1985 required the identification of categories of land whose natural beauty is, in the option of the Authority, particularly important to conserve).</p> <p>Option 2.2: Option 2.2 allows for more flexibility whilst still affording protection to the natural environment. Given the threat and challenges of climate change renewable energy production should and needs to be proactively encouraged. Effort needs to be put into minimise the impact of renewable energy and finding the most suitable forms of technology for particular sites so as to protect the special qualities of the National Park.</p>														
Issue 3: Incorporating on-site renewables and energy efficiency														
Option 3.1: Require all new development to incorporate some on-site renewables to supply a proportion of its energy needs (subject to sensitivity of buildings and their place within the landscape or														0

Climate Change and Natural Resources

14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car		0	
13. Promote a healthy Park wide economy		0	
12. Encourage better access to a range of local centres, services and amenities		0	
11. To help meet local need for housing		0	
10. Promote good governance		0	
9. To promote access for all		0	
8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds		0	
7. To achieve and promote sustainable land use and built development		+	
6. To develop a managed response of climate change		+	
5. To minimise the consumption of natural resources		+	
4. To protect and improve air, water and soil quality and minimise noise and light pollution		+	
3. To preserve, protect and enhance the National Park's historic and cultural environment		+	
2. To protect, enhance and improve biodiversity, flora and fauna and geological interests		+	
1. To protect, maintain and enhance the landscape and townscape of the National Park		+	
<p>Option 3.4: Should policy foster and promote sequential approach to energy hierarchy rather than renewables in the first instance to ensure best practice approach in delivering National Park Purposes, i.e.:</p> <ul style="list-style-type: none"> • Reduce the need for energy • Use energy more efficiently • Use renewable energy <p>This option could include reference to the Code for Sustainable Homes</p>			
<p>Option 3.5: Require any new development other than those listed below to supply a proportion of their energy needs by renewable energy or to require energy and water efficiency measures above the requirements of the current Building Regulations or by reference to the Code for Sustainable Homes. (Subject to sensitivity of buildings and their place within the landscape or settlement)</p> <p>Exceptions: Development for affordable housing; Conversions of traditional</p>			
		+/-	0

Climate Change and Natural Resources

<p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p> <p>13. Promote a healthy Park wide economy</p> <p>12. Encourage better access to a range of local centres, services and amenities</p> <p>11. To help meet local need for housing</p> <p>10. Promote good governance</p> <p>9. To promote access for all</p> <p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p> <p>7. To achieve and promote sustainable land use and built development</p> <p>6. To develop a managed response of climate change</p> <p>5. To minimise the consumption of natural resources</p> <p>4. To protect and improve air, water and soil quality and minimise noise and light pollution</p> <p>3. To preserve, protect and enhance the National Park's historic and cultural environment</p> <p>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</p> <p>1. To protect, maintain and enhance the landscape and townscape of the National Park</p>	<p>buildings to affordable housing; Conversions of listed buildings; Extensions to existing buildings including by conversion; Farm buildings with a low energy output; Other buildings exempt under SI 2007:991, The Energy Performance of Buildings (Certificates and Inspections) (England and Wales) 2007.</p>	<p>Option 3.1: This option has the potential to have a beneficial effect in terms of tackling climate change and reducing natural resource use whilst still protecting the landscape character and historic environment of the area. All forms of renewable energy need to be explored thoroughly to ensure that “<i>subject to sensitivity of buildings and their place within the landscape or settlement</i>” does not become a get out clause and the policy becomes weak. The threat of climate change and any negative impacts on buildings or the landscape need to be weighed up.</p> <p>Option 3.2: This option is a missed opportunity in tackling climate change, reducing the consumption of natural resources and also taking advantage of the economic opportunities that renewable energy can bring. By actively promoting renewable energy technology along with safeguards for landscape character and the other special qualities of the National Park it may help to find solutions to the energy needs of those living and working in the Park tackling climate change whilst protecting landscape character. Climate change is a serious threat to the National Park, one which cannot be ignored and a short term view to conservation taken.</p> <p>Option 3.3: should be stronger and require all new development to meet this target. ‘Major development’ will need to be defined more clearly. The sequential approach to the energy hierarchy should also be employed to ensure that the minimum scale of renewable energy is required for each development. Care needs to be taken to ensure that technical, landscape or environmental reasons don’t become a get out clause for providing any renewables. Effort and innovation should be</p>
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Climate Change and Natural Resources

14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
13. Promote a healthy Park wide economy
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1. To protect, maintain and enhance the landscape and townscape of the National Park

encouraged to find solutions that satisfy all criteria.

Option 3.4: This approach should always be promoted with regards to renewable. The less demand there is for energy the more positive effect there is on the environment and also on society through the reduced fuel poverty. The use of the Code for Sustainable Homes will help to provide an easily understandable and uniform criteria for developers and the Authority should push for use of the highest standard in the Code.

Option 3.5: This option will have similar effects to Option 3.1 but broadens the potential environmental benefits by allowing energy and water efficiency measures instead of solely the provision of renewable energy. This may be a more appropriate option in the National Park setting and reduces some landscape and historic environment concerns that may be associated with some forms of renewable energy. This option also reduces the risk that this requirement may have a negative impact on the economy of the Park by putting off investors / developers in the area with what may be seen as a difficult requirement to fulfil. The economic opportunity of developing new green technology and skills in the area however remains.

Issue 4: Flood Risk Reduction and Water Conservation

Option 4.1: Only locate new development in areas of no flood risk	+	+	+	+	+	+	+	0	0	0	+/-	+/-	0	+/-
Option 4.2: Locate new development in least risky areas, giving highest priority to Flood Zone I and to:	+	+	+	+	+	+	+	0	0	0	0	0	0	0

Climate Change and Natural Resources	
<ul style="list-style-type: none"> 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car 13. Promote a healthy Park wide economy 12. Encourage better access to a range of local centres, services and amenities 11. To help meet local need for housing 10. Promote good governance 9. To promote access for all 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds 7. To achieve and promote sustainable land use and built development 6. To develop a managed response of climate change 5. To minimise the consumption of natural resources 4. To protect and improve air, water and soil quality and minimise noise and light pollution 3. To preserve, protect and enhance the National Park's historic and cultural environment 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests 1. To protect, maintain and enhance the landscape and townscape of the National Park 	<ul style="list-style-type: none"> • Locating the most vulnerable elements of a development in the lowest risk areas. • Building resilience into a site's design (e.g. flood resistant of resilient design, raised floor levels) • Incorporating sustainable drainage and water conservation schemes, provided that ground conditions are appropriate. • Promoting environmental stewardship schemes to reduce water and soil runoff from agricultural land
<p>Option 4.1: This option will significantly benefit the natural environment and help adaptation to climate change as flooding is likely to become more frequent. Developing on areas of flood risk is likely to have negative economic and social consequences as well as exacerbating the flooding problem. However, care needs to be taken to ensure that other considerations are taken into account when siting development such as the impact on traffic volumes and congestion. This option may have a negative impact on the delivery of housing and the development of local amenities as it would prevent development on areas of land which may otherwise have development potential. It also precludes innovative development that seeks to design out the risk of flooding.</p> <p>Option 4.2: This option takes a more pragmatic approach which seeks to design out flood risk, adapt to climate change and minimise any exacerbation of flooding. This is likely to have more balanced benefits across environmental, social and economic considerations.</p>	
<p>Issue 5: Impact of Climate Change on Land Management,</p>	

Climate Change and Natural Resources

	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	13. Promote a healthy Park wide economy	12. Encourage better access to a range of local centres, services and amenities	11. To help meet local need for housing	10. Promote good governance	9. To promote access for all	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	7. To achieve and promote sustainable land use and built development	6. To develop a managed response of climate change	5. To minimise the consumption of natural resources	4. To protect and improve air, water and soil quality and minimise noise and light pollution	3. To preserve, protect and enhance the National Park's historic and cultural environment	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	1. To protect, maintain and enhance the landscape and townscape of the National Park
exists less damaging to the National Park the National Park Authority should seek to accept sites for waste management facilities to deal with waste arising from the National Park. In all cases the sites must be environmentally acceptable, including in the National Park context.														
Option 6.2: Create a policy presumption against all waste management facilities and consider it an unacceptable land use for a National Park.		-	0	0	0	0	0	0	+	+	+/-	+	+	+
<p>Option 6.1: allowing waste management facilities within the National Park is likely to have positive effects on the economy providing jobs and the potential for other spin off businesses especially associated with recycling and recovery facilities. Minimising the distance travelled by waste by ensuring it is dealt with in the National Park close to its point of production will also reduce traffic volumes, improve air quality and reduce GHG emissions. However, there may be mixed effects even with safeguards on the natural environment through air, noise, light pollution, increased localised traffic movements which may adversely affect biodiversity, soil, water and air quality depending on the type of waste management facilities proposed. This option is also likely to benefit areas surrounding the National Park as they do not have to take on and deal with the burden of waste created in the National Park in their own areas.</p> <p>Option 6.2: This option is likely to be beneficial for the environment within the National Park however, waste will have to be dealt with in surrounding districts having a negative impact on the environment of neighbouring authorities and also increasing the distance the waste has to travel increasing transport movements with</p>														

Climate Change and Natural Resources

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secondary negative effects on air quality, GHG emissions and road congestion. This may also be a missed opportunity for the local economy in terms of finding opportunities for waste processing.

Issue 7: Environmentally acceptable sites for waste management facilities where need has been demonstrated and no alternatives less damaging to the National Park exist.

Option 7.1: Identify specific sites likely to be developed for other uses where recycling of construction and demolition waste could take place on site in redevelopment	+	+/-	0	+/-	+	+	+	0	0	0	0	0	0	+
Option 7.2: Set out locational criteria that would be acceptable for waste management facilities (e.g. existing B2 industrial uses)	+/-	+/-	+/-	+/-	+	+/-	+	0	0	0	0	+	+	+/-

Option 7.1: On site construction and demolition waste recycling is likely to have very beneficial effects on SA Objective 14 reducing road traffic and consequently GHG emissions and air pollution associated with transporting construction waste large distances. This option is also likely to have a beneficial impact on reducing the consumption of natural resources, helping to ensure that as much waste from site can be recycled and reused as possible reducing the need for use of new natural resources. On site crushing of aggregates etc may cause noise and dust pollution, adversely affecting surrounding air quality, biodiversity, water and soil resources. Best practice measures need to be put in place to ensure these effects are minimised. On site recycling will also mean alternative centralised facilities will not be needed avoiding negative landscape impacts and air quality, biodiversity, water and soil resource impacts on areas that otherwise may have been developed for these purposes.

Climate Change and Natural Resources

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<p>Option 7.2: This option would be strengthened by clarifying what is understood as acceptable. Wording that stated that the natural environment would be taken account of when setting out the locational criteria would score more positively in the SA. Ensuring sites are available for waste management facilities is likely to be beneficial for the economy providing employment and opportunities for related entrepreneurial activities. This option may also help reduce natural resource consumption and minimise the distance travelled by waste reducing road traffic. Effects are uncertain on the natural environment, planning for waste management sites may have positive or negative effects depending on the criteria used.</p>														
<p>Issue 8: Waste arising from all development in the National Park</p>														
<p>Option 8.1: Construction and demolition waste including soils should be removed from site for disposal and treatment elsewhere</p>	-	-	0	-	-	-	-	0	0	0	0	0	0	-
<p>Option 8.2: Construction and demolition waste including soils should be retained on site, processed if necessary and incorporated into the development.</p>	+	+	0	+	+	+	+	0	0	0	0	0	0	+
<p>Option 8.3: Where development takes place waste materials arising from demolition, excavation or construction shall be reused within the same site using temporary on site processing if necessary, unless this is detrimental to the character of the National Park</p>	+	+	0	+	+	+	+	0	0	0	0	0	0	+

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Option 8.1: Removing construction and demolition waste from site is likely to increase transport movements, and consequently GHG emissions and air pollution. It is likely that this practice will increase the use of resources rather than promote their reuse and recycling. Soil resources are likely to undergo more disturbance and soil quality may be lost, as well as additional disturbance to biodiversity, landscape and water resources both at the site they are being taken from and where they are taken to.

Option 8.2: This option is likely to encourage a reduction in the consumption of natural resources whilst protecting the natural environment both on site and elsewhere as other waste processing facilities will not be needed to deal with this waste. SA Objective 14 is likely to benefit significantly along with likely secondary effects on air quality and GHG emissions.

Option 8.3: This option should have similar effects to Option 8.2, with benefits being more pronounced as the character of the Park is considered.

Economy

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Option I.1 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.)

Option I.2 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.

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Issue 2: Provision of employment land														
Option 2.1: Allocate more employment sites in case demand rises.	-	+	0	-	0	0	0	-	-	-	-	-	-	-
Option 2.2: 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	0
Option 2.3: Allow changes of use on existing (employment?) sites, possibly losing employment sites to housing.	0	+/-	+	+	0	0	0	+	0	0	0	0	0	0
Option 2.4: (New option suggested in consultation) – Review existing employment sites, identify new sites in accessible locations with appropriate (sustainable) travel policies, and propose other uses for sites that are not needed.	+/-	+	+	+	0	0	0	+	+	+	+	+	+	+

Economy

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Option 2.1: 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 benefit the local population. If jobs were focussed on the local community this may reduce out commuting, however an increase in employment sites may increase traffic movements overall.

Option 2.2: This option should ensure suitable sites are retained for employment use in the face of pressure for other development e.g. housing, but may require some flexibility to accommodate changing economic circumstances in the future. Should demand increase, existing sites may not be sufficient or in the most sustainable or suitable locations in relation to need.

Option 2.3: This option scores well against objectives relating to sustainable land use as it could accommodate mixed use development, offering opportunities for supporting live/work units on some existing small sites where these are compatible with the settlement strategy. This option also has the flexibility to allow a change of land use where existing employment sites are not attracting sufficient levels of business/being sufficiently utilised. However, the local economy could suffer if competing land uses reduce the amount of employment land available, although mixed use development could facilitate economic development. The wording also needs

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clarification as to what is meant by 'existing sites', should this read 'employment sites'?

Option 2.4: This option scores well against objectives relating to the local economy, developing a managed response to climate change and reducing traffic. (It would have positive impacts on reducing road traffic as long as 'appropriate travel policies' included reference to frequent public transport services etc). Siting development in accessible locations, where appropriate public transport provision is in place will reduce the need to travel by car, with positive impacts on reducing traffic, the consumption of natural resources and hence in managing greenhouse gas emissions. However identifying new sites may have a negative effect on natural resources and the environment. This option would be strengthened by changing the wording from '*appropriate travel policies*' to something that more actively promotes sustainable travel for example '*to reduce vehicle trip generation and promote sustainable transport.*'

Issue 3: Spatial distribution of employment sites (within settlements)

Option 3.1: Retain the possibility for employment development across all settlements (depending on agreed settlement policy).

-	-	-	-	+/-	0	+/-	0	0	0	0	+	+	+/-
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Economy

	1. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	2. To help meet local need for housing	3. Promote a healthy Park wide economy	4. Encourage better access to a range of local centres, services and amenities	5. To promote good governance	6. To promote access for all	7. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	8. To achieve and promote sustainable land use and built development	9. To develop a managed response of climate change	10. To minimise the consumption of natural resources	11. To protect and improve air, water and soil quality and minimise noise and light pollution	12. To preserve, protect and enhance the National Park's historic and cultural environment	13. To protect, enhance and improve biodiversity, flora and fauna and geological interests	14. To protect, maintain and enhance the landscape and townscape of the National Park
Option 3.2: Limit the spread of new employment development to just Bakewell, or Bakewell and the larger settlements.	-	0	-	-	0	0	0	0	0	+/-	+/-	+/-	+/-	+/-
Option 3.3: (new option suggested in consultation) – Limit the spread of new employment sites to areas with access to sustainable forms of transport.	+	0	+/-	+	0	0	0	+	+	+/-	+/-	+/-	+/-	+/-
<p>Option 3.1: 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 objectives relating to landscape and the natural environment). The agreed settlement policy would need to ensure that sufficient provision is also made for the allocation of housing to meet local needs (including affordable housing) in order to reduce travel to work distances.</p> <p>Option 3.2: Although focusing development in larger settlements, where transport infrastructure (including public transport) is generally well developed will have benefits in terms of sustainability objectives, this option would further limit employment opportunities in the other/smaller settlements, and could increase out</p>														

Economy

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<table border="1"> <tr> <td data-bbox="1032 1177 1106 1316"> Issue 4: Provision of new tourist facilities, or facilities aimed at promoting the understanding of the National Park. </td> <td data-bbox="1106 1177 1180 1316"></td> <td data-bbox="1180 1177 1254 1316"></td> <td data-bbox="1254 1177 1328 1316"></td> <td data-bbox="1328 1177 1402 1316"></td> <td data-bbox="1402 1177 1476 1316"></td> <td data-bbox="1476 1177 1550 1316">0</td> <td data-bbox="1550 1177 1624 1316">-</td> <td data-bbox="1624 1177 1697 1316">-</td> <td data-bbox="1697 1177 1771 1316">0</td> <td data-bbox="1771 1177 1845 1316">0</td> <td data-bbox="1845 1177 1919 1316">-</td> <td data-bbox="1919 1177 1993 1316">-</td> <td data-bbox="1993 1177 2067 1316">+</td> </tr> <tr> <td data-bbox="1032 1246 1106 1316"> Option 4.1: No new sites identified with scope for delivery within recreation zone criteria. </td> <td data-bbox="1106 1246 1180 1316">+</td> <td data-bbox="1180 1246 1254 1316">+</td> <td data-bbox="1254 1246 1328 1316">+</td> <td data-bbox="1328 1246 1402 1316">+</td> <td data-bbox="1402 1246 1476 1316">+</td> <td data-bbox="1476 1246 1550 1316">0</td> <td data-bbox="1550 1246 1624 1316">-</td> <td data-bbox="1624 1246 1697 1316">-</td> <td data-bbox="1697 1246 1771 1316">0</td> <td data-bbox="1771 1246 1845 1316">0</td> <td data-bbox="1845 1246 1919 1316">-</td> <td data-bbox="1919 1246 1993 1316">-</td> <td data-bbox="1993 1246 2067 1316">+</td> </tr> </table>		Issue 4: Provision of new tourist facilities, or facilities aimed at promoting the understanding of the National Park.						0	-	-	0	0	-	-	+	Option 4.1: No new sites identified with scope for delivery within recreation zone criteria.	+	+	+	+	+	0	-	-	0	0	-	-
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Option 4.1: No new sites identified with scope for delivery within recreation zone criteria.	+	+	+	+	+	0	-	-	0	0	-	-	+															

Economy

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Option 4.2: New sites identified in accordance with recreation zones and settlement strategy and linked to sustainable gateways or hubs.	+/-	+/-	+	+/-	+/-	+/-	+/-	+	+	0	-	+	+	+/-
Option 4.3: (new option suggested in consultation) - No new major tourism or recreational facilities in view of potential traffic impact & environmental decline.	+	+	+	+	+	+	0	+/-	+/-	0	0	+/-	+/-	+
<p>Option 4.1: 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>Option 4.2: 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</p>														

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affordable housing, an increase in traffic (and consequently greenhouse gas emission and air pollution), an increase in waste produced and put pressure on water resources. The environmental capacity of identified sites would have to be carefully considered to ensure tourism is not developed to the detriment of landscape, biodiversity and nature conservation (an increase in visitors may negatively affect tranquillity and may start to encroach on landscape value if facilities are not in keeping with local character and not designed and constructed with the environment in mind). The historic environment could also potentially benefit from the increased investment tourists bring if adequately protected and conserved. Developing new tourism sites may take pressure off existing sites that have exceeded their environmental limits, having a positive overall effect on traffic congestion and the environment. This option would be greatly strengthened if the wording sought to identify new recreational sites in accordance with their environmental limits.

Option 4.3: This option is supportive of objectives relating to the environment, but may have mixed negative impacts on economic objectives and those promoting understanding of the special qualities of the Park, as tourism contributes significantly to the local economy in terms of income, employment and service provision, although smaller-scale attractions would be permitted under this option, which would ensure some benefits of tourism could occur. Also there is the potential that with no option for additional facilities, existing facilities may exceed their environmental limits causing harm to the environment.

With all of the above options, clarification and more detail should be given as to the type of tourism development to be encouraged. Increases in recreational usage of the Park will need to be balanced with biodiversity considerations, since uncontrolled activities can lead to the erosion or damage of natural habitats and disturbance to

Economy

<ol style="list-style-type: none"> 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car 13. Promote a healthy Park wide economy 12. Encourage better access to a range of local centres, services and amenities 11. To help meet local need for housing 10. Promote good governance 9. To promote access for all 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds 7. To achieve and promote sustainable land use and built development 6. To develop a managed response of climate change 5. To minimise the consumption of natural resources 4. To protect and improve air, water and soil quality and minimise noise and light pollution 3. To preserve, protect and enhance the National Park's historic and cultural environment 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests 1. To protect, maintain and enhance the landscape and townscape of the National Park 	<p>sensitive species. Appropriate use of fencing to restrict the public to clearly defined paths, the carefully selected location of facilities to enhance biodiversity and the provision of information boards can help to avoid these issues. Any new development should be in keeping with the local landscape character. Ecotourism initiatives and the adoption of green tourism standards should be encouraged e.g. the Green Tourism Business Standard.</p>															
<p>Issue 5: Serviced and self-catering holiday accommodation</p>																
<p>Option 5.1: No new build accommodation but scope via extension or improvement of existing accommodation and by conversion of traditional buildings outside settlements.</p>		<table border="1"> <tr> <td style="text-align: center;">+</td> <td style="text-align: center;">+</td> <td style="text-align: center;">+</td> <td style="text-align: center;">+</td> <td style="text-align: center;">+</td> <td style="text-align: center;">0</td> <td style="text-align: center;">+</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">-</td> <td style="text-align: center;">0</td> <td style="text-align: center;">+/-</td> <td style="text-align: center;">0</td> </tr> </table>	+	+	+	+	+	0	+	0	0	0	0	-	0	+/-
+	+	+	+	+	0	+	0	0	0	0	-	0	+/-	0		
<p>Option 5.2: 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>	<table border="1"> <tr> <td style="text-align: center;">+</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td style="text-align: center;">+/-</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">-</td> <td style="text-align: center;">0</td> <td style="text-align: center;">+</td> <td style="text-align: center;">+/-</td> </tr> </table>	+	-	-	-	-	-	+/-	0	0	0	0	-	0	+	+/-
+	-	-	-	-	-	+/-	0	0	0	0	-	0	+	+/-		

Economy

	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	13. Promote a healthy Park wide economy	12. Encourage better access to a range of local centres, services and amenities	11. To help meet local need for housing	10. Promote good governance	9. To promote access for all	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	7. To achieve and promote sustainable land use and built development	6. To develop a managed response of climate change	5. To minimise the consumption of natural resources	4. To protect and improve air, water and soil quality and minimise noise and light pollution	3. To preserve, protect and enhance the National Park's historic and cultural environment	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	1. To protect, maintain and enhance the landscape and townscape of the National Park
Option 5.3: Permit new build development in Bakewell and other larger settlements such as Tideswell & Hathersage, with scope for conversions inside and outside settlements.	+/-	+/-	0	-	0	0	0	+/-	-	-	-	-	-	-
Option 5.4: (new option suggested in consultation) – No new build serviced holiday accommodation unless replacing existing (holiday?) accommodation, because of potential traffic impact & environmental decline.	+	-	0	+	0	0	0	+/-	+/-	+/-	+	+	+	+/-
<p>Option 5.1: 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>														

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Option 5.2: 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.

Option 5.3: 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.

Option 5.4: This option would restrict the development of tourism and hence the economic benefits that relate to tourism but would have positive effects on some parts of the environment and reduce pressure on local housing needs through conversion of homes to holiday homes. The word 'holiday' should be inserted to avoid confusion as to the type of accommodation being replaced. Sustainability criteria would also help remove uncertainty and mixed effects from the consumption of natural resources etc.

With all of the above options, the inclusion of reference to sustainable building practices, materials and siting would increase the sustainability of the policies in relation to conversions of existing buildings and the provision of new builds. All options relating to the provision of holiday accommodation should be linked to those relating to

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the provision of housing. 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 for local people, an increase in traffic (and consequently greenhouse gas emission and air pollution), an increase in waste produced and put pressure on water resources.

Issue 6: Caravans and camping

Option 6.1: Only permit small scale caravan & camping sites.

+	+	+	+	+	0	+	0	0	0	0	0	0	+/-	0
+	+	+	+	-	-	-	0	0	0	0	+	+	-	-

Option 6.2: Permit larger scale facilities and permanent chalets & static caravans where they can be integrated without harm to the valued characteristics of the NP

Option 6.1: 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

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the demands of many holiday makers.

Option 6.2: 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).

Housing														
													14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	
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I. To what degree should the local need for affordable housing be accommodated?														
Option I.1: Completely – regardless of National Park purposes	-	-	-	-	-	-	+/-	0	0	0	+	0	0	-
Option I.2: Completely if compatible with purposes, but otherwise only up to the point that National Park purposes become compromised	+/-	+/-	0	+/-	+/-	+/-	+/-	0	0	0	+	0	0	+/-
<p>Option I.1: This option has the potential to have negative effects on the environment, natural resources, traffic congestion and greenhouse gas emission. However, this option would be extremely beneficial to the local population meeting local affordable housing need. Reference should be made to the more sustainable use of land and the reuse of existing buildings.</p> <p>Option I.2: This is the preferable option but care should still be taken to ensure that the highest standards are used not only to ensure the National Park purposes are not compromised but to ensure that they are enhanced. This should go beyond landscape and townscape considerations and should include best practice in terms of water management, energy efficiency, and resource use considering issues such as light pollution and construction impacts.</p>														

Housing	
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<p>Option 2.1: The different target groups presented in Issue 2 are unlikely to have a differing impact on the environment. However, targeting key workers is likely to have added benefits for the economy and the provision of services.</p> <p>Option 2.2: It is unlikely that addressing this issue outside of the Core Strategy will have a difference in terms of sustainability effects.</p> <p>Option 2.3: The likely effects of Option 2.3 are mixed. Reuse of existing buildings should be encouraged to reduce resource use, greenhouse gas emissions and more sustainable land use. Any new build that is required should be built to the highest sustainability standards. Minimising the amount of building required in the National Park by only meeting the needs of those within the National Park and not from nearby urban areas would also be beneficial.</p> <p>Option 2.4: The presumption against new gypsy and traveller sites is likely to bring environmental benefits as with the limiting of any kind of development. However it may have a detrimental social impact and not meet the local need. This is an often excluded group and the situation should be kept under review.</p> <p>Option 2.5: The effects of this option are uncertain and more detail will be needed in order to provide an assessment for this Option.</p>	
<p>3. Can enhancement projects (including conversions) deliver a bigger proportion of affordable housing?</p>	

Housing

	1. To protect, maintain and enhance the landscape and townscape of the National Park	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	3. To preserve, protect and enhance the National Park's historic and cultural environment	4. To protect and improve air, water and soil quality and minimise noise and light pollution	5. To minimise the consumption of natural resources	6. To develop a managed response to climate change	7. To achieve and promote sustainable land use and built development	8. To increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	9. To promote access for all	10. Promote good governance	11. To help meet local need for housing	12. Encourage better access to a range of local centres, services and amenities	13. Promote a healthy Park-wide economy	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
Option 3.1: Establish a standard proportion that will be sought	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	+/-	0	+	+/-	0	+/-
Option 3.2: Establish the most suitable proportion on a scheme by scheme basis but with the principle established in the Plan.	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	+/-	0	+	+/-	0	+/-
Option 3.3: Require a financial contribution in cases where a proportion of affordable homes is not possible or viable.	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	+/-	0	+/-	+/-	0	+/-

Option 3.1: This option lacks flexibility and whilst it may bring social and economic benefits and some adverse environmental effects in some locations, the lack of flexibility may restrict other environmental and social benefits being achieved such as negotiations on open space, wildlife space or local amenities. Aiming to have a high target for the provision of affordable housing but assessing each site on an individual basis to obtain the maximum environmental and social benefits would be the most satisfactory situation.

Option 3.2: As mentioned above this approach is likely to be the most favourable, the principles should include sustainability criteria and push for other social and environmental benefits if higher proportions of affordable housing are not considered possible.

Option 3.3: The effects of this option are largely dependent on what the financial contribution is spent on. This option has the potential to have significant social and environmental benefits if the contribution is spent for example on improved public transport, supporting other vital rural services, providing open space for the benefit

Housing

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of local residents and the environment etc.

4. If a site by site assessment is favoured, there are two basic options when deciding whether this is “appropriate”

Option 4.1: In every case: including single properties, whether new build or conversion.	+/-	+/-	+/-	+/-	+/-	+/-	0	0	+/-	0	+	+/-	+/-	0
Option 4.2: Only on larger schemes above a certain size	+/-	+/-	+/-	+/-	+/-	+/-	0	0	+/-	0	+	+/-	+/-	0

Option 4.1: This option allows the greatest flexibility and opportunity for meeting housing needs. The effects of this option on sustainability would largely need to be judged on a site by site basis, as it could increase the overall amount of development that is proposed on sites damaging the environment or result in other amenities that were proposed as part of the site pushed out in order to accommodate affordable housing.

Option 4.2: This option may miss opportunities to provide affordable housing on sites that are considered too small but their individual characteristics would be suitable for affordable housing. However, overall there is still likely to be a positive effect on housing need. The effects of this policy are likely to dependent on the individual sites in question, but restricting this type of planning gain to larger sites may stop small sites (and their surrounding environment) coming under too much pressure.

Housing														
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5. How best can we provide additional affordable housing without endangering National Park Purposes?														
Option 5.1: Continue with virtually all newly built homes	-	-	-	-	-	-	-	0	-	0	+	0	+	-
Option 5.2: Use more enhancement sites and conversions	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	+/-	0	+	0	+/-	+/-
Option 5.3: Buy existing open market properties as stock turns over and add it to the affordable sector, instead of building new homes. This could be called “buy-back” though it is important to point out that it need not be limited to former public or social sector housing.	+	+	+	+	+	+	+	0	0	0	+/-	0	+/-	+
Option 5.4: Increase the amount of “buy back” and decrease new-build over time.	+	+	+	+	+	+	+	0	0	0	+/-	0	+/-	+
Option 5.1: Placing the emphasis on newly built homes is likely to have a negative impact on the environment, with a significant impact on landscape character. However, this option is likely to have a positive effect on meeting local housing needs and on the local economy through providing employment for those locally in the construction industry.														

Housing

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Option 5.2: Using more enhancement sites and conversions should reduce the impact of development on landscape character and is preferable to option 5.1. However, any conversions or similar should seek to adopt sustainable measure, including sustainable water resource management, the reduction of resource and energy use and take into account biodiversity and landscape, and enhance these. Although there is the potential for this option to be very positive, taking the precautionary principal the nature of the impact would be dependent on the nature of the conversions, along with the success of meeting local housing need. The nature of local demand should be considered. As with option 5.1 this option should provide some employment for those locally in the construction/renovation industry, a particular positive impact may be seen with traditional craft skills as development control requirements may call for their use in conversions and extensions of locally distinctive buildings.

Option 5.3: Buy back could encourage a younger population structure in the park and meet the housing needs of key workers, thus benefiting the local economy, without creating undue pressure on the natural environment through the building of new houses. Such housing would need to be secured as affordable in perpetuity to ensure the benefits continue. This would however be a long term measure and would be dependent on an appropriate number of houses coming up for sale when required (with economic and social disadvantages in the short term). Bringing buildings back into use could have beneficial impacts on landscape and townscape, and this option would be preferable that the options above in terms of other natural environment objectives.

Option 5.4: This option would has the potential for more positive impacts to the natural environment than option 5.3 due to a reduction in new build, however this may cause a detrimental impact on the economy and the provision of housing need.

6. Where should “buy-back” be focussed?

Housing														
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Option 6.1: Larger settlements	+	+/-	+	+	0	+	0	+	+	+	+	+	+	+
Option 6.2: Settlements where there has been no other form of recent provision	+	+	+/-	+	0	+/-	0	+/-	+/-	+/-	+	+	+	+/-
Option 6.3: Those settlements where new buildings are most difficult to accommodate	+	+	+/-	+	0	+/-	0	+/-	+/-	+/-	+	+	+	+/-
Option 6.4: Smaller places that are not on the designated settlements list	+	+	+/-	+	0	+/-	0	+/-	+/-	+/-	+	+	+	+/-
Option 6.5: Those settlements or smaller places prioritised by the housing authorities and social housing providers.	+	+	+/-	+	0	+/-	0	+/-	+/-	+/-	+	+	+	+/-
Buying back empty and underutilised homes will have a beneficial impact on the environment by reducing the demand for new homes and this will apply across all the location options.														

Housing

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Option 6.1: Focusing buy back in larger settlements may secure housing that is well located in terms of access to services and amenities and transport infrastructure, helping to increase efficiency and reduce resource use. However there may not be as great a need for such housing in larger settlements as they may already have an affordable housing component.

Option 6.2: This option is likely to meet local needs more than option 6.1; however such policies would need to be tied in with public transport provision and other sustainable measures (e.g. mobile facilities) to ensure access to services. This should benefit the local economy by maintaining a viable population.

Option 6.3: This option is likely to have similar effects to option 6.2 and would be increasingly beneficial in meeting local needs for housing by creating housing in settlements where new buildings are difficult to accommodate, with further benefits for the local economy, in reviving areas.

Option 6.4: This option may have similar effects to option 6.3, however the smaller the settlement the less viable public transport opportunities will be.

Option 6.5: This option may have similar effects to 6.3 but is likely to result in appropriate local affordable housing to meet local needs. Partnership discussions and working should take place to ensure all relevant bodies are consulted are joined up in all forms of housing investment decisions to ensure the most sustainable outcomes.

7. Are particular tenure types or size and type of home

Housing														
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needed in particular places? Should target groups be dealt with by area? Should these matters be in policy or targets?														
Option 7.1: Address (in the plan) the detail of tenure, size and type of home and the needs of different groups in various areas or places.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Option 7.2: Address these matters elsewhere.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Option 7.1: It is likely that different tenure mixes and the requirements of particular groups including dwelling size and type will vary by location. This is not likely to be practical to prescribe in policy, the Core Strategy should deal with any strategic locally significant issue where direction is needed. However, inclusion of this aspect in the plan would ensure greater control over and a link with lower level policy.														
Option 7.2: This option would be preferable to option 7.1. and addressing these matters elsewhere is likely to be more practical.														
8. Should the LDF identify sites or buildings, or just broad locations for affordable housing or enhancement opportunities?														
Option 8.1: Identify sites for newly built affordable housing.	0	0	0	0	0	0	0	0	0	0	+	+/-	0	+/-

Housing

	1. To protect, maintain and enhance the landscape and townscape of the National Park	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	3. To preserve, protect and enhance the National Park's historic and cultural environment	4. To protect and improve air, water and soil quality and minimise noise and light pollution	5. To minimise the consumption of natural resources	6. To develop a managed response to climate change	7. To achieve and promote sustainable land use and built development	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	9. To promote access for all	10. Promote good governance	11. To help meet local need for housing	12. Encourage better access to a range of local centres, services and amenities	13. Promote a healthy Park wide economy	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
Option 8.2: Retain the current policy of developing “rural exception” sites without showing them in the development plan.	0	0	0	0	0	0	0	0	+/-	+/-	0	+/-	0	
Option 8.3: Identify all opportunities for new housing that could be justified by National Park Purposes (enhancement).	0	0	0	0	0	0	0	0	+	+/-	0	+/-	0	
Option 8.4: Identify only the most significant opportunities for new housing that could be justified by enhancement.	0	0	0	0	0	0	0	0	+/-	+/-	0	+/-	0	
<p>Option 8.1: This option would allow increased control over the allocation of housing sites and may promote the development of affordable housing. However, care would need to be taken to ensure that sites identified are in areas where there is a need for more affordable housing and also where services and amenities are available to serve these development, as car ownership maybe lower amongst residents of affordable housing than the general population and therefore good public transport links will be of increased significance. There is also concern that identifying sites only for affordable housing sites may put developers off and ultimately result in their loss to the housing market with knock on effects for the economy.</p> <p>Option 8.2: This option may cause uncertainty and also problems with delivery down the line. This option may also have mixed effects on good governance as the transparency of the planning process is reduced. However; not allocating sites may be beneficial as it will prevent prices rising as a result of allocation which may reduce the bargaining power of considering alternatives on a village by village basis.</p>														

Housing

14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
13. Promote a healthy Park wide economy
12. Encourage better access to a range of local centres, services and amenities
11. To help meet local need for housing
10. Promote good governance
9. To promote access for all
8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds
7. To achieve and promote sustainable land use and built development
6. To develop a managed response to climate change
5. To minimise the consumption of natural resources
4. To protect and improve air, water and soil quality and minimise noise and light pollution
3. To preserve, protect and enhance the National Park's historic and cultural environment
2. To protect, enhance and improve biodiversity, flora and fauna and geological interests
1. To protect, maintain and enhance the landscape and townscape of the National Park

Option 8.3: This option is likely to have beneficial effects on good governance by transparently presenting alternatives to the public. This option has the advantage that it adds some protect for the natural environment by “identifying opportunities... that could be justified by National Park Purposes.” This option also has the flexibility of allowing the opportunity for local housing needs to be met; however by not actively promoting affordable housing, areas that are in need of affordable housing may suffer. Identifying all the sites may also inflate the prices of these sites with mixed effects on the local economy.

Option 8.4: This option is likely to be the more practical of the options and may ensure there is a focus to the plan and greater clarity achieved in what the plan is trying to promote. However, care would need to be taken to ensure that the definition of ‘significant opportunities’ is transparent and consistent. Similarly to Option 8.3 this option affords protection to the natural environment by limiting identifying opportunities to those that can be justified as enhancement.

Landscape

Landscape														
	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	13. Promote a healthy Park wide economy	12. Encourage better access to a range of local centres, services and amenities	11. To help meet local need for housing	10. Promote good governance	9. To promote access for all	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	7. To achieve and promote sustainable land use and built development	6. To develop a managed response of climate change	5. To minimise the consumption of natural resources	4. To protect and improve air, water and soil quality and minimise noise and light pollution	3. To preserve, protect and enhance the National Park's historic and cultural environment	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	1. To protect, maintain and enhance the landscape and townscape of the National Park
Option 3.1: More control based on deterioration of landscape and loss of traditional features and habitats and introduce the concept of enhancement zones to target degraded areas (and possibly link to planning gain)	-	-	-	-	0	0	0	-	+/-	+/-	+	+	+	+
Option 3.2: No change in principle to saved policies until further debate has taken place with key stakeholders to agree the future of landscapes. Could begin to be informed by Landscape Character Assessment to aid the integration of new development and scope for landscape enhancement.	-	-	-	-	0	0	0	-	+/-	+/-	+	+	+	+
	+	+	+	+	0	0	0	+	+	+	+/-	+/-	-	-

Landscape

Landscape	
<p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p> <p>13. Promote a healthy Park wide economy</p> <p>12. Encourage better access to a range of local centres, services and amenities</p> <p>11. To help meet local need for housing</p> <p>10. Promote good governance</p> <p>9. To promote access for all</p> <p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p> <p>7. To achieve and promote sustainable land use and built development</p> <p>6. To develop a managed response of climate change</p> <p>5. To minimise the consumption of natural resources</p> <p>4. To protect and improve air, water and soil quality and minimise noise and light pollution</p> <p>3. To preserve, protect and enhance the National Park's historic and cultural environment</p> <p>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</p> <p>1. To protect, maintain and enhance the landscape and townscape of the National Park</p>	<p>Option 3.3: Allow a more flexible approach that enables the landscape to change and evolve, in response to drivers for change including climate change reduction and adaptation, even if this means loss of the valued character of the National Park e.g. grazed land, stone walls, traditional barns, etc. Could be informed by Landscape Character Assessment.</p> <p>Option 3.1: This option will have a positive impact on environmental objectives, in particular on landscape and nature conservation but it could restrict economic development in the Park. There is potential for negative effects relating to the consumption of natural resources, if controls restrict the development of renewable energy technologies such as wind energy or adaptation to climate change. Option wording requires clarification, particularly with respect to defining traditional features and habitats and enhancement zones. The option should also specify what form additional 'control' would take and on what basis areas where these controls would be applied would be selected.</p> <p>Option 3.2: This option requires clarification, including identification of timescales (period for which saved policies will remain). Taking landscape considerations into</p>

Landscape

Landscape	
<ol style="list-style-type: none"> 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car 13. Promote a healthy Park wide economy 12. Encourage better access to a range of local centres, services and amenities 11. To help meet local need for housing 10. Promote good governance 9. To promote access for all 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds 7. To achieve and promote sustainable land use and built development 6. To develop a managed response of climate change 5. To minimise the consumption of natural resources 4. To protect and improve air, water and soil quality and minimise noise and light pollution 3. To preserve, protect and enhance the National Park's historic and cultural environment 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests 1. To protect, maintain and enhance the landscape and townscape of the National Park 	<p>account will benefit related objectives (1-4), but as with Option 3.1 could restrict adaptation to climate change and technologies to reduce natural resource consumption and have negative impacts in terms of economic development and the provision of housing and services etc.</p> <p>Option 3.3: The flexible approach of this option has the potential to have positive effects on many of the SA Objectives as it allows for the adaptation to climate change and also to bring in measures necessary to reduce GHG emissions in response to climate change such as sustainable transport schemes, renewable energy etc. It also allows for economic and social adaptation with associated benefits in these areas. This option would be significantly strengthened if the wording recognised that the reduction of GHG emissions and adaptation to climate change were the reasoning behind the need to allow landscape change (as suggested in red text above).</p>

Minerals														
	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	13. Promote a healthy Park wide economy	12. Encourage better access to a range of local centres, services and amenities	11. To help meet local need for housing	10. Promote good governance	9. To promote access for all	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	7. To achieve and promote sustainable land use and built development	6. To develop a managed response of climate change	5. To minimise the consumption of natural resources	4. To protect and improve air, water and soil quality and minimise noise and light pollution	3. To preserve, protect and enhance the National Park's historic and cultural environment	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	1. To protect, maintain and enhance the landscape and townscape of the National Park
Issue I – Achieving a gradual reduction in the impact of minerals activity by considering scale, alternatives and the national need for Minerals														
Option I.1: Maintain the current position not to														
a) allocate new sites; and														
b) permit major development (other than in exceptional circumstances); or														
c) permit small scale development where there is no need or where the effects are unacceptable.														
	+	+/-	0	0	0	0	0	+	+	+	+	+	+	+
Option I.2: As option I but with a stronger sequential approach to alternatives in the first instance e.g. sourcing stone from outside the National Park boundary in the first instance, and seeking to re-use material before quarrying new supplies														
	+	+/-	0	0	0	0	0	+	+	+	+	+	+	+

Minerals													
													14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
													13. Promote a healthy Park wide economy
													12. Encourage better access to a range of local centres, services and amenities
													11. To help meet local need for housing
													10. Promote good governance
													9. To promote access for all
													8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds
													7. To achieve and promote sustainable land use and built development
													6. To develop a managed response of climate change
													5. To minimise the consumption of natural resources
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													3. To preserve, protect and enhance the National Park's historic and cultural environment
													2. To protect, enhance and improve biodiversity, flora and fauna and geological interests
													1. To protect, maintain and enhance the landscape and townscape of the National Park
<p>Option 1.1: This Option is likely to have a positive impact on the natural environment and traffic movements by (1) ensuring that no new sites are developed for large scale working and, (2), Only considering small scale operations if there is a proven need which cannot be met from outside the NP and the mineral can be extracted without having an unacceptable impact. Prevention of any new large scale operations might have a negative effect on the economy, but this would be in the long term (beyond the plan horizon). Small scale operations which met the selection criteria could have a beneficial impact on the local economy through creating local employment. Care needs to be taken to ensure the cumulative impacts of small scale operations are taken fully into account.</p> <p>Option 1.2: This Option is likely to have similar effects to Option 1 but applying a sequential approach should ensure the most suitable and sustainable alternatives are explored.</p>													
Issue 2 – Safeguarding													
Option 2.1: Not to safeguard any minerals	-	-	-	-	-	-	0	0	0	-	0	0	+/-
Option 2.2: Safeguard all mineral resources within the National Park		+				0	0	0	0	0	-	0	0

Minerals	
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<p>The policy options allow for either no safeguarding or total safeguarding, but in practice the need to safeguard would be restricted to either very rare or specialised mineral deposits, or possibly to sources of stone used in the construction / repair of exceptional buildings.</p> <p>Option 2.1: Although the scope for other development to affect the future availability of mineral reserves is limited, in not protecting mineral reserves from other forms of development, this option could have negative effects on landscape character (if local stone etc was not available for the repair of historic buildings or features or to ensure new development blend in with existing buildings and character). A decision not to safeguard any mineral deposits could be seen as an example of poor governance because it might remove the freedom of future generations to make a balanced decision. Not safeguarding minerals could possibly, benefit the Park's economy in the short term if other types of development were permitted.</p> <p>Option 2.2: A decision to safeguard all mineral resources would potentially prejudice other aspects of the economy since large areas of land would be involved even though there would be no long term likelihood of these areas receiving planning consent for mineral extraction. This option would however ensure that inappropriate development did not sterilise any critically important mineral reserves.</p> <p>The sustainability analysis suggests that a middle position might be worthy of consideration.</p>	

Minerals

Minerals														
	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car													
	13. Promote a healthy Park wide economy													
	12. Encourage better access to a range of local centres, services and amenities													
	11. To help meet local need for housing													
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	7. To achieve and promote sustainable land use and built development													
	6. To develop a managed response of climate change													
	5. To minimise the consumption of natural resources													
	4. To protect and improve air, water and soil quality and minimise noise and light pollution													
	3. To preserve, protect and enhance the National Parks historic and cultural environment													
	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests													
	1. To protect, maintain and enhance the landscape and townscape of the National Park													
Issue 3: ROMPs/EIAs/Consolidation of Permissions														
Option 3.1: Formally recognise the Authority’s developing approach of promoting and negotiating the consolidation and/or exchange of old mineral permissions, where there is net environmental benefit.														
	+	+	+	+	+	0	0	0	0	0	0	0	0	0
Option 3.1: This option will benefit the overall management of the mineral resources in the district and should ensure better protection of the environment through better control of development at more appropriate sites.														
Issue 4: Restoration/After use														
Option 4.1: Do not prescribe specific preferences for after-use but seek best solution through negotiation on a site by site basis.														
	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	0	0	+/-	0	+/-

Minerals													
	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car		0										
	13. Promote a healthy Park wide economy		0										
	12. Encourage better access to a range of local centres, services and amenities		0										
	11. To help meet local need for housing		0										
	10. Promote good governance		0										
	9. To promote access for all		0										
	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds		0										
	7. To achieve and promote sustainable land use and built development		+										
	6. To develop a managed response of climate change		0										
	5. To minimise the consumption of natural resources		+										
	4. To protect and improve air, water and soil quality and minimise noise and light pollution		+										
	3. To preserve, protect and enhance the National Park's historic and cultural environment		+										
	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests		+										
	1. To protect, maintain and enhance the landscape and townscape of the National Park		+										
	Option 4.2: Establish preference for after-uses, in accordance with Biodiversity Action Plan and emerging Landscape Strategy which reflect the statutory purposes of the National Park.												
	Option 4.1: This option has very uncertain effects which will be dependent on the individual characteristics of sites. Negotiation on a site by site basis has the advantage of flexibility; however, reliance on negotiation without guidelines allows the possibility of inappropriate uses being proposed which could have negative effects on sustainability. Additional criteria should be outlined in the policy to ensure only sustainable uses are considered on a site by site basis.												
	Option 4.2: Is likely to have a very positive effect on landscape and biodiversity and in turn soil and water resources. Additionally a preference for uses which help reduce GHG emissions or adaptation to climate change could also be mentioned, this would significantly strengthen this option.												

Settlement														
														<p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p> <p>13. Promote a healthy Park wide economy</p> <p>12. Encourage better access to a range of local centres, services and amenities</p> <p>11. To help meet local need for housing</p> <p>10. Promote good governance</p> <p>9. To promote access for all</p> <p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p> <p>7. To achieve and promote sustainable land use and built development</p> <p>6. To develop a managed response of climate change</p> <p>5. To minimise the consumption of natural resources</p> <p>4. To protect and improve air, water and soil quality and minimise noise and light pollution</p> <p>3. To preserve, protect and enhance the National Park's historic and cultural environment</p> <p>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</p> <p>1. To protect, maintain and enhance the landscape and townscape of the National Park</p>
Issue: Establishing the best pattern of development for the National Park and its communities														
Option 9.1: Narrow the range of designated settlements to allow for greater growth in larger serviced settlements and removing smaller, less well serviced settlements from the list to aid sustainability and conservation aims.	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	0	0	+/-	+/-	+/-
Option 9.2: Review the 63 designated settlements within saved policy with a view to using existing criteria to establish a new list on the basis that it should accommodate a similar range of settlements, all classified with the same status as per saved policy.	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	0	0	+/-	+/-	+/-
Option 9.3: Review designated settlements and the criteria for designation on the basis of a new approach to classification under categories defined by national planning guidance, e.g. Market Town, Rural Service Centre and Small Rural Centre. This could allow a large	+	+/-	+	-	+/-	+	+	0	0	0	+	+	+	+

Settlement															
													14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car		
													13. Promote a healthy Park wide economy		
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													1. To protect, maintain and enhance the landscape and townscape of the National Park		
	flexible list to be retained but across which different levels of growth could be managed, e.g. by way of thresholds and/or allocations. This approach should also be linked to LCA.														
	Option 9.4: Achieve a network of sustainable communities by permitting development that respects the national park designation and constraints imposed by conservation area appraisals; but also the exceptional needs of all communities.	+	+	+	+/-	+/-	+/-	+	0	0	0	+	+	+	+/-
	Option 9.5: Review the 63 designated settlements with saved policy with a view to using existing criteria to establish a new list on the basis that it should accommodate a similar range of settlements, all classified with the same status as per saved policy.	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	0	0	+	+	+	+
	Option 9.1: This option will have differing effects on large and small settlements. Encouraging growth in large settlements away from small settlements may create negative transport impacts (e.g. congestion) within the large settlements but help protect small settlements from transport pressures. However, a lack of development may adversely affect the economies, access to services and affordable housing in small settlements whilst being beneficial to larger settlements in these areas. Excluding smaller settlements could also have a negative economic and social impact in those areas, directing resources away from them and undermining their viability. Increasing growth is likely to have a negative impact on the consumption of natural resources. If due care is taken in the amount, siting, design and construction of housing to ensure that it takes account of landscape character, the historic environment, biodiversity, water and soil resources and GHG emissions, negative impacts of building														

Settlement

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additional housing will be minimised but will still be present. All options should refer to best practice including sustainable building practices and use of materials.

Option 9.2: Wording for this option needs to be clearer. The expected effects of this policy are largely mixed/uncertain and will be dependent on individual sites.

Option 9.3: This option is likely to result in a sustainable network of communities with development permitted only to a level compatible with an area's size, form, function, and role within the landscape type in which it sits (with the potential to address objectives relating to both the environment and the local economy). It should go further in meeting local needs providing access to services and amenities than option 9.1. Encouraging locally appropriate growth across a number of different settlements should reduce the need to travel, with further positive impacts on the use of natural resources and GHG emissions. This option may encourage growth resulting in a negative impact on the natural environment.

Option 9.4: This option is likely to have a positive effect in terms of meeting local housing needs and promoting a health Park wide economy as a presumption in favour of affordable local housing and small businesses is given. The need to travel could be reduced by promoting housing and businesses in small settlements (although there is no guarantee that this will work) and the impact on the road network is taken into consideration but more emphasis could be put on locating development near sustainable modes of travel to help actively reduce road traffic. This option does seek to protect the natural environment through respecting the reasons for designation and constraints imposed by conservation appraisals and although some criteria help, more could be done to impose standards on development that reduce the use of natural resources and reduce greenhouse gas emissions.

Option 9.5: The existing criteria are likely to have a beneficial impact in terms of encouraging access to amenities, services and public transport. The exceptional

Settlement

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Transport

Transport	
<p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p> <p>13. Promote a healthy Park wide economy</p> <p>12. Encourage better access to a range of local centres, services and amenities</p> <p>11. To help meet local need for housing</p> <p>10. Promote good governance</p> <p>9. To promote access for all</p> <p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p> <p>7. To achieve and promote sustainable land use and built development</p> <p>6. To develop a managed response of climate change</p> <p>5. To minimise the consumption of natural resources</p> <p>4. To protect and improve air, water and soil quality and minimise noise and light pollution</p> <p>3. To preserve, protect and enhance the National Park's historic and cultural environment</p> <p>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</p> <p>1. To protect, maintain and enhance the landscape and townscape of the National Park</p>	<p>circumstances. This approach could lead to the removal of the "in principle support" of Tintwistle relief road and the A628 Tintwistle to Saltersbrook and A628/A616 Saltersbrook to Stocksbridge schemes. This approach could also lead to the removal of safeguarding of land for the A619 to A6 (Bakewell Relief Road).</p>
<p>Option 1a.1: Permitting the development of new road schemes will have a negative effect on the natural environment and climate change. However, new road schemes may promote access to the national park from surrounding areas, encouraging tourism and may also improve local residents' access to facilities. Although traffic levels may increase, congestion may be improved through the provision of new roads in the short term.</p> <p>Option 1a.2: Safeguarding land for road schemes will have a negative impact on the natural environment, however new roads may increase access for some within the Park and for those coming from outside. Effects on SA Objective 14 maybe mixed reducing short term traffic congestion but increase volume of traffic on the roads. New roads are also likely to have a positive impact on the local economy.</p> <p>Option 1a.3: This option has the potential to have significant benefits on the natural environment and climate change by not allowing any new road schemes including</p>	

Transport

Transport														
													14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car 13. Promote a healthy Park wide economy 12. Encourage better access to a range of local centres, services and amenities 11. To help meet local need for housing 10. Promote good governance 9. To promote access for all 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds 7. To achieve and promote sustainable land use and built development 6. To develop a managed response of climate change 5. To minimise the consumption of natural resources 4. To protect and improve air, water and soil quality and minimise noise and light pollution 3. To preserve, protect and enhance the National Park's historic and cultural environment 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests 1. To protect, maintain and enhance the landscape and townscape of the National Park	
upgrading existing roads. Overall there is likely to be a positive benefit reducing volumes of road traffic, although there may be short term negative impacts on congestion if alternative forms of transport are not promoted.														
Amended Issue 1b - The adverse impact of cross-park traffic														
Option 1b.1: Adopt an approach of acceptance of current and future traffic growth, and allow the limitations of the road network to act as a management tool.	+/-	+/-	+/-	+/-	+/-	+/-	0	0	-	0	0	-	-	-
Option 1b.2: Retain the current approach in saved policies, which whilst accepting to an extent, current and future traffic growth seeks to make use of the strategic road hierarchy to direct traffic through and within the Park by the most appropriate route(s).	+/-	+/-	+/-	+/-	+/-	+/-	0	0	0	0	0	+/-	0	+
Option 1b.3: To take a more pro-active role in partnership with other local authorities and through SPITS to put in place fiscal demand management aimed at reducing the number of private motorised vehicles	+/-	+/-	+/-	+	+/-	+/-	0	0	+/-	0	0	+/-	+/-	+

Transport

Transport	
	<ol style="list-style-type: none"> 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car 13. Promote a healthy Park wide economy 12. Encourage better access to a range of local centres, services and amenities 11. To help meet local need for housing 10. Promote good governance 9. To promote access for all 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds 7. To achieve and promote sustainable land use and built development 6. To develop a managed response of climate change 5. To minimise the consumption of natural resources 4. To protect and improve air, water and soil quality and minimise noise and light pollution 3. To preserve, protect and enhance the National Park's historic and cultural environment 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests 1. To protect, maintain and enhance the landscape and townscape of the National Park
<p>on the local economy. Measures should be promoted to proactively reduce car use and promote other more sustainable modes of transport rather than reliance on the network self regulating. Self regulation is unlikely to work in a rural setting outside market towns where other transport options are limited and any changes in travel behaviour is likely to take a long time to come into effect and severely damage the local economy in the interim.</p> <p>Option 1b.2: Reducing road congestion by spreading the volume across the road network will have a beneficial impact on the economy. Because the road network is not being extended this will have a beneficial on the natural environment, however the nature of the impact is very dependent of the sensitivity of the locations where either traffic is being diverted from or to. If traffic is diverted away from a current route that is particularly sensitive then this will be beneficial as long as the strategic route it is being diverted to is less sensitive.</p> <p>Option 1b.3: Reducing the number of motorised vehicles in the Park will have a beneficial impact on the natural environment, reducing air pollution with secondary benefits for human health and the historic environment. However, such a scheme would necessitate some infrastructure which may have a negative effect on the environment and the scheme may result in longer travel patterns so people avoid charges so effects are likely to be mixed. It will directly benefit SA Objective 14 to reduce road traffic and congestion and will benefit access for socially excluded groups both within the park and from outside. This option has the potential to have a negative effect on the economy placing higher financial burdens on businesses, discouraging businesses from moving to the area. However, increasing other forms of transport and reducing congestion may bring their own economic benefits.</p>	

Transport

Transport													
	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car												
	13. Promote a healthy Park wide economy												
	12. Encourage better access to a range of local centres, services and amenities												
	11. To help meet local need for housing												
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	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds												
	7. To achieve and promote sustainable land use and built development												
	6. To develop a managed response of climate change												
	5. To minimise the consumption of natural resources												
	4. To protect and improve air, water and soil quality and minimise noise and light pollution												
	3. To preserve, protect and enhance the National Park's historic and cultural environment												
	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests												
	1. To protect, maintain and enhance the landscape and townscape of the National Park												
limits as adopted by respective Highway Authorities and the Highways Agency, whilst seeking to influence change in speed limits within specific geographical areas/communities where problems arise.													
Option 1c.3: Take a more pro-active role in partnership with Local Authorities and SPITS to seek to influence the review of (reduction in) rural speed limits currently being undertaken to ensure consistency of speed limits across the whole of the National Park.	+/-	+	+/-	+	+	0	0	0	0	0	0	0	+
<p>Option 1c.1: High speed limits through the Park will have a negative impact on tranquillity, through increased noise pollution. High speeds also create more emissions with a negative impact on air quality, GHG emissions and resource use. Human Health may also suffer through increased accidents.</p> <p>Option 1c.2: If seeking to influence changes in speed limit is effective then reducing speed limits will have a beneficial impact on safety benefiting human health, and will also reduce the levels of noise and air pollution along with GHG emissions. Altering speed limits may cause an increase in signage which may cause effects to be mixed on the historic environment and landscape.</p>													

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Option 1c.3: This will have similar impact to Option 1c.2 but by proactively promoting a review of rural speed limits the benefits will be more marked. Altering speed limits may cause an increase in signage which may cause effects to be mixed on the historic environment and landscape.														
Amended Issue 1d - The adverse traffic impact of new business development														
Option 1d.1: Adopt an approach that makes no requirement of planning applications to take account of the traffic impact of their proposed development.	-	-	-	-	-	-	0	0	-	0	0	-	+	-
Option 1d.2: Retain current approach, which requires that planning applications with a traffic impact be located where such an impact is minimised.	+	+	+	+	+	+	0	0	+	0	0	+	-	+
Option 1d.3: Take a more pro-active approach where provision of Green	+	+	+	+	+	+	0	0	+	0	0	+	+/-	+

Transport

Transport	
<p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p> <p>13. Promote a healthy Park wide economy</p> <p>12. Encourage better access to a range of local centres, services and amenities</p> <p>11. To help meet local need for housing</p> <p>10. Promote good governance</p> <p>9. To promote access for all</p> <p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p> <p>7. To achieve and promote sustainable land use and built development</p> <p>6. To develop a managed response of climate change</p> <p>5. To minimise the consumption of natural resources</p> <p>4. To protect and improve air, water and soil quality and minimise noise and light pollution</p> <p>3. To preserve, protect and enhance the National Park's historic and cultural environment</p> <p>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</p> <p>1. To protect, maintain and enhance the landscape and townscape of the National Park</p>	<p>Travel Planning is a requirement of Planning Consent. There might also be a possibility of using Planning Gain to minimise the impact of development by obtaining provision for alternative means of transport.</p>
<p>Option 1d.1: This option is likely to have a negative effect on the environment as it allows for increases in road vehicles without measures being put into place to reduce the volume of traffic created by these developments. This is a missed opportunity for reducing overall traffic volumes. Having no requirements on planning applications may encourage businesses to locate in the Park with a positive impact on the local economy.</p> <p>Option 1d.2: If there is a requirement to minimise the level traffic impact by the ensuring the location is as sustainable as possible i.e. next to existing public transport routes, then this option is likely to have a positive effect although there is no proactive encouragement for businesses to use these sustainable modes of transport.</p> <p>Option 1d.3: This option has the potential to proactively encourage the use of sustainable modes of transport. However, the wording of the option limits its potential benefits and it should be widened beyond travel planning to other sustainable transport measures such as subsidised bus routes, 'Smarter choices' measures, cycle facilities etc. Putting additional planning requirements on sites may deter businesses from locating in the Park.</p>	

Transport

	1. To protect, maintain and enhance the landscape and townscape of the National Park	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	3. To preserve, protect and enhance the National Park's historic and cultural environment	4. To protect and improve air, water and soil quality and minimise noise and light pollution	5. To minimise the consumption of natural resources	6. To develop a managed response of climate change	7. To achieve and promote sustainable land use and built development	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	9. To promote access for all	10. Promote good governance	11. To help meet local need for housing	12. Encourage better access to a range of local centres, services and amenities	13. Promote a healthy Park wide economy	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
Amended Issue 2a - The adverse impact of visitors' and residents' cars upon the National Park														
Option 2a.1: Adopt an approach of acceptance of current and future traffic growth, and allow the limitations of the road network to act as a management tool.	+/-	+/-	+/-	+/-	+/-	+/-	0	0	-	0	0	-	-	-
Option 2a.2: Retain the current approach in saved policies, which whilst accepting to an extent, current and future traffic growth seeks to make use of the strategic road hierarchy to direct traffic through and within the Park by the most appropriate route(s).	+/-	+/-	+/-	+/-	+/-	+/-	0	0	+/-	0	0	0	+/-	-
Option 2a.3: To take a more pro-active role in partnership with other local authorities and through SPITS to put in place fiscal demand management aimed at reducing the number of private motorised vehicles (particularly cars) entering and crossing the Park, whilst providing an additional funding stream for alternative means of access. This option shows a firm commitment to address the impact of the private car upon the National Park and puts a value upon this impact. The use of the	+/-	+	+/-	+	+/-	+/-	0	0	+/-	0	0	+	+/-	+

Transport

<p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p> <p>13. Promote a healthy Park wide economy</p> <p>12. Encourage better access to a range of local centres, services and amenities</p> <p>11. To help meet local need for housing</p> <p>10. Promote good governance</p> <p>9. To promote access for all</p> <p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p> <p>7. To achieve and promote sustainable land use and built development</p> <p>6. To develop a managed response of climate change</p> <p>5. To minimise the consumption of natural resources</p> <p>4. To protect and improve air, water and soil quality and minimise noise and light pollution</p> <p>3. To preserve, protect and enhance the National Park's historic and cultural environment</p> <p>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</p> <p>1. To protect, maintain and enhance the landscape and townscape of the National Park</p>		<p>revenue to provide alternative means of access minimises issues of social exclusion. In order to minimise the impact upon visitors some kind of free/discounted parking system could be operated. It is also assumed that residents/workers within the NP would most likely be exempt from any charge.</p>	<p>Option 2a.1: This implies that no proactive efforts (where accepting current and future levels of traffic implies no addition road schemes) will made to reduce the overall volume of traffic leaving the network to manage itself. This is likely to have a negative impact on congestion, increasing air pollution with detrimental effects on human health, and also on access to and within the Park. This reduced access may also have a negative effect on the local economy. Measures should be promoted to proactively reduce car use and promote other more sustainable modes of transport rather than reliance on the network self regulating. Self regulation is unlikely to work in a rural setting where other transport options are limited and any changes in travel behaviour is likely to take a long time to come into effect and severely damage the local economy in the interim.</p> <p>Option 2a.2: Reducing road congestion by spreading the volume across the road network will have a beneficial impact on the economy and access. Because the road network is not being extended this will have a beneficial on the natural environment, however the nature of the impact is very dependent of the sensitivity of the locations where either traffic is being diverted from or to. If traffic is diverted away from a current route that is particularly sensitive then this will be beneficial as long as the strategic route it is being diverted to is less sensitive.</p>
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Transport

	1. To protect, maintain and enhance the landscape and townscape of the National Park	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	3. To preserve, protect and enhance the National Park's historic and cultural environment	4. To protect and improve air, water and soil quality and minimise noise and light pollution	5. To minimise the consumption of natural resources	6. To develop a managed response of climate change	7. To achieve and promote sustainable land use and built development	8. To increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	9. To promote access for all	10. Promote good governance	11. To help meet local need for housing	12. Encourage better access to a range of local centres, services and amenities	13. Promote a healthy Park wide economy	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
<p>Option 2a.3: Reducing the number of motorised vehicles in the Park is likely to have an overall beneficial impact on the natural environment, reducing air pollution with secondary benefits for human health and the historic environment. It will directly benefit SA Objective 14 to reduce road traffic and congestion and may benefit access for socially excluded groups both within the Park and from outside. Increasing other forms of transport and reducing congestion may bring economic benefits. Exemption from charges for those who live/work within the Park should avoid the negative effect on the economy that placing higher financial burdens on businesses could have. However, free/discounted parking systems may counteract any beneficial effects of reducing vehicle numbers by continuing to encourage visitors to travel to the Park by car. Infrastructure to implement the scheme may have a negative impact on the landscape and the historic environment.</p>														
<p>Amended Issue 2b - The adverse impact of motor vehicles upon environmentally sensitive areas of the National Park</p>														
<p>Option 2b.1: Adopt an approach of non-interference, allowing the disbenefits of congestion within particular areas to act as a restraint measure, on the assumption that if an area becomes too congested, that this will, over time detract from the area's popularity.</p>	+/-	+/-	+/-	+/-	+/-	+/-	0	0	0	0	0	-	-	-
<p>Option 2b.2: Maintain the approach of continuing the current Traffic Management Schemes within the following four areas; Goyt Valley, Roaches, Stanage and Upper Derwent.</p>	+/-	+/-	+/-	+/-	+/-	+/-	0	0	+/-	0	0	+/-	+/-	+/-

Transport

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effects on economic and social objectives, human health and safety, as well those relating to the natural environment. Impacts are likely to be dependent on the nature of the traffic management measures. However, restricting access may have negative effects on the visitor economy and related services and also may restrict access for some visitors and residents with mobility issues who need widespread car access whilst improving access for others by reducing congestion and encouraging other means of access.														
Amended Issue 2c - Balancing the need for car parking facilities against their impact														
Option 2c.1: Allow the demand for car parking to govern the number of car parking spaces provided, subject to the levels set within the new East Midlands Car Parking Strategy	-	-	-	-	-	-	0	0	+	0	0	+	+	-
Option 2c.2: Retain the current approach of providing off-street parking where appropriate if coupled with a subsequent and equivalent reduction in on-street parking. Allow for parking facilities as set out within the East Midlands Car Parking Strategy for new non-food business developments.	+/-	+/-	+/-	+/-	+/-	+/-	0	0	+	0	0	+	+	+
Option 2c.3: Retain current approach to residential and visitor parking. With regard to parking facilities for new non-food business developments adhere to the East Midlands Car Parking Strategy Standards as a minimum,	+/-	+/-	+/-	+/-	+/-	+/-	0	0	+/-	0	0	+/-	+/-	+

Transport

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whilst reserving the right to impose more severe parking restrictions on a case by case basis dependent upon traffic impact and availability of alternatives.														
<p>Option 2c.1: Allowing the demand for car parking to govern the number of car parking spaces provided is likely to increase the use of cars within the Park and in travelling to the Park, this is likely to have a negative impact on the natural environment and on traffic volumes. It could however improve access to services and amenities, encourage people to visit the Park and benefit the local economy.</p> <p>Option 2c.2: If there is no net increase in parking spaces the overall impact will depend on the particular locality but may be neutral overall. Off street parking may have negative effects on landscape character for example, but removing cars from verges and on street may enhance the landscape /townscape character.</p> <p>Option 2c.3: Reserving the right to impose more severe parking restrictions on a case by case basis depending upon traffic impact and availability of alternatives should have a positive impact on reducing traffic congestion and volumes of traffic. Other impacts will be dependent on what is specified in the East Midlands Car Parking Strategy.</p>														
<p>Amended Issue 3a - The demand for new rail schemes to provide alternative means of transport to, from, within, and across the Park</p>														

Transport

	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	13. Promote a healthy Park wide economy	12. Encourage better access to a range of local centres, services and amenities	11. To help meet local need for housing	10. Promote good governance	9. To promote access for all	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	7. To achieve and promote sustainable land use and built development	6. To develop a managed response of climate change	5. To minimise the consumption of natural resources	4. To protect and improve air, water and soil quality and minimise noise and light pollution	3. To preserve, protect and enhance the National Park's historic and cultural environment	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	1. To protect, maintain and enhance the landscape and townscape of the National Park
Option 3a.1: Permit the building of new rail schemes as and when deemed necessary and appropriate by Local Authorities and the Rail Industry, provided that proof is provided of adherence to Section 62 of the Environment Act 1995.	+	+	+	0	0	+	0	0	+	+/-	+/-	+/-	+/-	+/-
Option 3a.2: Retain the current approach with the continued safeguarding of former railway routes within the National Park against their possible future reinstatement.	+/-	+/-	+/-	0	0	+/-	0	0	+/-	+/-	+/-	+/-	+/-	+/-
Option 3a.3: Adopt an approach of resistance to all new rail schemes within the National Park. This is based around the DOE Circulars 4/76 and 125/77 and PPS7, all of which oppose the building/upgrading of new railways in National Parks except in exceptional circumstances. This approach could lead to the removal of safeguarding of land for the reinstatement of the Matlock-Buxton, Woodhead Railway, and the enhancement of the Hope Valley Line.	-	-	+	0	0	-	0	0	-	-	+/-	+/-	+/-	+/-
Option 3a.1: New rail schemes may promote access to the National Park from surrounding areas, encouraging tourism and also improving local residents' access to facilities. Car use may decrease with positive impacts on the natural environment however schemes would have to be designed to be sensitive to their surrounds so as not														

Transport

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to have a negative impact on landscape or townscape and may involve land take with potential negative impacts.														
<p>Option 3a.2: Clarification of the current approach is required to make an assessment. This option is likely to have mixed effects, whilst safeguarding of former railway routes preserves them as wildlife corridors, allowing adaptation to climate change and enables their use as walking /cycling routes which help reduce vehicle traffic, preventing their future reinstatement as working railways may have a larger negative effect in terms of reducing volumes of traffic and greenhouse gas emissions. If new sites need to be found for railway lines this is likely to have a much more significant adverse effect as creating routes for railways lines (cuttings, embankments etc) is highly energy intensive and disruptive to the landscape, soil and biodiversity.</p> <p>Option 3a.3: This option will have benefits for the natural environment but may have a negative impact on reducing the volume of traffic, the economy, access for all and responding to climate change with associated potential negative impacts on the natural environment. So effects are likely to be mixed.</p>														
Amended Issue 3b - The need to increase the perceived attractiveness of public transport														
Option 3b.1: Adopt an approach where market forces govern the success or failure of public transport, with the provision of public transport infrastructure being determined by passenger numbers and cost.	-	-	-	-	-	-	0	0	-	0	0	-	0	-
Option 3b.2: Retain the current approach of working in partnership with Public Transport Authorities and other bodies to encourage the	+/-	+	+/-	+	+	+	0	0	+	0	0	+	+	+

Transport

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enhancement of public transport infrastructure in an attempt to improve comfort and safety of public transport users.														
<p>Option 3b.3: Adopt a more innovative approach through SPITS and other partners to develop public transport hubs with access to other facilities and sources of information. Such hubs may be situated within existing buildings/businesses such as public houses and cafes or might equally be virtual hubs with transport information about particular locations.</p>	+	+	+	+	+	+	+	0	+	0	0	+	+	+
<p>Option 3b.1: Market forces could result in insufficient or inappropriately sited public transport provision, potentially exacerbating social exclusion and poor access to services and even encourage (if not reducing) the use of cars with negative impacts on the natural environment and traffic congestion.</p> <p>Option 3b.2: Enhancement of public transport infrastructure if coupled with sustainable and appropriate locations should encourage its use and reduce car use, with secondary benefits for the natural environment, human health and safety, and congestion on roads. However, the wording of the option limits its potential benefits and could be widened to other softer sustainable transport measures such as public information systems and 'Smarter choices' measures etc. Care also needs to be taken to ensure that landscape character and the historic environment are considered with infrastructure enhancements.</p> <p>Option 3b.3: This option will have similar benefits to option 3b.2 above but benefits will be enhanced with transport hubs increasing the attractiveness and sustainability of</p>														

Transport

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<ol style="list-style-type: none"> 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car 13. Promote a healthy Park wide economy 12. Encourage better access to a range of local centres, services and amenities 11. To help meet local need for housing 10. Promote good governance 9. To promote access for all 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds 7. To achieve and promote sustainable land use and built development 6. To develop a managed response of climate change 5. To minimise the consumption of natural resources 4. To protect and improve air, water and soil quality and minimise noise and light pollution 3. To preserve, protect and enhance the National Park's historic and cultural environment 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests 1. To protect, maintain and enhance the landscape and townscape of the National Park 	
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Transport

	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	13. Promote a healthy Park wide economy	12. Encourage better access to a range of local centres, services and amenities	11. To help meet local need for housing	10. Promote good governance	9. To promote access for all	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	7. To achieve and promote sustainable land use and built development	6. To develop a managed response of climate change	5. To minimise the consumption of natural resources	4. To protect and improve air, water and soil quality and minimise noise and light pollution	3. To preserve, protect and enhance the National Park's historic and cultural environment	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	1. To protect, maintain and enhance the landscape and townscape of the National Park
Amended Issue 4a - The availability of access to public transport														
Option 4a.1: Adopt an approach of allowing market forces to determine the location of Public Transport provision, and reliance upon other Authorities to make up the shortfall.	-	0	-	0	0	-	0	0	-	-	-	-	-	-
Option 4a.2: Retain current approach of working in partnership with Public Transport Authorities to provide public transport access to designated National Park settlements and Zone 3 recreation areas in keeping with guidance provided within PPG13.	+	+	+	0	0	+	0	0	+	+	+	+	+	+
Option 4a.3: Take a more pro-active approach in seeking to encourage any development for housing, retail, industry and recreation to be undertaken in settlements with good provision of public transport. Encourage more innovative solutions to transport provision in areas where public transport is not financially viable, for example, use of Community Transport, car clubs, carshare schemes etc.	+/-	+	+/-	0	0	+	0	+	+	+	+/-	+/-	+/-	+/-
Option 4a.1: Market forces could result in insufficient public transport provision, potentially exacerbating social exclusion and poor access to services. In appropriately sited public transport provision may result in its lack of use and encourage the use of cars (with negative impacts on the natural environment and traffic congestion).														

Transport

	1. To protect, maintain and enhance the landscape and townscape of the National Park	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	3. To preserve, protect and enhance the National Park's historic and cultural environment	4. To protect and improve air, water and soil quality and minimise noise and light pollution	5. To minimise the consumption of natural resources	6. To develop a managed response of climate change	7. To achieve and promote sustainable land use and built development	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	9. To promote access for all	10. Promote good governance	11. To help meet local need for housing	12. Encourage better access to a range of local centres, services and amenities	13. Promote a healthy Park wide economy	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
<p>Option 4a.2: Designated National Park settlements where public transport provision is addressed should benefit in terms of access to the park and some amenities, with knock on beneficial effects on the natural environment and congestion if car use decreases. However, as provision will only be focused in designated settlements, other settlements may suffer and problems of transport provision may continue, with continuing social exclusion and possibly congestion on roads.</p> <p>Option 4a.3: This option should have significant benefits for the majority of the sustainability objectives. New development would be sustainably sited and focused in areas with access to suitable public transport provision and other innovative solutions should address needs outside these areas. There will be benefits for access to all, access to services and for the natural environment and congestion, if car use decreases as a result. However there may be uncertain or potentially negative impacts on the natural environment as well if the most accessible locations are inappropriate in terms of the natural environment.</p>														
Amended Issue 4b - The availability of access to services														
Option 4b.1: Allow the market to govern the provision of services.	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	-	0	0	-	-	+/-
Option 4b.2: Retain current approach with regard to the pattern of development, with a focus on Local Plan Settlements and provision for National Park residents.	+/-	+/-	+/-	+/-	+/-	+/-	+	0	+/-	0	0	+/-	+/-	+/-
Option 4b.3: Take a more pro-active approach in encouraging the development of services in key settlements and the provision of mobile services to outlying settlements. This could be directly linked to accessibility strategies, using a modelling tool to determine the most appropriate places	+	+	+	+	+	+	+	0	+	0	0	+	+	+

Transport

<ol style="list-style-type: none"> 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car 13. Promote a healthy Park wide economy 12. Encourage better access to a range of local centres, services and amenities 11. To help meet local need for housing 10. Promote good governance 9. To promote access for all 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds 7. To achieve and promote sustainable land use and built development 6. To develop a managed response of climate change 5. To minimise the consumption of natural resources 4. To protect and improve air, water and soil quality and minimise noise and light pollution 3. To preserve, protect and enhance the National Park's historic and cultural environment 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests 1. To protect, maintain and enhance the landscape and townscape of the National Park 	
<p>for new or re-locating services.</p> <p>Option 4b.1: Allowing market forces to govern the provision of services could result in insufficient provision, potentially exacerbating social exclusion and poor access to services. A lack of services could also continue to encourage long distance travel to reach services, with potentially negative impacts on the natural environment.</p> <p>Option 4b.2: While some settlements may benefit from the provision of services, others may be not, leading to social exclusion?</p> <p>Option 4b.3: This option should have benefits for access to all and access to services, with the development of services being located in sustainable location in key settlements, coupled with the provision of mobile services, so other settlements are not excluded. This should reduce the need to travel by car with benefits for the natural environment, traffic congestion and the local economy.</p>	

Transport

	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	13. Promote a healthy Park wide economy	12. Encourage better access to a range of local centres, services and amenities	11. To help meet local need for housing	10. Promote good governance	9. To promote access for all	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	7. To achieve and promote sustainable land use and built development	6. To develop a managed response of climate change	5. To minimise the consumption of natural resources	4. To protect and improve air, water and soil quality and minimise noise and light pollution	3. To preserve, protect and enhance the National Park's historic and cultural environment	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	1. To protect, maintain and enhance the landscape and townscape of the National Park
Issue 5 - The need to ensure that roads & transport infrastructure are in keeping with the National Park setting														
Option 5.1: Adopt an approach which assumes that the Highway Authorities are in the best position to determine the design of roads and transport infrastructure, and that it is not the concern of the National Park Authority provided that Section 62 and PPS7 is observed.	-	0	-	-	0	0	-	0	0	0	0	0	0	0
Option 5.2: To retain current approach in saved policies aimed at ensuring that the design criteria for Transport Infrastructure is in keeping with its National Park setting and incorporates sustainability best practice.	+	0	+	+	+/-	0	+	0	0	0	0	0	0	0
Option 5.3: Seek to obtain conformity across all highway authorities and agencies responsible for roadworks and signage within this and other National Parks. Seek to establish different and appropriate levels of signage for National Parks.	+	0	+	+	0	0	+	0	0	0	0	0	0	0
Option 5.4: Ensure design of transport infrastructure is in keeping with NP setting; reduce unnecessary signage; retain parking policies; parking in new development to be within national guidelines or reduced further.	+	0	+	+	0	0	+	0	+/-	0	0	+/-	+/-	0
Options should refer to best practice on construction methods and materials used and noise and light pollution. (Is there any Park guidance on rural roads etc)														

Transport

<ol style="list-style-type: none"> 14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car 13. Promote a healthy Park wide economy 12. Encourage better access to a range of local centres, services and amenities 11. To help meet local need for housing 10. Promote good governance 9. To promote access for all 8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds 7. To achieve and promote sustainable land use and built development 6. To develop a managed response of climate change 5. To minimise the consumption of natural resources 4. To protect and improve air, water and soil quality and minimise noise and light pollution 3. To preserve, protect and enhance the National Park's historic and cultural environment 2. To protect, enhance and improve biodiversity, flora and fauna and geological interests 1. To protect, maintain and enhance the landscape and townscape of the National Park 	<p>Option 5.1: If the National Park Authority is not involved in the design of roads and transport infrastructure, this may have a negative impact on the natural environment with landscape considerations not being given due attention.</p> <p>Option 5.2: Ensuring the design criteria are in keeping with the National Park setting should be beneficial to the natural environment, landscape and townscape. This option could be further strengthened by ensuring that sustainability best practice is also included in the design criteria, for example the use of materials, sustainable drainage systems etc. (see red text in option) Effects on natural resources will be mixed as although incorporation of sustainability criteria will benefit natural resource consumption, new infrastructure will still result in the use of some natural resources.</p> <p>Option 5.3: This option is commendable bearing in mind that achieving conformity is a longer term aspiration. It should also be considered that regardless of signage being in keeping, excessive signage can detract from areas landscape/townscape.</p> <p>Option 5.4: Ensuring design criteria is in keeping with the National Park setting should be beneficial to the natural environment, landscape and townscape. If a reduction in parking results in a decrease in the number of cars that come to the park, this could have benefits for the natural environment and traffic congestion. However, restricting parking may discourage visitors (if not accompanied by adequate public transport provision) and this could impact the local economy negatively.</p>
<p>Issue 6 - Pressures of freight transport and provision of lorry parking</p>	

Transport

	1. To protect, maintain and enhance the landscape and townscape of the National Park	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	3. To preserve, protect and enhance the National Park's historic and cultural environment	4. To protect and improve air, water and soil quality and minimise noise and light pollution	5. To minimise the consumption of natural resources	6. To develop a managed response of climate change	7. To achieve and promote sustainable land use and built development	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	9. To promote access for all	10. Promote good governance	11. To help meet local need for housing	12. Encourage better access to a range of local centres, services and amenities	13. Promote a healthy Park wide economy	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
Option 6.1: Adopt a position whereby no control is exerted upon freight operation centres or lorry parks.	-	-	-	-	-	-	0	0	0	0	0	0	+/-	-
Option 6.2: Retain the current saved policies governing freight transport operating centres, provision of access routing and lorry parks.	+/-	+/-	+/-	+/-	+/-	+/-	0	0	0	0	0	0	+/-	+/-
Option 6.3: Adopt a more radical approach seeking to impose 7.5 tonne weight restrictions throughout the National Park, with access for HGVs only. This approach does however pose problems of enforcement.	+	+	+	+	+/-	+/-	0	0	0	0	0	0	+/-	+

Option 6.1: exerting no control upon freight operation centres or lorry parks would have negative impacts on the natural environment, the consumption of natural resources, noise pollution and congestion across the Park. There could be some beneficial effects o the economy if lorries being or end their journeys l the park, but increasing congestion and degrading of the area could counteract any positive effects on the local economy.

Option 6.2: Impacts will be dependent on the exact nature of the individual saved policies governing freight transport operating centres, provision of access routing and lorry parks.

Option 6.3: This option would similar effects to option 1b.5 but they would be much less pronounced.

Transport

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Issue 7 - The detrimental impact of air transport upon the National Park														
Option 7.1: Adopt an approach of allowing planning permission to land for use in connection with helicopters and other powered flights, where requested.	-	-	-	-	-	-	0	0	0	0	0	0	0	0
Option 7.2: Retain the current saved policies restricting such developments where they adversely affect the valued characteristics or amenity of the area, and also continue to use Article 4 Directions, to control use of land for less than 28 days per year for this purpose where it is perceived to have a large detrimental effect on the valued characteristics of an area, or upon congestion, road safety or residential amenity.	+	+	+	+	+	+	0	0	0	0	0	0	0	0
<p>Option 7.1: Adopting an approach of allowing planning permission to land for use in connection with helicopters and other powered flights would have negative impacts on the natural environment, particularly noise pollution, the use of natural resources and also congestion (if increasing numbers of cars would need to access these locations). There is potential for a positive impact on the local economy through visitors being attracted the Park for recreational flights etc.</p>														

Transport

<p>14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car</p>	<p>Option 7.2: This would be the preferred option. Policy wording could refer to not only a 28 day restriction, but to a seasonal restriction, limiting flights to ‘low’ tourist seasons, so that congestion was not added to.</p>
<p>13. Promote a healthy Park wide economy</p>	
<p>12. Encourage better access to a range of local centres, services and amenities</p>	
<p>11. To help meet local need for housing</p>	
<p>10. Promote good governance</p>	
<p>9. To promote access for all</p>	
<p>8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds</p>	
<p>7. To achieve and promote sustainable land use and built development</p>	
<p>6. To develop a managed response of climate change</p>	
<p>5. To minimise the consumption of natural resources</p>	
<p>4. To protect and improve air, water and soil quality and minimise noise and light pollution</p>	
<p>3. To preserve, protect and enhance the National Park's historic and cultural environment</p>	
<p>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</p>	
<p>1. To protect, maintain and enhance the landscape and townscape of the National Park</p>	

Transport

	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car	13. Promote a healthy Park wide economy	12. Encourage better access to a range of local centres, services and amenities	11. To help meet local need for housing	10. Promote good governance	9. To promote access for all	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	7. To achieve and promote sustainable land use and built development	6. To develop a managed response of climate change	5. To minimise the consumption of natural resources	4. To protect and improve air, water and soil quality and minimise noise and light pollution	3. To preserve, protect and enhance the National Park's historic and cultural environment	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	1. To protect, maintain and enhance the landscape and townscape of the National Park
New Issue 8 - Climate Change														
Option 8.1: Pursue Transport Policies aimed at protecting the National Park, regardless of their potential impact upon climate change.	+/-	+/-	+/-	+/-	+/-	+/-	0	+/-	0	0	+/-	-	+/-	+/-
Option 8.2: Pursue Transport Policies that protect the National Park, but that act upon climate change where possible.	+	+	+	+	+	+	0	+	0	0	+	+	+	+
Option 8.3: Pursue Transport Policies aimed at counteracting Climate Change, regardless of their potential impact upon the National Park.	+/-	+/-	+/-	+/-	+/-	+/-	0	+/-	0	0	+/-	+/-	+/-	+/-
Does 'protecting the National Park' refer to 'protecting the special qualities of the National Park'?														
<p>Option 8.1: Although this policy seeks to protect the National Park, not addressing the potential impact upon climate change could have negative impacts on the special qualities of the Park for which it was designated in the long term. However, in the short term environmental benefits are likely to be seen to effects are likely to be mixed and dependent on the transport policies themselves.</p> <p>Option 8.2: This option takes a balanced approach and should have positive impacts on most sustainability objectives.</p> <p>Option 8.3: Although policies aimed at counteracting Climate Change are commendable and would have a number of benefits, disregarding any potential impacts on the National Park would could negative impacts in the short term on landscape, biodiversity and the Park's historic and cultural environment, which could have knock on</p>														

Transport

	1. To protect, maintain and enhance the landscape and townscape of the National Park	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	3. To preserve, protect and enhance the National Park's historic and cultural environment	4. To protect and improve air, water and soil quality and minimise noise and light pollution	5. To minimise the consumption of natural resources	6. To develop a managed response of climate change	7. To achieve and promote sustainable land use and built development	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	9. To promote access for all	10. Promote good governance	11. To help meet local need for housing	12. Encourage better access to a range of local centres, services and amenities	13. Promote a healthy Park wide economy	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
impacts on the economy. Specific impacts would be dependent on the nature of the policies.														
New Issue 9 - Accessibility														
Option 9.1: Pursue Transport Policies aimed at protecting the National Park, regardless of the Accessibility agenda.	+	+	+	+	+/-	+/-	+/-	0	-	0	0	-	-	+/-
Option 9.2: Pursue Transport Policies that balance the need to protect the National Park with promoting access to services by means other than the private car.	+	+	+	+	+	+	+/-	0	+	0	0	+	+	+
Option 9.3: Pursue Transport Policies aimed at promoting access to services, regardless of their potential impact upon the National Park.	-	-	-	-	-	-	+/-	0	+	0	0	+	+/-	+/-
<p>Option 9.1: Pursue Transport Policies aimed at protecting the National Park should have benefits for the natural environment, but disregarding the accessibility agenda will have negative impacts on objectives relating to access for all, access to services and this could have further negative impacts on the local economy if visitors are discouraged.</p>														
<p>Option 9.2: This option takes a balanced approach and should have positive impacts on most sustainability objectives (particularly if measures are included to encourage the use of public transport, provision and provision is sufficient to meet needs of users, and discourage the use of cars)</p>														
<p>Option 9.3: This option will have benefits for SA Objectives relating to access for all and access to facilities and services. Disregarding any potential impacts on the National</p>														

Transport

	1. To protect, maintain and enhance the landscape and townscape of the National Park	2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	3. To preserve, protect and enhance the National Park's historic and cultural environment	4. To protect and improve air, water and soil quality and minimise noise and light pollution	5. To minimise the consumption of natural resources	6. To develop a managed response of climate change	7. To achieve and promote sustainable land use and built development	8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds	9. To promote access for all	10. Promote good governance	11. To help meet local need for housing	12. Encourage better access to a range of local centres, services and amenities	13. Promote a healthy Park wide economy	14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
Park may have negative impacts on landscape, biodiversity and the Park's historic and cultural environment, which could have secondary impacts on the economy. Specific impacts would be dependent on the nature of the policies.														
New Issue 10 - 'In principal support' for Tintwistle relief road														
Option 10.1: Removal of 'in principal support' for any already proposed or new road scheme within the National Park.	+	+	+	+	+	+	+	0	0	0	0	+/-	-	+
Option 10.2: Removal of 'in principle support' for a Tintwistle relief road, but not for other already proposed road schemes within the National Park.	-	-	-	-	-	-	-	0	0	0	0	+	+	-
Option 10.3: Retention of 'in principal support' for any already proposed road schemes.	-	-	-	-	-	-	-	0	0	0	0	+	+	-
<p>Option 10.1: This option has the potential to have significant benefits on the natural environment and climate change by not allowing any new road schemes (including any already proposed). Although this may have a positive benefit reducing volumes of road traffic, there may be short term negative impacts on congestion. Alternative forms of transport should be promoted to tackle existing congestion.</p> <p>Option 10.2 & 10.3: 'In principle support' for existing proposed road schemes could have a negative effect on the natural environment and climate change if proposals go</p>														

Transport

14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car
13. Promote a healthy Park wide economy
12. Encourage better access to a range of local centres, services and amenities
11. To help meet local need for housing
10. Promote good governance
9. To promote access for all
8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds
7. To achieve and promote sustainable land use and built development
6. To develop a managed response of climate change
5. To minimise the consumption of natural resources
4. To protect and improve air, water and soil quality and minimise noise and light pollution
3. To preserve, protect and enhance the National Park's historic and cultural environment
2. To protect, enhance and improve biodiversity, flora and fauna and geological interests
1. To protect, maintain and enhance the landscape and townscape of the National Park

ahead. However, new road schemes may promote access to the National Park from surrounding areas, encouraging tourism and may also improve local residents' access to facilities. Although traffic levels may increase congestion may be improved in the short term through the provision of new roads.

APPENDIX E
Preferred Approaches Assessment

Sustainability Appraisal of Preferred Options

Key to SA Objectives

1. To protect, maintain and enhance the landscape and townscape of the National Park
2. To protect, enhance and improve biodiversity, flora and fauna and geological interests
3. To preserve, protect and enhance the National Park's historic and cultural environment
4. To protect and improve air, water and soil quality and minimise noise and light pollution
5. To minimise the consumption of natural resources
6. To develop a managed response to climate change
7. To achieve and promote sustainable land use and built development
8. Increase understanding of the special qualities of the Park by target groups, young people (14-20 years); people from disadvantaged areas, with disabilities and from ethnic minority backgrounds
9. To promote access for all
10. Promote good governance
11. To help meet local need for housing
12. Encourage better access to a range of local centres, services and amenities
13. Promote a healthy Park wide economy
14. To reduce road traffic (especially private cars and freight), traffic congestion and improve safety, health and air quality by reducing the need to travel, especially by car

Key to symbols:

++	Likely to have a significant positive impact
+	Likely to have a positive impact
0	Likely to have no/neutral impact
-	Likely to have a negative impact
--	Likely to have a significant negative impact
+/-/?	Mixed /uncertain impact

SA Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14
General Spatial Policies														
GSP1: Securing National Park purposes	++	++	++	++	+	0	+	+	+	0	+	+	+	0
GSP2: Major development within the National Park	+	+/?	+/-	+/?	+/?	0	?	+	0	0	?	-/+	-?	0
GSP3: Sustainable development principles	+	+	+	+	+	+	+	+	+	0	+	+	+	+
GSP4a: Principles for conserving and enhancing the National Park's valued characteristics	++	++	++	++	+	+	+	0	+	0	+/-	-/+	-/+	0
GSP4b: Settlement strategy	++	+	++	+	+	+	++	0	0	0	+	++	0	++
GSP5: Planning Benefit	+	+	+	+	0	0	0	0	+	0	+	+	+	0
Landscape and Conservation														
L1: Conserving and enhancing the natural beauty of the National Park	++	++	++	++	0	0	0	0	0	0	0	-/+	0	0
L1b: Trees, woodlands, hedgerows and other landscape features	++	++	0	+	0	0	0	0	0	0	0	0	0	0
L1c: Landscape enhancement and improvement	++	+/?	0	0	-	--	-	0	0	0	0	0	0	0
L2: Sites of wildlife or geodiversity importance	+	++	0	+	0	++	0	0	0	0	0	0	0	0
L3a: Cultural Heritage	++	0	++	0	0	0	+	0	0	0	0	0	0	0
L3b: Evaluating sites and features of Special Significance	++	+	++	0	0	0	0	0	0	0	0	0	0	0
L3c: Listed buildings and other buildings of historic or vernacular merit	+	0	++	0	0	0	0	0	0	0	-	-	0	0
L3d: Sites of historic, archaeological or cultural importance	+	++	++	0	0	0	0	0	0	0	0	0	0	0
L3e: Important parks and gardens	++	0	++	0	0	0	0	0	+	0	0	++	0	0
Understanding and Enjoyment														
VE1a: Visiting and Enjoying the National Park	0	+	0	+	0	0	+	+/?	++	+	0	++	++	+/?
VE1b: Recreation, environmental education and interpretation development	+	+	+	+/?	++	+	++	+/?	++	0	0	++	+	+
Climate Change														
CC1: Sustainable design and construction	+	+	+	+	++	++	++	0	0	0	0	0	0	+
CC2: Achieving low carbon development	0	0	0	0	+	++/-	0	0	0	0	+	0	0	0

CC3: Renewable energy developments	++	++	++	++	?	+/-	0	0	0	0	0	0	?	0
CC4: Flood risk	+	+	0	0	0	++	++	0	0	0	+/-	0	0	0
CC5: Impact of climate change on land management, biodiversity and air quality	+	++	+	++	0	++	0	0	0	0	0	0	0	0
CC6a: Management of domestic, industrial and commercial waste	+	+	+	0	+	+	++	0	+	0	0	?	+	0
CC6b: Agricultural waste generated within the National Park	+	+	+	+	+	+	++	0	0	0	0	0	+	0
CC7: Dealing with construction and demolition waste	++	+	0	++?	++	++	++	0	0	0	0	0	0	++?
Housing														
HC1: Reasons for new housing in the National Park	++	-/+	++	-/+	-/+	-/+	-/+	0	0	0	++	0	-/+	-/+
HC2: The scale of housing delivery in the National Park	++	-/+	++	-/+	-/+	-/+	-/+	0	0	0	+	+	+	+
HC3: Achieving affordable housing for local needs	+	-/+	+	-/+	-/+	-/+	-/+	0	0	0	++	+	+	+
HC4a: Size, type and tenure of newly provided housing for different groups in the community	+	-/+	+	-/+	-/+	-/+	-/+	0	0	0	++	0	+	-/+
HC5: Increasing the proportion of affordable housing on enhancement schemes including changes of use to existing buildings	+	-	+	-	-	-	-	0	0	0	++	0	+	-
HC6: Identifying housing sites	?	?	?	?	?	?	?	0	0	+	?	?	?	?
HC7: Where to buy existing housing stock for use as affordable housing	?	?	?	?	?	?	?	?	?	+	+	?	?	?
HC4b: Housing for key workers, including those employed in agriculture, forestry or other rural enterprises.	0	-	0	-	-	-	-	0	0	0	++	-	++	-
HC8: Community services and facilities	++	+	+	+	++	+	++	0	+	0	+	++	0	+
HC9: Shopping	++	+	+	+	0	0	0	0	0	0	+	++	+/-	+
Economy														
E1: Businesses in the countryside	++	++	++	0	+	+	+	0	0	0	-	0	++	?
E2: Employment in towns and villages	+	?	+	-/+	-/+	-/+	+	0	+	0	0	0	++	++
E3: Identifying and safeguarding employment sites	++	?	+	-/+	-	-	-	0	0	0	+	0	++	++
E4: Hotels, bed and breakfast and self-catering holiday accommodation	+	?	+	-/+	-	-/+	+	0	+	0	-	+	+	?
E5: Caravans and camping	+	?	+	0	0	0	0	0	+	0	0	+	+	?

Minerals														
MIN1: Minerals	+	+	0	0	++	0	0	0	0	0	0	0	-?	0
MIN2: Aggregates	+	+	0	0	++	0	0	0	0	0	0	0	-?	0
MIN3: Cement Making Materials	+	+	0	0	++	0	0	0	0	0	0	0	-?	0
MIN4: Industrial Limestone	+	+	0	0	++	0	0	0	0	0	0	0	-?	0
MIN5: Fluorspar	-/+	-/+	-/+	-/+	+	0	0	0	0	0	0	0	++	0
MIN6: Small-scale building and roofing stone	+	+	0	0	+	0	0	0	0	0	0	0	-/+	0
MIN7: Safeguarding	0	0	0	0	+/-	+	0	0	0	0	0	0	0	+
Transport														
T1b: Travel plans	+	+	+	++	0	++	++	0	+	0	0	0	0	++
T2: Design of transport infrastructure	++	++	+	+	0	+	+	0	0	0	0	0	0	+
T3: Managing the demand for new roads	-/+?	-/+?	-/+?	-/+?	-/+?	0	0	0	0	0	0	+	-/+	-/+
T4: Providing sustainable access to essential services, and park and ride to visitor areas	++	+/-	++	+/-	+/-	++	0	0	+	0	0	++	+/-	++
T5: Managing the demand for rail and using former railway routes for non-motorised users	+?	+	+?	+?	0	+?	0	0	+	0	0	0	0	+
T6: Routes for walking, cycling and horse riding and waterways	0	0	0	0	0	++	0	0	+	0	0	++	0	++
T7: Directing traffic onto the most appropriate routes	+	?	?	?	?	?	0	0	0	0	0	?	?	+
T8: Ensuring that the adverse impact of motor vehicles is minimised	++	++	++	++	0	++	0	0	-/+	0	0	-/+	+	-/+
T9: Managing the demand for car and coach parks	++	-?	-?	-?	-	-	?	0	0	0	0	+	0	-
T10: Managing the demand for freight transport and the provision of lorry parking	++	+?	+?	++	0	++	0	0	0	0	0	0	-	++
T11: Managing the demand for air travel against its impact on the valued characteristics of the National Park	++	++	++	++	0	0	0	0	+	0	0	+	0	0
T12: Utilities infrastructure	++	++	++	0	-	+	0	0	0	0	-?	-	-	+

I. SUSTAINABILITY APPRAISAL OF POLICIES

GENERAL POINTS

- I.1. Many of the Policies are quite lengthy and detailed, which reduces the clarity and precision of the message that they are trying to convey. In some cases, information that is included as part of the Policies could be put into the supporting text.
- I.2. The wording of the Policies could be improved in some places by tightening up the language used. This would reduce uncertainty as to the intended meaning of Policies and make judgements regarding their sustainability effects more accurate.

GENERAL SPATIAL POLICIES

GSPI – Securing National Park purposes

Proposals for development or use of land within the National Park will be considered in accordance with the policies of the Core Strategy.

All policies within the Core Strategy work in combination towards furthering National Park purposes as established in the Environment Act 1995. They are:

- to conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park; and
- to promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

These objectives may not always be mutually supportive. Where, in determining proposals for development or the use of land within the National Park, it appears that a conflict between the statutory purposes may arise, the precautionary principle will be applied and the conservation of the National Park will be prioritised over its use as a recreation or educational asset.

- Where National Park purposes are not compromised or can be secured, the Core Strategy will seek to permit development which will serve to meet the social and economic needs of the communities within the National Park.

- I.3. This Policy could be presented as an overarching or cross cutting theme as it guides all of the Policies. The likely sustainability effects will therefore depend largely on which other Policies these principles will be applied to. Applying the precautionary principle will help to alleviate any harm but it may also serve to reduce the opportunities to enhance the potential benefits on other, or a wider range of, SA Objectives.
- I.4. In general this Policy should have significant positive effects on SA Objectives 1 – 4, which relate to the protection and enhancement of landscape quality and character, cultural heritage and biodiversity and the natural environment as it endorses the prioritisation of these issues above all others. Although the Policy also supports the promotion of opportunities for improved access,

understanding and enjoyment of the Park, therefore having the potential to have positive effects on these objectives, the effects are not expected to be significantly positive because it is made clear that where any conflict arises, priority will be given to landscape preservation. There are also no efforts to promote understanding and enjoyment to targeted groups, although this may be an indirect secondary effect.

- I.5. There is also the potential for positive scores for several other SA Objectives as the Policy promotes sustainable forms of development and meeting the social and economic needs of the local community. However, there is significant uncertainty as to whether these positive effects will be experienced as these benefits will only be sought where the statutory purposes of the National Park are not compromised.

GSP2: Major development within the National Park

Policy will re-affirm established policy to ensure that major developments do not take place within the Peak District National Park. Major development may only be permitted following rigorous consideration of:

- whether the development is in the national public interest, assessed against the national importance of the area;
- whether the need for the development can be met outside the National Park or by an alternative approach to major development;
- the extent to which valued characteristics/special qualities of the National Park are affected;
- whether that effect can be mitigated to an acceptable degree; and
- the implications of refusing or approving the development on the economy and the well-being of the local community.

Where proposals for major development present the potential for significantly furthering the achievement of National Park purposes, the same rigorous approach to consideration of the proposals will be applied and a determination made in respect to the net benefit or harm presented. In cases where an overall significant net benefit can be seen to be delivered through major development, every effort to mitigate potential localised harm and compensate for any residual harm of any of the National Park's special qualities would be expected to be secured.

- I.6. The avoidance of major development within the Park means that there should be positive effects on those SA objectives that relate to the natural environment. As with the previous objective, the strong focus on preserving the 'special qualities' of the National Park means that those objectives relating to landscape and the character of the Park are likely to avoid negative effects. However, the wording "*effects can be mitigated to an acceptable degree*" adds uncertainty to what is considered an acceptable degree. Additionally, although it is beneficial to consider the implications of major development on the local community, this statement is vague and seems to not consider the complexity of potential effects that might be seen on a local community from a major development, both positive and negative.

- 1.7. There are likely to be mixed effects on Objective 12 (access to services and facilities). Positive effects should arise from the fact that preserving the Park's qualities would secure accessibility to a good quality environment for recreation; however the prevention of large scale development could have negative impacts in terms of restricting improved access to new services and facilities that may otherwise have been more readily provided.
- 1.8. The effect on Objective 7 (sustainable land use and built development) is uncertain because, although the Policy specifies that development will only be permitted in very specific circumstances, no detail is given about the form that this development would take. There is an opportunity here to endorse the use of sustainable design and construction techniques or the reuse of previously developed land/buildings, but this has not been included in the option.

GSP3: Sustainable development principles

All development in the National Park must seek to contribute to the sustainable development of the area in delivering this Core Strategy and for the benefit of future generations.

Policy and development should take account of the following principles:

- Mitigating and adapting to climate change (chapter 9);
- Delivering high quality design respecting local distinctiveness (chapters 6 and 7);
- Fostering access to services and facilities through the location of development (chapters 6 and 13);
- Encouraging social integration in an inclusive environment that considers people's diverse needs regardless of age, gender or disability (chapters 6, 10 and 13);
- Encouraging good health and well-being (chapter 8);
- Supporting appropriate economic development (chapters 8 and 11);
- Championing environmental quality (chapters 6, 7 and 9);
- Seeking development of an appropriate scale (all chapters);
- Addressing the local needs of the Park's communities (chapter 10);
- Considering the needs of future generations (all chapters);
- Achieving win-win solutions (all chapters).

- 1.9. This Policy is very broad and encourages consideration of a wide range of factors that would be likely to result in positive impacts on most of the objectives. It is assumed that Sustainable Development covers economic, social and environmental sustainability. It is possible that a development could 'contribute' to sustainable development by benefiting the economic sustainability of an area whilst having a negative impact on the environmental sustainability of the same area. The principal of achieving win-win solutions goes some way to ensuring that all aspects of sustainability - economic, environmental and social sustainability are achieved, or at least achieving one of the aspects without having a detrimental impact on the others.

- I.10. The wording 'take account of the following principles...' is weak and could be strengthened. The second part of the Policy could be included as supporting information as all policies within the Plan will need to have regard to each other.

GSP4a - Principles for conserving and enhancing the National Park's valued characteristics

Proposals for development will only be permitted where they conserve and enhance the valued characteristics of the landscape(s) and its component parts as identified by:

1. The valued characteristics and priorities for landscapes in the Landscape Character Assessment and adopted Landscape Strategy for the National Park.
2. The particular sensitivity of those areas with recognised qualities of (actual or perceived) wildness, naturalness, remoteness or tranquillity, collectively defined as the Natural Zone. This comprises areas of Limestone Dale, Gritstone Moor, Limestone Hill and Heath, and Ancient or Semi-natural Woodland which, in the view of the National Park Authority, are particularly important to conserve. Within these areas any form of development is likely to detract from the valued characteristics of the area. Development in the Natural Zone will not be permitted, other than in exceptional circumstances where a suitable, more acceptable location cannot be found elsewhere and it is essential:
 - in the national interest; or
 - for management of the Natural Zone; or
 - for the conservation and enhancement of the National Park's valued characteristics.
3. Across the remainder of the countryside, outside those settlements described in General Spatial Policy 4b, development will not normally be permitted unless it is necessary for the following forms of development in accordance with Core Policies:
 - Development related to agriculture; forestry; and other rural enterprises in accordance with EI and H4b, including farm diversification and other rural enterprises in accordance with EI, E4 and E5;
 - extension of residential buildings;
 - visiting and enjoying the National Park in accordance with VE1;
 - the conversion or change of use of traditional buildings for locally needed affordable housing and farm diversification including visitor accommodation in accordance with HCI – HC7, EI and E4;
 - limited mineral working in accordance with Min 1-Min 8;
 - telecommunications;
 - small scale renewable energy for individual or community need in accordance with CC3;
 - where the effective conservation of buildings of historic or vernacular merit is involved, other uses will be considered if none of the above are viable.

The following principles will also be applied:

- Development which would not respect, would adversely affect, or would lead to undesirable changes in the landscape or any other valued characteristic of the area, will not normally be permitted.
- Appropriate scale, siting, landscaping, building materials, and design to a high standard will be essential if permission is to be granted.
- Where appropriate, when granting consent, the removal of a building or structure will be required when it is no longer needed for the purposes for which it was approved.

- I.11. The clarity of this Policy has been improved and the cross referencing to other Policies is helpful and reduces uncertainty.
- I.12. This Policy is likely to have a significant positive effect on many of the SA Objectives especially Objective I on protecting landscape as this Policy strongly endorses rigorously controlled development prioritising the preservation of the local character and landscape over other considerations. The fact that the Policy specifies particular sites to be conserved means that a significant positive effect on biodiversity would also be likely.
- I.13. Positive effects on climate change are likely as the Policy endorses change of use and adaptation of existing buildings rather than new development, which is to be strictly controlled. It also promotes small-scale renewable energy production to meet community needs. Positive effects on housing provision are also likely as the Policy specifies that the change of use of traditional buildings to affordable housing will be allowed outside of those settlements designated for development.
- I.14. The effect of this Policy on the Park economy would be mixed – limiting development strictly may inhibit economic growth in some sense, although it is specified that development will be permitted outside of those allocated settlements where it is necessary for industries such as tourism, agriculture and forestry. This part of the Policy may therefore have some positive impact on boosting the Park’s economy. In the same way as under Policy GSP2, the effect on access to services and amenities would be likely to be mixed. Limiting development may have the effect of reducing the level of affordable housing available as well as accessible services for rural communities; however at the same time preserving the natural environment would work towards ensuring accessibility to good quality recreational space for local communities.

Named places are where development is acceptable in principle. Their selection is based on location, size, function, range of services and/or its access to a range of services by public transport. Each is listed as category A or B and the types of development possible for each outlined.

(The choice of A or B is based purely on an assessment of each places known capacity to accommodate new development without harm to the built environment. The need for new development is extremely limited in all settlements and inclusion in Category 'A' does not justify development beyond that outlined in preferred approach HC2)

Schemes of affordable houses (including those of 3 or more), new community facilities, small scale retail and business premises, and community level renewable energy schemes:

Bakewell	Hope
Baslow	Tideswell
Bradwell	Tintwistle
Great Longstone	Waterhouses
Hartington	Youlgrave
Hayfield	

Development of 1 or 2 new affordable houses only, new community facilities, small scale retail and business premises, and community level renewable energy schemes:

Alstonefield	Edensor	Holme	Stanton in Peak
Ashford	Elton	Kettleshulme	Stoney Middleton
Bamford	Eyam	Little Hayfield	Taddington
Beeley	Fenny Bentley	Litton	Thorpe
Biggin	Flagg	Longnor	Tissington
Birchover	Flash	Middleton	Wardlow
Butterton	Foolow	Youlgrave	Warslow
Calton	Froggatt	Monyash	Wensley
Calver	Great Hucklow	Over Haddon	Wetton
Castleton	Grindleford	Parwich	Winster
Chelmorton	Grindon	Peak Forest	
Curbar	Hathersage	Pilsley	
Earl	High Bradfield	Rainow	
Sterndale	Low Bradfield	Rowsley	
Edale		Sheen	

Schemes of 3 or more affordable houses will only be permitted if a detailed study shows there to be increased potential capacity. A study could be triggered by (and form part of) a development application, and would need to be undertaken in a manner agreed with us.

Any proposals for category B settlements of a scale over and beyond that set out in this policy will be expected to look at demonstrate how the proposed development:

- impacts on the settlement pattern;
- impacts on nearby buildings and structures;
- impacts on the landscape in which the settlement sits.
- meets need derived from that settlement

Very limited development will be permitted in all other settlements outside places named in categories A and B, in accordance with the exceptions set out in GSP 4a.

- I.15. The selection criteria on which places have been chosen where development would be acceptable promotes the use of public transport and helps to ensure access to a good range of services. This Policy is also likely to have a significant positive impact on the built environment and on those objectives relating to environmental quality and landscape character, as development is only to be permitted in accordance with Policy HC2 where these qualities will not be compromised.
- I.16. Minor positive effects on housing provision, the Park economy and climate change are expected due to the provisions made for these issues within the Policy. Effects are not expected to be significantly positive, as the protection of landscape character is still to take priority and development for these purposes will not be permitted where this may be compromised.

GSP5: Securing planning benefits

In our use of conditions and legal agreements when planning consent is given, we will continue to bear in mind the benefit that a development can bring directly to its setting, to the implementation of National Park purposes, and to the social and economic well-being of the community.

We will use the terms of any Community Infrastructure Levy that is put in place by constituent County, District and Unitary Authorities, applying it to that part of each authority's area that falls within the National Park.

- I.17. There is uncertainty which objectives are likely to be affected by the Policy, due to the uncertainty surrounding what the Levy will be used for. However; there is the potential for this objective to have significant positive effect on those sustainability objectives that relate to the setting of the Park; i.e. the landscape, natural environment and historic/cultural environment, and also to accessibility of recreation space. There may also be positive effects on those objectives relating to the social and economic well-being of the community, i.e. access to services and the promotion of a healthy Park-wide economy.

LANDSCAPE AND CONSERVATION POLICIES

L1a - Conserving and enhancing the natural beauty of the National Park

In accordance with General Spatial Policies 1 and 4a, all development should seek to conserve and enhance the natural beauty of landscape.

The characteristics that make this landscape so valued are both physical features and the experience that being in the landscape provides]. They include quiet enjoyment; wildness and remoteness; visual distinctiveness and diversity, naturalness; tranquillity, dark skies, wildlife and plants; clean earth, air and water; its cultural heritage of history, archaeology, customs and literary associations; and any other features which make up its special quality and sense of place.

Development will only be acceptable where it is sited and designed so as to conserve or enhance the valued characteristics of the landscape in which it is located, together with any associated impact on adjoining landscape character areas. Strict regard will be paid to landscape characteristics defined in the Landscape Character Assessment and Landscape Strategy, summarised below:

The overall strategy for the Dark Peak

Protect the remoteness, wildness, open character and tranquillity of the Dark Peak landscapes, and manage these landscapes to mitigate the impacts of climate change.

The Dark Peak is a sparsely settled area of gritstone uplands lying at the southern end of the Pennine Hills. The area comprises an extensive upland plateau with steep gritstone slopes, that drop away to lower lying slopes, wooded cloughs and deep valleys, some of which have been flooded to create large reservoirs. The Dark Peak has long been influenced by human activity but retains a distinctly tranquil and remote character. It contrasts sharply with the adjoining limestone uplands of the White Peak and is named on account of the dark hues created in the landscape by the peat moors and exposed gritstone.

The overall strategy for the Eastern Moors

Protect and manage the open upland landscapes; seek opportunities to manage and enhance cultural heritage, biodiversity, recreational opportunities and tranquillity whilst maintaining the open character; and manage the landscapes to mitigate the impacts of climate change.

The Eastern Moors is a sparsely settled area of gritstone uplands lying to the south-east of the Dark Peak plateau. The area is a continuation of these Dark Peak uplands but at a somewhat lower landscape with a narrower moorland top and main western shelf, and a greater proportion of enclosed moorland. The plateau has a rich cultural heritage, with significant evidence of different periods of human activity. There are open views over the city of Sheffield and the lower lying eastern landscape.

The overall strategy for the Dark Peak Yorkshire Fringe

Protect and manage the tranquil pastoral landscapes and the distinctive cultural character through sustainable landscape management; seek opportunities to enhance recreation opportunities, woodlands, wildness, and diversity of more remote areas.

The Dark Peak Yorkshire Fringe is a pastoral landscape of valleys and slopes, enclosed fields and woodland, lying to the east of the Dark Peak and Eastern Moors. It is strongly influenced by the more settled areas to the north and east. The landscape is sparsely settled and comprises upland areas that have largely been enclosed. In places, it has retained its sense of remoteness. Sloping land is often well wooded and it is this characteristic that defines the upland edge along the margin of the Dark Peak.

The overall strategy for the Dark Peak Western Fringe

Protect and manage the settled, cultural character and the biodiversity and recreational resources of these landscapes through sustainable landscape management, whilst maintaining strong cultural associations with the Dark Peak landscapes.

The Dark Peak Western Fringe comprises the sloping and lower-lying landscapes of the Goyt, Etherow and Tame valleys. It contrasts with the Dark Peak in that, although it includes enclosed moorland landscapes, it is more settled and has been cultivated to a much greater degree than the adjoining wilder uplands. The settlements have a strong visual association with the Dark Peak and this should be maintained. Mills are a prominent feature of this area, exploiting local power sources: firstly employing the streams for power, and from the 18th century using coal mined locally.

The overall strategy for the White Peak

Protect and manage the distinctive and valued historic character of the settled, agricultural landscapes, while seeking opportunities to enhance the wild character and diversity of remoter areas.

The White Peak is an area of settled uplands lying on both sides of the boundary between Derbyshire and Staffordshire at the southern end of the Pennine Hills. The underlying limestone geology has a dominant and unifying effect on the character of the White Peak. This unity is emphasized by the recurrent visual themes of the high open plateau, stone walls, pastoral farmland and nucleated villages built of local stone, which create a strong landscape character. The region comprises an elevated limestone plateau dissected by deeply cut dales and gorges, which contrast strongly with the adjoining landscapes of the Dark Peak, South West Peak and Derbyshire Peak Fringe.

The overall strategy for the Derwent Valley

Protect and manage the settled, agricultural character of these landscapes, seeking opportunities to enhance wooded character, cultural heritage and biodiversity; manage floodplain landscapes to increase flood storage and enhance biodiversity.

One of the more conspicuous features of the Peak District is the settled, well-wooded, lower-lying agricultural landscapes associated with the valley of the River Derwent and its tributaries the Wye and Noe. The Derwent Valley character area separates the limestones of the White Peak from the prominent gritstone edges of the Eastern Moors to the east and high moorland of the Dark Peak to the north. These areas include the broad Hope Valley with the River Noe, flowing southward to pick up the Wye Valley on its route through to Matlock. The area also includes the discreet areas of low gritstone uplands and ridges that lie between the Derwent and Wye rivers between Stanton and Hassop. It also includes a much higher and larger gritstone-influenced area centered on Abney which is identical in character to the Eastern Moors.

The overall strategy for the Derbyshire Peak Fringe

Protect and manage the tranquil pastoral landscapes and distinctive cultural character through sustainable landscape management, seeking opportunities to enhance woodlands, wetlands,

cultural heritage and biodiversity.

The Derbyshire Peak Fringe has an intermediate character, and occupies a transitional zone between the uplands of the Peak District to the north and west and the rural lowlands of Derbyshire to the south and east. The eastern parts are strongly influenced by the urban centers of Chesterfield and Sheffield. The region has a distinctly undulating pastoral landscape of slopes and valleys with clustered settlements and scattered farmsteads.

The overall strategy for the South West Peak

Protect and manage the distinctive historic character of the landscapes through sustainable landscape management; seek opportunities to celebrate the diverse landscapes, whilst enhancing recreation opportunities, woodlands, wildness and diversity of remoter areas.

The South West Peak is an area of upland and associated foothills in the south-west part of the National Park. It has a long history of human influence, evidenced by the historic settlement pattern, field boundaries and other cultural heritage features. This has resulted in the distinctive dispersed settlement pattern of farmsteads and villages built of local stone. There are extensive areas which have maintained a sense of tranquillity and remoteness.

- 1.18. The focus of the Policy is on conserving and enhancing the Park's natural beauty, therefore it should have significant positive effects on Objectives 1-4. The wording of the Policy is broad enough that it includes 'wildlife and plants' and 'clean earth, air and water'. As the Policy is quite specific in terms of only covering landscape and natural environment issues, no effects are expected on a number of objectives, such as those to do with housing and the local economy.
- 1.19. Mixed effects are expected in terms of accessibility to facilities and services as the conservation and enhancement of the landscape should improve the overall extent and quality of recreation space, having positive effects, but at the same time development may be significantly limited as a result of the Policy, which could restrict the extent of service provision to local communities. There is also a missed opportunity to conserve and enhance landscape in terms of adapting to climate change which is not mentioned and gives this Policy a short term view.

L1b - Trees, Woodlands, Hedgerows and Other Landscape Features

Development will not be permitted where it is likely to lead to the loss of or damage to important trees, woodlands, hedgerows or other landscape features, particularly where they are covered by a Tree Preservation Order, are within a Conservation Area, or are an important hedgerow under the Hedgerow Regulations 1997. Where development is likely to put important features at risk, adequate mitigation must be provided and measures taken to compensate for any residual losses, including provision of adequate space for appropriate replacement trees.

- I.20. Again, the very specific nature of the Policy means that no effects should occur for most of the objectives. The main area affected will be significant positive impacts on the landscape, as the Policy will protect important landscape features and also on biodiversity, as important hedgerow habitats will be conserved and enhanced. Minor localised benefits for soil, drainage and air quality are also likely to be seen.

L1c - Landscape enhancement and improvement

Where development is permitted, measures will be required, appropriate to the scale, nature and siting of development, to enhance the landscape and incorporate features which would enhance the valued characteristics of the area. This should be guided particularly by the Peak District Landscape Character Assessment and Landscape Strategy.

Opportunities will be taken to enhance the National Park by the treatment or removal of undesirable features or buildings. Work should be undertaken in a manner which conserves the valued characteristics of the site and its surroundings.

- I.21. The overall purpose of the Policy is the enhancement and improvement of the landscape, so significant positive effects are expected on this objective. There is a missed opportunity here to promote significant benefits for biodiversity at the same time by not requiring measures that ‘enhance the landscape and biodiversity...’
- I.22. However, the part of the Policy that advocates the removal of buildings for purely aesthetic landscape reasons means that significant negative effects may occur relating to climate change, natural resource use and sustainable built development as detailed under other similar policies (see economy section). There is also a significant question mark over what will be considered undesirable.

L2 - Sites of wildlife or geodiversity importance

Development should aim to sustain, and where possible improve, the quality and extent of wildlife habitats and geodiversity features, the natural processes on which they depend, and the populations of naturally occurring species which they support.

Other than in exceptional circumstances, development will not be permitted where it is likely to adversely affect a site or feature (or its setting) or species which has statutory designation or is of international or national importance, including:

- Sites of Special Scientific Interest (SSSIs)
- National Nature Reserves (NNRs)
- Species listed under the schedules 1, 5 or 8 of the Wildlife and Countryside Act 1981 or subsequent legislation or reviews

Proposals likely to affect designated or candidate sites of international importance known collectively as Natura 2000 sites, comprising Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), are subject to separate statutory procedures designed to provide the highest levels of safeguarding. In line with government guidance, specific

policies in respect of these sites are not included, although the sites will be identified on the Proposals Map.

In addition, development will not normally be permitted where it is likely to adversely affect any other site, feature or species of ecological, geological or geomorphological importance or its setting, including:

- Local Nature Reserves
- Local Wildlife Sites or their equivalent
- Regionally Important Geological Sites
- National, Regional or Local Biodiversity Action Plan priority habitats or species
- Significant populations of national or local Red Data Book or Notable species
- Sites of importance for, or significant potential to provide, linkages, stepping stones or corridors between national or local priority habitats, populations of priority species or other important features

The likely effects of development proposals will be considered both individually and in combination with other proposed or previous developments.

Where development is permitted, measures will be required, appropriate to the scale, nature and siting of development, to create or enhance wildlife and/or geodiversity features, guided particularly by local Biodiversity and Geodiversity Action Plans. The developer will be required to avoid or minimise any adverse impacts, to provide adequate compensatory measures for residual impact and, where appropriate, to record features of importance before they are lost or damaged.

- 1.23. As this Policy focuses on biodiversity and geology, there will be no effect on most of the objectives. Significant positive effects are expected in terms of the protection and enhancement of biodiversity and geological interests as the Policy strongly stipulates that development will be strictly controlled in order to prevent any disturbance to wildlife and local geodiversity. As a result, positive effects are also expected on minimising noise and light pollution, as this will be an important part of protecting designated sites and wildlife populations. In addition protecting sites that provide, or have the potential to provide habitat corridors etc has the potential to have significant beneficial effects in terms of climate change adaptation. Protecting these sites for biodiversity is also likely to have a secondary effect of protecting the landscape character of these sites in many cases.

L3a - Cultural heritage

Development that will affect cultural heritage will be determined in accordance with General Spatial Policy 3a, and must conserve and enhance the distinctive qualities of the existing historic built environment of the National Park.

New development must also harmonise with the character of the National Park by creating buildings that are recognisably new components of the overall historic built environment that our successors will be proud to inherit.

Development that affects the cultural heritage will be permitted provided that:

- (i) it respects, does not adversely affect and, where possible, enhances the valued

characteristics of the area including important open spaces, the townscape context within which the development is proposed, and the wider landscape setting;

(ii) it preserves and where possible enhances the valued characteristics of Conservation Areas; and

(iii) scale, siting, landscaping and building materials are appropriate, and design follows advice in the National Park Authority's Design Guide.

- I.24. The Policy sets out a range of measures to conserve and enhance the historic built environment; therefore it may have significant positive effects on the objective relating to the Park's historical and cultural environment, the emphasis on enhancement as well as protection is particularly welcome. It is also specified that development should, where possible, enhance the townscape and wider landscape setting, therefore positive effects should also occur for this objective. Minor positive effects are expected in terms of sustainable land use and built development, as it is stipulated that appropriate building materials must be used in new development and that design must follow the regulations set out in the National Park Authority's Design Guide.

L3b - Evaluating sites and features of special significance

In all cases involving sites or features with a statutory designation or an international, national or regional interest, and where otherwise appropriate, an evaluation of the proposals' impact on these interests will be required, to specifications approved by the Authority, before any relevant planning application is determined.

- I.25. This Policy is expected to have a significant positive impact on those objectives to do with the historic and cultural environment, and landscape. Secondary positive effects may be seen on biodiversity. Ensuring that any development that may impact on an important or designated site is assessed thoroughly will have significant positive effects in terms of conserving these assets.

L3c - Listed buildings and other buildings of historic or vernacular merit

The effective conservation of all buildings of historic or vernacular merit will be pursued by ensuring that they continue to be used for purposes suited to the conservation of the buildings themselves and to their locations. Development which adversely affects the particular merits of such a building will not normally be permitted.

Other than in exceptional circumstances, development, demolition or other work requiring listed building consent will not be permitted where it does not preserve and, where possible, enhance the listed building's features of special architectural or historic interest or its setting. Change of use of listed agricultural buildings to residential use

(including holiday accommodation other than a camping barn) will not normally be permitted.

- I.26. Significant positive impacts are expected on the historical and cultural environment, as the Policy focuses on conserving listed building and their setting. As such, positive impacts on the landscape/townscape are also anticipated. The Policy specifies that (under most circumstances) the conversion of listed agricultural buildings to residential use will not be permitted; therefore there may be a minor negative impact on housing provision, it is also assumed that conversion to amenity use would be limited therefore potentially negatively effecting Objective 12. Other objectives are not expected to be affected.

L3d - Sites and landscapes of historic, archaeological or cultural significance

Other than in exceptional circumstances development will not be permitted if it would adversely affect a site or feature (or its setting) which has statutory designation as a Scheduled Monument or which is of international, national or regional significance.

In addition, development will not normally be permitted where it would result in loss of or damage to any other site or feature of historic, archaeological or cultural importance or its setting.

Where development is permitted, the developer will be required to minimise its impact and, where appropriate, to record, safeguard and enhance the sites or features of special significance.

- I.27. Significant positive effects on the historical and cultural environment and on geological interests should result from restricting development that may have an adverse effect on a designated site or feature. Minor positive effects should occur on the landscape/townscape as a result of conserving/enhancing significant sites, but none of the other objectives are likely to be affected.

L3e - Important parks and gardens

Development which would adversely affect the character or setting of parks and gardens which make an important contribution to the National Park will not normally be permitted.

- I.28. This Policy is again very specific, and as such will only affect a small number of the objectives. Conserving the character and setting of parks and gardens will have significant positive effects on the landscape of the National Park and on the level of accessibility to good quality recreation space.

VISITING AND ENJOYING THE NATIONAL PARK POLICIES

VEIa: Visiting and enjoying the National Park

The Peak District National Park is a national, regional and sub-regional asset, and the Authority will work with its partners to maintain and strengthen its exceptional environmental and recreational functions and potential, recognising the significance of its location in the centre of England, its importance to its own communities and to those which surround it. This role will be promoted by the National Park Authority so that better integration can be achieved, particularly with surrounding local authority areas' recreation and green infrastructure strategies.

The Core Strategy will enable improved access to and management of the National Park's varied and valued characteristics, so that opportunities to enjoy it in a responsible and sustainable way are more available and welcoming to a wider range of visitors to enjoy a diverse range of activities, with benefits to community health and the local economy.

- 1.29. A number of significant positive effects will occur on those objectives relating to accessibility, understanding and enjoyment of the Park and its improvement as a recreation resource. The Policy also specifies that economic benefits will arise from improved recreational opportunities, so there may also be a significant positive effect on this objective.
- 1.30. Minor positive effects should occur for Objectives 2 and 4 as it is specified that the environmental functions of the Park will be maintained and strengthened, although this is not the main focus of the Policy so the effects are not expected to be significant. Promoting integration with surrounding local authorities may have a beneficial effect on SA Objective 10 on good governance, but there may be a low level of certainty that resulting benefits will be seen as it relies on how receptive the surrounding local authorities are in terms of participating. The effects on trip generation are uncertain as although this Policy includes the promotion of sustainable ways to enjoy the National Park, sustainable transport is not explicitly mentioned and this Policy has the potential to significantly increase the number of visitors.

VEIb: Recreation, environmental education and interpretation development

Proposals for recreation, environmental education and interpretation facilities which encourage understanding and enjoyment of the National Park will be permitted where they are based primarily upon, and will not harm, the National Park's valued characteristics.

Proposals must be located in appropriate sites or areas in relation to landscape character, environmental capacity, scale and intensity of use/activity. Development should be directed to less sensitive locations, and focused in settlements wherever possible. Clear demonstration of need for location in the open countryside will be necessary.

Developments which provide opportunities for people to begin to understand and enjoy the National Park will be considered in locations close to the National Park boundary or with easy access by sustainable transport.

Preference will be given to the enhancement of appropriate existing facilities and the reuse of existing traditional buildings, rather than construction of new buildings.

Development must not on its own, or cumulatively with other development and uses, prejudice or disadvantage other established and appropriate recreation, environmental education or interpretation activities, including the informal quiet enjoyment of the National Park. Where a proposed development itself is acceptable, but the consequent activity which it facilitates would lead to harm, it will be resisted.

Criteria to include:

- scale, form and proposed intensity of use/activity
- impact on landscape, wildlife, tranquillity and local communities
- access and traffic impact
- demonstration of need for location in sensitive areas
- safeguards on future use or removal when no longer required for the approved purpose

I.31. Most objectives may be affected by this Policy, with positive or significant positive impacts. The Policy specifies that development must not harm the National Park's valued characteristics; this is taken to include those environmental and landscape characteristics, therefore positive effects have been assessed for these objectives. It would be beneficial if the wording of the Policy were to specify those characteristics that will be preserved, as there is some uncertainty as to whether soil and water resources will be afforded the same level of protection as biodiversity and landscape.

I.32. Significant positive effects will occur for sustainable land use and built development, as it is specified that development is to be focused in existing settlements and existing key sites. The reuse of existing buildings will also have beneficial effects in terms of reducing resource use and climate change as a result of reduced energy consumption and waste production and this part of the Policy is welcomed.

CLIMATE CHANGE POLICIES

CCI: Sustainable Design and Construction

The principles of sustainable development should guide all stages of the design process, including the siting and orientation of the building, its use of energy and water, and the selection of materials for construction and decoration.

The National Park Authority will actively promote development which utilises natural

resources in the most efficient and sustainable way. This will include:

- ensuring that development is appropriately located and designed, and protects and where possible enhances the valued characteristics of the National Park and does not conflict with the Park's statutory purposes;
- promoting the use of the 'energy hierarchy':
- to reduce the need for energy
- to use energy more efficiently
- to supply energy efficiently
- to use renewable energy
- promoting high water efficiency standards, and incorporating new technologies to recycle and conserve water resources;
- promoting the use of Sustainable Urban Drainage schemes ;
- ensuring that building design reduces energy consumption by appropriate methods such as choice of construction methods and techniques, high standards of insulation, avoiding development in areas subject to significant effects from shadow, using natural lighting and ventilation, and capturing heat from the sun and earth;
- ensuring that developments mitigate the causes of climate change by reducing predicted CO₂ emissions, using a combination of building performance improvements, on-site renewable energy and/or efficient supply of heat, cooling and power;
- ensuring that developments build in resilience or adapt to the impacts of climate change, taking into consideration factors including choice of location, access and accessibility, building fabric, water consumption and drainage;
- supporting development that minimises the consumption and extraction of minerals, by making the greatest possible re-use or recycling of materials in new construction, and by making the best use of existing traditional buildings, previously developed land, and existing infrastructure networks.

I.33. This Policy is expected to significantly positively affect a number of the sustainability objectives; predominantly sustainable land use, climate change and the consumption of natural resources. Significant positive effects in these areas are likely due to the fact that the Policy strongly endorses the application of sustainable design and construction techniques in order to reduce energy and minerals consumption and to reuse existing buildings and materials where possible.

I.34. Additional positive effects are also expected on those objectives relating to the landscape, biodiversity and heritage. Although the Policy endorses their protection and the consideration of these issues within the design and construction processes, these are secondary considerations within the Policy

to those outlined above, so the positive effects that are likely would be classed as minor.

- I.35. There may be a conflict between this Policy which promotes making the best use of existing buildings and Policy EI which seeks to limit the economic reuse of modern buildings and advocates replacement of buildings in order to gain landscape benefits.

CC2: Achieving low carbon development

The National Park Authority recognises the contribution that low carbon development can have in helping to meet national and regional targets for carbon reduction. Proposals for new development will have regard to and follow the energy hierarchy,

- to reduce the need for energy
- to use energy more efficiently
- to use low carbon technologies and renewable energy
- any continuing use of fossil fuels to be clean and efficient for heating and co-generation

We will promote reductions in the need for energy through the location of development, site layout and building design.

We will promote low-carbon development which reduces predicted CO₂ emissions and consumption of energy, using a combination of building performance improvements, efficient supply of heat, cooling and power and by the promotion of Combined Heat and Power and District Heating Networks and the use of low carbon technologies and on-site renewables where appropriate.

All new development will be required to have a net beneficial effect on the local and global environment by promoting low-carbon and energy-efficient development which reduces predicted CO₂ emissions and consumption of energy, using a combination of building performance improvements, efficient supply of heat, cooling and power, and/or on-site renewable energy proposals. Renewable energy proposals will be supported where they conserve and enhance the landscape and raise no adverse effects for the natural and built environment, residential amenity and other valued characteristics of the area.

We will encourage all new housing development to achieve the highest levels under the Code for Sustainable Homes. We will require carbon emissions reductions above the current building regulations by reference to the Code for Sustainable Homes for all new and replacement housing development, other than affordable housing developments of less than 3 units. Timescales for the adjusted levels of the Code will be in line with government's timescale for affordable housing by Registered Social Landlords. Affordable housing by private individuals of less than three units should demonstrate through an energy statement that they have given full consideration to the sequential application of the energy hierarchy and to reducing the carbon emissions of the development.

We will encourage all non-residential development to reduce carbon emissions. We will require major developments to reduce predicted carbon emissions by at least 10%. A BER of at

least 10% less than the TER will be required for all non-domestic offices, hotels and leisure developments including community buildings above 1000m².floorspace. All other developments should demonstrate through an energy statement that they have given full consideration to the sequential application of the energy hierarchy and to reducing the carbon emissions of the development.

Development Management criteria will set out standards for low carbon development, energy-efficient design and renewable energy proposals.

I.36. This Policy is not expected to affect most of the objectives, although there are likely to be minor positive effects on the consumption of natural resources, due to the emphasis placed on requiring higher level energy and water efficiency measures. Minor positive effects may also occur for the housing objective, as it goes some way towards encouraging higher quality housing through specifying that higher level energy efficiency standards should be adhered to.

I.37. However, the main effects of this Policy relate to the climate change objective. Significant positive effects are expected to result from the option in that it extensively promotes the use of renewable energy and energy efficiency. However, as with Policy CCI it is made clear that landscape considerations will take priority where there are conflicts between these aims and renewable energy developments; something that may compromise the provision of renewables. As such, the overall effects are likely to be mixed.

CC3: Renewable energy developments

Proposals for renewable energy developments, including any ancillary infrastructure or buildings, will be considered in the context of the energy hierarchy and the sensitivity of National Park landscapes and valued characteristics. Proposals will be favourably considered if:

- their scale, form, design, materials and cumulative impacts can be satisfactorily assimilated into the landscape or built environment and would not harm the appearance of these areas; and
- they would not impact adversely on the local community, economy, nature conservation or historical interests;
- the environmental and amenity effects resulting from the development's construction and operation, such as air quality, atmospheric emissions, noise, odour, hours of operation, intensification of use of development site, water pollution and the disposal of waste, would not impact adversely on the valued characteristics of the National Park.

Applicants will be required to demonstrate that they have given consideration to the energy hierarchy in the form of an energy statement to be submitted with the proposed scheme.

Due to their sensitivity, areas within the Natural Zone are unsuitable for development other than in exceptional circumstances (see General Spatial Policy 4a).

Area Guidance for wind turbines

Dark Peak and Moorland Fringe:

- The open moorland landscapes are very sensitive to all sizes of wind turbine due

to their sense of remoteness, distinctive open skylines, vast semi-natural moorland expanses, absence of tree cover and cultivated land, and high visibility from adjacent areas. This area is unsuitable for wind turbine development.

White Peak and Derwent Valley:

- The high landscape sensitivity of the area makes it an unsuitable location for large and medium scale wind turbines.
- Outside the Natural Zone the need for a single wind turbine, in a specific location, must be clearly justified under the energy hierarchy as part of the application process. Single turbines up to 15m in height to blade tip may be acceptable, provided their location and appearance, either individually or cumulatively, does not detract from the landscape or other valued characteristics.
- Wind turbines should be well related to existing buildings or plantations of trees. The location of single turbines should take into account their potential inter-visibility with other turbines to minimise their cumulative impact.

South West Peak:

- The strong sense of remoteness, open character, long views, historic settlement and industrial heritage, areas of open moorland and small scale field pattern, all pose constraints to wind turbine developments. The South West Peak Open Moors and Moorland, Hills and Ridges comprise particularly sensitive landscape character types that are unsuitable for all wind turbine development.
- Outside the South West Peak Open Moors and Moorland Hills and Ridges and the Natural Zone, the need for a single wind turbine, in a specific location, must be clearly justified under the energy hierarchy as part of the application process. Single wind turbines up to 15m in height to blade tip may be acceptable, provided their location and appearance, either individually or cumulatively, does not detract from the landscape or other valued characteristics.
- Wind turbines should be well related to existing buildings or plantations of trees. The location of single turbines should take into account their potential inter-visibility with other turbines to minimise their cumulative impact.

I.38. This Policy is now much more proactive in its promotion of renewable energy and yet still protects the National Park and its communities from any adverse effects. The promotion of consideration of the energy hierarchy is also likely to have significant positive effects.

I.39. Although this Policy is now quite proactive compared to previous iterations in its promotion of renewable energy it could go further and actively set high expectations and standards for the minimisation of energy use and increase in renewable energy production in the National Park. Because of the special purposes the National Park should be at the forefront of protecting the environment and this includes mitigating and adapting to climate change. The National Park should therefore be leading the way in sustainable forms of energy production.

CC4: Flood risk reduction

Development proposals which may have a harmful impact upon the functionality of floodwater storage or surface water conveyance corridors will not be permitted, unless net benefits can

be secured for increased floodwater storage and surface water management from compensatory measures, to reduce overall risk from flooding within the National Park and areas downstream from its boundary.

Where flood management schemes are proposed to reduce the risk of flooding to established material assets, the National Park Authority will expect schemes to secure wider benefits for the natural environment of the National Park, such as habitat creation or landscape enhancement in accordance with the Landscape Strategy.

All new development in the National Park which would increase the rate of surface water run-off because of increases in roof and hard surface area (and hence contribute to increased flood risk in the locality or further down-stream), will be expected to mitigate that risk through incorporation of Sustainable Drainage Systems (SuDs).

Development Management Principles: Avoidance and reduction of impacts

Development which is vulnerable to the impacts of flooding, and involves new ground level floorspace or an otherwise increased footprint of a building, will not be permitted on sites which are identified as being at risk in the Strategic Flood Risk Assessment (SFRA) or subsequent updates to that assessment.

Development considered to be vulnerable to flooding is defined as all new buildings in which people live, work or spend leisure time, and where plant, infrastructure or goods with material value would be stored, together with agricultural buildings which are designed primarily or partially for animal shelter.

Such development will not be permitted within SFRA Risk Zones 3(a and b) and 2, other than in exceptional circumstances. Development will only be permitted in these areas where:

- there is a clearly justified and demonstrable public need for the building;
- there are no reasonable and available alternative sites within the locality that could meet that need at no risk, or in the absence of no risk, at a lower risk of flooding;
- appropriate flood resistance and resilience measures are integrated within the development, including the ability to safely access the building; and
- compensatory measures to offset flood displacement, commensurate with the scale of the new development, can be implemented downstream, without resulting in unacceptable impacts on landscape character or the water environment including biodiversity.

Elsewhere, in areas recognised as being at lower risk from flooding, development may be permitted where it is consistent with all other Core Strategy policy and, with the exception of demonstrating need, satisfies the criteria set out above.

All new development in areas where flood risk is identified, or where surface water run-off contributes to flooding elsewhere (including outside the National Park) will be expected to incorporate Sustainable Drainage Systems (SuDs). SuDs can include porous surface treatment, surface water storage capacity and/or provision of increased flood storage capacity downstream (functional flood plain). This expectation will be particularly applicable to proposals for development in the Dark Peak, South West Peak, Hope and Derwent Valleys, and other landscapes where porosity is restricted because of underlying geology and/or topographical characteristics (i.e. upper reaches of watercourses with large catchment areas).

Where off-site mitigation or compensatory measures are proposed to reduce flood risk, legal agreements will be required to secure delivery of those measures and for them to be maintained in the long term to the satisfaction of the National Park Authority in consultation with the Environment Agency.

- I.40. Significant positive effects are likely to occur as a result of this Policy on those objectives covering climate change and sustainable land use and built development. The Policy clearly sets out measures to ensure that development is not at risk of flooding and therefore should reduce the area's vulnerability to fluvial flooding. In addition, the Policy endorses the use of SuDs, which will contribute strongly to sustainable design and construction. Additional minor positive effects are expected on those objectives relating to landscape and biodiversity, as the Policy specifies that proposals for flood management schemes will be expected to deliver wider benefits such as habitat creation or landscape enhancement.
- I.41. Mixed effects on housing are anticipated as restricting development could hinder housing construction in certain locations, although the controls placed on development will avoid houses being developed in areas of high flood risk, thus improving the overall 'quality' of housing provision.

CC5: Impact of climate change on land management, biodiversity and air quality

The Core Strategy will foster the sustainable management of all land and water within the National Park, in relation to securing functional natural processes, maintaining and enhancing biodiversity, improving air, water and soil quality, and the continuation of land management practices which have historically created the special and distinctive landscapes of the National Park.

Proposals for development will not be permitted where they would have a net harmful impact upon the robust functioning of natural process or features of the landscape which deliver essential ecosystem goods and services, such as sustainable drainage, carbon sequestration, clean air and water supply, uncontaminated soils and sustainable and sensitive food production potential.

Where harm cannot be mitigated, and there is a clear need for the proposed development, it will only be permitted where a net gain in ecosystem benefits can be secured by compensatory measures on or off site, which are within the scope of planning control or can be otherwise secured through legal agreement and partnership working.

Operations which will facilitate measures which can help sensitive and sustainable adaptation to the effects of climate change facing the National Park, or will help mitigate the causes of it, will be considered favourably. In particular, the role of the Dark Peak peat moors as a carbon sink will be strictly protected, and where possible enhanced. Similarly, the 'permeability' of landscapes to species movement as climatic conditions change will be maintained and enhanced through appropriate design, landscape treatment and control of new development proposals.

- I.42. The key messages of this Policy are diluted given the amount of information contained in the Policy. Although beneficial it is not clear where the first three paragraphs fit in with climate change adaptation. A clear climate change adaptation Policy that strongly advocated measures to help adaptation to climate change such as the promotion of wildlife corridors etc would be a stronger and more beneficial Policy.

- I.43. This Policy is expected to result in significant positive effects on the biodiversity and response to climate change objectives, as one of the overriding purposes of the Policy is to protect biodiversity from the impacts of climate change. The focus on conserving air, water and soil quality means that significant positive effects on this objective are also anticipated.
- I.44. Further, more minor positive impacts are likely to occur on the landscape objective, as the Policy aims to maintain and protect natural processes and qualities that contribute to the special and distinctive landscape of the Park.

CC6a - Management of domestic, industrial and commercial waste

No site allocations for waste facilities will be made in the Local Development Framework.

New, expanded or replacement large-scale waste facilities will not be permitted.

Local and very small-scale community-run waste facilities may be permitted, where these do not undermine the objectives of the relevant Municipal Waste Management Strategy and they are compatible with National Park purposes. Such proposals must be designed only to meet the needs of the individual community and must not involve importation of waste from outside that community.

The National Park Authority will work with the Waste Collection and Disposal Authorities and local communities to promote behavioural change with regard to sustainable waste management.

Where appropriate, the National Park Authority will use all available powers to secure high standards of restoration for existing waste facilities, to contribute to the recreation, amenity and biodiversity value of the National Park.

Indicative Development Management Principles

Where small-scale development is to be permitted it must be:

Within the built footprint of existing settlements;

Designed so as to re-use existing buildings in preference to the need to erect new buildings;

Of a scale functionally required only to meet the needs of the individual community within which the facility is located;

Accessible to the local community it is designed to serve;

Located, designed and proposed to be operated so as not to have any adverse effect on the environment and local community in terms of amenity, transport, visual impact, landscape impact or impact on the natural or built environment;

Compatible with the relevant Municipal Waste Management Strategy;

Demonstrated to be the most environmentally sustainable solution, and be shown to be economically and functionally viable;

Demonstrated to have wide community support;

Compatible with National Park purposes; and

Designed in such a manner that the site can be appropriately restored, with suitable restoration and aftercare proposals to contribute to the amenity, recreation and biodiversity objectives of the National Park.

Appraisal for CC6

- I.45. It would be beneficial to make more explicitly clear how the Development Management Principles fit into the Policy. The Development Management Principle to re-use existing buildings may conflict with Policy EI which seeks to remove intrusive farm buildings where they are no longer required for agriculture.
- I.46. The emphasis placed on the reuse of buildings and developing in the footprint of existing settlements means that there should also be significant positive impacts on the objective covering sustainable land use and built development, although this is included within the Development Management Principles and without these, the effect would be neutral or potentially negative.
- I.47. The Policy covers several SA Objectives within the Development Management Principles section, and minor positive effects are likely as a result of this. These effects would not result from the main part of the Policy alone, without reference to these principles.

CC6b: Agricultural waste generated within the National Park

Wherever possible, agricultural waste should be managed in traditional ways through disposal across the farm unit, allowing soil improvement where this is compatible with other ecological and landscape objectives.

Where concentrated slurry collection, management and disposal is necessary, for example from milking parlours or intensive livestock units, appropriate management of that waste will be necessary to ensure sound environmental management and protection of ground water and watercourses from contamination in particular. Where compatible with environmental legislation and regulation, this should be undertaken within purpose designed facilities (slurry pits and tanks) within the main farm unit, with the rotted waste disposed of on the land.

Where proposals come forward for renewable energy generation from agricultural waste (anaerobic digestion), single on-farm plants will be acceptable provided they raise no adverse effects on the environment, landscape, local communities or transport network. Proposals for centralised facilities serving a number of farms will only be permitted where these are identified as being the most sustainable option following an assessment taking account of economic and functional viability and effects on the environment. All proposals should be designed only to deal with agricultural waste; proposals designed to deal with a mixed waste stream will be considered under Policy CC6.

Development Management Principles:

For development to be permitted it must be:

- within or immediately adjacent to existing built development so as to minimise visual and landscape impact;
- designed so as to re-use existing buildings where necessary in preference to the need to erect new buildings;
- of a scale functionally required only to meet the needs of the individual farm or exceptionally the group of farms which the facility is designed to serve;
- located, designed and proposed to be operated so as not to have any adverse effect on the environment and local community in terms of amenity, transport, visual impact, landscape impact or impact on the natural or built environment;
- demonstrated to be the most environmentally sustainable solution, and be shown to be

economically and functionally viable;

- proposed only to deal with agricultural waste and crops grown for the purpose and not be designed to deal with municipal, kitchen or green waste;
- compatible with the National Park's statutory purposes; and
- designed in such a manner that the facility and any associated buildings or other structures can be appropriately removed from site when no longer required for the purpose to help contribute to the amenity, landscape and recreation objectives of the National Park.

Where proposals for centralised anaerobic digestion facilities are being considered these will need to demonstrate in addition that:

- they have widespread community support; and
- the scheme for a centralised facility is the most appropriate solution as an alternative to individual on-farm digesters in terms of functional, economic and sustainability requirements.

- I.48. The Development Management Principles provide significant mitigation to the first part of the Policy and it is vital that these Development Management Principles are adhered to in order to ensure negative effects are avoided. Therefore the wording in the first part of the Policy should strongly reflect this.

CC7: Dealing with construction and demolition waste

Wherever possible, construction and demolition waste should be managed and reused on site, because of the ecological, heritage, landscape, community and transport implications that can arise from off-site disposal. Where significant environmental risk may arise to sensitive receptors including flora, fauna, local communities and the water environment from on-site re-use of such waste, for example with contaminated materials, then an appropriate off-site disposal option should be demonstrated.

If the incorporation of construction and demolition waste materials on-site would be likely to raise adverse effects on visual or landscape amenity, then an off-site solution will be acceptable. In any other circumstance, where a developer wishes to advocate an off-site solution for construction and demolition waste, then it will be necessary to demonstrate how that solution is better in sustainability terms than on-site management and reuse.

- I.49. This option is likely to encourage a reduction in the consumption of natural resources whilst protecting the natural environment both on site and elsewhere as other waste processing facilities will not be needed to deal with this waste. There is likely to be a significant reduction in road traffic (SA Objective 14) in local areas around construction sites as a result of this Preferred Approach, this reduction in heavy traffic will also bring significant secondary benefits on air quality, GHG emissions and tranquillity through reduced noise pollution.
- I.50. Although off site solution for construction and demolition waste may be proposed it is hoped that the need to prove that it is better in sustainability terms will ensure that adverse impacts do not occur. It will be necessary

therefore to ensure that environmental and social impacts are given a fair weighting against economic sustainability in this assessment.

- I.51. The current presentation of the clauses that will allow off-site disposal is slightly unclear as to when off-site disposal will become acceptable as a result of different effects. It is also unclear why adverse impacts on visual and landscape amenity seem to be weighted as being more significant than other environmental risks. Adverse impacts on visual and landscape amenity of onsite disposal seem to result in off-site solutions being immediately acceptable whilst adverse impacts on other aspects of the environment may only result in appropriate off-site solutions being demonstrated, which seems to suggest that PDNPA may have more flexibility in negotiating for an 'appropriate' solution. This seems especially odd considering that adverse-onsite impacts on visual and landscape amenity are likely to be short term, temporary effects whilst the processing of the waste is occurring, other environmental effects may have more lasting long term effects.
- I.52. This policy would be considerably strengthened by echoing similar wording to that found later in the Preferred Approach and ensuring that if off-site disposal needs to be considered for any reason (due to environmental risks, landscape impacts or a developers wish) then it will be necessary to demonstrate how the solution is better in sustainability terms than on-site disposal and also that the most sustainable off-site disposal option is proposed (e.g. it reduces transportation of the waste from the site to a minimum etc).

HOUSING

General Points

- I.53. The style these Policies are written in varies considerably and it would be beneficial if there was greater consistency across the housing Policies. There is also some overlap between Policies and again greater distinction between each of the Policies about what is trying to achieve would aid clarity and strengthen each Policy.

HCI - Reasons for new housing in the National Park

The reasons for permitting new housing in the National Park are:

- when it is needed to secure National Park purposes for conservation and enhancement and, as an exception to the lack of any target:
- when it addresses an identified local need for affordable housing, and
- to take into account wherever possible the need for particular types of home generated by the changing population structure.

Housing will only be permitted where it achieves one or more of these.

- I.54. The supporting text that accompanies this Policy gives a sense of direction to this Policy which is not necessarily reflected in the current wording. Reflecting the supporting text in the Policy wording would help to clarify possible sustainability impacts.
- I.55. This Policy strongly supports the provision of affordable housing and housing that meets the changing needs of the local population and is therefore likely to have significant positive effects on SA Objective 11. Allowing housing in the National Park where it is necessary to achieve conservation and enhancement of the national park purposes will not only prevent harm to the landscape and park's cultural heritage but may actively protect and enhance it with significant positive effects. Allowing this housing is likely to have mixed effects on the natural environment (SA Objectives 2 and 4) as although this level of housing and the protection of national park purposes is likely to prevent a significant amount of harm occurring to the natural environment, housing may adversely affect local biodiversity, fragmenting important wildlife corridors and damage soil quality etc. No direction is given on the type of housing and whether sustainable design and construction principles will be applied. Similarly no mention is made as to whether sustainable transport considerations will be taken into account.
- I.56. This Policy limits significantly the amount of housing provided in the National Park which may have a negative effect on the Park wide economy; however the focus on affordable housing may help ensure that skilled key workers including those employed by agriculture, forestry and other rural enterprises, are able and more willing to stay in the area benefitting local businesses.

HC2 - The scale of housing delivery in the National Park

Newly built housing will be permitted provided that it complies with preferred approach HC1 and can be developed without harm to valued characteristics and national park purposes.

Spatial Strategy approaches GSP4a and GSP4b explain both landscape protection and settlement choice: pursuing the statutory purposes of conserving and enhancing the National Park's valued characteristics in a way that seeks to foster social and economic well-being.

The Core Strategy will contain estimates of the number of homes to be provided. These are neither targets nor limits.

- I.57. Reference to Policy HC1 and GSP4a and 4b help to ensure that social and economic benefits are likely and that National Park characteristics are protected. More proactive wording could be "to restrict residential development to the provision of affordable housing to meet local needs whilst ...avoiding harm...." or if a weaker commitment to affordable housing is required "...development, with a strong priority for the provision of

affordable housing to meet local needs.....with the proportion of affordable housing in developments not being below X% ” This stronger direction would increase the social benefits seen in providing affordable housing as it is a firmer, clearer commitment that is being made.

HC3: Achieving affordable housing for local needs

Housing that meets the local need for affordable homes will be increased through a combination of:

- newly built homes (where there is clear local evidence of need and/or where these are justified in order to conserve or enhance the National Park),
- changing the use of existing buildings to affordable housing or converting one home to several, and
- homes brought into the affordable sector by buying them from the existing stock of open market housing ('buy-back').

Provision of affordable housing will have to be justified by evidence of local needs and its occupancy will be restricted in perpetuity to meet those needs.

Newly built homes will be in a settlement in accordance with General Spatial Policy 4b, or on its edge if no suitable internal site is available. They will be of a size and type most likely to be affordable to those on low or moderate incomes and subject to legal agreements to ensure that they remain so in perpetuity.

- I.58. Again this Policy seems to make Policy H2 slightly redundant. A general point that applies to many of the Policies, it may be best to 'cross reference' the policies in the supporting text. For example the reference to General Spatial Policy 4b may sit more comfortably in the supporting text rather than the Policy itself. This would give further clarity to the policies.
- I.59. This Policy being in accordance with General Spatial Policy 4b means that minor positive effects may be seen on access to facilities and on not creating too much localised road traffic. This highlights a deficiency in the housing Policies, as it would be equally beneficial to have a Policy that promoted the sustainable design and construction of housing, maybe referring to housing reaching a certain level of the code for sustainable homes. Alternatively a more general Policy could cover not only housing but also economy, which would benefit some of the Economy Policies such as E1 by reducing the criteria that needs to be included. A reference could then be included in the supporting text referring to this new Policy. This would be of significant benefit to the plan as a whole giving a much clearer, stronger policy direction. Presently, at first glance, it seems a little muddled what the position on these aspects is, with mention given in some policies and not others.
- I.60. This Policy is likely to have a significant positive effect on meeting local housing need, with a strong provision of affordable housing. There would have to be certainty that converting single homes into several would not cause a deficiency in larger family homes creating a shortage for other sections of the local population. Protecting affordable housing for that use in

perpetuity will ensure positive effects are likely for the long term. A Policy on sustainable design and construction would help remove a lot of the uncertainty associated with many of the options. Policies H1 and H2 help to ensure no negative effects are seen on the landscape and cultural heritage of the Park.

Core Policy HC4a: Size, type and tenure of newly provided housing for different groups in the community

We will ensure that the size and type of new housing or other accommodation reflects the locally arising needs of the National Park and its communities by:

- making sure that affordable housing schemes of 3 or more homes take account of the range of size, type and tenure advised by the relevant housing authority and social housing provider at the time that a scheme is being planned. This will include advice about the anticipated age of the intended occupiers, and about special needs such as those for key workers, including people whose jobs contribute to the conservation and enhancement of the National Park;
- ensuring that any development incorporating 3 or more new open market homes takes account of the types and sizes that would best be able to extend the choice available in the area;
- only permitting gypsy, traveller or showmen's caravan sites if exceptional circumstances show that it is possible to provide a small site for limited seasonal occupancy and personal use without harm to the character and appearance of area;
- making sure that new residential institutional accommodation and similar establishments demonstrate that they address needs that arise within the National Park and that they will be able to prioritise those needs in a manner agreed with ourselves:

1.61. This Policy will have significant positive effects on helping to meet all sectors of the local populations needs for housing. Specifically mentioning the needs of key workers will help to protect the Park's economy.

1.62. The Policy does put significant limits on the amount new accommodation which will be beneficial for the environment, but as mentioned previously the lack of consideration here or in other Policies of sustainable design and construction means that negative effects may also be seen on the environment.

HC4b: Housing for key workers, including those employed in agriculture, forestry or other rural enterprises

Other than for agriculture, forestry or other rural enterprises in accordance with EI, the needs of key workers will be accommodated within the general provision of affordable homes (whether newly built or otherwise).

New homes for key workers in agriculture, forestry or other rural enterprises will need to be justified by functional and financial tests related to the needs of the

enterprise, rather than to personal preferences or individual circumstances. Criteria used in the current Local Plan will also be applied to other rural enterprises. In all such cases, we will consider whether new homes should be tied to the land holding for which they were declared to be needed. If, at a future date, they are no longer required for this purpose, they will be required to be used:

- in open countryside - either for holiday accommodation or as part of the intermediate affordable housing stock; or
- in settlements - as part of the intermediate affordable housing stock.

- I.63. This Policy is likely to have a significant positive impact on the Park wide economy by ensuring that skilled labour is encouraged and able to stay in the area. This is especially the case as enterprises that need the most help will be targeted by the selection process. Affordable housing is also likely to be significantly positively benefited by this Policy both in the medium and a long term as once housing is no longer required for key workers it will largely become part of the wider affordable housing stock.
- I.64. Whilst other Policies will afford protection to the landscape character and cultural heritage of the Park, other aspects of the environment are not afforded the same protection and may experience negative effects under this Policy especially as it may result in some (albeit small scale) development in open countryside.

HC5: Increasing the proportion of affordable housing on enhancement schemes including changes of use to existing buildings

Residential development may be justified by its contribution to the conservation and enhancement of the National Park.

In these circumstances we will increase the proportion of housing that addresses the local need for affordable homes by requiring in all cases (regardless of the number of homes involved) that the entire scheme must comprise affordable housing unless (i) that would mean that it was no longer financially viable, or (ii) there is no identified need. The affordable housing could be a mixture of “truly affordable” or intermediate “more affordable” housing, both being restricted to occupants with a local qualification. We would follow the advice of the relevant housing authority and social housing providers as to what that mixture should be. Where it is not viable for the whole scheme to be affordable housing, evidence must be provided so that we can determine a realistic minimum proportion. Judgements about financial viability will be based on our agreed methodology.

For larger enhancement schemes (involving more than 10 new homes) which might provide more affordable housing than is needed in that particular part of the National Park, we will (subject to viability considerations) ask for a financial contribution to help meet affordable housing needs elsewhere.

In all cases we will make sure that conservation and enhancement is prioritised above other considerations.

- I.65. This Policy now strongly promotes affordable housing by stating that the entire scheme must comprise affordable housing. However, adding “unless

that would mean that it was no longer financially viable” significantly weakens this Policy and adds a significant amount of uncertainty to it. More detail would need to be known about the financial viability assessment that was to be used before a decision would be able to be made about how effective this Policy is likely to be. It is highly likely that requirements to take into account the cultural heritage and landscape character of the Park, especially where vernacular buildings are involved, and the high demand and therefore cost of development land in the Park could result in the majority of development schemes being deemed not financially viable to provide even a small percentage of affordable housing.

- I.66. This question of financial viability also calls into question Policies H1 and H2. With the strong concentration of conserving and enhancing the valued characteristics of the National Park, there will be a need for high quality design and materials to be used on housing schemes, things that are not mutually exclusive to affordable housing but have often been in the past. There is a danger that in combination with this Policy affordable housing could consistently lose out on the grounds of protection the Park purposes and financial viability.
- I.67. As before no mention is made of sustainable design, construction or locational requirements which could result in negative effects on the environment.

HC6: Identifying housing sites

We will not formally identify housing sites in the Local Development Framework. However, we will continue to assist social housing providers and others on a case by case basis to identify the best sites in the communities where they are trying to address identified need, or in the nearest suitable settlement if that is not possible (see GSP4b: Settlement Strategy).

- I.68. The effects of this Policy are dependent on what is contained in the settlement strategy and are therefore currently uncertain. However, there is likely to be a minor positive effect on good governance through continuing to work closely with social housing providers and other organisations.

HC7: Where to buy existing housing stock for use as affordable housing

It will be for the housing providers and housing associations to decide which places should be prioritised when buying existing homes so that they can become part of the affordable housing sector in perpetuity. We will help them to:

- integrate this with other settlement strategy considerations;
- take into account sustainability and service provision considerations; and
- develop a robust control mechanism to restrict occupancy to local needs in perpetuity.

- I.69. This Policy is likely to promote good governance through fostering greater joint working with housing providers and housing associations. There is considerable uncertainty of what the sustainability effects of this Policy are likely to be and the wording “take into account sustainability and service provision considerations” is quite vague.

HC8: Community services and facilities

The provision or improvement of community facilities and services will be encouraged, located within settlements identified in policy GSP4b or on their edges if no suitable internal site is available.

Preference will be given to change of use of existing traditional buildings rather than construction of new buildings. Replacements for existing buildings should achieve enhancement wherever possible.

Shared or mixed use with other uses and community facilities will be encouraged. Proposals will need to demonstrate evidence of community need.

Conditions or legal agreements will be used to control hours of use or other potentially unneighbourly impacts.

Proposals for the change of use of buildings or sites which provide community services and facilities to non-community uses will be resisted, unless it can be shown that the service or facility is no longer required, is available elsewhere in the settlement, or is no longer viable.

Wherever possible, the new use should meet another community need or offer alternative community benefit such as social housing. Evidence of reasonable attempts to secure such a use will be required before any other use is permitted.

Redevelopment of community recreation sites and sports facilities for other uses will not be permitted until a satisfactory replacement facility has been provided.

Criteria for new provision to include:

- Design, scale and materials in relation to landscape and setting
- Accessible and sustainable location
- Demonstration of need for facility to serve local community
- Impact of associated parking, lighting etc on landscape and local amenity
- Control of noise, activities and hours of use

- I.70. This Policy is likely to have a wide range of positive and significant positive effects. The reuse of existing buildings which is advocated should lead to positive impacts on the landscape, the consumption of resources and the response to climate change.
- I.71. The measures included within the Policy to secure and improve local services and facilities should have significant positive impacts on Objective 12, which covers accessibility to a range of local centres, services and amenities. Shared/mixed use buildings will enable the provision of an even greater range of services and facilities, and locating facilities within or adjacent to settlements where development is being encouraged will be expected to limit road traffic generation and enable the use of public transport.

HC9: Shopping

New retail premises will be permitted within the Bakewell Central Shopping Area and within or on the edge of identified settlements, where they are of appropriate scale to serve the needs of the local community and the settlement's visitor capacity. Large scale retail developments, such as themed shopping and 'designer outlets' will not be permitted.

Retail use in the countryside will only be acceptable where proposals are small scale and appropriate to the sensitivity of their location, and:

- are ancillary to a business; or
- relate directly to and are ancillary to established recreation and tourism facilities.

Within settlements, related activities such as professional services and outlets for the sale and consumption of food or drink, will be permitted where there is no harm to the role or character of the area, including its vitality and viability.

Sales of produce as part of acceptable farm diversification proposals will be supported where the scale is subservient to the main use and would not generate unacceptable traffic. The proportion of 'imported' produce offered for sale will be strictly limited and controlled by legal agreement.

Change of use from a shop will be resisted, unless it can be shown that the shop is no longer required by the community or can no longer be viable. Where non-viability is established, preference will be given to affordable housing, employment workspace or community service provision wherever possible and practicable.

Criteria for new retail development to include:

- scale appropriate to serve needs of the local community and visitors
- impact on the natural, built and historic environment
- traffic and parking implications, including delivery and servicing
- signs and lighting
- hours of opening
- impact on amenity of nearby residents.
- Evidence of non-viability etc in changes of use

1.72. Controlling new shopping developments in line with this Policy is likely to have mixed effects on the local economy. Where new retail developments are permitted, there are likely to be beneficial effects and positive effects should result from the support of local producers. However, limiting the scale of new retail developments and enforcing criteria regarding their scale, operating practices and appearance may restrict the potential benefits of shopping facilities on the local economy.

1.73. The fact that retail developments must fit in with the local landscape and have no adverse impacts on the natural and historic environment means that positive effects on these objectives are likely. Monitoring the effects of development such as lighting, which could potentially lead to pollution and adverse effects on local amenity, should also have positive effects on local biodiversity as disturbance to species and habitats may be mitigated.

E1: Businesses in the countryside

Farmers and land managers will be encouraged to support their core businesses by diversifying into other activities, particularly those which develop new agricultural opportunities or add value to primary produce. The new enterprise should be small scale, and must support an existing primary business responsible for estate or land management (such as agriculture or forestry), which maintains or enhances the character of the landscape in line with National Park purposes. Beyond this policy and policies E4, E5 and VE1, there is no scope for setting up new businesses in the countryside.

Ancillary retail operations or attractions will not be permitted. Additional dwellings related to new business use will not be permitted.

Businesses should preferably be accommodated in existing traditional buildings, but the reuse of modern agricultural buildings may be acceptable in some circumstances. Business use in isolated buildings in the countryside will not be permitted. When economic reuse of a modern building is proposed, consider whether there is scope for a smaller, better suited replacement building, where siting and design can achieve enhancement.

Promote potential links between the economy and the National Park environment.

Criteria to include:

- Location, scale and design
- Potential impact on landscape character, wildlife and cultural heritage
- Impact of traffic on local road network and potential conflict with other road users
- access to service centres, markets and housing
- Site management and potential impact on operation of farm unit
- Opportunities for enhancement and improvement to the building or its setting.
- Location, size, design and materials of a building being considered for re-use, its relationship with other buildings and features, and whether replacement would be better
- Circumstances where a replacement building would not be acceptable
- Retention of site and building in ownership of the primary business
- Limits to future incremental business growth.

1.74. Policy E1 could have a significant positive impact on promoting a healthy park wide economy and provides the flexibility and opportunity to support agricultural business and enable them to maintain their viability and future survival. The strong emphasis placed on mitigating potential negative effects, locating and designing new developments appropriately has the potential to have a significant positive impact on the landscape and local character. The protection of the natural environment has been strengthened in the

rewording of this Policy. However, there may be minor negative effects on the provision of housing to meet local needs, due to the restriction placed on providing additional dwellings related to new business use.

E2: Employment in towns and villages

Encourage small scale employment development, appropriate for the needs of the local population, across all designated settlements set out in General Spatial Policy 4b.

Direct development to the most sustainable locations, with preference for reuse of existing traditional buildings, previously developed sites and enhancement opportunities, but permitting new buildings where they can be accommodated without harm.

Specific promotion of high-spec, high-tech businesses.

Encourage home working where there would be no adverse impact.

Consider how to accommodate business growth/intensification.

Criteria to include:

- scale and likely employment generation
- impact on the surrounding area, particularly cultural heritage and landscape character
- amenity
- access and traffic movements

- 1.75. As with the previous Policy, significant positive effects are expected on the promotion of a healthy park-wide economy, and minor positive effects on the local landscape and character. In this case, however, no mention is made of protecting biodiversity. Directing development to the most sustainable locations, with a preference for reuse of existing buildings and enhancement opportunities is likely to have positive effects but again, the wording of the Policy is unclear in some places, for example it is stated that new buildings will be permitted where they can be accommodated without harm, but it is not specified what sort of harm is meant and to what, and without clarification this part of the Policy has potential to have significant adverse effects.
- 1.76. There are no significant negative effects associated with this Policy aside from the mixed effects anticipated on Objectives 4, 5 and 6. Negative effects in terms of pollution and resource consumption will result from development and the associated increase in resource consumption during and after the construction phase. However, these impacts should be mitigated to some extent through the provisions made within the Policy for considering sustainability issues and the possibility for reuse of buildings where possible. There is also a missed opportunity when encouraging the promotion of high-

spec, high-tech businesses not to promote 'green technology' business or those linked to the locality in some way.

E3: Identifying and safeguarding employment sites

Existing employment sites which are of high quality and in suitable locations will be safeguarded from other development.

If required to meet identified needs, the development of additional sites which are suitable for, and capable of accommodating economic uses, will be considered in designated settlements.

Where activities or operations on existing employment sites are inappropriate, or sites or buildings are surplus to requirements, redevelopment wholly or partly for other uses (including mixed uses) will be considered.

Infrastructure and other improvements to make sites more attractive to businesses will be supported.

Criteria for new sites to include:

- Location in relation to settlements and work/travel patterns.
- Reducing vehicle trip generation and promoting sustainable transport.
- Consider need for phasing of development.

Criteria for alternative uses on surplus sites to include:

- Impact on cultural heritage and landscape character
- Opportunities for enhancement
- Opportunities for other community uses, including that for affordable housing

Consider mixed uses including reduced employment space or live/work units.

- 1.77. The notable potential impacts arising from this Policy are the negative effects expected to occur relating to climate change, land use and resource consumption. This is because of the impacts of the new development planned, and the lack of mitigation measures in terms of endorsing sustainable design and construction techniques other than sustainable transport considerations.
- 1.78. There is the potential for this Policy to have a significant positive effect on reducing road travel and promoting positive means although the criteria for alternative uses on surplus sites has the potential to contradict this as the criteria only includes landscape considerations. The impact on trip generation and access to amenities should also be considered especially if mixed use development is being proposed. Again, there should be significant positive effects on the promotion of a healthy park-wide economy, due to the planned

allocation of employment land under this Policy. This is the only one of the six Policies that should positively affect housing provision, as it is specified that existing employment sites that are inappropriate may be redeveloped for other community uses, including that for affordable housing.

E4: Hotels, bed and breakfast and self-catering holiday accommodation

The change of use of traditional buildings to serviced or self-catering holiday accommodation will be permitted, except in open countryside where they would create unacceptable landscape impact.

Extensions to existing holiday accommodation will be permitted.

Allow some new build serviced holiday accommodation in Bakewell, but no other new build accommodation.

Encourage quality improvements to existing businesses.

Criteria for the change of use of traditional buildings to holiday accommodation to include:

- location
- quality and structure of the building
- scale
- design
- impact on surrounding landscape character

Criteria for extensions to include:

- scale
- design
- impact on landscape character and adjoining uses

SI06 agreements would be used to control use in sensitive locations.

- 1.79. The increasing waste production and water consumption that is likely to result from further accommodation development, both during and post-construction means that there is likely to be a negative impact on Objective 5. The conversion of traditional buildings to holiday accommodation may also reduce the stock of existing buildings that could be used to provide housing to meet local needs. Criteria should be included to ensure that only buildings that are not suitable for local housing are converted. However, all other effects should either be positive, mixed or neutral. The increase in

visitor facilities would impact positively in terms of improved access and local facilities (Objectives 9 and 12).

E5: Caravans and camping

Permit small touring and backpack camping and caravan sites, particularly in areas where there are few existing sites. Large sites should be encouraged to locate outside the National Park. Static caravans, chalets or lodges are not appropriate.

Allow the provision of improved facilities on existing sites, including shops and recreation opportunities of a scale appropriate to the site and where there is no adverse impact on existing services in the surrounding area. Encourage quality improvements on existing sites.

In accordance with preferred approach HC4b, permanent dwellings for site warden's accommodation will only be permitted where a clear need is proven, where there is no existing accommodation nearby, and where they can be provided by conversion of existing traditional buildings.

Criteria for development of new sites and improvements to existing sites and facilities to include:

- Impact on landscape character.
- Design and landscaping
- Impact on local economy.
- Definition of 'small' and 'touring'.
- Scale of facility provision appropriate for site users.

Criteria for provision of additional facilities and permanent dwellings for site wardens by conversion of existing traditional buildings.

Holiday occupancy.

- 1.80. This Policy is expected to have no effect on seven of the 14 Objectives, and either positive or uncertain impacts on all others. Again, the impact on Objective 8 is uncertain as no mention is made of any specific groups that should benefit from the improved/additional facilities. The lack of physical development/buildings associated with camping and caravan sites compared to other accommodation facilities means that there are fewer impacts associated with development, such as negative impacts relating to resource consumption and climate change. However, there is still a missed opportunity in the criteria not to actively promote sustainable design and construction in the facilities and wardens accommodation that is provided. For example,

sustainable water management measures such as water efficient toilets and grey water recycling and the use of local traditional building materials and techniques. These things would reinforce and positively benefit the image of the whole National Park as a high quality 'eco-tourism' destination.

MINERALS POLICIES

MIN1 - Minerals

Proposals for new mineral extraction or extensions to existing mineral operations, except for fluorspar and building stone which are covered by MIN 5 and MIN 6, will not be permitted.

- I.81. This Policy could be presented as an overarching Policy, encompassing Policies MIN2-MIN4. The way that the Policies are currently presented is unclear and by referring back to Policy MIN1, this may lead to confusion on the intention of the other Policies. MIN1 could be re-worded so that it includes aggregates, cement making materials and industrial limestone.
- I.82. Preventing new minerals extraction or extensions to existing operations will be expected to have positive effects on the landscape and the protection of geology, and significant positive effects on minimising the consumption of natural resources. However, there may be minor negative effects on the local economy due to the restriction of extraction activities which may provide employment and support local developments.

MIN2 – Aggregates

For the policy approach see MIN1.

- I.83. See appraisal for Policy MIN1. By restricting the allocation of land and additional reserves of minerals for aggregate purposes this Policy has the potential to have significant benefits for the environment. However, there may be some minor negative impact associated with reduced employment that may result from the declining extraction activity in the area. Mixed effects may be seen on transport and climate change as localised negative effects may be reduced from a reduction in traffic related to extraction sites, but this Policy may result in aggregates having to be imported from outside the Park in order to meet demand resulting in an increase in Greenhouse Gas Emissions and traffic congestion.

MIN3 – Cement-making materials

For the policy approach see MIN1.

- I.84. See appraisal for Policy MIN1. Preventing new minerals extraction or extensions to existing operations of cement-making materials will be

expected to have positive effects on the landscape and the protection of geology, and significant positive effects on minimising the consumption of natural resources. However, there may be minor negative effects on the local economy due to the restriction of extraction activities which may provide employment and support local developments.

MIN4 – Industrial limestone

For the policy approach see MINI.

- I.85. See appraisal for Policy MINI. This Policy is likely to have a significant positive effect on the safeguarding of mineral reserves (SA Objective 5), there is some potential for minor positive benefits on geology, soil and biodiversity as they are protected from disturbance from some extraction by this Policy. Protection of limestone reserves may have a minor negative impact associated with reduced employment that may result from the declining quarrying activity in the area.

MIN5 - Fluorspar

No land will be allocated for fluorspar ore extraction

Proposals for the opencast mining of fluorspar ore will not be allowed. In order to secure an appropriate supply of fluorspar, the National Park Authority will:

- (i) Encourage and support the continuation of the extraction of fluorspar ore by underground mining at locations where economically workable deposits have been proven in advance and where the environmental impacts can be appropriately mitigated. This will include the already permitted Milldam and Watersaw Mines;
- (ii) Support proposals for the recycling of tailings from existing lagoons where the environmental impacts can be appropriately mitigated; and
- (iii) Support proposals for the retention and continued operation of tailing lagoons associated with the Cavendish Mill Plant, where the impact on the environment can be appropriately mitigated and where it can be demonstrated that no realistic and viable alternative method of treatment is available.

- I.86. This Policy is likely to have a significant positive effect on the Park's economy, as ongoing fluorspar working should provide ongoing employment and income.
- I.87. The recycling and re-processing of tailings may have a beneficial impact on the consumption of natural resources.

MIN6 – Small-scale building and roofing stone

Development will only be permitted for small scale proposals for the working of building and

roofing stone where it meets a demonstrable need within the National Park, which cannot be satisfied from existing permissions inside or outside the National Park, will be confined to local use only on buildings within the National Park.

The individual and cumulative impacts of working on the environment, amenity and communities can be appropriately mitigated.

Any proposal will need to be supported by demonstrable evidence which proves that alternative sources of supply are not and cannot be made available.

Proposals will need to be accompanied by a suitable legal agreement to ensure that the above policy objectives are met.

- I.88. This Policy should have positive effects on the landscape and local character, but mixed effects on the local economy as limiting workings may restrict employment opportunities although some workings will be allowed where appropriate.

MIN7 – Safeguarding

Certain minerals should be safeguarded from sterilisation by surface development through the definition of Mineral Safeguarding Areas covering:

Limestone containing at least 98% calcium carbonate;

A selection of small individual sites, including modest buffer zones, for building and roofing stone;

The mineralised vein structures relating to Milldam Mine and Watersaw Mine, for fluorspar.

Applicants for surface development in these areas will be required to demonstrate either that there is no mineral likely to be of current or future economic value that would be sterilised by the development, or that proceeding with the proposed development on that site would be of overriding importance in relation to the significance of the mineral resource.

Existing railheads within the National Park for the distribution of minerals and mineral products will also be safeguarded.

- I.89. This Policy is likely to have mixed effects in terms of protecting mineral resources from sterilisation. Given the pressing housing needs on the National Park care will have to be taken to ensure that the assessment of 'the overriding importance' of development fully takes into consideration future generations needs. There may also be minor positive effects relating to sustainable transport and climate change, as the Policy promotes the transportation of minerals by rail.

MIN8 – Restoration

The restoration arrangements for each new proposal, or where existing sites are subject to mineral review procedures, will be decided on a case by case basis. Where practicable,

restoration will be expected to contribute to the strategic objectives of the National Park (either generally or for parts of the Park). These objectives will focus mainly, but not exclusively, on amenity after-uses rather than agriculture or forestry, and should include a combination of wildlife enhancement, landscape enhancement and recreation.

- I.90. Restoring minerals sites for recreational use would be likely to have significant positive impacts on those objectives relating to amenity and access to facilities such as formal and informal recreation space. There are also likely to be significant positive effects on the landscape and natural environment, due to the focus on enhancing these aspects of the Park through appropriate minerals site restoration.
- I.91. Increasing the recreation resource in this way should also have positive effects on the Park economy, through enhanced leisure and tourism opportunities.

TRANSPORT POLICIES

T1a: Reducing the need to travel and encouraging the use of more sustainable modes of transport

Transport developments, including traffic management schemes, which reduce the amount of cross-Park road traffic, will normally be supported if they can be accommodated without adverse impact on the National Park landscape. Transport developments which increase the amount of cross-Park road traffic will normally be opposed unless there are exceptional circumstances.

Transport developments outside the National Park will usually be opposed if they increase traffic on roads inside the National Park boundary or have other adverse impacts on the National Park.

In exceptional circumstances, transport development that increases the amount of cross-Park road traffic may be accepted where it is dictated by national policy, there is a net environmental benefit within the National Park, and where the public interest may be deemed to exceed any negative impact to the National Park¹.

Transport developments outside the National Park will usually be opposed if they increase traffic on roads inside the National Park boundary or have other adverse impacts on the National Park.

- I.92. This Policy outlines measures to restrict traffic movements within the Park; however it is apparent that landscape considerations will continue to take priority over the reduction of traffic, therefore positive effects may only be minor.
- I.93. There are likely to be minor negative effects on accessibility objectives, due to the restrictions that will usually be placed on transport developments that

¹ Office of the Deputy Prime Minister. (2004). Policy Planning Statement 7: Sustainable development in rural areas. HMSO. Para 22.

may increase traffic. However, developments that would reduce traffic, such as those associated with public transport links, will usually be supported, therefore mixed effects should result overall.

- I.94. Restricting traffic related developments should have some positive effects in terms of reduced resource consumption, as there would be less demand for those materials used in road construction.

T1b: Travel Plans

Travel Plans will be encouraged, as one method of encouraging behavioural change to achieve a reduction in the need to travel, and to change public attitudes toward car usage and public transport, walking and cycling. New and existing developments will be encouraged to develop and enforce Travel Plans to reduce traffic movements and safeguard transport infrastructure.

Developments will take account of the following criteria:

- for housing developments, developers will be required to provide the National Park Authority with competent and comprehensive Travel Plans;
- for business developments, developers will be required to provide the National Park Authority with a competent and comprehensive Travel Plan as part of the planning process to encourage employees to travel to work by a sustainable means.

- I.95. The measures included within this Policy to reduce road traffic should have beneficial effects on the natural environment and landscape, as a result of reduced noise and disturbance.
- I.96. Significant positive effects are likely to result in reduced road traffic and response to climate change, as the implementation of travel plans and increased use of public transport should lead to reduced greenhouse gas emissions.
- I.97. However, the specific promotion of travel plans is a limited approach and the broader promotion of smarter choices methods would give more flexibility and a broader set of tools to encourage behavioural change.

T2: Design of transport infrastructure

Transport infrastructure, including roads, signs and public transport infrastructure, will be carefully designed to take full account of the valued characteristics of the National Park, with particular attention to using the minimum infrastructure necessary. Mitigation measures will be provided where transport infrastructure severs wildlife routes.

Transport infrastructure will need to take account of the following criteria:

- The highest standards of environmental design and materials should be used, to conserve and enhance the valued characteristics of the area.

- Ensure that there is a consistent approach to the design of transport infrastructure across Highway Authority/Agency boundaries within the National Park.
- Ensure that new transport infrastructure within settlements is designed to respect the valued characteristics of that settlement, particularly within conservation areas.
- Ensure that where new transport infrastructure is introduced, the removal of redundant or unnecessary clutter is undertaken in parallel.
- Ensure that where new transport infrastructure results in wildlife severance, this is remedied by the use of appropriate and sympathetic measures including 'wild bridges' or cut-and-cover tunnels.
- Ensure that any new infrastructure takes account of all users of the highways and is managed accordingly.

I.98. This Policy makes significant steps to mitigate potential negative effects associated with infrastructure development through use of appropriate and sustainable design. A significant positive effect on the landscape/townscape of the Park is likely because of the strong emphasis placed on measures to ensure that transport related infrastructure fits into its surroundings and is appropriate considering the character of the area.

I.99. Positive effects for biodiversity and climate change adaptation are also likely, as the Policy specifies that any negative impacts on wildlife sites arising from transport related development should be mitigated in order to avoid wildlife severance. Using the highest environmental design and materials is likely to have a beneficial effect on SA Objective 4 through reducing soil sealing and reducing run off. Good design on infrastructure should also reduce light pollution from poorly designed street lighting. Ensuring that new infrastructure takes account of all users may help to improve the safety of the new infrastructure and may even encourage people to switch to more sustainable modes. More emphasis could be placed on actively encouraging new infrastructure that would benefit and encourage the use of more sustainable modes of transport. This is a missed opportunity and creating more of a distinction between sustainable transport infrastructure and road transport infrastructure with the emphasis placed on the former, may result in more positive effects.

I.100. This Policy would also benefit from an emphasis on the highest environmental techniques being applied to the construction phase of the process as well as the design phase. Significant damage is often done to soil by heavy plant, through compaction, and disturbance to wildlife during construction. There may also be temporary landscape and visual impacts as construction material are stored on site.

T3: Managing the demand for new roads

Ensure that no new road schemes or developments are permitted, unless they provide access to new business or residential development, or in exceptional circumstances.

Any new road development will need to take account of the following criteria:

- Exceptional circumstances may justify a new road scheme where it is dictated by national policy, where the public interest may be deemed to exceed the negative impact to the National Park².
- New roads that provide access to new business or residential development will be subject to due consideration within the planning process, and the development will be subject to a Transport Assessment. The relevant Highway Authority will be consulted with regard to the impact of these roads on the wider road network, and the appropriateness of the design of new roads and junctions.
- Environmental criteria will be used in the planning of the road system, design of alterations and the management of traffic.
- The safeguarding of land for all new or proposed road schemes contained within the current policies will be removed.

- I.101. This Policy is likely to have mixed effects. Although this Policy limits road schemes to access roads to new developments which is likely to have positive effects on the natural environment, access roads still have the potential to result in significant environmental effects. New road schemes may also be granted in exceptional circumstances.
- I.102. It is stated that environmental criterion must be considered in the planning of the road system, but it is not clear what environmental issues this would include, i.e. landscape, biodiversity, soil/water/air quality and/or the historical and cultural environment. As such, a number of uncertain positive scores are associated with this Policy.
- I.103. In terms of the consumption of natural resources, positive effects are considered likely as limiting road development would reduce levels of demand for minerals used in the construction process. However, as stated before the mention of environmental criterion is vague and does not allude to the use of recycled aggregates in road construction or other methods to reduce the use of natural resources.
- I.104. There are likely to be mixed effects on the local economy, as limiting road construction and the associated mineral demand may have negative effects; however allowing roads to be built where they provide access to new business development is likely to have some limited positive effects.
- I.105. Additional minor positive effects are expected for the accessibility objective as it is specified that new road developments will be permitted where they would link businesses and homes. The limits placed on road construction may also have positive effects in terms of reducing road traffic; although these effects are only expected to be minor due to the fact that in certain circumstances new roads will continue to be built. In addition, the Policy does not address the level of traffic movement on existing roads; therefore limiting new road construction could actually compound congestion and traffic-related problems. No criterion is included to ensure that sustainable modes of transport are accounted for in any new road building for example the

² Office of the Deputy Prime Minister. (2004). Policy Planning Statement 7: Sustainable Development in Rural Areas. HMSO. Para 22.

inclusion of cycle lanes and measures to ensure that pedestrians can easily and safely cross any new roads following desire lines.

T4: Providing sustainable access to essential services, and park and ride to visitor areas

New development for housing, retail, employment, tourism or recreation must balance the need to protect the National Park with promoting access to services by means other than the private car. Development should be located in settlements with good public transport provision or a good level of existing services, and where it can be accommodated without harm to the valued characteristics of the area.

Park and ride schemes will be encouraged to the main visitor areas, if they can be accommodated without harm to the valued characteristics of the area and provide a net environmental benefit to the National Park.

Developments will take account of the following criteria:

- New facilities will be situated in locations that are accessible by sustainable modes of transport, such as public transport, walking and cycling.
- Ensure that the design and number of parking facilities associated with park and ride sites respects the valued characteristics of the area, particularly in conservation areas.
- Ensure that park and ride schemes provide a net environmental benefit to the National Park.
- Park and ride facilities are preferred at suitable sites at the edge of, or even beyond, the National Park boundary.

I.106. This Policy is likely to have significant positive effects on the landscape of the National Park and on the historical and cultural environment, due to the emphasis placed on protecting the valued characteristics of the Park. However, it is not specified what these characteristics are, which would make the Policy clearer and more precise.

I.107. Advocating the development of park and ride schemes is likely to lead to mixed effects on local biodiversity and geological interests. Positive effects should arise from the fact that the Policy stipulates that there must be a net environmental benefit and that schemes must not harm the valued characteristics of the area, which should include these features. However, there may be quite significant areas of land take, and noise and light pollution and alteration of drainage patterns may result during construction and operation of the schemes, which could adversely affected local habitats, species and soil structures. In addition, the construction of new park and ride schemes may have negative effects in terms of resource consumption.

I.108. Mixed effects are also likely in relation to the local economy as park and ride schemes may provide a boost to local businesses and services as a result of improved accessibility. However, restrictions placed on new developments such as retail facilities by this Policy may limit their potential economic benefits.

T5: Managing the demand for rail, and using former railway routes for non-motorised users

The routes of the former Woodhead and Matlock to Buxton railways will be safeguarded for future rail use (including heavy rail, light rail and guided bus), providing that such a use yields a net environmental benefit to the National Park. However, the Authority does not support any heavy rail, light rail or guided bus development scheme in principle. The safeguarding of a route for such use should not be interpreted in this way. Any future scheme would be assessed on its merits.

Land required for enhancement of the Hope Valley Line will be safeguarded.

Heavy rail, light rail or guided bus developments will take account of the following criteria:

- Any heavy rail, light rail or guided bus development that impinges on existing footpaths, bridleways or major trails must comply with policy approaches in T6, ensuring equally good alternatives and maintaining their continuity.
- Any detrimental effects that a heavy rail, light rail or guided bus scheme may have on the National Park would have to be outweighed by significant benefits, including a demonstrable lasting removal of road traffic from parallel routes and the mitigation of any habitat loss, for the scheme to be acceptable.

I.109. The clause in this Policy “proving that such a use yields a net environmental benefit to the National Park” adds some uncertainty to the effects this Policy is likely to have. At what point would the environmental benefit of rail use be assessed and may it result in railways not being safeguarded in the short term? There is significant uncertainty as to whether this Policy would go ahead, and effects be seen, given the criteria.

I.110. This Policy is likely to have positive effects on traffic reduction, although these would only be minor as the Policy allows for the safeguarding of sites for future rail development, rather than endorsing development to take place now and actively promoting it, with more immediate benefits. Additional minor positive effects should result on biodiversity, as it is stated that any habitat losses resulting from a rail scheme should be mitigated. Potential minor positive effects exist for the other environmental objectives, as schemes must have a net environmental benefit. However, these scores are uncertain as it is not specified which aspect of the environment this refers to e.g. landscape, cultural environment and/or soil, air and water quality.

T6: Routes for walking, cycling, and horse riding, and waterways

Enhancements to the Rights of Way network will be sought where developments are of suitable scale and type. Where a development proposal affects a Right of Way, every effort will be made to accommodate the definitive route or provide an equally good or better alternative.

The Manifold, Tissington, and High Peak Trails will be protected from development that conflicts with

their current use. The continuity of the Trans-Pennine Trail and the Monsal Trail will be retained, irrespective of any future rail use, by realignment if required. If appropriate alignments can be identified at the development management policy stage, alternative routes for the Trans-Pennine Trail and the Monsal Trail will be safeguarded.

Until such time that a viable railway scheme comes forward, where possible, disused railway lines will be used for walking, cycling and equestrian use.

Where a development proposal affects a navigable inland waterway, every effort should be made to accommodate the waterway within the development. In exceptional circumstances where it is not possible to retain the definitive line of a navigable waterway, an alternative waterway of equal or better quality will be provided.

Developments will take account of the following criteria:

- Developments should provide enhanced facilities and infrastructure for Smarter Choices, including walking, cycling, and horse riding.
- Where possible, roadside links between public rights of way will be retained or created, including the maintenance of safe margins for non-motorised users between trails or cycle routes.

I.111. This Policy is expected to have significant positive effects on traffic reduction, due to the provisions made for other modes of transport. Accessibility should also be positively affected, as improved walking, cycling and horse riding routes will add to the local recreation resource, as well as being important for non-recreation movements. Encouraging modal shift may also have a significant benefit for climate change and also encourage access for all.

I.112. Every effort should be made to accommodate the waterway in the development using green infrastructure and 'green printing' techniques to ensure this happens for multiple environmental benefits.

T7: Directing traffic onto the most appropriate routes

A road hierarchy will be identified, comprising:

- (i) the Strategic Road Network, including the majority of A class roads;
- (ii) the Secondary Network: including links between the Strategic Road Network and industrial sites, settlements and recreation areas; and
- (iii) all other roads.

Traffic which must enter or cross the National Park will be directed first toward the Strategic Road Network, and only to the other two levels of the hierarchy as required locally. The third level of the hierarchy will generally be only for light traffic.

Investment in maintenance and alterations, other than traffic management, should concentrate on the Strategic Road Network whilst preserving the valued character of rural roads.

- I.113. It is difficult to predict likely effects of this Policy as effects will be very dependent on the local environmental character adjacent to roads classified in the hierarchy. The effect of this Policy may be to redistribute effects from certain areas and concentrate them in others. This may result in a significant increase in cumulative effects. The very specific nature of this Policy means that it is unlikely to affect most of the sustainability objectives.
- I.114. The effects will also be dependent on the criteria used to establish the Strategic Road Network. Minor positive effects may result in terms of reduced traffic congestion, although the overall traffic benefits are limited by the fact that the Policy focuses on redistributing existing road traffic rather than reducing the overall number of cars on the roads. Minor positive effects on the landscape objective are also expected to result from this Policy as it specifies that the character of rural roads should be preserved.

T8: Ensuring that the adverse impact of motor vehicles is minimised

Existing Traffic Management Schemes in the National Park will be reviewed, to ensure that they are still fit for purpose, and include traffic management measures which provide optimal benefit. These measures may include limited road closures, the removal of on-street parking, the provision of off-street parking, improvements to public transport infrastructure and improvements to footpaths, cycle tracks and bridleways.

Where there is a demonstrable need for additional traffic management schemes, any of these measures may be used separately or in combination to manage the impact of traffic on environmentally sensitive areas.

Traffic management schemes will need to take account of the following criteria:

- Traffic management measures will be introduced in order to make the best use of the road network, to improve road safety, environmental and traffic conditions, and to reduce conflicts between various user groups.
- The highest standards of environmental design and materials should be used in any transport infrastructure required to deliver such schemes.
- Ensure that the introduction of management schemes does not transfer the negative impact of traffic to surrounding villages or equally environmentally sensitive areas, which may require additional traffic management measures within those areas.
- Ensure that where access by private motor vehicle is restricted, alternative means of access are encouraged or provided, including enhanced public transport facilities, or the provision of new or improved access by foot, cycle or on horseback.
- Ensure that any income derived from the introduction of traffic management measures, such as revenues from parking, is reinvested to provide maintenance, additional facilities and alternative means of access.

- I.115. The effects of this Policy on those objectives relating to the natural environment are likely to be significantly positive, due to the emphasis placed on preserving environmental quality through traffic management measures.
- I.116. There are likely to be mixed effects in terms of accessibility, as part of the Policy make allowances for improved access through expanding public

transport links; however elsewhere in the Policy it is stated that measures may include road closures and the removal of parking facilities. Measures such as these that may discourage the use of private cars should have significant positive effects in terms of climate change and reduced road traffic. However, there are also likely to be some minor negative effects on road traffic levels, as other potential measures such as providing additional on-street parking may encourage private car use.

T9: Managing the demand for car and coach parks

Car and coach parking facilities will manage the demand for parking provision from residents and visitors, whilst conserving and enhancing the built and natural environment of the National Park.

Off-street parking will be provided where appropriate, and where accompanied by an equivalent reduction in on-street parking.

Parking provision will need to take account of the following criteria:

- Ensure that all parking facilities, including those for coaches and Park and Ride, are designed in a way that is sensitive to landscape character.
- Parking facilities for new non-food business developments will adhere to the East Midlands Car Parking Strategy Standards as a minimum. The National Park Authority reserves the right to impose more severe parking restrictions on a case by case basis, dependant upon traffic impact and the availability of alternatives.
- Ensure that the design and number of parking facilities associated with residential development, including any communal residential parking, will respect the valued characteristics of the area.
- Enhance coach parking facilities at key visitor sites, where necessary and it can be accommodated without harm to the valued characteristics of the area.
- Developments that are likely to attract coach traffic will be required to make provision for the setting down and picking up of coach passengers and for coach parking.

1.117. Significant positive effects on landscape are expected to result from this Policy, due to the emphasis placed on developing facilities that are sensitive to the surrounding landscape. However, positive effects on the other environmental objectives are uncertain, as although it is stated that the valued characteristics of the area should not be harmed, it is not clear what these characteristics include in this particular context, e.g. biodiversity, cultural heritage or air quality and there is no requirement to take account of soil sealing, sustainable drainage and consideration of pollution from runoff. The reuse and recycling of materials and the reduction of light pollution are also not considered as factors that need to be taken into account.

1.118. Minor positive effects are expected for accessibility, as enhancing parking facilities at key visitor sites would add to the quality of recreation facilities within the Park aid those with mobility problems.

1.119. Overall, minor negative effects are expected on the reduction of road traffic. Enhancing parking provision would encourage road travel, which could have a

significant negative effect on this objective. However, the Policy specifies that due consideration should be given to the impacts of such development.

T10: Managing the demand for freight transport and the provision of lorry parking

Rail freight facilities for quarries and industrial sites will be supported where appropriate and practicable. Developments relating to infrastructure to enable the modal transfer of freight from road to navigable inland waterways will be supported where appropriate.

Developments requiring access by Large Goods Vehicles must be located at sites accessible from the Strategic and Secondary Road Network, and operating sites should not negatively impact on residential areas, environmentally sensitive areas, Conservation Areas, or upon routes governed by weight restrictions. Where the routing of Large Goods Vehicles has negative impacts upon such locations, Traffic Regulation Orders will be sought to re-route such traffic.

New or enlarged road haulage operating centres will not usually be permitted within either residential areas or Conservation Areas.

Developments will take account of the following criteria:

- Rail freight facilities will not be permitted where they have unacceptable adverse visual effects on the landscape or quiet enjoyment of the National Park.
- Inland waterway freight facilities will not be permitted where they have unacceptable adverse visual effects on the landscape or quiet enjoyment of the National Park.
- Developments requiring access by Large Goods Vehicles in excess of 7.5 tonnes Gross Laden Weight, including road haulage operating centres, will not be permitted if they do not have access to the Strategic or Secondary Road Network, or the available routes of access are subject to weight restriction orders.
- In exceptional circumstances where the nature of the business served restricts adherence to the above criteria (eg agriculture or mineral working), planning permission may be given provided that restrictions limiting the size of vehicles can be agreed.
- Where it is necessary to influence the routing of Large Goods Vehicles to avoid negative environmental impacts, weight restriction orders will be sought.

I.120. The controls placed on larger lorries being used on smaller roads and the location of developments using large goods vehicles near to the strategic highways network should result in a range of positive effects on the landscape and natural environment. Noise and air pollution should be minimised by the appropriate routing of lorries and by encouraging the use of rail and canal-based transport where possible.

I.121. Restricting certain developments such as road haulage operating centres may however have negative effects on the local economy; however the fact that developments using more sustainable transport modes will be encouraged means that any negative effects should only be minor.

T11: Managing the demand for air travel against its impact on the valued

characteristics of the National Park

Aircraft landing sites will not be permitted.

Developments related to helicopter or other powered flights will not be permitted where they will adversely affect the valued characteristics or amenity of the area. Planning permission related to land that could be used in connection with helicopter or other powered flights will be subject to conditions to control or prevent that use if it would adversely affect the valued characteristics, amenity or quiet enjoyment of the area.

Where land is being used regularly for helicopter or other powered flights that are harming the valued characteristics of the area, causing traffic congestion, dangerous road conditions or loss of residential amenity, an Article 4 Direction will be sought to bring the use under planning control.

I.122. The narrow scope of this Policy means that the majority of the SA Objectives are unlikely to be affected. Restrictions placed on air traffic should reduce disturbance from noise which may affect biodiversity and the amenity of the Park. In addition, the landscape should be enhanced by the removal or prevention of aircraft landing sites.

I.123. There may be additional minor positive effects relating to accessibility to good quality recreation space, due to the enhanced amenity value of the Park resulting from restricted air traffic movements.

T12: Utilities Infrastructure

Utilities infrastructure will only be permitted where it is intended to improve services to communities and businesses within the National Park, and does not create unacceptable visual impact.

Telecommunications infrastructure will be permitted only where it does not create unacceptable adverse visual impacts on National Park landscapes..

New conveyors will not be permitted, other than in working mineral sites, unless well screened and part of a scheme to reduce lorry traffic. They must demonstrate a net environmental benefit to the National Park through the reduction of road-based freight traffic and the mitigation of their adverse visual and audible impacts.

Pipelines will only be accepted where they help to achieve the conservation and enhancement of the National Park's valued characteristics, and where there are no negative impacts in environmentally sensitive areas.

Developments will take account of the following criteria:

- Telecommunications and utilities infrastructure will not be permitted where there are suitable alternative means of provision.
- Provision must be made for the removal of telecommunications and utilities infrastructure if and when it becomes redundant.
- Overground electricity transmission lines will not normally be permitted.
- Underground electricity transmission lines will not be permitted where they have unacceptable adverse effects on the valued geology, archaeology and/or cultural heritage of

the National Park.

- Proposals to reduce the impact of existing service infrastructure, such as the undergrounding of cables, will be welcomed, provided that these do not have adverse impacts on the other valued characteristics of the National Park, including geology, archaeology and cultural heritage.
- Pipelines will not be permitted within Sites of Special Scientific Interest, the Natural Zone, where they impact on Tree Preservation Orders or sites of archaeological interest.

I.124. Significant positive effects are likely to arise from this Policy on those SA Objectives relating to the landscape, biodiversity and historical/archaeological assets; due to the fact that utilities infrastructure will only be permitted where these objectives would not be compromised.

I.125. Some minor negative effects are likely on resource consumption, as conveyors will be permitted as part of mining operations and there may also be some minor negative effects on accessibility and the local economy, as a result of the restrictions placed on utilities infrastructure being put in place. It is also possible that this may have minor negative effects on housing, where the restrictions might create difficulties in new developments.