

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.</p> <p>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)

<p>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.</p>		
<p>EH7 QN6-baseline data Cultural heritage and landscape should include registered parks and gardens.</p> <p>Is ref to no. of regionally important to “conservation areas”?</p>	<p>Agreed</p> <p>Clarify reference</p>	<p>Check table</p> <p>Clarify the reference</p>
<p>EH8 QN7-main sustainability issues</p> <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. 	<p>No. It refers to the items listed in the matrices, which answers the second bullet point here</p> <p>Noted.</p>	<p>Clarify the reference</p> <p>To Note for NPMP</p>
<p>EH9 QN8-who to carry out the appraisal?</p> <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 	<p>Noted and they are already involved.</p> <p>Noted</p>	<p>N/A</p> <p>To set up external panel input</p> <p>Officers to consider.</p>

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

<p>reading should be avoided. Farm diversification should only be where compatible with SD and landscape in particular.</p> <p>Objective 26 should clarify that additional jobs should be mostly in settlements.</p> <p>Objective 28 as written seems to encourage road provision-which is contrary to SD. LAR wants more public transport emphasis.</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>Disagree – as in the above para re objective 25, this would be building policy into appraisal rather than basing policy on appraisal.</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>	<p>N/A</p> <p>N/A</p>
<p>CA4 Supports new objectives in appendix 4 taking on the issue of landscape protection.</p> <p>BUT there should be ref in appendix 4 to access and recreation issues.</p>	<p>Noted</p> <p>There is – see matrix 3</p>	<p>N/A</p> <p>N/A</p>
<p>CA5 Tables and matrices and difficult to interpret without colour.</p>	<p>See EH6</p>	<p>Alter presentation as per EH6</p>
<p>CA6 Indicators are very comprehensive. Ref to village design statements and ROW/access indicators especially welcomed.</p>	<p>Noted</p>	<p>N/A</p>
<p>CA7 The main sustainability</p>	<p>Noted</p>	<p>N/A</p>

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</p> <p>LTPs</p> <p>PTEs</p> <p>Other RSSs</p> <p>Northern Way</p> <p>SPs and LSPs fo the mets</p> <p>Community strategies</p> <p>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</p> <p>Academics</p> <p>Leicester</p> <p>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

Plans, Policies and Programmes Review

Review of additional Plans and Programmes

Overall Aim or Purpose of Document and Objectives and Targets
Overarching plans, policies and programmes that may potentially affect any of the SA Objectives
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> <ul style="list-style-type: none">• The development of a polycentric and balanced urban system and the strengthening of the relationship between urban and rural areas;• The promotion of integrated transport and communications which support integration and the polycentric development of the European Union territory; and• 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>The SA should consider the objectives of the programme within the Core Strategy.</p>
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
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> <ul style="list-style-type: none">• The strategy outlines priority areas for immediate action:• 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.

Targets

- The Strategy does not set out any specific targets.
- To ensure sustainable development in the Peak District National Park it will be necessary to:
 - Provide a sustainable vision
 - Provide sustainable spatial policies
 - Minimise the impact of spatial policies upon other sectors

Planning for a Sustainable Future: White Paper (2007) HM Government

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.

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

Five core principles underpin the proposals:

- 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.

The SA and Peak District NPA Core Strategy will need to take account of the final outcomes emerging from this White Paper.

Natural Environment and Rural Communities (NERC) Act (2006)

This Act 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 the 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 vehicle movements.

Government Strategy on Sustainable Development, 1999

- 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

Planning Policy Statement 1: Delivering Sustainable Development, 2005

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.

Objectives

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:

- 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.

The key policy messages are:

- 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.

Targets

Does not contain any targets.

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 any particular sustainable development objective.

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.

Draft East Midlands Regional Plan (RRS8) (September 2006), EMRA

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.

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)

The Regional Plan is set within the overall vision and objectives set by the East Midlands Regional Assembly's Integrated Regional Strategy (IRS).

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:

- 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 and construction of new development;
- 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.

Policy 9: Development in the Peak Sub-area addresses development in and around the sub-area should:

- 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.

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>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>
<p>Sustainability Appraisal of Draft East Midlands Regional Plan, (September 2006) EMRA</p>
<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 'draws together the key issues and challenges for the region,' reflects both national policies and specific regional issues and 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>East Midlands Sustainable Development Framework</p>
<p>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.</p>
<p>Objective 1: To protect, maintain and enhance the landscape and townscape of the National Park</p>
<p>Pan-European Biological and Landscape Diversity Strategy</p>
<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.

The Strategy is a Pan-European response to support the implementation of the Convention on Biological Diversity

Peak District Landscape Character Assessment (March 2008) Peak District NPA

The LCA establishes a baseline audit of the current state of the landscape and develops a system for the measurement of change. 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.

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.

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.

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.

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.

Objective 2: To protect, enhance and improve biodiversity, flora and fauna and geological interests

Convention on Biodiversity 1992

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.

Johannesburg Summit on Sustainable Development 2002 Biodiversity, Fauna and Flora

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.

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
The overarching goals of the Strategy are described as: <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
Seeks to: <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. • The Member States must also conserve, maintain or restore the biotopes and habitats of these birds by: <ul style="list-style-type: none"> • creating protection zones; • maintaining the habitats; • restoring destroyed biotopes; • Creating biotopes. • Special measures for the protection of habitats are adopted for certain bird species identified by the Directives (Annex I) and migratory species.
Habitats Directive 1992/43/EC
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.
England Biodiversity Strategy: Towards Adaptation to Climate Change (2007), Defra
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. 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.

The following pressures were identified as being particularly important in the context of climate change:

- 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.
- Air pollution causing a variety of changes on ecosystems.
- Over exploitation resulting in additional pressures on habitats and associated species.

Six measures for adaptation are recommended:

- direct management to reduce impacts
- promote dispersal of species
- increase available habitat
- promote conditions for natural ecosystem functioning
- optimise sectoral responses not linked to climate change

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.

Planning Policy Statement 9: Biodiversity and Geological Conservation (2005) DCLG

This PPS sets out the Government's 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.

The PPS replaces PPG9 (1994)

A Government Circular is published to accompany this PPS: PPS9 Biodiversity and Geological Conservation – statutory obligations and their impact within the planning system, August 2005.

Objectives

The PPS sets out the Government's objectives as set out in *Working with the Grain of Nature: a biodiversity strategy for England*. These are:

- 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

It also sets out key principles which LPAs should adhere to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered:

- 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.
- 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.

The Core Strategy should reflect nature conservation objectives and work to protect, enhance and restore the biodiversity of the National Park.

The SEA Directive requires that the SA consider the conservation of biodiversity.

Planning for Biodiversity and Geological Conservation: A Guide to Good Practice (March 2006), ODPM, Defra, English Nature

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.

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.

The guidance is intended to be used in conjunction with PPS9 and the Circular to further biodiversity and geological conservation.

- 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.

The Good Practice Guide helps to provide an evidence base needed to prepare Core Strategy and to carry out the SA.

Information on biodiversity and geological resources is also required to satisfy the European Habitat Regulations.

England Forestry Strategy (EFS)

As the Strategy is implemented the Government wants to see:

- 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;

Putting Wildlife Back on the Map: The East Midlands Biodiversity Strategy (May 2006), adopted by East Midlands Biodiversity Forum and EMRA

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.

Vision: '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'.

Objectives

The Strategy identifies Key Challenges and associated Drivers and Actions.

Regional Environment Strategy indicators and targets:

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.

The RES indicators and targets:

- 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.

Highlights the diversity of landscape types in the Region including the upland moors and limestone dales of the Peak District.

The EMBS includes a map identifying Biodiversity and Conservation Enhancement Areas.

Space4trees, The Regional Forestry Framework for the East Midlands, (2005), Forestry Commission

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.

Four guiding principles:

- 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.

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.

Strategy highlights that East Midlands is the least wooded region in the country with around 5% cover (below England average of 8%).
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.
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, those which are particularly characteristic of the Peak District, and those which are endangered, vulnerable or declining in the Peak District. • 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>
Objective 3: To preserve, protect and enhance the National Park's historic and cultural environment
UNESCO World Heritage Convention, 1972, Budapest
<p>The Convention 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.

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.

The Peak District Core Strategy and SA should include objectives covering Conservation Areas.

European Landscape Convention, Council of Europe Treaty 176, 2000

The ELC was adopted on 20 October 2000 in Florence, and came into force on 1 March 2004.

The Convention applies to natural, urban and suburban areas, whether on land, water or sea, and concerns all types of landscapes.

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. The European Landscape Convention introduced the concept of 'landscape quality objectives' into the protection, management and planning of geographical areas.

The SA should consider the objectives of the programme within the Core Strategy.

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:

- Developing a unified approach to the historic environment
- Maximising opportunities for inclusion and involvement
- 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;
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 Historic Environment: a Force for Our Future (2001), DCMS

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.
Provides setting and context for protection and enhancement of listed buildings and conservations areas and historic environment.
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.

Listed Buildings and Conservation Areas Act 1990

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.
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.
Provides legal setting and context for protection and enhancement of listed buildings and conservations areas

Ancient Monuments and Archaeological Areas Act 1979

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.

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

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:

- 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)).

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'.

Provides legal setting and context for protection and enhancement of ancient monuments and archaeological enforced through English Heritage.
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 Guidance 15: Planning and the Historic Environment (1994) DCLG
<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 the role played by the planning system in their protection.</p> <p>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>
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.

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:

- 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

This guidance document will have informed the Sustainable Tourism Strategy for the Peak District developed in 2000 by the Peak District Rural Development Partnership.

A Regional Cultural Strategy for the East Midlands 2006-2011: The Place of Choice (2006)

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.

The Strategy will strengthen culture in the East Midlands through four key themes:

- Supporting cultural opportunities for people and communities
- Fulfilling the potential of culture
- Getting culture valued in regional policy and planning
- Achieving sector sustainability

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.

The SA and Core Strategy will need to take account of these cultural priorities in developing policies and objectives

English Heritage in the East Midlands 2006-2008 (2006), English Heritage

Our aims - In 2006–08, we will:

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.

Major challenges to the historic environment in the East Midlands include:

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;

<p>Working with partners to mitigate the impacts of stone and aggregates quarrying in the region upon the historic environment. EH will continue to work in partnership with a wide range of organisations and individuals to tackle these issues. The East Midlands Heritage Forum provides contextual information and identifies stakeholders at the regional level.</p>
<p>East Midlands Cultural Strategy</p>
<p>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.</p>
<p>Objective 4: To protect and improve air, water and soil quality and minimise noise and light pollution</p>
<p>EU directive 2002/49/EC Assessment & Management of Environmental Noise</p>
<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)
<p>Water Framework Directive 2000/60/EC</p>
<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 • 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>
<p>Air Quality Framework Directive 1996/62/EC Council Directive 1999/30/EC</p>
<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.
<p>The Natural Environment and Rural Communities (NERC) Act (2006) HM Government</p>
<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. 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. The SA and Peak District NPA Core Strategy will need to take account of this Act.</p>
<p>The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007), Defra</p>
<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. 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. Volume 2 sets out the scientific and economic evidence base. Volume 3 is a fully updated Third Report by the ICGB 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. The SA should ensure that key strategy requirements are reflected in the SA Framework objectives and appraisal criteria</p>
<p>The First Soil Action Plan for England: 2004-2006 (2004) Defra</p>
<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. Objectives 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.
- 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.

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.

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.

Soil is also important for the SA, and it is specifically referred to in the SEA Directive

Planning Policy Statement 25: Development and Flood Risk (Dec. 2006) DCLG

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.

Key Planning Objectives:

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.

Regional planning bodies and local planning authorities should prepare and implement planning strategies that help to deliver sustainable development by:
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 (RFRA), 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.

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.

LPA 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 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.

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.

The SA should incorporate or reflect the RFRA or NPAs SFRA.

Development and Flood Risk: A Practice Guide Companion to PPS25 'Living Draft', A Consultation Paper (Feb. 2007) DCLG

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.

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.

Structured into 6 chapters:

Chapter 1 – planning and flood risk

Chapter 2 – the assessment of flood risk

Chapter 3 – the sequential and exception tests

Chapter 4 – managing surface water

Chapter 5 – risk management by design

Chapter 6 – residual risk 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.
River Basin Management Plan
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. 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: <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.
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. 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.
East Midlands Regional Flood Risk Assessment (June 2006) , EMRA
This RFRA helped to inform the draft Regional Plan for the EM on where to place development to reduce the risk of flooding. 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. 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. The draft Regional Plan will have considered the RFRA in developing the draft Regional Plan. 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.
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>
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.
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.
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>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>

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.

The evidence base for helping the PDNPA to prepare sustainable policies for the long-term management of flood risk.

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.

River Derwent Strategy

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 Moors {Dark Peak}). The integrity of the moorland sites determines their capacity to hold water and to contribute towards flood management.

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).

Objective 5: To minimise the consumption of natural resources

The Directive on Waste Incineration (2000/76/EC)

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.

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.

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 'major development will not be permitted other than in exceptional circumstances where it is essential to meet a 'national need'.

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.

Meeting the Energy Challenge: A White Paper on Energy (May 2007), DTI, HM Government, CM7124

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.

Government Strategy:

- To save energy;
- Develop cleaner energy supplies; and
- Secure reliable energy supplies at prices set in competitive markets

Key elements:

- 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.

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.

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.

The SA should ensure that key policy requirements are reflected in the SA Framework objectives and appraisal criteria.

Planning Policy Statement 10: Planning for Sustainable Waste Management (2005) ODPM

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.

Objectives

- Regional planning bodies and all planning authorities should, to the extent appropriate to their responsibilities, prepare and deliver planning strategies that:
- 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

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.

Planning for Sustainable Waste Management : A Companion Guide to PPS10 (June 2006), DCLG,

Published alongside PPS10: Planning for Sustainable Waste Management

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.

The Companion Guide will provide context for joint working on the Derbyshire Waste Development Framework and in policies within the Core Strategy.

Minerals Planning Statement 1: Planning and Minerals, (Nov.2006), DCLG

Minerals Policy Statement 1 (MPS1) 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 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.

MPS1 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.

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:

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 MPS1, 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).

Minerals Planning Authorities are required to consider whether small-scale extraction of stone may be sustainable in some locations.

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.

Planning Policy Guidance 22: Renewable Energy (2003) DCLG

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.

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 LA's in their approach to planning for renewable energy.

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.

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).

East Midlands Regional Waste Strategy (Jan. 2006) EMRA

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.

The Regional Spatial Strategy sets out the principles and priorities for waste management:

- 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.

There are 10 Priority Issues:

- Planning our future waste management infrastructure
- 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

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. 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.

Derby and Derbyshire Waste Local Plan (2005) (Revised Deposit)

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

W2: Transport principles

W3: Green belts

W4: The precautionary principle

W5: Identified interests of environmental importance

W6: Pollution and related nuisances

W7: Landscapes and other visual impacts

W8: Impact of the transport of waste

W9: Protection of other interests

W10: Cumulative impact (there may be times when multiple uses may be unacceptable)

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

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.

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

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.

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.

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.

Derby and Derbyshire Mineral Local Plan

- 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 appropriate
- 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
- to ensure that land used for mineral working is reclaimed at the earliest opportunity, and is restored to acceptable after-uses.

Objective 6: To develop a managed response to climate change

UN Framework Convention on Climate Change 1994

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.

Kyoto Protocol 1997

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, 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 Climate Change Programme

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:

- 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.

Draft Climate Change Bill (2007) HM Government

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.

Key points of the Draft Bill are:

- 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 Committee on Climate Change, 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 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.

Climate Change and the Historic Environment (January 2006) English Heritage

This Statement sets out English Heritage's current thinking on the implications of climate change for the historic environment.

Detailed guidance notes to assist decision makers are provided on the Historic Environmental Local Management website: www.helm.org.uk

EH has a three-fold responsibility set out in its Sustainable Development Strategy, and climate change forms an important part of this wider Strategy.

This guidance document highlights that many aspects of the historic environment are potentially at risk from climate change.

- 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 reduce the demand for energy 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.

Provides important context for considering the Peak District's historic environment and archaeology in relation to climate change issues.

The SA and Core Strategy will need to take account of these issues within the National Park.

Planning Policy Statement 1: Draft Supplement Planning and Climate Change (March 2007), DCLG

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.

There are 7 key planning objectives which reflect PPS1.

The following decision-making principles should apply in making decisions about spatial strategies:

- 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.

There are 4 separate principles applying to the determination of planning applications.

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.

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.

Objective 7: To achieve and promote sustainable land use and built development

Planning Policy Statement 1: Draft Supplement Planning and Climate Change (March 2007), DCLG

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.

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- 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.

There are 4 separate principles applying to the determination of planning applications.

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.

Planning Policy Statement 25: Development and Flood Risk (Dec. 2006) DCLG

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.

Key Planning Objectives:

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.

Regional planning bodies and local planning authorities should prepare and implement planning strategies that help to deliver sustainable development by:
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 (RFRA), 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.

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.

LPA 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 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.

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.

The SA should incorporate or reflect the RFRA or NPAs SFRA.

Objective 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 AND Objective 9: To promote access for all

National Tourism Strategy

More integrated promotion of our wonderful cultural, heritage and countryside attractions to local destination marketing, and new BTA enable visitors to

<p>enjoy the full range of what promotions will help meet this objective</p>
<p>Good Practice Guide on Planning for Tourism, DCLG, May 2006</p>
<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> <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 <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>
<p>East Midlands Tourism Strategy 2003-2010</p>
<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>
<p>West Midlands Tourism Strategy</p>
<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</p>

investment appealing to both sides.
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
<p>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.</p>
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>
Objective 10: Promote good governance
Natural Environment and Rural Communities (NERC) Act (2006)
This Act 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 the 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 vehicle movements.

Objective 11: To help meet local need for housing

Planning Policy Statement 3: Housing, (Nov 2006), DCLG

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. 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.

PPS3 Annexes:

Annex A: List of cancelled previous policy guidance

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 (PPS1) 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;

<p>Specify the size and type of affordable housing that is likely to be needed in particular locations, and where appropriate, on specific sites.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The SA should ensure that key policy requirements are reflected in the SA Framework objectives and appraisal criteria.</p>
<p>East Midlands Housing Strategy</p>
<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> <p>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.”</p>
<p>West Midlands Housing Statement</p>
<p>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.</p>
<p>Yorkshire Regional Housing Strategy</p>
<p>The over-riding priority for housing action was regeneration and neighbourhood renewal, with three other priorities of:</p> <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
<p>Dales and High Peak Strategic Housing Needs Survey, 2007, John Herington and Associates</p>
<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> <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>

The SA has ensured that the key themes are reflected in the SA Framework objectives and appraisal criteria.
Peak District Annual Housing Report (2007) Peak District NPA
<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> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 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). 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>
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. It 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>

This study applies to the whole of the National Park area.
 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.
 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.
 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.
 Current guidance encourages local authorities to take a more inclusive approach and assess Gypsy and Traveller needs alongside Housing Needs Surveys. 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.
 In total, the study identifies a need for 58 extra residential pitches to be provided in Derbyshire over the next five years;
 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.
 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.

Objective 12: Encourage better access to a range of local centres, services and amenities

DEFRA Rural White Paper

- 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).

Planning Policy Statement 7: Sustainable Development in Rural Areas (2004), ODPM

This 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.
 PPS7 follow four of the Government's objectives for rural areas:

- 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.

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:
 Sustainable Rural Communities, Economic Development and Services:

- 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.

The Countryside:

- 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.

Agriculture, Farm Diversification, Equine-Related Activities and Forestry:

- 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.

Tourism and Leisure

- 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.

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.

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.

The SA places strong emphasis on ensuring that rural areas have good access to facilities.

Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (2002) DCLG

Aims to ensure and promote quality of life in both urban and rural areas through access to high quality leisure and community facilities.

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.

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.

The Core Strategy must ensure that policy proposals take account of the impact of developments on all open public space.

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.

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).
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. GI also helps to deliver many of the other IRS objectives, e.g. health, good housing and economic prosperity. 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>
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. • The four Investment for Health priorities are: • 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>
Sustainable Communities in the West Midlands

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.

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.

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).

Objective 13: Promote a healthy Park-wide economy

Regional Economic Strategy for the East Midlands 2006-2009 ' A Flourishing Region (2006), EMDA

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,

The Vision is underpinned by three main themes each with 10 separate strategic priorities:

1. Raising productivity

- 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

2. Ensuring sustainability

- 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.

3. Achieving quality

- 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.

For the Peak sub-Area the strategic priorities are:

- Environmental protection
- Transport and logistics
- Enterprise and business support
- Employment, learning and skills

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.

Employment Skills and Productivity Partnerships Action Plan, (updated August 2007) EMDA

Launched in June 2005 the esp was created to meet the challenges set in the Government's National Skills Strategy

Two main themes:

Raising productivity - esp priorities are:

- Improving the productivity of businesses in the region;
- Raising employer demand for skills

Achieving equality – esp priorities are:

- Improving sub-regional employment and skills levels and reducing economic exclusion
- Increasing participation and attainment amongst 14-19 year olds

Also identifies 11 priority industry sectors.

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.

Regional Economic Strategy for the East Midlands

- 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
Objective 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
DfT Walking & Cycling: An Action Plan. June 2004
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.
National Cycle Strategy
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 "work ... to maximise the potential for walking and cycling..." Planning Policy Guidance Note 13: Transport (PPG13)(1994) notes that "local plans should include policies that encourage the implementation of specific measures to assist people to use bicycles" (para 4.15) The Health of the Nation White Paper (1992) links physical exercise to the objective of reducing coronary heart disease (CHD), with a target: "To reduce death rates for both CHD and stroke in people under 65 by at least 40% by the year 2000"
Planning Policy Statement 13: Transport, 2001, DCLG
The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to: <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. In order to deliver the objectives of this guidance the PPS indicates that LDD's should: <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. 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).
South Pennines Integrated Transport Strategy (SPITS), (Appendix A6 of Derby Joint LTP 2006-2011, Final LTP2, March 2006)
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
- Continued working with the NPA and other to seek ways of minimizing the impact of traffic in sensitive areas.

Provides the main context for transport planning approaches within the National Park.

South Pennines Integrated Transport Strategy (SPITS)

The proposals consist of 5 main elements:

- 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

<p>A50, except the A57/A628/616 corridor. A pilot study will firstly consider the area including and within the A6 and A52/523 'lozenge.'</p> <ul style="list-style-type: none"> • 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 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.
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. 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>“At the heart of our vision is a transport system that is both fair and efficient. Healthier lifestyles, safer communities and better access to jobs and services will be the result. To get there, we will improve the choice and accessibility of transport while balancing the economic, social and environmental needs of everyone”.</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> <p>Of relevance to the National Park potential schemes include:</p> <ul style="list-style-type: none"> • 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.
Staffordshire LTP 2006 – 2011 (2006) Staffordshire County Council

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.

The Strategy is based around key aims of:-

- 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.

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.

North Staffordshire LTP 2006/7-2010/11 (2006) Staffordshire County Council, and Stoke on Trent City Council

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.

Transport vision

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.

Priorities include support for regeneration efforts and the local economy; and

- Improving accessibility for all.
- 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.

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.

Peak District Core Strategy will need to take account of cross border commuter transport movements into North Staffordshire.

Cheshire LTP 2006-2011 (2006), Cheshire County Council

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”.

The longer term Local Transport Strategy seeks to:

- 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.

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.

APPENDIX C

Full SA Framework

Objective	Criteria
1. To protect, maintain and enhance the landscape and townscape of the National Park	
1a To conserve and enhance landscapes including moorland, edge, valley, woodland, grassland and their history.	Will it protect areas of highest landscape quality?
	Will it protect key landscape features?
	Will it promote/maintain an attractive and diverse landscape?
1b To protect, enhance and manage the character and appearance of the townscape, maintaining and strengthening local distinctiveness and sense of place.	Will it achieve a high quality of design and construction? Will it promote/maintain an attractive and distinctive townscape?
1c To protect open spaces within settlements.	Will it retain valuable open space within settlements?
2. To protect, enhance and improve biodiversity, flora and fauna and geological interests	
2a To conserve and enhance designated nature conservation sites and vulnerable habitats and species.	Will it protect sites and habitats of nature conservation value, including NATURA 2000 sites, Ramsar Sites, SSSIs and other national and local designations?
	Will it protect BAP priority species?
	Will it protect nature conservation interests outside designated areas?
	Will it generate opportunities for enhancement of habitats and biodiversity?
2b To protect geology and geomorphology.	Will it conserve and enhance geological interests, including RIGGS?
3. To preserve, protect and enhance the National Park's historic and cultural environment	
3a To preserve and enhance sites, features, areas and settings of archaeological, historical and cultural heritage importance.	Will it preserve and protect scheduled and unscheduled archaeological sites and other designated and undesignated historic assets?
	Will it preserve and enhance the setting of key areas, features and sites of importance?
	Will it avoid damaging or eroding the character of conservation areas?
	Will it preserve and enhance buildings and settlements, which contribute to the historical and architectural character of the National Park?
	Will it result in the loss/deterioration of registered parks and gardens?
	Will it respect the Park's cultural heritage? (e.g. history, traditions, customs and literary associations).
4. To protect and improve air, water and soil quality and minimise noise and light pollution	
4a To reduce air pollution.	Will air quality be improved?
4b To maintain and improve water quality and supply.	Will water be used efficiently and with care?
	Will water quality be improved?
4c To maintain and improve soil quality.	Will it improve soil quality?
	Will it remediate contaminated land?
4d To preserve remoteness and tranquillity.	Will noise and light levels reduce, particularly in relation to roads, industry and development?
5. To minimise the consumption of natural resources	
5a To safeguard mineral reserves for future generations and promote the reuse of secondary materials.	Will it prevent the sterilisation of mineral resources by development?
	Will it ensure efficient/prudent use of mineral and other resources?
5b To reduce waste generation and disposal and increase recycling.	Will it result in a reduction in the amount of waste requiring treatment and disposal, and encourage recycling or EfW in line with the waste hierarchy?
5c To reduce water consumption.	Will it reduce water consumption?
6. To develop a managed response of climate change	
6a To reduce greenhouse gas emissions.	Will it reduce greenhouse gas emissions?
6b To conserve and enhance carbon sinks	Will it conserve and protect carbon sinks, such as peat and woodland?

Objective	Criteria
within the Park.	
6c To promote the use of renewable energy exploring innovative techniques.	Will it promote the use of alternative renewable energy?
6d To achieve efficient energy use.	Will it improve energy efficiency?
6e To ensure development is not at risk of flooding and will not increase flooding elsewhere.	Will it reduce the vulnerability to fluvial flooding?
7. To achieve and promote sustainable land use and built development	
7a To maximise the use of previously developed land and buildings.	Will it enable development to take place on brownfield land?
	Will it encourage the conversion of existing buildings?
7b To consider sustainable construction in the design of development.	Will local materials be sourced?
	Will it seek to support sustainable design and construction techniques considering energy efficiency measures, water and waste conservation?
	Will measures be considered to mitigate against health and safety concerns i.e. radon precautions?
	Will it encourage sensitive design of road infrastructure? (E.g. reduced signage road markings, use of local materials and alternative traffic calming methods).
7d Spatial development to be focussed in settlements.	Will development be directed towards strategic settlements, before considering remote areas?
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	
8a Increase learning opportunities, information and interpretation.	Will it address the sports and recreational needs of children and disadvantaged groups?
9. To promote access for all	
9a Increase use of the National Park by under represented groups from surrounding urban areas.	Will target audiences be engaged, and will their requirements/aspirations be catered for?
9b Manage the range of recreational activities so that all types of users can enjoy the Park and its special qualities.	Will it improve access to and provision of better quality formal and informal recreational opportunities?
10. Promote good governance	
10a To improve opportunities for participation in local action and decision making.	Will it empower all sections of the community to participate in decision-making and the impact of those decisions?
	Is there a framework for engagement with communities, including novel approaches to reach particular groups/sectors?
10b Raise partners awareness of National Park purposes.	Will it encourage partnership involvement and joint working with other sectors?
11. To help meet local need for housing	
11a To provide affordable /social housing which meets identified local need both in terms of quantity and type.	Will it provide housing that meets the needs of the young, elderly, local people and those on limited incomes?
11b To ensure housing in the National Park is appropriate in terms of quality, safety and security.	Will it provide high quality safe, secure housing?
11c To ensure that new housing is located appropriately in terms of employment and services.	Will it provide levels of housing consistent with local employment opportunities and carrying capacities of services and infrastructure?
	Will it provide housing which is located appropriately in terms of local employment and services?
12. Encourage better access to a range of local centres, services and amenities	
12a To improve access to and retention of schools, shops, post offices, pubs and GPs in order to support local need	Does it improve access to healthcare?
	Will it support the provision and retention of key facilities and services ensuring that local needs are met locally wherever possible?

Objective	Criteria
12b To improve access to and retention of countryside, parks, open space and formal leisure and recreation facilities	Will it improve access to community facilities and services?
12d To increase opportunities for skills development and access to education and training	Will it provide improved access to vocational training, education and skills for young people?
13. Promote a healthy Park wide economy	
13a To encourage a viable and diversified farming and forestry industry	Will it support the changing needs of agriculture and forestry including diversification?
13b To increase and improve jobs related to National Parks purposes including tourism	Will it encourage sustainable tourism?
	Will it improve the quality of jobs tourism in the tourism sector, and reduce seasonal dependence?
	Will it offer alternative opportunities for employment, to offset declining minerals activity?
13c To encourage business growth	Will it continue to support high levels of self employment?
	Will it encourage and support existing local business?
	Will it attract new businesses?
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	
14a To promote the provision of public transport	Will it promote sustainable forms of transport (public transport including bus and rail, cycle and pedestrian routes) and ensure that the necessary associated infrastructure is made available?
14b To increase opportunities for walking and cycling	Will it reduce traffic congestion by promoting alternative modes of transport?
14c To reduce levels of traffic congestion	Will it minimise the need to travel - balancing homes and jobs?

APPENDIX D

Refined Options Assessment

Climate Change and Natural Resources

<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>preferably renewable e.g. as defined in PPS22. Only permitting small scale energy instillations will help protect the landscape character of the area, the historic environment, biodiversity, soil and reduce noise and light pollution. However dependent on local characteristics small scale instillations 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 my only allowing small scale instillations 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.</p> <p>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.</p> <p>These options would deliver more positive benefits if a clearer definition of 'energy instillations' was given - preferably renewable energy instillations.</p>														
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	+	+	+	+	+/-	+/-	+/-	0	0	0	0	0	0	+/-	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	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: 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 settlement)	0	+/-	0	0	0	0	0	+	+	+	+	+	+	+
Option 3.2: Retain current approach which seeks to encourage sustainable practices but focuses principally on conservation objectives	0	+/-	0	0	0	0	0	+/-	+/-	+/-	+	+	+	+
Option 3.3: In the absence of findings from the Climate Change Study, based on the findings from Dartmoor the PDNPA would welcome responses to a new option. Major (?) development will be expected to provide on-site renewable energy generation equipment to off-set at least 20% of the predicted carbon emissions of the development, unless impracticable because of technical, landscape or environmental reasons. (For dwellings 10 or more houses to be constructed (or if the number	0	0	0	0	0	0	0	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	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
is not given, the area is more than 0.5ha) For all other uses where the floorspace will be 1,000sq. m or more (or site is 1ha or more) Floorspace is defined as the sum of the floor area within the building)														
<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>	0	0	0	0	0	0	0	+	+	+	+	+	+	+
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	0	+/-	0	0	0	0	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>	
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<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>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) Exceptions: Development for affordable housing; Conversions of traditional 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</p>	

Climate Change and Natural Resources

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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>													
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	+	+	+	+	+	+	+
<p>Option 4.2: Locate new development in least risky areas, giving highest priority to Flood Zone 1 and to:</p> <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 	0	0	0	0	0	0	+	+	+	+	+	+	+
<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</p>													

Climate Change and Natural Resources

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<p>Issue 5: Impact of Climate Change on Land Management, Biodiversity and Air Quality</p>														
<p>Option 5.1: Continue to promote traditional management techniques relating to land, air and biodiversity in order to conserve and enhance the valued characteristics of the National Park.</p>	+/-	+/-	+/-	+/-	+/-	-	0	0	0	0	0	0	0	0
<p>Option 5.2: Providing opportunities for the beneficial management of strategic designated areas and other habitats and species to promote adaptation to climate change and to sustain their contribution to the mitigation of climate change.</p>	+	+	+	+	+	+	0	0	0	0	0	0	0	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	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 8: Waste arising from all development in the National Park														
Option 8.1: Construction and demolition waste including soils should be removed from site for disposal and treatment elsewhere	-	-	0	-	-	-	-	0	0	0	0	0	0	-
Option 8.2: Construction and demolition waste including soils should be retained on site, processed if necessary and incorporated into the development.	+	+	0	+	+	+	+	0	0	0	0	0	0	+
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	+	+	0	+	+	+	+	0	0	0	0	0	0	+
<p>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.</p>														

Climate Change and Natural Resources

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Economy

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<p>Option 1.1 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.)</p> <p>Option 1.2 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.</p>																
<p>Issue 2: Provision of employment land</p>																

Economy

	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 2.1: Allocate more employment sites in case demand rises.	-	-	-	-	-	-	-	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	+/-	+/-	-	+
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	+	+	+/-	+/-
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	+	+	+	+
<p>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</p>														

Economy

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Economy

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<p>Issue 3: Spatial distribution of employment sites (within settlements)</p>	<table border="1"> <tr> <td data-bbox="1032 963 1106 1062">-</td> <td data-bbox="1106 963 1180 1062">-</td> <td data-bbox="1180 963 1254 1062">-</td> <td data-bbox="1254 963 1328 1062">-</td> <td data-bbox="1328 963 1402 1062">+/-</td> <td data-bbox="1402 963 1476 1062">0</td> <td data-bbox="1476 963 1550 1062">+/-</td> <td data-bbox="1550 963 1624 1062">0</td> <td data-bbox="1624 963 1697 1062">0</td> <td data-bbox="1697 963 1771 1062">0</td> <td data-bbox="1771 963 1845 1062">0</td> <td data-bbox="1845 963 1919 1062">0</td> <td data-bbox="1919 963 1993 1062">+</td> <td data-bbox="1993 963 2067 1062">+</td> <td data-bbox="2067 963 2181 1062">+/-</td> </tr> <tr> <td data-bbox="1032 1067 1106 1166">+/-</td> <td data-bbox="1106 1067 1180 1166">+/-</td> <td data-bbox="1180 1067 1254 1166">+/-</td> <td data-bbox="1254 1067 1328 1166">+/-</td> <td data-bbox="1328 1067 1402 1166">+/-</td> <td data-bbox="1402 1067 1476 1166">0</td> <td data-bbox="1476 1067 1550 1166">+</td> <td data-bbox="1550 1067 1624 1166">0</td> <td data-bbox="1624 1067 1697 1166">0</td> <td data-bbox="1697 1067 1771 1166">0</td> <td data-bbox="1771 1067 1845 1166">0</td> <td data-bbox="1845 1067 1919 1166">0</td> <td data-bbox="1919 1067 1993 1166">-</td> <td data-bbox="1993 1067 2067 1166">-</td> <td data-bbox="2067 1067 2181 1166">-</td> </tr> <tr> <td data-bbox="1032 1171 1106 1270">+/-</td> <td data-bbox="1106 1171 1180 1270">+/-</td> <td data-bbox="1180 1171 1254 1270">+/-</td> <td data-bbox="1254 1171 1328 1270">+/-</td> <td data-bbox="1328 1171 1402 1270">+/-</td> <td data-bbox="1402 1171 1476 1270">+</td> <td data-bbox="1476 1171 1550 1270">+</td> <td data-bbox="1550 1171 1624 1270">0</td> <td data-bbox="1624 1171 1697 1270">0</td> <td data-bbox="1697 1171 1771 1270">0</td> <td data-bbox="1771 1171 1845 1270">0</td> <td data-bbox="1845 1171 1919 1270">0</td> <td data-bbox="1919 1171 1993 1270">+</td> <td data-bbox="1993 1171 2067 1270">+/-</td> <td data-bbox="2067 1171 2181 1270">+</td> </tr> </table>															-	-	-	-	+/-	0	+/-	0	0	0	0	0	+	+	+/-	+/-	+/-	+/-	+/-	+/-	0	+	0	0	0	0	0	-	-	-	+/-	+/-	+/-	+/-	+/-	+	+	0	0	0	0	0	+	+/-	+
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+/-	+/-	+/-	+/-	+/-	+	+	0	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</p>																																																												

Economy

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

Economy

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Option 4.1: No new sites identified with scope for delivery within recreation zone criteria.	+	+	+	+	+	+	0	-	-	0	0	-	-	+
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 affordable housing, an increase in traffic (and consequently greenhouse gas emission and air pollution), an increase in waste produced and put pressure on water</p>														

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>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.</p> <p>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.</p> <p>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 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>
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Economy

<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>	0	+/-	0	-	0	0	0	0	+	0	0	+	+	+	+
Issue 5: Serviced and self-catering holiday accommodation															
<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>	+/-	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>	+/-	+	-	0	0	0	0	0	+/-	-	-	-	-	-	+
<p>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.</p>	+/-	+/-	-	0	0	0	0	0	+/-	-	-	-	-	-	-
<p>Option 5.4: (new option suggested in consultation) – No new build</p>	+	-	+	0	0	0	0	0	+/-	+/-	+/-	+	+	+	+/-

Economy

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5. To minimise the consumption of natural resources	
4. To protect and improve air, water and soil quality and minimise noise and light pollution	
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1. To protect, maintain and enhance the landscape and townscape of the National Park	
serviced holiday accommodation unless replacing existing (holiday?) accommodation, because of potential traffic impact & environmental decline.	
<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> <p>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.</p> <p>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.</p> <p>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</p>	

Economy

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Issue 6: Caravans and camping															
Option 6.1: Only permit small scale caravan & camping sites.	+	+	+	+	+	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	+	+	+	+	-	-	-	0	0	0	0	+	+	-	-

Economy

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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	
valued characteristics of the NP	
<p>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 the demands of many holiday makers.</p> <p>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).</p>	

Housing

Key:

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

	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
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	+/-	+/-
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														

Housing

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<p>2. Should policies set out criteria to respond to the needs of different groups – such as families with children / key workers / the elderly or infirm (including institutional housing) / Gypsies and Travellers?</p>															
<p>Option 2.1: Address the needs of young families and key workers in the policies or targets in core policies,</p>	0	0	0	0	0	0	0	0	0	0	0	+	+	+	0
<p>Option 2.2: Address the needs of young families and key workers elsewhere (not in the spatial strategy).</p>	0	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 2.3: Revise the ways in which the needs of the elderly and infirm are taken into account in one of 3 main ways.	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	0	0	+/-	0	0	0
Option 2.4: Do not alter the current policy in relation to Gypsy and Traveller caravan site.	+	+	+	+	+	+	0	0	0	0	-	0	0	0
Option 2.5: Alter the current policy in relation to Gypsy and Traveller caravan sites.	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-
<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</p>														

Housing

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<p>3. Can enhancement projects (including conversions) deliver a bigger proportion of affordable housing?</p>														
<p>Option 3.1: Establish a standard proportion that will be sought</p>	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	+/-	0	+	+/-	0	+/-
<p>Option 3.2: Establish the most suitable proportion on a scheme by scheme basis but with the principle established in the Plan.</p>	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	+/-	0	+	+/-	0	+/-
<p>Option 3.3: Require a financial contribution in cases where a proportion of affordable homes is not possible or viable.</p>	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	+/-	0	+/-	+/-	0	+/-
<p>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</p>														

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<p>satisfactory situation.</p> <p>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.</p> <p>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 of local residents and the environment etc.</p>														
<p>4. If a site by site assessment is favoured, there are two basic options when deciding whether this is “appropriate”</p>														
<p>Option 4.1: In every case: including single properties, whether new build or conversion.</p>	+/-	+/-	+/-	+/-	+/-	+/-	0	0	+/-	0	+	+/-	+/-	0
<p>Option 4.2: Only on larger schemes above a certain size</p>	+/-	+/-	+/-	+/-	+/-	+/-	0	0	+/-	0	+	+/-	+/-	0
<p>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</p>														

Housing

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<p>5.How best can we provide additional affordable housing without endangering National Park Purposes?</p>														
<p>Option 5.1: Continue with virtually all newly built homes</p>	-	-	-	-	-	-	-	0	-	0	+	0	+	-
<p>Option 5.2: Use more enhancement sites and conversions</p>	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	+/-	0	+	0	+/-	+/-
<p>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.</p>	+	+	+	+	+	+	+	0	0	0	+/-	0	+/-	+

Housing

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<p>Option 5.4: Increase the amount of “buy back” and decrease new-build over time.</p>	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
<p>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.</p> <p>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.</p> <p>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</p>															

Housing

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<p>6. Where should “buy-back” be focussed?</p>														
<p>Option 6.1: Larger settlements</p>	+	+	+	+	+	+	+	0	+	0	+	+	+/-	+/-
<p>Option 6.2: Settlements where there has been no other form of recent provision</p>	+	+	+	+	+/-	+/-	+/-	0	+/-	0	+	+/-	+	+/-
<p>Option 6.3: Those settlements where new buildings are most difficult to accommodate</p>	+	+	+	+	+/-	+/-	+/-	0	+/-	0	+	+/-	+	+/-
<p>Option 6.4: Smaller places that are not on the designated settlements</p>	+	+	+	+	+/-	+/-	+/-	0	+/-	0	+	+/-	+	+/-

Housing

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list															
Option 6.5: Those settlements or smaller places prioritised by the housing authorities and social housing providers.															
<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>															

Housing

<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 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 	<p>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.</p> <p>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.</p>																																													
<p>7. Are particular tenure types or size and type of home needed in particular places? Should target groups be dealt with by area? Should these matters be in policy or targets?</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td data-bbox="1032 1098 1106 1166">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.</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;">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;">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;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td data-bbox="1032 1166 1106 1236">Option 7.2: Address these matters elsewhere.</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;">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;">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;">0</td> <td style="text-align: center;">0</td> </tr> </table>														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: 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																															
<p>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.</p>																																														

Housing

<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 to 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 7.2: This option would be preferable to option 7.1. and addressing these matters elsewhere is likely to be more practical.</p>														
<p>8. Should the LDF identify sites or buildings, or just broad locations for affordable housing or enhancement opportunities?</p>															
<p>Option 8.1: Identify sites for newly built affordable housing.</p>	0	0	0	0	0	0	0	0	0	0	0	+/-	0	0	0
<p>Option 8.2: Retain the current policy of developing “rural exception” sites without showing them in the development plan. Identify all opportunities for new housing that could be justified by National Park Purposes (enhancement).</p>	0	0	0	0	0	0	0	0	0	0	0	+/-	0	0	0
<p>Option 8.3: Identify only the most significant opportunities for new housing that could be justified by enhancement.</p>	0	0	0	0	0	0	0	0	0	0	0	+/-	0	0	0

Housing

<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 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 	<p>These options are unlikely to differ significantly in sustainability terms.</p> <p>Option 8.1: This would allow control over the allocation of housing sites, clarifying sites suitable for affordable housing. However, there is concern that identifying such affordable housing sites may result in their loss to market housing.</p> <p>Option 8.2: Option 8.1 would provide greater certainty and ease of delivery however; the allocation of sites may raise their prices as the bargaining advantage of possible recourse to alternatives on a village by village basis would be removed.</p> <p>Option 8.3: This option may provide a balance between options 8.1 and 8.2, providing some certainty of allocation while removing some of the associated risk of loss to market housing.</p>
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Landscape

Key:

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

	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 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)</p>	-	-	-	-	0	0	0	-	+/-	+/-	+	+	+	+
<p>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</p>	-	-	-	-	0	0	0	-	+/-	+/-	+	+	+	+

Landscape

	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
landscape enhancement.														
<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>	-	+/-	+/-	+/-	+	+	+	0	0	0	+	+	+	+
<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>														

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 3.2: This option requires clarification, including identification of timescales (period for which saved policies will remain). Taking landscape considerations into 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

<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>National Park boundary in the first instance, and seeking to re-use material before quarrying new supplies</p>															
<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>															
<p>Issue 2 – Safeguarding</p>															
<p>Option 2.1: Not to safeguard any minerals</p>	-	-	+	-	-	-	0	0	0	+	0	0	-	+/-	
<p>Option 2.2: Safeguard all mineral resources within the National Park</p>		+			0	0	0	0	0	0	0	0	-	0	

Minerals

<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>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> <p>Issue 3: ROMPs/EIAs/Consolidation of Permissions</p>
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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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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 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.</p> <p>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.</p>	

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>
<p>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 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.</p> <p>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.</p> <p>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.</p> <p>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</p>													

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>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.</p> <p>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 circumstances under which development can take place outside the list add uncertainty to effects on the natural environment and also to natural resource use and greenhouse gas use. Aims to protect the natural environment and minimise natural resource use could be added to the main part of the option and the existing criteria to strengthen it.</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

Key:

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

	1. To protect, maintain and enhance the landscape and townscape of the National Park	2. To protect 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 1a - The demand for new road schemes to accommodate current and future levels of traffic growth														
Option 1a.1: Permit the building of new road schemes as and when deemed necessary by the Highways Agency and relevant Highway Authorities, provided that proof is provided of adherence to Section 62 of the Environment Act 1995 and PPS7.	-	-	-	-	-	-	0	0	+	0	0	+	+	+/-
Option 1a.2: To retain the current approach, which includes the safeguarding of land for new road schemes where considered appropriate and within the limits of DOE Circulars 4/76 and 125/77.	-	-	-	-	-	-	0	0	+	0	0	+	+	+/-
Option 1a.3: Adopt an approach of resistance to all new road schemes within the National Park. This is based around the DOE Circulars 4/76 and	+	+	+	+	+	+	0	0	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>I25/77 and The Future of Transport White Paper 2004, all of which oppose the building/upgrading of new roads in National Parks except in exceptional 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>
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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. 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
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 (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	+/-	+/-	+/-	+	+/-	+/-	0	0	+/-	0	0	+/-	+/-	+

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
National Park and puts a value upon this impact. The use of the revenue to provide alternative means of access minimises issues of social exclusion.														
Option 1b.4 Influence Sat-Nav companies and any regulatory authority not to give cross-Park routes as an option, but rather to route around the National Park							0	0	+/-	+/-	+	+	+	+
Option 1b.5: Work with local authorities and through SPITS to introduce a Park-wide HGV ban, excluding all vehicles except those that begin or end their journey there.							0	0	+/-	+/-	+	+	+	+
<p>Option 1b.1: This option may have broadly the same effects as option 1a.3 (where accepting current and future levels of traffic implies no addition road schemes), however option 1b.1 implies that no proactive efforts will be made to reduce the overall volume of traffic leaving the network to manage itself. This could 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 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 impact on the natural environment, however the nature of the impact is very dependent of the sensitivity of the locations where either</p>														

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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>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 Ib.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> <p>Option Ib.4: Influencing Sat-Nav companies and any regulatory authority not to give cross-Park routes as an option, but rather to route around the National Park should have positive impacts on environmental objectives within the Park but may have negative effects on the environment outside the NP, however there is potential for those HGVs who do begin or end their journeys in the Park, to be disadvantaged, with negative impacts on the economy. This option may also result in increased fuel consumption and GHG emissions as drivers take longer routes.</p> <p>Option Ib.5: Restricting HGV through traffic will have a beneficial effect on the natural environment of the Park without restricting visitor or local access to the Park. However, diverting HGV's around the park may have an adverse impact on the environment outside the park boundary. And the economy may suffer slightly from the loss</p>
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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>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> <p>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.</p>																																																								
<p>Amended Issue 1d - The adverse traffic impact of new business development</p>	<table border="1"> <tr> <td data-bbox="929 986 996 1082"> <p>Option 1d.1: Adopt an approach that makes no requirement of planning applications to take account of the traffic impact of their proposed development.</p> </td> <td data-bbox="996 986 1064 1082">-</td> <td data-bbox="1064 986 1131 1082">-</td> <td data-bbox="1131 986 1198 1082">-</td> <td data-bbox="1198 986 1265 1082">-</td> <td data-bbox="1265 986 1332 1082">-</td> <td data-bbox="1332 986 1400 1082">-</td> <td data-bbox="1400 986 1467 1082">0</td> <td data-bbox="1467 986 1534 1082">0</td> <td data-bbox="1534 986 1601 1082">-</td> <td data-bbox="1601 986 1668 1082">0</td> <td data-bbox="1668 986 1736 1082">0</td> <td data-bbox="1736 986 1803 1082">-</td> <td data-bbox="1803 986 1870 1082">+</td> <td data-bbox="1870 986 1960 1082">-</td> </tr> <tr> <td data-bbox="929 1082 996 1177"> <p>Option 1d.2: Retain current approach, which requires that planning applications with a traffic impact be located where such an impact is minimised.</p> </td> <td data-bbox="996 1082 1064 1177">+</td> <td data-bbox="1064 1082 1131 1177">+</td> <td data-bbox="1131 1082 1198 1177">+</td> <td data-bbox="1198 1082 1265 1177">+</td> <td data-bbox="1265 1082 1332 1177">+</td> <td data-bbox="1332 1082 1400 1177">+</td> <td data-bbox="1400 1082 1467 1177">0</td> <td data-bbox="1467 1082 1534 1177">0</td> <td data-bbox="1534 1082 1601 1177">+</td> <td data-bbox="1601 1082 1668 1177">0</td> <td data-bbox="1668 1082 1736 1177">0</td> <td data-bbox="1736 1082 1803 1177">+</td> <td data-bbox="1803 1082 1870 1177">-</td> <td data-bbox="1870 1082 1960 1177">+</td> </tr> <tr> <td data-bbox="929 1177 996 1206"> <p>Option 1d.3: Take a more pro-active approach where provision of Green</p> </td> <td data-bbox="996 1177 1064 1206">+</td> <td data-bbox="1064 1177 1131 1206">+</td> <td data-bbox="1131 1177 1198 1206">+</td> <td data-bbox="1198 1177 1265 1206">+</td> <td data-bbox="1265 1177 1332 1206">+</td> <td data-bbox="1332 1177 1400 1206">+</td> <td data-bbox="1400 1177 1467 1206">0</td> <td data-bbox="1467 1177 1534 1206">0</td> <td data-bbox="1534 1177 1601 1206">+</td> <td data-bbox="1601 1177 1668 1206">0</td> <td data-bbox="1668 1177 1736 1206">0</td> <td data-bbox="1736 1177 1803 1206">+</td> <td data-bbox="1803 1177 1870 1206">+/-</td> <td data-bbox="1870 1177 1960 1206">+</td> </tr> </table>												<p>Option 1d.1: Adopt an approach that makes no requirement of planning applications to take account of the traffic impact of their proposed development.</p>	-	-	-	-	-	-	0	0	-	0	0	-	+	-	<p>Option 1d.2: Retain current approach, which requires that planning applications with a traffic impact be located where such an impact is minimised.</p>	+	+	+	+	+	+	0	0	+	0	0	+	-	+	<p>Option 1d.3: Take a more pro-active approach where provision of Green</p>	+	+	+	+	+	+	0	0	+	0	0	+	+/-	+
<p>Option 1d.1: Adopt an approach that makes no requirement of planning applications to take account of the traffic impact of their proposed development.</p>	-	-	-	-	-	-	0	0	-	0	0	-	+	-																																											
<p>Option 1d.2: Retain current approach, which requires that planning applications with a traffic impact be located where such an impact is minimised.</p>	+	+	+	+	+	+	0	0	+	0	0	+	-	+																																											
<p>Option 1d.3: Take a more pro-active approach where provision of Green</p>	+	+	+	+	+	+	0	0	+	0	0	+	+/-	+																																											

Transport

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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 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 revenue to provide alternative means of access minimises issues of social	+	+/-	+	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>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> <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</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
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.														
Amended Issue 2b - The adverse impact of motor vehicles upon environmentally sensitive areas of the National Park														
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.	+/-	+/-	+/-	+/-	+/-	+/-	0	0	0	0	0	-	-	-
Option 2b.2: Maintain the approach of continuing the current Traffic Management Schemes within the following four areas; Goyt Valley, Roaches, Stange and Upper Derwent.	+/-	+/-	+/-	+/-	+/-	+/-	0	0	+/-	0	0	+/-	+/-	+/-

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	0
	10. Promote good governance	0
	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	0
	7. To achieve and promote sustainable land use and built development	0
	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 2b.3: Adopt an approach of reviewing current schemes and identifying areas in which additional Traffic Management schemes could be put in place either by the National Park Authority or in partnership with other Authorities and interested bodies.</p>		
<p>Option 2b.1: Adopting an approach of non-interference, implies that no proactive efforts will be made to reduce the overall volume of traffic, leaving the network to manage itself. Although no additional schemes could benefit environmental objectives, this approach is also likely to have a negative impact on congestion and the environment, 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 damage the local economy in the interim.</p>		
<p>Option 2b.2: The nature of the effects will depend on the traffic management schemes implemented. Focusing traffic management in the existing four areas whilst helping these areas may exacerbate traffic problems elsewhere.</p>		
<p>Option 2b.3: Putting traffic management schemes in place in areas where traffic has adverse impacts upon communities as well as the environment should have positive 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</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
<p>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.</p>														
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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, whilst reserving the right to impose more severe parking restrictions on a	+/-	+/-	+/-	+/-	+/-	+/-	0	0	+/-	0	0	+/-	+/-	+

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
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.														
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 to have a negative impact on landscape or townscape and may involve land take with potential negative impacts.														

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
<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>														
<p>Amended Issue 3b - The need to increase the perceived attractiveness of public transport</p>														
<p>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.</p>	-	-	-	-	-	0	0	-	0	0	-	0	-	-
<p>Option 3b.2: Retain the current approach of working in partnership with Public Transport Authorities and other bodies to encourage the enhancement of public transport infrastructure in an attempt to improve</p>	+/-	+	+/-	+	+	+	0	0	+	0	0	+	+	+

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
comfort and safety of public transport users.														
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.	+	+	+	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 public transport facilities, and helping the sustainable use of buildings and land.</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
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

<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>strategies, using a modelling tool to determine the most appropriate places 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

	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 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	+/-	+/-	+	+	+	+
<p>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.</p> <p>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.</p> <p>Option 6.3: This option would similar effects to option 1b.5 but they would be much less pronounced.</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>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 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>
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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
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																	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

																		<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>
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	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	0	+	+	-			
Option 10. 3: Retention of 'in principal support' for any already proposed road schemes.	-	-	-	-	-	-	-	0	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

<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>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.</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>	

APPENDIX E

Submission Version 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
Development Strategy														
DS1: Development Strategy	++	-?	-?	-?	-	+	++	0	0	0	++	+	++	+
General Spatial Policies														
GSP1: Securing National Park purposes	++	++	++	++	+	0	+	+	+	0	+	-/+	+	0
GSP2: Achieving enhancement of the National Park	++	++	++	+	-?	-?	+/-	0	0	0	0	0	0	0
GSP3: Development Management Principles	++	+	+	+	0	++	++	0	0	0	0	0	-?	+
GSP4: Securing planning benefit	+	+	+	+	0	0	0	0	+	+	+	+	+	+
Landscape and Conservation														
L1: Landscape character and valued characteristics	++	++	+	+	0	0	0	0	0	0	-?	-?	-?	0
L2: Sites of biodiversity or geo-diversity importance	+	++	0	+	0	+	0	0	0	0	0	0	0	0
L3: Cultural heritage assets of archaeological, architectural, artistic or historic significance	+	0	++	+	0	0	0	0	0	0	-	0	-/+	0
Recreation and Tourism														
RT1: Recreation, educational and environmental interpretation	++	++	+	+	+	+	+	+	+	0	0	+	+/-	+
RT2: Hotel, bed and breakfast and self catering accommodation	++	0	++	+	+	+	-?	-?	0	0	0	0	-	0
RT3: Caravans and camping	++	0	0	+/-	0	0	0	-?	+/-	0	0	+	+/-	-
Climate Change, Natural Resources and Sustainable Building														
CC1: Climate change and sustainable building	0	0	0	0	++	++	++	0	0	0	0	0	+	0
CC2: Low carbon and renewable energy development	++	+	+	+	+/-	+/-	+/-	0	0	0	0	0	0	0
CC3: Waste management	+	++	0	+	+	+	+	0	+	0	0	0	0	+
CC4: Waste Management – on-farm anaerobic digestion of agricultural manure and slurry	+	+	+	+	++	++	0	0	0	0	0	0	+	0
CC5: Flood risk and water conservation	+	+	0	0	0	++	++	0	0	0	-/+	0	+	0
Homes, Shops and Community Facilities														
HC1: New dwellings	+	+	+	+	0	0	0	0	0	0	+/-	0	+/-	0
HC2: New dwellings for workers in agriculture, forestry or other rural enterprises	0	0	+	0	0	+	+	0	0	0	++	0	+/-	0
HC3: Buying existing dwellings to add to the affordable housing stock	0	0	0	0	0	0	0	0	0	0	++	+	+	0
HC4: Gypsy, Traveller or Showman's sites	0	0	0	0	0	0	0	0	0	0	+/-	0	0	0

HC5: Provision and retention of community services and facilities	+	0	+	0	+	+	+	0	0	0	0	+	++	0	+
HC6: Shops, professional services and related activities	+	0	0	0	0	0	0	0	0	0	0	0	+/-	+	+
Economy															
E1: Business development in towns and villages	+	0	+	0	+	+	+	0	0	0	0	+	+	+/-	+
E2: Businesses in the countryside	+	0	+	0	+	+	+	0	+	0	0	+	+	+/-	+
Minerals															
MIN1: Minerals development	+	+	+	0	+	0	0	0	+	0	+	0	-/+	+	
MIN2: Fluorspar proposals	0	0	0	-/+	0	0	0	0	0	0	0	0	++	0	
MIN3: Local small-scale building and roofing stone	+	+	0	0	+	0	0	0	0	0	+	0	-/+	0	
MIN4: Mineral safeguarding	+	0	+	0	-?	0	0	0	0	0	+	0	++	+	
Accessibility, Travel and Traffic															
T1: Reducing the general need to travel and encouraging sustainable transport	++	++	++	++	0	0	0	0	+	0	0	0	0	0	++
T2: Reducing and directing traffic within the National Park	++/-	++/-	++/-	++/-	0	0	0	0	+/-	0	0	+	0	+/-	
T3: Design of transport infrastructure	++	+	0	0	+	0	0	0	0	0	0	+	0	0	
T4: Managing the demand for freight transport	++	++	++	++	0	0	0	0	0	0	0	0	+	+	
T5: Managing the demand for rail, and reuse of former railway routes	0	0	0	0	0	0	0	0	0	0	0	+	0	++	
T6: Routes for walking, cycling and horse riding, and waterways	+	+	+	+	0	++	0	0	+	0	0	++	0	++	
T7: Minimising the adverse impact of motor vehicles and managing the demand for car and coach parks	++	++	++	++	0	++	0	0	+	0	0	0	+	++	

GENERAL SPATIAL POLICIES

Development Strategy

- I.1 This overarching policy sets out the principles that will be applied to proposals for new development. Significant positive effects on the landscape of the Park are likely, due to the emphasis of the policy on the fact that new housing development must complement the character of the area. In addition, the policy promotes sustainable land use and built development as it includes criteria to ensure that new development is appropriate in its style and type. Significant positive effects are also likely in relation to meeting local housing needs because the policy advocates affordable housing development, and in relation to the Park's economy as the policy approves (in principle) development to support a range of industries including tourism, mineral working, agriculture and forestry.
- I.2 Minor positive effects are also likely in terms of the response to climate change as the development of renewable energy infrastructure is approved in principle, and on access to services as the policy specifies that the majority of new housing development is proposed in Bakewell and other existing settlements, which should assure good access to existing services, provided that they are not overloaded by a growing population. In addition, the policy has a specific purpose to protect the range of shops within the Central Shopping Area.
- I.3 Negative effects on the consumption of natural resources may arise from the fact that the policy approves (in principle) developments relating to mineral extraction. There may also be adverse effects on the Park's historic environment as the policy allows for the conversion of traditional buildings for housing or other facilities, if this were to damage their integrity in any way. In addition, this overarching policy does not make any reference to the need for measures to ensure that air, water and soil quality are protected from the potentially adverse effects of development, or that biodiversity and geodiversity within the Park are protected. This could potentially contribute to adverse effects on these objectives, if the impacts of development that takes place under the guidelines of this policy are not adequately considered or mitigated.
- I.4 Whilst promoting the majority of development in Bakewell and named settlements will help to consolidate development enabling more sustainable access to local amenities and existing public transport infrastructure, more prominence could be given to access to public transport when deciding on the location of developments.

GSP1: Securing National Park Purposes and Sustainable Development

- I.5 This overarching policy can be seen as guiding others within the Core Strategy, therefore its likely sustainability effects will depend largely on which other policies these principles will be applied to. Applying the precautionary principle will help to alleviate any environmental harm but it may also serve

to reduce the potential benefits on other sustainability objectives, for example those relating to the economy and adapting to climate change.

- 1.6 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 prioritises the protection of these assets over and above other interests. Although the policy also supports the promotion of opportunities for improved access, understanding and enjoyment of the Park, and therefore has potential for 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 preservation of the landscape. The policy also fails to include any specific efforts to promote understanding and enjoyment of the Park to targeted groups, although this may be an indirect secondary effect.
- 1.7 There is the potential for positive scores for several other objectives as the policy promotes sustainable forms of development and meeting the social and economic needs of communities. However, there is significant uncertainty as to whether these positive effects will be experienced as such benefits will only be sought where the statutory purposes of the National Park are not compromised.
- 1.8 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 special qualities would secure access to a good quality environment for recreation; however prohibiting large-scale development could have negative impacts in terms of restricting improved access to new services and facilities that may otherwise have been provided within the Park.

GSP2: Achieving Enhancement of the National Park

- 1.9 The relatively narrow scope of this policy in comparison to others means that it is not expected to have any impact on a number of the sustainability objectives, although significant positive impacts are likely in relation to objectives 1-3 which cover the landscape, biodiversity and the historic and cultural environment of the Park, due to the emphasis this policy places on the protection of these assets.
- 1.10 It is likely that there will also be positive effects on air, water and soil quality and the minimisation of noise and light pollution, as the policy states that work should be undertaken in a manner which conserves the site and its surroundings.
- 1.11 Mixed effects are likely in relation to sustainable land use and built development, as the policy seeks to ensure that, where development takes place, it is done so in a way which is not harmful (and is beneficial where possible) to the valued characteristics of the Park. However, the policy also states that undesirable buildings should be treated or removed, and demolishing older buildings and replacing them with newer ones rather than re-using sites will have a negative effect in terms of sustainable built

development. This may also have negative effects on the consumption of natural resources and the response to climate change and reuse of existing buildings and materials where possible would need to be promoted to reduce negative impacts on these SA Objectives.

GSP3: Development Management Principles

- I.12 This policy makes strong provision for the protection of the Park's landscape and other valued characteristics, therefore is expected to lead to positive and significant positive effects on objectives 1-4. Significant positive effects are also likely in relation to the response to climate change, due to the strong emphasis placed on sustainable design and construction and adaptation to and mitigation of the effects of climate change.
- I.13 The promotion of sustainable land use and built development is another area where significant positive effects are likely, as the policy strongly endorses sustainable design and construction techniques in new development. Positive effects are also likely in relation to transport, as the policy stipulates that developments must not result in disproportionate traffic impacts and that they should allow for the use of sustainable modes of transport where possible.
- I.14 This policy could be strengthened further by actively promoting sustainable modes of transport rather than just enabling them. Also the wording "*sustainable building techniques must be employed where these are compatible with the character and appearance of the National Park*" is weak and should further encourage developers to actively seek out a solution where both sustainable building design and character considerations can be fulfilled. The impression should not be given that the two are mutually exclusive and that character considerations result in other sustainability considerations not needing to be taken into account.

GSP4: Securing Planning Benefits

- I.15 There is uncertainty regarding 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 accessibility to 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

L1: Landscape Character and Valued Characteristics

- I.16 This policy is relatively narrow in its scope, and as such is not likely to have any effect on a large number of the sustainability objectives. However, positive and significant positive effects are expected in relation to those objectives relating to the landscape and the natural environment, including biodiversity. Restricting development in the Natural Zone should conserve landscape character and preserve and enhance the condition of species and habitats within the Natura 2000 sites which largely underpin the Natural Zone.
- I.17 There is the potential for negative effects on the provision of housing, access to services and the health of the local economy, as strongly restricting development may adversely affect any or all of these issues. The exceptional circumstances in which development would be allowed in the Natural Zone are unlikely to allow for these types of development as very few could be seen to assist with management of the Natural Zone or enhance the valued characteristics of the National Park.

L2: Sites of Biodiversity or Geodiversity Importance

- I.18 Significant positive effects are likely in terms of the protection and enhancement of biodiversity and geological interests as the policy stipulates that development will be strictly controlled in order to prevent any disturbance to wildlife and geodiversity in the area. 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.
- I.19 In addition, protecting sites that provide, or have the potential to provide, features such as habitat corridors may lead to beneficial effects in terms of climate change adaptation. Protecting these sites for biodiversity is also likely to have a secondary effect of protecting landscape character in many cases.

L3: Cultural Heritage Assets of Archaeological, Architectural, Artistic or Historic Significance

- I.20 The policy sets out a range of measures to conserve and enhance the historic built environment; therefore it may have significant positive effects on SA objective 3. The emphasis on enhancement as well as protection is particularly welcome. It is also specified that development should, where possible, enhance the wider setting of a site of interest, therefore positive effects should also occur in relation to landscape character.
- I.21 Positive effects may also be expected in relation to air, water and soil quality and minimising noise and light pollution, as protecting these assets should play a role in the conservation and enhancement of the setting of important historic and cultural sites.
- I.22 However, stringent controls on conserving and enhancing cultural heritage may result in developers being less willing to provide affordable housing given the additional costs associated with development of or near cultural heritage assets. Similarly there may also be negative effects on the economy from

detering development, however the local economy is also likely to see positive effects from conserving and enhancing local cultural heritage.

RECREATION AND TOURISM

RT1: Recreation, Education and Environmental Interpretation

- I.23 This policy should result in significant positive effects on the landscape of the National Park and on the protection of biodiversity, due to the emphasis placed on the preservation of these assets and the fact that the location of development must be justified in terms of the environmental capacity to accommodate it. Significant positive effects are also identified in relation to promoting access for all, due to the emphasis on supporting facilities for recreation, education and interpretation, which should enable larger numbers of people to access and enjoy the Park. There may also be positive effects in terms of increasing understanding of the Park's special qualities by target groups, however the policy does not specify the need to engage young or disadvantaged people, therefore this score is uncertain.
- I.24 Positive effects are also likely in relation to a large number of other objectives. The emphasis on reusing existing traditional buildings where possible should have positive impacts on the protection of the historic and cultural environment, minimising the consumption of natural resources, the response to climate change and sustainable built development, as a result of reduced energy consumption and waste production, so this part of the Policy is particularly welcomed. The controls placed on development in terms of its location and setting should lead to benefits relating to air, water and soil quality and noise and light pollution, and the fact that development should be located in or on the edge of existing settlements where possible means that positive effects are likely in relation to access to services and facilities. This, and the fact that sustainable modes of transport are specifically endorsed, means that positive effects on reducing traffic are also expected.
- I.25 Mixed effects on the Park's economy are likely as, although development of recreation and other related facilities should provide a boost to the tourism industry, the strict controls placed on development to ensure the preservation of the special qualities of the Park may inhibit these potential benefits.

RT2: Hotel, Bed and Breakfast and Self Catering Accommodation

- I.26 This policy is likely to result in significant positive effects on the landscape and on the Park's historic and cultural environment, due to the restrictions placed on development where it may have an adverse impact on the landscape, and on the retention of traditional buildings for accommodation uses. Encouraging the reuse of existing buildings means that the policy is also expected to have positive effects on sustainable built development, and potentially on the

response to climate change, although this effect is uncertain as another part of the policy which advocates quality improvements in existing buildings is ambiguous and it is not specified if this includes the type of building improvements that would help to address climate change,

- I.27 The restrictions placed on new development may have positive effects on the consumption of natural resources and on the protection of air, water and soil quality and the minimisation of noise and light pollution. These effects are not likely to be significant, as the conversion of traditional buildings for accommodation uses may also entail some of the adverse effects associated with development sites.
- I.28 Restricting the development of new accommodation may have adverse effects on access to the Park and increasing the understanding of the Park by target groups, who may require accommodation during residential trips, however these negative scores are uncertain as it is unclear from the policy whether the existing accommodation stock with the Park is large enough that this is unlikely to be an issue.

RT3: Caravans and Camping

- I.29 This policy is likely to have significant positive effects on the landscape as it places a lot of emphasis on allowing for caravans and campsites only where they are well-screened, and improving the appearance and landscaping of existing sites. Positive effects are also associated with improving access to services and facilities, as the policy allows for the provision of improved facilities such as shops at existing campsites.
- I.30 A number of objectives are likely to see mixed effects, including the protection of air, water and soil quality and minimising noise and light pollution. Although it is stated that new sites must not adversely affect living conditions (which is taken to mean, for example, not creating noise for nearby residents), the development of new sites or new facilities at existing sites are very likely to have some adverse effects of this type during the construction phase at least.
- I.31 Mixed effects are also identified in relation to promoting access for all – restricting the development of caravan and campsites may have adverse effects in terms of accommodation provision for visitors; however it is stated that new sites must have appropriate access to the road network. Although this specification may have positive impacts in terms of accessibility, it is also likely to have negative effects in relation to traffic generation within the Park. Large touring caravans may be particularly problematic within the smaller lanes of the Park.
- I.32 There is also some potential for negative effects on the increased understanding of the Park by target groups, if accommodation provision were to be too heavily restricted as this may prevent larger residential groups from staying within the Park and experiencing and learning about its special qualities.

CLIMATE CHANGE, NATURAL RESOURCES AND SUSTAINABLE BUILDING

CC1: Climate Change and Sustainable Building

- I.33 The narrow scope of this policy means that it is likely to affect only a small number of the sustainability objectives. Significant positive effects are likely in relation to managing the response to climate change, as the entire policy aims to mitigate and adapt to its effects. The emphasis placed on the sustainable use of natural resources means that significant positive effects on that objective are also likely, as well as on achieving sustainable land use and built development due to the range of measures set out to achieve this including reducing carbon reductions and the risk of flooding and improving water efficiency.
- I.34 Positive effects on the Park's economy are likely to result from a reduced risk of flooding, due to the potentially significant damage that flood events may cause to property and livelihoods within the Park.

CC2: Low Carbon and Renewable Energy Development

- I.35 Most of the likely effects associated with this policy are mixed or uncertain, due to the substantial caveats placed on much of the content of the policy, to ensure that the landscape is not adversely affected by renewable energy development. As such, significant positive effects are associated with that objective, whilst uncertain positive effects are also associated with the protection of biodiversity and geodiversity, the conservation of the historic and cultural environment and the protection of air, soil and water quality and the minimisation of noise and light pollution. The positive effects are uncertain because although the policy also states that renewables development must not harm the valued characteristics of the Park, it does not specify what these are.
- I.36 Mixed effects are identified in relation to the consumption of natural resources, the response to climate change and sustainable land use and built development. All of these objectives should see positive effects arise from the development of low carbon and renewable energy sources; however the fact that the policy states that conservation of the landscape and other related considerations will take priority over such development may in some cases lead to adverse effects on these objectives.

CC3: Waste Management

- I.37 Positive effects have been identified in relation to a number of sustainability objectives. Significant positive effects are expected on the protection and enhancement of biodiversity due to the fact that the policy specifies that the Authority will require the restoration of waste sites for biodiversity and recreation benefits. As such, positive effects are also identified in relation to access for all to the Park.

- I.38 Positive effects on the landscape are likely because the policy stipulates that large-scale facilities will not be permitted, and these could otherwise have had an adverse impact on their surroundings.
- I.39 As the policy endorses the sustainable management of waste through the waste hierarchy, positive effects are likely in relation to the consumption of natural resources (as recycling would be encouraged) and the response to climate change. The fact that sustainable after-uses for restored sites are also required means that positive effects are also identified in relation to sustainable land use.
- I.40 Providing small-scale facilities where waste management can take place within close proximity to the source of waste arisings should lead to positive impacts in terms of reduced road traffic, particularly as large vehicles transporting waste to further away facilities would have particularly adverse impacts on the smaller roads within the Park.
- I.41 There is some potential for positive effects on the conservation of water quality, as the policy specifies that construction and demolition waste at a development site should be disposed of away from that site where there is a significant risk to the water environment. However, the use of the word 'significant' implies that smaller risks may be acceptable; therefore the positive score is uncertain.

CC4: Waste Management – On-Farm Anaerobic Digestion of Agricultural Manure and Slurry

- I.42 A large number of the objectives are not likely to be affected by this objective, however potential positive effects have been identified in relation to landscape conservation, the reduced consumption of natural resources and reduced road traffic. Large-scale facilities that may have had an adverse impact on their surroundings will not be permitted, indicating positive effects on the landscape objective. Using waste for renewable energy production through on-farm anaerobic digestion will help to reduce the consumption of natural resources.
- I.43 A number of uncertain positive effects are also identified in relation to the environmental objectives, as centralised digestion facilities will be located taking environmental considerations into account. However, these scores are uncertain as it is not specified which aspects of the environment this refers to, e.g. whether it just refers to aspects of the natural environment such as biodiversity or whether the cultural and historic environment is also included in the term.
- I.44 It is possible that there will be positive effects on the Park's economy as economic viability is to be taken into account when permitting centralised anaerobic digestion facilities.

CC5: Flood Risk and Water Conservation

- I.45 Significant positive effects are likely to occur as a result of this policy in relation to the climate change and sustainable land use and built development

objectives. The policy clearly sets out measures to ensure that new development is not at risk of flooding and therefore should reduce the area's vulnerability to fluvial flooding. In particular, 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.46 Mixed effects on housing provision are anticipated as restricting development could hinder housing construction in certain locations, although the controls placed on development will avoid houses being built in areas of high flood risk, thus improving the overall 'quality' of housing provision. Flood prevention measures should also have an indirect positive impact on the local economy, due to the potentially significant damage to property and livelihoods which may result from flood events.

HOMES, SHOPS AND COMMUNITY FACILITIES

HC1: New Dwellings

- I.47 This policy is likely to have a positive effect on the landscape of the Park, because strictly limiting housing development should prevent large-scale developments from harming the landscape character. Restricting development is also likely to have a positive impact on air, water and soil quality as large-scale development, as well as any associated population increases, may have otherwise adversely affected these assets. There are also likely to be positive effects on the historic and cultural environment of the Park, because of the policy's emphasis on conserving local vernacular and listed buildings.
- I.48 Mixed effects are expected in terms of meeting the local need for housing. Positive effects should arise from the provision of affordable housing which is restricted to local people in perpetuity, as well as from the provision of assisted accommodation to meet local needs; however the restrictions placed on housing development overall and the fact that housing land will not be allocated in the Development Plan means that the housing stock may come under increasing pressure, particularly in the event of population increases. The provision of affordable housing may have a mixed effect on the economy of the Park, an indirect positive impact may be seen as it will enable a broader demographic range of the population to occupy the Park, including younger people of working age who may play an important role in industries such as agriculture, forestry and mining, but the restrictions on development to meet open market demand may deter investors and developers.

HC2: New Dwellings for Workers in Agriculture, Forestry or Other Rural Enterprises

- I.49 The narrow scope of this policy means that it is not expected to have any impact on a large number of the sustainability objectives. Significant positive impacts on the economy are likely, as providing affordable housing specifically designated for key workers will help to ensure that the required human

resources are available to support industries such as agriculture and forestry within the Park. In addition, significant positive effects on local housing are likely because housing for key workers will be provided and retained for that purpose for as long as is necessary, then added to the stock of affordable housing to meet wider local needs.

HC3: Buying Existing Dwellings to Add to the Affordable Housing Stock

- I.50 This policy is brief and is narrow in its focus, therefore is not expected to have an impact on many of the sustainability objectives. Significant positive effects are likely in relation to meeting local needs for housing, as the policy should result in an increased number of affordable homes being available for local people. The emphasis placed on considering service provision when planning for social housing means that positive effects are also likely in relation to that objective. As with policy HC1, the provision of affordable housing should have a generally positive impact on keeping the economy of the Park healthy, as it will enable a broader range of the population to occupy the Park, including younger people of working age.

HC4: Gypsy, Traveller or Showman's Sites

- I.51 This policy is again unlikely to affect most of the objectives due to its very narrow scope. Mixed effects are likely in terms of meeting local needs for housing, as although the policy allows for caravan or mobile home sites this is only within strict limitations.

HC5: Provision and Retention of Community Services and Facilities

- I.52 This policy is likely to have a wide range of positive and significant positive effects. The reuse of existing traditional buildings, as advocated in the policy, should lead to positive impacts on the landscape, the consumption of resources and the response to climate change as well as the conservation of the historic environment of the Park.
- I.53 The measures included within the policy to secure and improve local services and facilities should have significant positive impacts on this objective. Shared and mixed use buildings will enable the provision of a particularly wide range of services and facilities, and locating facilities within or adjacent to settlements where development is being encouraged will be likely to limit road traffic generation and enable the use of public transport, therefore positive effects on this objective are also expected.
- I.54 Positive effects are also possible in relation to meeting local housing needs, as plans for beneficial uses such as social housing will be required where permission is sought to change the use of a site which provides community services that are no longer needed or viable. However this is uncertain as other uses of benefit to the community would also be allowed, meaning that housing provision may not occur.

HC6: Shops, Professional Services and Related Activities

- I.55 This policy is expected to have positive impacts on a small number of the sustainability objectives, with mixed effects having been identified in relation to improving access to local centres, services and amenities, as the policy makes some allowances for their development but only under a range of conditions which may prove restrictive and in places hinder their provision.
- I.56 Positive effects on reducing road traffic are likely, as services are to be located in named settlements which should make access on foot and via other forms of sustainable transport more feasible. Positive effects on the landscape are also likely because large-scale out of centre retail developments which would not have been in keeping with local character will not be permitted for development within the Park.

ECONOMY

E1: Business Development in Towns and Villages

- I.57 This policy is likely to have positive effects on a range of sustainability objectives. The emphasis on reusing traditional buildings where possible means that positive effects have been identified in relation to conserving the Park's historic environment, the reuse of natural resources, the response to climate change and sustainable land use and built development. Positive effects are also likely in relation to reducing road traffic because proposals for business development must be within or on the edge of named settlements which may reduce the need for employees to travel, as would the fact that the policy encourages home working where possible.
- I.58 Mixed effects are likely in relation to the Park's economy. Although the policy makes some provisions to boost the economy and encourage local business activity, for example welcoming appropriate improvements to make employment sites more attractive, it also includes potential restrictions which could hinder development and business activity locally, for example requiring improvements made to be 'appropriate'.
- I.59 Positive effects on meeting local needs for housing and on improving access to services may result from the policy, as the final part states that disused employment sites which are not appropriate for that use may be redeveloped for housing or community facilities. However, as these are just two suggested uses, the positive scores for these objectives are uncertain.

E2: Businesses in the Countryside

- I.60 The effects of this policy are likely to be very similar to those identified for the previous policy, E1. Positive effects on the landscape should arise as the policy stipulates that proposals for development will be considered in terms of their impact on the landscape. Positive effects are also likely in terms of conserving the historic environment of the Park, minimising the consumption

of natural resources, responding to climate change and promoting sustainable land use and built development, due to the emphasis in the policy on reusing existing traditional buildings wherever possible. Positive effects are also likely in relation to reducing vehicle traffic, as the policy states that businesses should be located within sustainable locations and that isolated businesses in the open countryside will generally not be permitted. As such, sustainable transport options should be more feasible as a means of reaching shops and other businesses.

- I.61 Mixed effects are likely to result in terms of the Park's economy. Although the policy encourages business development in particular circumstances, and makes particular allowances for developments that support agriculture, land management and related businesses, a large number of restrictions are also set out in terms of the locations in which business development may be allowed, and what type of businesses these may be. Such restrictions may hinder business development in certain locations, therefore having adverse effects on this objective.
- I.62 There is some potential for positive effects on providing for local housing need and securing access for all because part of the policy states that traditional buildings in open countryside may be redeveloped for housing or holiday accommodation. However, as these are just two suggested uses, the positive scores for these objectives are uncertain.

MINERALS

MIN1: Minerals Development

- I.63 This policy is expected to have a positive impact on a wide range of sustainability objectives. The fact that the policy allows for small-scale mineral extraction to meet local housing needs means that positive impacts are identified in relation to the landscape, preserving the historic environment and meeting needs for housing, as the materials needed to construct homes of a traditional appearance that are in keeping with their surroundings will be provided. Positive effects are also likely in relation to biodiversity and access, due to the proposals for minerals sites to be restored for wildlife or recreation sites.
- I.64 Strictly minimising minerals extraction within the Park should have positive effects in terms of reducing the consumption of natural resources, however there may also be negative impacts as the potential economic benefits associated with a thriving minerals industry will be lost to some extent. However, restoring sites for recreation uses may have associated economic benefits in terms of increased tourism in those areas; therefore the overall effects on this objective are likely to be mixed.
- I.65 Restricting minerals extraction will also have the effect of minimising the transport of aggregates on local roads, which may be particularly harmful on the small roads of the National Park due to the size of vehicle associated with this sort of transport. As such, positive effects on this objective are likely.

MIN2: Fluorspar Proposals

- I.66 This policy has a narrow scope and so is not expected to affect the majority of the sustainability objectives. Mixed effects are likely in terms of the consumption of natural resources, as although the ongoing mining of fluorspar is encouraged in principle, which would have negative effects on this objective, a proposal for recycling tailings is also included in the policy which may have positive effects on this objective.
- I.67 Significant positive effects on the Park's economy are likely to result from this objective, as ongoing mining of fluorspar should continue to bring revenue to local businesses and provide employment to local people.

MIN3: Local Small-Scale Building and Roofing Stone

- I.68 This policy should have positive effects on the landscape and local character as well as housing provision, as sourcing local materials will ensure that they are in keeping with their surroundings and will secure a supply of the required materials for housing developments. Mixed effects are likely in relation to the local economy as limiting mineral workings may restrict employment opportunities and opportunities for local businesses to earn revenue, although some workings will be allowed where appropriate.

MIN4: Mineral Safeguarding

- I.69 This policy sets out measures to safeguard mineral reserves from sterilisation, therefore should result in significant positive effects on the local economy as it will protect valuable mineral resources from being lost. Positive effects are also likely in relation to reduced road traffic, because the policy allows for the safeguarding of existing railheads for the distribution of minerals, so should ensure the use of more sustainable transport modes to some extent.
- I.70 There is the possibility for further positive effects on the landscape, the historic environment of the Park and on local housing provision, as the policy states that certain sites for small-scale extraction of local building and roofing stone will be considered in the near future, which would provide a supply of building materials that could be used to construct houses in a traditional design that ensures they are suited to the local landscape. However, there is also some possibility for negative effects on housing provision as developments may be refused where they would sterilise mineral resources. As such, the overall effect on this objective is likely to be mixed, but is currently uncertain.
- I.71 There may be negative effects on the consumption of natural resources, as the policy appears to indicate that where development is planned in an area where there are mineral resources present, the mineral may be removed prior to development taking place in order to prevent their being sterilised.

ACCESSIBILITY, TRAVEL AND TRAFFIC

T1: Reducing the General Need to Travel and Encouraging Sustainable Transport

- I.72 This policy should result in significant positive effects on those objectives that relate to the special qualities of the National Park, including the landscape, biodiversity and geodiversity, the historic and cultural assets and air, water and soil quality, due to the fact that the policy places the conservation of these characteristics over and above other concerns when planning transport systems.
- I.73 The fact that the policy endorses the development of a sustainable transport network with improved connectivity should result in positive effects on access and significant positive effects in terms of reducing traffic volumes within the Park.

T2: Reducing and Directing Traffic within the National Park

- I.74 This policy is likely to result in significant positive effects on those objectives which relate to the special qualities of the Park - the landscape, biodiversity and geodiversity, the historic and cultural assets and air, water and soil quality – due to the fact that the policy prioritises their conservation over and above the provision of transport developments. As such, the policy is likely to have mixed effects in terms of reducing road traffic. Although it sets out a number of measures to encourage increased use of more sustainable transport modes, it also states that in certain circumstances, developments that increase cross-Park traffic may be allowed, and also makes it clear that other concerns will take priority over and above sustainable transport provision.
- I.75 Part C of the policy introduces a considerable amount of uncertainty as to the effects on objectives 1-4 as ‘providing access to new business or housing development’ is open to interpretation and has the potential to cause harm.
- I.76 Mixed effects are also likely in terms of access, as the policy restricts the provision of road schemes apart from those that serve particular developments.

T3: Design of Transport Infrastructure

- I.77 The narrow scope of this policy means that most objectives are expected to be unaffected by it. Significant positive effects on the landscape should result from the policy as it stipulates that transport infrastructure must be appropriate and in keeping with the surroundings, which should help to conserve landscape character. Positive effects are also anticipated in relation to biodiversity as the policy sets out the requirement for mitigation where transport infrastructure severs wildlife sites.
- I.78 There should also be positive effects arising from this policy in relation to the consumption of natural resources, as the policy states that the minimum

infrastructure necessary will be used (which includes roads) therefore the requirements for construction materials should be limited to some extent.

T4: Managing the Demand for Freight Transport

- I.79 This policy is likely to result in significant positive effects on those objectives which relate to the special qualities of the Park - the landscape, biodiversity and geodiversity, the historic and cultural assets and air, water and soil quality – due to the fact that freight facilities will be appropriately located to avoid their being harmed.
- I.80 Positive effects have also been identified in relation to the Park's economy and on the reduction of road traffic, as the policy states that freight facilities should support the needs of local businesses and that rail infrastructure developments will be developed where appropriate to enable to transfer of freight from road-based transport.

T5: Managing the Demand for Rail, and Reuse of Former Railway Routes

- I.81 Significant positive effects are likely in relation to reduced road traffic due to the fact that the policy advocates the safeguarding of rail infrastructure which may make this an increasingly feasible mode of transport for freight and other journey types.
- I.82 There are potential impacts on biodiversity, landscape and other aspects of the natural environment, but these are uncertain until firm proposals are in place and part B of the policy will ensure rigorous examination when these proposals are in place.

T6: Routes for Walking, Cycling and Horse Riding, and Waterways

- I.83 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 significantly 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, encourage access for all and benefit biodiversity and access for all by creating and protecting new wildlife corridors.

T7: Minimising the Adverse Impact of Motor Vehicles and Managing the Demand for Car and Coach Parks

- I.84 This policy is likely to have significant positive effects on traffic reduction due to the provisions made for other modes of transport. Positive effects on climate change mitigation should also result from the increased use of more sustainable transport. Significant positive effects on those objectives relating to the special qualities of the National Park - the landscape, biodiversity and

geodiversity, the historic and cultural assets and air, water and soil quality – due to the fact that the policy states that transport schemes such as park and ride will only be provided where the valued characteristics of the Park are not compromised and there is a net environmental benefit.

- I.85 Positive effects on access and the local economy should arise from the general support for a park and ride scheme, which should improve access for local residents and visitors and provide a boost for local tourism. However this positive effect is uncertain as such a scheme will only be supported where there would be no harm to the characteristics of the Park or to the environment.