

9

Travel and Transport

Strategic Context

- 9.1 Transport plays a vital role in enabling visitors and residents to travel to, from and around the National Park. It offers opportunities to experience the special qualities of the National Park and to access employment, education, shops and vital services.
- 9.2 **Chapter 15 of the Core Strategy** sets out the strategic principles for accessibility, travel and traffic through a set of policies aimed at reducing the overall need to travel, whilst at the same time encouraging sustainable transport. This approach focuses on reducing the impact of the private car, whilst promoting wider access to facilities for public transport, walking, cycling and horse riding.
- 9.3 The Core Strategy makes it clear that the National Park Authority is not a highway authority and has no direct powers as such. However, it has always maintained a proactive approach through its planning role, and through influencing, negotiating and working in partnership with those organisations that do have power, to affect travel and transport in the National Park and surrounding area.
- 9.4 **Core Strategy policy T1** sets out the overarching strategic principles for all modes of transport within the National Park; these principles are derived from national park purposes and duty. The approach is based upon managing the impacts of cross-Park traffic and the private car, whilst facilitating and encouraging more sustainable means of transport. The subsequent policies T2 through to T7 give weight to the strategic principles.
- 9.5 The relationship with the need to reduce transport related carbon emissions is captured in paragraph 15.16, along with the role of the authority in educating visitors about the impact of their travel choices on the valued characteristics of the National Park.
- 9.6 **Core Strategy policy T2** sets out the aim of reducing and directing traffic, and in particular cross-Park traffic. The policy draws on the established government approach of restricting major road schemes in National Parks, unless there are exceptional circumstances (English National Parks and the Broads UK Government Vision and Circular 2010 para 85).
- 9.7 The policy also sets out an approach of establishing a road hierarchy with partners and then directing traffic onto the most appropriate route for its purpose and destination.
- 9.8 Finally, the policy sets out the principle that Travel Plans will be required for appropriate new developments; this approach is in keeping with the National Planning Policy Framework 2012 (para 16).
- 9.9 **Core Strategy policy T3** requires that necessary transport infrastructure should be designed and maintained in a manner that is in keeping with the valued characteristics of the National Park. In particular, a minimalistic approach is preferred, whilst ensuring that safety is prioritised and a welcoming approach engendered. This approach is supported by the National Planning Policy Framework Planning Practice Guidance on Design (para 042) and the Department for Transport's Traffic Advisory Leaflet 01/13 Reducing Sign Clutter. The text accompanying **Core Strategy Policy T3 (para 15.25)** refers to the bringing forward of a park-wide Design Code for Transport Infrastructure as being under consideration.
- 9.10 The policy also advocates mitigation of and remedial measures to address the severance of routes for wildlife, where they are affected by transport infrastructure.
- 9.11 **Core Strategy policy T4** sets out the strategic principles for addressing the demand for freight transport. This approach favours the transfer of freight from road to rail, whilst ensuring that facilities related to road freight transport are located where they are best served by the road network, and least likely to harm the valued characteristics of the National Park. The policy also sets out the approach to be taken should road freight transport have significant harmful impacts in particular locations.
- 9.12 **Core Strategy policy T5** sets out the strategic principles for addressing the demand for rail and the reuse of former railway routes. The policy safeguards land and infrastructure for rail enhancement on the Hope Valley line and reinstatement on the former Woodhead and Matlock to Buxton lines, shown on the Policies Map. However, the policy stipulates that this does not imply 'in principle' support or acceptance of the schemes, and that any proposals will be assessed on their merits. The National Planning Policy Framework 2012 makes an assumption against major developments in National Parks unless there are exceptional circumstances (para 116). Policy T5 goes on to state that any reinstatement of

the former lines would be subject to 'rigorous examination including the continuity of the Trans Pennine Trail and Monsal Trail'.

- 9.13 **Core Strategy policy T6** sets the strategic principles for the safeguarding of routes for walking, cycling and horse riding, ensuring that the Rights Of Way network is protected from development. Similarly the Trails network is protected, although potential realignment of the Monsal and Trans Pennine Trails in the event of future rail use is acknowledged. The policy goes on to support the use of former railway lines for walking, cycling and horse riding. Finally, the policy acts to protect the Huddersfield Narrow Canal within the National Park.
- 9.14 **Core Strategy policy T7** sets the strategic principles for minimising the impact of motor vehicles and managing the demand for parking. The policy directs a partnership review of existing traffic management schemes and the potential for additional schemes. New residential and operational parking is to be set at the minimal required level, whilst other parking will be restricted and located according to environmental capacity. Park & Ride schemes are accepted where they can be accommodated without harm to the Park's valued characteristics and where they bring net environmental benefit.
- 9.15 It is important in submitting proposals that consideration is given to their impact on travel and transport. For developments generating significant transport movements, or those in close proximity to areas of high environmental designation, National Planning Policy Framework recommends the undertaking of a Transport Assessment / Statement (para 32). The development management policies on travel and transport below provide further information to support planning applications. As with other elements of the proposed development, the National Park Authority encourages pre-application consultation on travel and transport related matters in order to be able to give further guidance.

Cross-park infrastructure

- 9.16 The Peak District National Park is located at the heart of England, surrounded by a number of towns and cities. There is a longstanding desire for connectivity between these urban areas which has resulted in the current road and rail network crossing the National Park and connecting these towns and cities, as shown on Policies Map.
- 9.17 The demand for connectivity between our neighbouring urban areas has led to calls for new or improved roads, and the reinstatement of former rail routes across the National Park. This demand has been largely focussed on improvements for east-west connections, and in particular, between South Yorkshire and Greater Manchester.
- 9.18 However, successive governments have adhered to an approach established by the Department of the Environment in 1976⁷⁷. This approach is that no new or improved roads for long distance traffic should be built in national parks unless there are compelling reasons that cannot be otherwise addressed. This approach continues with the English National Parks and the Broads UK Government Vision and Circular 2010 (para 85) and the National Planning Policy Framework which makes a presumption against major developments in national parks "except in exceptional circumstances" (para 115-116).
- 9.19 **Core Strategy Policy T2C** makes it clear that new road schemes not specifically related to residential or business development will not be permitted unless there are exceptional circumstances, whilst T2A states that transport developments that increase cross-Park traffic will be opposed. **Core Strategy Policy T2B** refers to possible exceptional circumstances by which transport developments that increase cross-Park traffic might be acceptable. A similar approach for enhanced or reopened railways is espoused in **Core Strategy Policy T5** and its accompanying text (para 15.31). **Core Strategy Policy T3** is also relevant, in so far that any new scheme would be expected to be delivered in accordance with T3.
- 9.20 This approach is given clarity in Policy DMT1 below, whereby the presumption against new cross-Park routes, both road and rail, is restated along with a definition of the exceptional circumstances under which new cross-Park routes might be deemed acceptable.

⁷⁷ Department of the Environment (1976), Circular 4/76: Report of the National Park Policies Review Committee (Para 58).

DMT1 Cross-park infrastructure

New roads or railways for cross-park travel will not be supported, and no proposals for a major alteration to an existing road or railway will be permitted, unless;

- A. There is a compelling national need which cannot be met by any reasonable alternative means, and
- B. It is demonstrated to be in the overall public interest, and
- C. It is demonstrated to provide long term local transport benefit, and
- D. There is a demonstrable long term net environmental benefit within the National Park, and
- E. There is a demonstrable long term net economic benefit within the National Park.

Access and design criteria

- 9.21 Transport infrastructure plays a vital role in allowing people to travel to, from and within the National Park. However, it is also the first impression that many visitors have of the Peak District. Much of the transport infrastructure in the National Park is determined by its geography and history, with numerous narrow winding roads, bounded by drystone walls, or with cross-Park routes that have not changed significantly over the life of the National Park. Similarly the existing and former railway routes have changed little since their creation. However, over recent years, there has been a demand for improvements or realignments to road and rail routes, and also an incremental growth in the size and number of road signs and other safety or enforcement infrastructure. Whilst the necessity of transport infrastructure to move with the times is recognised, it is vital that it sits easily within the landscape rather than detracting from it.
- 9.22 **Core Strategy Policy T3A** sets principles in relation to the high quality of design of transport infrastructure expected within the National Park, whilst a minimalistic approach is advocated through **Core Strategy Policy T3B**. In line with the potential impact of transport infrastructure and the high landscape value of the National Park, it is intended to bring forward a park-wide Transport Design Guide Supplementary Planning Document which should be taken into account when developing
- such schemes.
- 9.23 The National Park's road network is largely undeveloped and rural in nature, and subject to the terrain of an upland area. Therefore, in bringing forward proposals for development, developers should consider vehicular access to the development and its impact on traffic levels on the local road network. Early discussion with the relevant highway authority is recommended in order to resolve any concerns at the pre-application stage.
- 9.24 The National Planning Policy Framework directs developers to produce a Transport Assessment or Statement for all developments generating significant amounts of movement. The Framework also stipulates that opportunities for sustainable transport modes should be taken up, and that safe and suitable access be achievable by all people (para 32).
- 9.25 The importance of access to developments (including housing, business or mixed use), within the context of the National Planning Policy Framework, applies to all modes, including pedestrians, cyclists and equestrians in addition to motor vehicles. It is also expected that this should include the provision of or access to public transport facilities, where appropriate services pass through or near to the development; this approach is contained within Policy DMT2.
- 9.26 A large area of the National Park has extremely high designation in terms of the quality of its landscape, wildlife and cultural heritage. This includes areas that are designated as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA) and Special Areas of Conservation (SAC). In such locations, the provision of new or realigned transport infrastructure such as roads or railways can impact severely with the severance of wildlife routes. **Core Strategy Policy T3C** states that 'Mitigation measures will be provided where transport infrastructure severs wildlife routes'. Policy DMT2 builds on this approach, hedges, walls and roadside trees all act as wildlife corridors, and Policy DMT2C seeks their retention so far as possible.
- 9.27 Policy DMT2D goes on to provide examples of mitigation measures that could be provided, where severance takes place. These include wild bridges or 'cut and cover' tunnels. Such measures can reinstate the continuity of a natural habitat, but may not be appropriate in all locations. The delivery of such measures will require a partnership approach with the developer, the highway authority and other relevant agencies including Natural England.

DMT2 Access and design criteria

- A. Where new transport related infrastructure is developed, it should be to the highest standards of environmental design and materials and in keeping with the valued characteristics of the National Park.
- B. Development, which includes a new or improved access onto a public highway, will only be permitted where, having regard to the standard, function, nature and use of the road, a safe access that is achievable for all people, can be provided in a way which does not detract from the character and appearance of the locality and where possible enhances it.
- C. Particular attention should be given to the need for the retention and where possible enhancement of hedges, walls and roadside trees. Where a proposal is for a new access to improve a substandard access, a condition will be applied requiring the substandard access to be closed up in an appropriate manner, which where possible enhances the streetscape.
- D. Appropriate and sympathetic measures, including wild bridges or cut and cover tunnels, will be provided where transport infrastructure results in wildlife severance.

Railway construction

- 9.28 There is a longstanding approach to safeguarding land and infrastructure associated with existing and former railways within the National Park. This approach is borne out of recognition of the benefits that rail travel brings to the Peak District both for residents and visitors. Good rail services provide an alternative means of travel to the private motor vehicle, whilst offering access to goods and services for those without a car.
- 9.29 **Core Strategy Policy T5A** safeguards land and infrastructure for the enhancement of the Hope Valley Line and the reinstatement of the former Woodhead and Matlock to Buxton railways. However, any reinstatement of the former railways would necessitate a re-routing of the Monsal Trail and Trans Pennine Trail.
- 9.30 Policy DMT3 adds clarity and detail to the Core Strategy, providing the criteria under which new railway infrastructure may or may not be deemed acceptable, should the criteria set in DMT1 be met.
- 9.31 In keeping with Core Strategy Policy T6A and T6B, Policy DMT3C stipulates that where rail development impinges on existing footpaths, bridleways, or trails, an alternative route of equal or better quality that ensures continuity should be provided.
- 9.32 Policy DMT3D states that proposals to construct railways acting primarily as tourist attractions are unlikely to be successful because of their incompatibility with both transport and recreation policies. Elsewhere, railway stations usually generate road traffic, and a demand for additional facilities to cater for customers such as car parks and toilets. Where the line is aimed at the tourist market, such demands are likely to be even more acute.
- 9.33 The development of a new passenger railway station or terminus forming the destination of a Park and Ride scheme or as part of a visitor / traffic management scheme or for principally local use could be deemed acceptable, but would need to demonstrate an overall environmental and economic benefit to the National Park. Policy DMT3E provides the criteria that would need to be met to justify the development of a railway station or terminus within the National Park.
- 9.34 In bringing forward any rail scheme, developers must be able to demonstrate that there will be a net environmental benefit to the National Park.
- 9.35 Where a rail development occurs, including light rail, heavy rail or guided bus scheme, the detrimental effects of the scheme must be outweighed by significant benefits to the National Park. These include, but are not exclusive to, the removal of road traffic from parallel routes or the provision of mitigation against habitat loss.
- 9.36 There are national programmes for electrification, within close proximity to the National Park, including the Trans Pennine and Midland Mainline. This would suggest that in the medium term, there may be plans to electrify the Hope Valley Line. Whilst there are clear benefits to electrification, including benefits to local air and noise pollution, as well as providing longer term sustainability and viability of the railway; at the same time, there are likely to be negative impacts for the National Park, in particular visual intrusion. Therefore, as with other rails schemes within the National Park, a clear net environmental or economic benefit would need to be demonstrated. In all cases of rail development in the National Park, Network Rail and their agents must have regard to National Park purposes, as stipulated in Section 62 of the Environment Act (1995).

DMT3 Railway construction

- A. Any heavy rail, light rail or guided bus development must clearly demonstrate a net environmental benefit to the National Park.
- B. Any detrimental effects that a heavy rail, light rail or guided bus scheme may have on the National Park must be outweighed by significant benefits – including a demonstrable lasting removal of road traffic from parallel routes and the mitigation of any habitat loss.
- C. Any heavy rail, light rail or guided bus development that impinges on existing footpaths, bridleways or major trails must comply with the policy approaches in DMT4A, ensuring equally good alternatives and maintaining their continuity.
- D. New railways designed primarily as tourist or heritage attractions will not be permitted.
- E. The development of a new passenger railway station or terminus within the National Park must be able to demonstrate an overall environmental and economic benefit to the National Park. It will be permitted provided that:
 - (i) It is the destination end of an acceptable park and ride scheme; or
 - (ii) It is a temporary part of a phased construction programme; or
 - (iii) It is part of a traffic / visitor management project; or
 - (iv) It is principally used for local purposes.

Development affecting a public right of way

9.37 The Peak District National Park has a good network of public rights of way including footpaths, bridleways and byways open to all traffic. This network enables both visitors and residents to enjoy the valued characteristics of the National Park by sustainable means of transport such as by walking, cycling and horse riding. In some instances, proposed developments may affect the line of a right of way. In such circumstances, the continuation of the right of way by an alternative route of equal or better quality is vital.

9.38 **Core Strategy Policy T6A** sets the approach for the safeguarding of rights of way and other walking, cycling and horse riding routes from development, as well as stipulating the mitigation required, where development does impinge on such routes. Policy DMT4A restates this approach, whilst providing the criteria which a replacement route must meet. This overall approach is supported within the National Planning Policy Framework (para 75), which states that ‘Planning policies should protect and enhance public rights of way and access.’

9.39 Where development does take place, and where appropriate, opportunities will be sought to provide links to the existing rights of way and multi-user Trail network from the development. This approach is in keeping with the advice contained within the National Planning Policy Framework (para 75), which states that ‘Local authorities should seek opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.’

9.40 Development can sometimes lead to an increase in motor vehicle use on footpaths, bridleways or byways open to all traffic. This often has detrimental effects on the enjoyment of those routes by walkers, cyclists and horse riders. Therefore, unless there are overriding social, economic or environmental conservation benefits as a result of the development, it will not be permitted.

9.41 Since the adoption of the Core Strategy, there has been an increase in demand for, and provision of multi-user trails, including the Pedal Peak and Pedal Peak II Projects. In most cases, these have been created within existing or disused transport infrastructure such as canal towpaths, former railways or within the boundary of the highway. **Core Strategy T6D** makes the case for the utilisation of former railways as walking, cycling and horse riding routes where appropriate.

9.42 The Pedal Peak Project focussed on the reopening of four disused railway tunnels on the Monsal Trail, which follows part of the former Derby to Manchester Railway. Since completion of the project in May 2011, there has been a significant increase in the Trail’s use by cyclists, walkers and horse riders, with the Trail being voted the best short trail in the country by Sustrans. The Pedal Peak II Project focussed on attempts to extend the Monsal Trail from Bakewell to Matlock. Phase 1, the delivery of a link between Matlock and Rowsley has been delivered. There is an ongoing commitment to provide the Phase 2 link between Rowsley and Bakewell.

9.43 Policy DMT4D goes further by providing clarification of criteria whereby proposals for new routes for walking, cycling and horse riding that do not fall within the highway can be brought forward.

DMT4 Development affecting a public right of way

- A. Where a development proposal affects the route of a public right of way, either the definitive line of the public right of way should be retained, or, in exceptional circumstances, where retention of the definitive line is not possible, the developer will be required to provide an alternative route that:
 - (i) Is of equal or better quality than the original; and
 - (ii) Has similar or improved surface appropriate to its setting; and
 - (iii) Wherever appropriate, is of benefit to users with special needs, including those with disabilities; and
 - (iv) Is available before the definitive route is affected or if this is not possible until the development is complete, a suitable temporary route is available before the definitive route is affected; and
 - (v) Is as convenient and visually attractive as the original.
- B. Where development occurs, opportunities will be sought to provide better facilities for users of the rights of way network, including, where appropriate, providing links between the development and the rights of way network, including the National Park's Trail network.
- C. Development that would increase vehicular traffic on footpaths, bridleways or byways open to all traffic to the detriment of their enjoyment by walkers and riders will not be permitted unless there are overriding social, economic or environmental conservation benefits arising from the proposal.
- D. The development of new routes for walking, cycling and horse riding including multi-user trails will be supported, provided that they conserve and enhance the valued characteristics of the area; and are subject to the following criteria:
 - (i) They connect into the wider rights of way network; and
 - (ii) They connect with settlements within and beyond the national park boundary; and
 - (iii) They are designed and constructed to an appropriate standard, in keeping with its setting; and
 - (iv) Where it is likely to act as a destination in its own right, that appropriate, new or existing visitor facilities are made available

Parking

9.44 The provision of adequate and appropriate parking facilities is a key consideration for any new development. It is important that there is sufficient off-road parking provision to ensure that overspill parking from the development does not have a negative impact on the surrounding area, or the smooth operation of the road network.

9.45 However, with the high levels of protection afforded the National Park, and the limited availability of land for development, it is important that land given over to parking is used efficiently.

9.46 Different types of development require differing levels of parking provision. For example the parking requirements of a village shop are less than might be expected for a superstore on the edge of a larger settlement.

9.47 Clarification on the expected levels of parking provision for new developments is provided within the Peak District National Park Parking Standards in Appendix 10. These standards follow national guidelines, but at a scale in keeping with the National Park, and the scale of development that might be reasonably expected.

9.48 Parking is covered by three policies within this document in line with the three main types of parking associated with development in the National Park;

- Business Parking,
- Residential Parking,
- Visitor Parking.

Business parking

9.49 Business parking space means the space required for cars and other vehicles regularly and necessarily involved in the operation of the business of particular buildings. This policy also applies to the provision of parking facilities for commuting employees, shoppers and other visitors to the business. This policy applies where planning permission is required for an expansion or alteration of a business, or for expansion or alteration of an operational car park.

9.50 The adequate provision of parking facilities is a key consideration for business developments. This provision includes parking associated with the smooth running of the business otherwise known as operational parking; and that which is that used by members of staff and visitors to

the business (non-operational parking).

9.51 It is important in both cases that these vehicles do not impede traffic flow in the vicinity of the development or negatively impact on residential amenity or the valued characteristics of the National Park. Therefore, the inclusion of business parking as part of a development can enhance the surrounding area.

9.52 **Core Strategy Policy T7B** states that 'operational parking for service and delivery vehicles will be the minimum required for operational purposes', whilst having regard to environmental constraints and any future requirements. Policy DMT5 provides a definition for operational parking in the context of development. Policy DMT5A then clarifies the conditions against which the assessment of the requirement for new operational parking will be judged.

9.53 Non-operational parking can be defined as that which is not necessarily essential to the smooth operation of the business and includes that utilised by commuting employees, shoppers or visitors to a business. **Core Strategy Policy T7C** advocates the case for non-operational parking associated with a development being made available for public use wherever possible.

9.54 Policy DMT5A sets out the requirement for there to be 'a clear and demonstrable need for any new or enlarged car parks'. This applies to both operational and non-operational parking.

9.55 Policy DMT5B then stipulates the approach that should be taken to providing additional business parking as part of a development, whilst Policy DMT5C provides clarity as to the adopted parking standards of the National Park Authority.

9.56 The overall approach is in keeping with the National Planning Policy Framework (para 39), which stipulates that planning policies take account of 'the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.'

DMT5 Business parking

- A. New or enlarged car parks will not be permitted unless a clear, demonstrable need can be shown.
- B. Where planning permission is required, additional parking provision should be of a limited nature, whilst being appropriate to the size of the development and taking account of its location and the visual impact of parking.
- C. The adopted parking standards are provided in Appendix 10.

Visitor parking

- 9.57 Visitor parking space means the space allocated to members of the public visiting a particular location. In the context of the National Park, visitor parking is usually associated with recreational visits.
- 9.58 The National Park Authority has over successive Development Plan periods adopted an approach of limiting the overall number of public parking spaces within the National Park, whilst adopting an approach of favouring the removal of on-street parking when permitting additional public off-street parking facilities.
- 9.59 **Core Strategy Policy T7C** states that non-residential parking 'will be managed to ensure that the location and nature of car and coach parking does not exceed environmental capacity'. The Policy goes on to add that 'new non-operational parking will normally be matched by a reduction of related parking spaces elsewhere'. Policy DMT6A then clarifies the conditions against which the assessment of the requirement for new visitor parking will be judged.
- 9.60 The road network within the National Park, both within settlements and across the wider countryside is an indication of its historic origins with often narrow roads and with limited off-street parking provision. In some locations, the requirement for vehicles to be parked on street is visually intrusive and / or damaging to verges, although it can add traffic calming benefits. Therefore, Policy DMT6B stipulates that where additional non-operational off-street parking is permitted, it will normally be as a replacement for existing on-street parking. This approach diverts on-street parking to a more suitable location.
- 9.61 **Core Strategy Policy L1B** makes a presumption against development within the Natural Zone, whilst the Core Strategy states that a 'stronger level of protection' from development will be accorded to Conservation Areas owing to their national designation (para 9.6). Policy DMT6C builds on this approach in respect of visitor parking, stipulating the requirement on the developer to seek alternative sites, where the impact is lessened. This approach places the onus on the developer to assess alternative sites, and justify the need for new or additional parking within particularly environmentally sensitive locations.
- 9.62 The overall approach is in keeping with the National Planning Policy Framework (para 39), which stipulates that planning policies take account of 'the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.'
- 9.63 Over recent years there have been many calls for new or improved car parks at popular visitor destinations, including villages and within the wider countryside. The general approach is to first ensure that there is a genuine need for additional capacity. Where there is, in some cases, this need can be met within the footprint of existing car parks, without detriment to the location or the National Park's special qualities. However in some cases, demand is restricted to busy summer weekends. In these cases the General Permitted Development Order permits the use of land for parking without the requirement for planning permission. This can include the use of fields for parking for busy weekends such as for well dressings or carnivals; this approach can be undertaken on other busy days for up to 28 days per year. However, care should be taken to identify sites that can be accessed safely, without impacting on the highway network.
- 9.64 The National Park Authority in keeping with its second purpose and Defra's 8 Point Plan for National Parks is keen to ensure that appropriate facilities for visitors to the National Park, including parking provision are provided at those locations best suited to their use and the setting of the National Park. To this end it is intended to bring forward further planning guidance in the form of a Supplementary Planning Document to inform development at recreation hubs.

DMT6 Visitor parking

- A. New or enlarged car parks will not be permitted unless a clear, demonstrable need can be shown.
- B. For visitor car parking additional off-street parking will normally only be permitted where it replaces equivalent on-street parking spaces.
- C. In considering proposals for new or enlarged car parks in the Natural Zone and in Conservation Areas, the developer is expected to have assessed alternative sites located in a less environmentally sensitive location, capable of being linked to the original visitor destination either by a park and ride system or right of way.

Residential off street parking

9.65 Nationally, dependence on the private car as the primary means of transport for most families has grown considerably. At the last census, almost three-quarters of households (74%) had access to a car or van⁷⁸; whilst the average number of cars per household was 1.2. In the National Park, reliance on the private car is even more pronounced, with 88% of households having access to a car or van, with the average number of cars per household being 1.6. High car ownership, coupled with the historic nature of most National Park settlements, with little off-street parking, has resulted in the majority of resident's vehicles being parked on the roadside. Large numbers of parked cars in village centres can be visually intrusive, and compromise access to premises or for emergency vehicles. The popularity of some settlements as visitor attractions exacerbates the situation.

9.66 **Core Strategy Policy T7B** sets the strategic principle that residential parking should be set at the 'minimum required for operational purposes', whilst having regard to environmental constraints and any future requirements. Policy DMT7A directs developers to provide off-street parking for residential developments unless the provision of on-street parking meets highway and amenity standards. The Policy then goes on to provide minimum parking standards for residential development.

The provision of car free development will be viewed favourably, but will require reasonable alternative parking to be available. Finally Policy DMT7B offers protection to off-street parking provision within a development, where its loss would have negative impacts on local traffic flow.

9.67 Policy DMT7C provides clarity with regard to the design and number of parking spaces within a residential development. Developers are directed to have regard to the valued characteristics of the surrounding area especially within Conservation Areas.

9.68 The overall approach is in keeping with the National Planning Policy Framework (para 39), which stipulates that planning policies take account of 'the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.'

9.69 Policy DMT7 sets minimum parking standards for residential developments. Whilst our overall approach is to discourage use of the private car in favour of more sustainable means of transport where possible, it is important that sufficient parking is provided in order to reduce the visual and other impacts of overspill parking particularly within, but not restricted to historic village centres. There may be circumstances whereby additional parking could be considered to be of benefit, particularly in those villages where the availability or practicality of on-street parking is limited, or where alternative forms of transport are either limited or unavailable. However, such provision should be in keeping with the size, scale and location of the development.

⁷⁸ Peak District National Park Authority (2013) State of the Park, Transport, <http://www.peakdistrict.gov.uk/microsites/sopr/communities/transport>

DMT7 Residential off street parking

- A. Off-street car parking for residential development should be provided unless it can be demonstrated that on street parking meets highway and amenity standards. This should be either within the curtilage of the property or allocated elsewhere, normally at the following levels:
- (i) For one bedroom dwellings: 1 space per unit plus 1 space per 2 units for visitors.
 - (ii) For two and three bedroom dwellings: 2 spaces per unit.
 - (iii) For four bedrooms and above: 3 spaces per unit.
 - (iv) For holiday residences: 1 space per 1 and 2 sleeping room units, 2 spaces per 3 (and over) sleeping room units.
 - (v) Car free development will be considered favourably where reasonable alternative parking provision exists.
- B. Off-street car parking space provided as part of development will be protected where there is evidence that loss of such space would exacerbate local traffic circulation problems.
- C. The design and number of parking spaces associated with residential development, including any communal residential parking, must respect the valued characteristics of the area, particularly in Conservation Areas.

Air transport

- 9.70 The Peak District National Park does not have any established landing sites associated with powered flight, although there is the long established Lancashire and Derbyshire Gliding Club at Camphill near Great Hucklow, which has been in existence at this location since 1935.
- 9.71 Over the past 30 years there has been a growing trend for the use of ad-hoc sites for take-off and landing of small aircraft such as microlights and helicopters, with the latter often using the car parks of public houses and hotels, to provide recreational flights. Whilst powered flight in this context offers quick business travel or enjoyable recreational experiences, the development of landing sites is not in keeping with the quiet enjoyment of the National Park. Negative impacts arising from such activities can include noise pollution

and disturbance to bird populations.

- 9.72 The General Permitted Development Order (2015) permits the use of land for aircraft landing for up to 28 days per year without the requirement of planning consent. However, were this to become a regular activity, it would harm the valued characteristics of the area, in particular the public's opportunities for quiet enjoyment. In this event, or where there are other impacts such as traffic congestion, dangerous road conditions or loss of residential amenity as a result of this use, an Article 4 Direction will be considered. Under an Article 4 Direction, permitted development rights are removed and the activity will require planning permission.
- 9.73 Policy DMT8A makes the presumption against the development of aircraft landing sites within the National Park. In relation to powered flight, the policy restricts developments where they are likely to affect the National Park's valued characteristics or its amenity. The policy adds clarity with regard to what is meant by powered flight, with the inclusion of model and drone aircraft as well as those carrying people.
- 9.74 The Peak District National Park is also a popular location for non-powered flight. In addition to the Derbyshire and Lancashire Gliding Club, the area is popular with hang-gliders, para-gliders and pilots of non-powered or electrically powered model aircraft. Whilst these aircraft do not have the noise impact of conventional powered flight, they can adversely impact nesting birds and other wildlife or compromise other special qualities of the National Park. Policy DMT8B stipulates that where such uses require planning permission, the activities may be restricted as a result of adverse impacts on the Valued Characteristics of the National Park.

DMT8 Air transport

- A. Aircraft landing sites will not normally be permitted. Developments related to helicopter or other powered flights will not be permitted where they will adversely affect the valued characteristics or amenity of the area. Powered flights include, but are not exclusive to, model aircraft and drones.
- B. Where planning permission is required, regular non-powered flights including but not exclusive to hang-gliders, para-gliders and model aircraft, may also be restricted if they have an adverse impact on bird and wildlife populations or other Valued Characteristics of the National Park.