

PDNPA responses to Inspectors Questions

Duty to Co-operate and other legal requirements

Duty to Co-operate

What discussions have taken place with respect to waste development?

With respect to waste development there are currently no waste sites within the National Park and as such follow up work has been limited to formal consultation events. Whilst not a waste authority, the Core Strategy seeks to pursue the waste hierarchy and direct strategic waste to sites outside the National Park. Nevertheless the Authority has been proactive about local sustainability insofar as the Core Strategy seeks to address waste matters in its climate change policies. For instance a farm based AD policy has subsequently secured 2 permissions for the re-use of locally arising farm waste by AD.

The Authority has discussed waste matters with Derbyshire CC in the context of their emerging minerals and waste plan, but this has subsequently been taken back and re-worked with the focus now on a minerals plan. But we continue to engage closely as plans emerge.

What engagement has there been with Staffordshire CC?

The general position with respect to the duty to cooperate is that it needs to be viewed in the context of the Core Strategy. This is where the strategic cross boundary strategic planning issues are identified and carry forward strategic issues from the former East Midlands Regional Plan.

Hence there is an on-going dialogue with all constituent authorities.

A proportionate approach has been taken in relation to strategic planning matters and the Authority has sought to focus on those discussions and relationships with the greatest impact on the national park and local growth.

Since the production of the Core Strategy we have focussed much of our Duty to Cooperate on the delivery of the Core Strategy through the Development Management Policies, operational matters and ways of working effectively together across the National Park and its boundary.

Fulfilling the duty to cooperate is an on-going process and the Authority takes opportunities to both comment on and seek comment in plan making which we have done with Staffordshire. There will clearly be further opportunities that will be taken in discussing issues with Staffordshire CC directly as we review the strategic policies. In terms of the Development Management document responses from Staffordshire CC have been very limited and indicated that there were no pressing strategic matters that required follow up for this purpose, hence a proportionate approach has been taken to date.

However at the local level the Authority has made progress in developing a Statement of Common ground with SMDC and on other operational work closer contact has been made with Staffordshire County Council in terms of joint bidding and delivery of the Pedal Peak cycling project, the emerging Transport Design Guide and on the National Park Management Plan.

□ What engagement has there been with adjacent minerals planning authorities?

In respect of Minerals development the Authority has a long history of engagement with its neighbouring authorities and beyond particularly into the east midlands. This is because the east midlands local aggregate apportionment group was established at the time of the former regional plan and continues largely through the Derby, Derbyshire and Peak District Local Aggregates Assessment which has recently been updated. This is the reason the focus in recent years has been through Derbyshire. It is also because there is a much closer relationship with respect to major sites. Indeed the Derby and Derbyshire Minerals Plan which is currently under consultation recognises the relationship to the National Park and supports the long term strategy of reducing the impact of quarrying on the National Park towards the common aim of landscape protection, whilst at the same time ensuring the long term availability of minerals from the area.

Beyond Derbyshire the Authority seeks to actively engage in plan making and Local Aggregates Assessments around the National Park, including Staffordshire.

□ What engagement has there been with adjacent authorities regarding strategic transport infrastructure?

In terms of strategic transport infrastructure the Authority engages at several levels for both road and rail. The Authority engages in all strategic transport matters impacting on cross park traffic and also engages where nearby schemes could influence the routing of traffic loads, such as that in the SEMMMs work around Stockport and Cheshire East.

The Authority has been a member of the project board investigating the potential for improvements along the A628 Woodhead Pass including the potential for tunnelling and continued to work closely with Transport for the North and Highways England as plans emerge for relief road schemes around Mottram and Woolley Bridge, west of the National Park boundary. The schemes have the potential to significantly improve the quality of life for residents in

these areas but in doing so could lead to increased traffic loads over the high passes (such as Woodhead and Snake) and therefore the National Park Authority takes regular papers to the full Authority with the objective of making constructive comments.

The Authority also comments regularly on road improvements proposed by local highways authorities and assists in mitigating localised impact through proactive design input. It is hoped the production of our Transport Design Guide will further support our goal of encouraging transport infrastructure that has regard to the special qualities of the National Park landscape.

This also applies to rail issues which are also being considered through the Transport for the North discussions.

More locally the authority worked closely with network rail to ensure that plans for a passing loop through the Hope Valley, including the maintenance of a right of way through a pedestrian bridge could be achieved whilst having regard to the landscape and residents of the area. This scheme has now been approved.

Discussions have also taken place with the Peak Rail charity about their ambitions to reopen former Monsal line as a heritage railway. Whilst also considering the scope to take minerals traffic off local roads. Such a proposal would need to take into account the value of this route as a long distance cycling and walking trail. A balanced approach is provided through emerging DM policy DMT3 which (through modification) also requires any future rail scheme to bring sustainable transport benefits to the national park and its communities.

Climate Change

Whether the policies adequately address climate change

The plan as a whole incorporates 5 CC policies in the Core Strategy. Positive interpretation and design advice is then supplied in SPD, plus other promotional case studies. As such it was decided not to undertake further detailed policy at this stage. Modifications in respect of replacement dwellings (DMH9) have sought to strengthen the reference to all cases exhibiting "high sustainability standards" in furtherance of CC1 of the Core Strategy.

Habitats Regulations Assessment

Has the Authority adopted the Shadow HRA carried out by DTA Ecology dated 12 October 2016?

The Shadow HRA was used as part of the iterative process of assessment and the Authority has adopted the reasoning and conclusions set out. In screening out all the DM policies in terms of their potential impact on European protected sites the Authority is confident that the robust approach in policies for wildlife, landscape and the Natural Zone in particular which covers the natura 2000 sites are appropriately robust. As such the Shadow HRA was formally signed off and considered as part of

the evidence base for the document, prior to the draft (publication) version being agreed by the Authority.