

## Settlement

### 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
<b>Issue: Establishing the best pattern of development for the National Park and its communities</b>														
<b>Option 9.1:</b> Narrow the range of designated settlements to allow for greater growth in larger serviced settlements and removing smaller, less well serviced settlements from the list to aid sustainability and conservation aims.	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	0	0	+/-	+/-	+/-	+/-
<b>Option 9.2:</b> Review the 63 designated settlements within saved policy with a view to using existing criteria to establish a new list on the basis that it should accommodate a similar range of settlements, all classified with the same status as per saved policy.	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0	0	0	+/-	+/-	+/-	+/-



## Settlement

<ol style="list-style-type: none"> <li>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</li> <li>13. Promote a healthy Park wide economy</li> <li>12. Encourage better access to a range of local centres, services and amenities</li> <li>11. To help meet local need for housing</li> <li>10. Promote good governance</li> <li>9. To promote access for all</li> <li>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</li> <li>7. To achieve and promote sustainable land use and built development</li> <li>6. To develop a managed response of climate change</li> <li>5. To minimise the consumption of natural resources</li> <li>4. To protect and improve air, water and soil quality and minimise noise and light pollution</li> <li>3. To preserve, protect and enhance the National Park's historic and cultural environment</li> <li>2. To protect, enhance and improve biodiversity, flora and fauna and geological interests</li> <li>1. To protect, maintain and enhance the landscape and townscape of the National Park</li> </ol>	<p><b>Option 9.1:</b> 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><b>Option 9.2:</b> 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><b>Option 9.3:</b> 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><b>Option 9.4:</b> 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><b>Option 9.5:</b> 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>	