

PROPOSALS FOR MOVING LOCAL PLAN POLICIES THROUGH TO DEVELOPMENT MANAGEMENT POLICIES DPD AND RELEVANT DRAFT NPPF PARAGRAPHS

Core Strategy Policy	Local Plan policies replaced by the Core Strategy	Local Plan policies replaced before the core strategy	Saved Local Plan policies with direct link to the core strategy policy	Proposal for development management	Where does the NPPF cover these things
				<p>policy sets the parameters for permitting development associated with home working. Whilst E1 states that development of appropriate scale will be encouraged, LE3 gives more criteria against which to make this judgement. It should be reviewed and if necessary brought forward as a DMP</p> <hr/> <p>LE4 : Industrial and business expansion. This policy offers detailed criteria on which to determine applications for expansion of business sites. It is essential to have such guidance because of the potential for business sites to detract from the built environment. Therefore policy LE4 should be reviewed and brought forward as a DMP.</p> <p>LE5 : Retail uses in industrial and business areas. This policy prevents retail shops on industrial</p>	<p>expectations. Planning policies should recognise and seek to address potential barriers to investment, including poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should ensure that they:</p> <ul style="list-style-type: none"> • facilitate new working practices such as live/work. <hr/> <p>2. The Government expects the planning system to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs, while protecting and enhancing the natural and historic environment.</p> <p>19 : • planning should proactively drive and support the development that this country needs. Every effort should be made to identify and meet the housing, business, and other development needs of an area, and respond positively</p>

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				<p>and other business sites in most cases, and specifies, in supporting text, some examples where an exception might be made. This is done in part to safeguard business sites. We still safeguard employment sites but some will be unviable and the Authority can decide to release them to mixed use schemes. In such cases, retail uses might be appropriate, particularly where the site is in a DS1 settlement. Any decision to continue to prevent retail development on business sites must take this qualified safeguarding position into account.</p>	<p>to wider opportunities for growth.</p> <p>Support economic development 73. Investment in business should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should ensure that they:</p> <ul style="list-style-type: none"> • support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate requirements not anticipated in the plan and to allow a rapid response to changes in economic circumstances

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				<p>LE6: Design layout, and neighbourliness of employment sites, including haulage depots. Whilst it is unlikely that many new sites will be established, they can still be permitted. In such cases a policy such as LE6 is essential to control the detail of site design screening, access etc. LE6 should be reviewed and brought forward as a DMP.</p> <p>LB6: Sites for general industry or business development in Bakewell. The lack of development on the Cintrides Site means this policy should be refreshed to remove the Ashford Road site (which has been developed). In light of the need for housing sites in Bakewell and the lack of business take up for Cintrides this may be a site on which a policy presumption in favour of mixed use development</p>	<p>2. The Government expects the planning system to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs, while protecting and enhancing the natural and historic environment.</p> <p>19 • planning policies and decisions should take into account local circumstances and market signals such as land prices, commercial rents and housing affordability. Plans should set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business community</p>

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				<p>would help enable the proper planning of the site.</p> <hr/> <p>LB7: Redevelopment of Lumford Mill. Permission has not been granted to redevelop this site but refusal of an application is subject to appeal. The outcome of the appeal will determine the need to bring LB7 forward. If it is brought forward, the same point about policy, in principle, permitting mixed use applies.</p> <hr/> <p>LB8: Non conforming uses in Bakewell. This policy still has relevance given the scarcity of good housing sites. The recent re-location of midco and the release of the site for housing illustrates the point. LB8 should therefore be brought forward.</p>	<hr/> <p>As above</p> <hr/> <p>As above</p>

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				<p>LC14: Farm diversification. Part (a) of this policy is not covered by the E2 but the rest is covered by E2 parts A and B. LC14 Part (a) allows use to be restricted to a range of uses rather than a Use Class. It is probably still necessary so should be brought forward as a DMP.</p> <hr/> <p>LE2: Exceptional development for Class B1 employment uses.</p>	<p>Support the rural economy 81. Planning policies should support sustainable economic growth in rural areas by taking a positive approach to new development. Planning strategies should maintain a prosperous rural economy including policies to:</p> <ul style="list-style-type: none"> • support the sustainable growth of rural businesses • promote the development and diversification of agricultural businesses <hr/> <p>2. The Government expects the planning system to deliver the homes, business and</p>

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				<p>This policy allows, in exceptional circumstances, business use that would not, ordinarily, be acceptable. It was intended to enable conservation of buildings and development of businesses linked to appreciation of the Natural Park as a special place. Whilst the need to enable business diversification is understood, and the core strategy encourages this, there is still a need to have parameters to such business diversification so LE2 should be reviewed and if necessary brought forward to DMP document.</p> <hr/> <p>LE3: Home working. For similar reasons of flexibility to enable the rural economy to diversify this policy sets the parameters for permitting development associated with home working. Whilst E1 states that development of appropriate scale will be encouraged, LE3 gives more</p>	<p>industrial units, infrastructure and thriving local places that the country needs, while protecting and enhancing the natural and historic environment</p> <p>19. planning should proactively drive and support the development that this country needs. Every effort should be made to identify and meet the housing, business, and other development needs of an area, and respond positively to wider opportunities for growth.</p> <hr/> <p>73. In drawing up Local Plans, local planning authorities should ensure that they:</p> <ul style="list-style-type: none"> • facilitate new working practices such as live/work.

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				<p>criteria against which to make this judgement. It should be reviewed and if necessary brought forward as a DMP</p> <hr/> <p>LE4 : Industrial and business expansion. This policy offers detailed criteria on which to determine applications for expansion of business sites. It is essential to have such guidance because of the potential for business sites to detract from the built environment. Therefore policy LE4 should be reviewed and brought forward as a DMP</p>	<hr/> <p>2. The Government expects the planning system to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs, while protecting and enhancing the natural and historic environment.</p> <p>19 : • planning should proactively drive and support the development that this country needs. Every effort should be made to identify and meet the housing, business, and other development needs of an area, and respond positively to wider opportunities for growth.</p> <p>Support economic development</p> <p>73. Investment in business</p>

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				<p>LE6: Design layout, and neighbourliness of employment sites, including haulage depots. Whilst it is unlikely that many new sites will be established, they can</p>	<p>should not be over-burdened by the combined requirements of planning policy expectations. Planning policies should recognise and seek to address potential barriers to investment, including poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should ensure that they:</p> <ul style="list-style-type: none"> • support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate requirements not anticipated in the plan and to allow a rapid response to changes in economic circumstances <p>2. The Government expects the planning system to deliver the homes, business and industrial units, infrastructure and thriving local places that</p>

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				still be permitted. In such cases a policy such as LE6 is essential to control the detail of site design screening, access etc. LE6 should be reviewed and brought forward as a DMP.	the country needs, while protecting and enhancing the natural and historic environment.
MIN1: Minerals development	LM2, LM10	LM3, LM4, LM5, LM6	LM1, LM9	LM1: Assessing and minimising the environmental impact of mineral activity. This policy specifies criteria to be met before mineral activity is permitted. It is essential to retain such detail given the economic value of the mineral resource and the operators desire in some cases to work the mineral in the most economical but not the most environmentally sensitive way. LM1 Should be reviewed with a presumption that it should be brought forward in some shape or	102. Local planning authorities should: <ul style="list-style-type: none"> • as far as is practical, ensure sufficient levels of permitted reserves are available from outside National Parks, the Broads, Areas of Outstanding Natural Beauty and World Heritage sites. • set out environmental criteria, in line with the policies in this Framework, against which planning applications will be assessed so as to ensure that permitted operations do not have unacceptable adverse

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					<ul style="list-style-type: none"> • ensure, in granting planning permission for mineral development, that there are no unacceptable adverse impacts on the natural and historic environment, human health or aviation safety, and bear in mind the cumulative effect of multiple impacts from individual sites and/or from a number of sites in a locality
				<p>LM9: Ancillary mineral development. This policy enables and can help keep mineral 'plant' in uses ancillary to mineral working, by requiring the removal</p>	<p>Nothing in the nppf to say this is necessary or unnecessary so we should keep it</p>

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				of buildings once the mineral working ceases where there is no ancillary use. It helps us prevent the development of new business sites, unrelated to mineral working, in unsustainable countryside locations (mineral sites by contrast are not subject to tests for sustainability since the mineral can only be worked where it occurs) A DMP is essential as pressure is brought to bear on members to allow industrial activity unrelated to mineral working on some sites (e.g. Cavendish Mill)..	
MIN2: Fluorspar proposals	LM7	none	LM8	LM8: Small scale calcite workings. This policy has proved essential to control working of calcite and the overall impact on the landscape (the Longstone Edge case is the classic example of what can happen if operators take huge amounts of aggregate to get the calcite) Without it we would have had no 'leg to stand	103 When determining planning applications, local planning authorities should: <ul style="list-style-type: none"> • give significant weight to the benefits of the mineral extraction, including to the economy

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				on' LM8 should be brought forward as a DMP despite the tone of nppf paragraph 103.	
MIN3: Local small-scale building and roofing stone	none	none	none	The core strategy policy contains criteria for working of building and roofing stone which is in line with the nppf so there is no need for a follow up DMP policy	103 When determining planning applications, local planning authorities should: consider allowing small-scale extraction of building stone at, or close to, relic quarries where it would contribute to the repair of historic buildings without compromising the requirement to protect designated sites.
MIN4: Mineral safeguarding	none	none	none	The limestone areas have been indicated on a map in the core strategy and there is a new policy., There is no such indication of areas to be safeguarded for building and roofing stone extraction (which are included by the list in nppf paragraph 102) Evidence is needed in order to indicate areas in which this resource should be safeguarded	102. Local planning authorities should • define Minerals Safeguarding Areas in order that proven resources are not needlessly sterilised by non-mineral development, whilst not creating a presumption that resources defined will be worked. This should include known locations of specific minerals of local and national importance, such as aggregates, brickclay

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				and this will result in mapped areas in the DMP document.	(especially Etruria Marl and fireclay), silica sand (including high grade silica sands), salt, fluorspar, coal, kaolin, ball clay, potash and local minerals of importance to heritage assets
T1: Reducing the general need to travel and encouraging sustainable transport	none	none	LT5, LT7, LT8, LT23	<p>LT5: Public transport: route enhancement. This policy is no longer needed as the points in it are covered by T1 and will be given detail by the Authority's transport action plan.</p> <hr/> <p>LT7: Public transport and patterns of development. This policy is now replaced by T2F and linked policy DS1.</p> <hr/> <p>LT8: Improving public transport to Bakewell and Chatsworth. This policy is now replaced by T7A.</p> <hr/> <p>LT23: Air transport. The issue of</p>	<p>-----</p> <p>This is not covered in the</p>

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				aircraft take off and landing sites (in the case of the National Park this is usually helicopter sites but there could be demand for other types of powered aircraft) was covered by preferred approaches for core strategy but was not brought forward as core strategy policy. If the Authority still feels strongly about this issue and there is evidence that without it there would be adverse impact on landscape character, it should be brought forward to DMP. The preferred option is the same as LT23.	Transport chapter of the nppf but it is necessary to back up L1 in respect of valued characteristics. It is probably not justified as a transport policy but might be a part of a dmp policy to back up L1 for all such known threats to valued characteristics shown in core strategy paragraph 9.15.
T2: Reducing and directing traffic	LT4	none	LT1, LT2, LT3, LT13	<p>LT1: Implementing the road hierarchy: the main vehicular network. Preferred approaches T2 plus LT18 (b and c) and LT19 would cover this if they are retained. If they are retained, LT1 does not need to be brought forward.</p> <p>LT2: Implementing the road hierarchy:very minor roads. This</p>	<p>NPPF Objectives for Transport paragraph 82: the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.</p> <p>83. Where practical,</p>

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				<p>is covered by T1 and T2E so doesn't need bringing forward</p> <hr/> <p>LT3: Cross Park traffic: road and rail. Preferred approach T3 would cover part (a) and Core Strategy T5 covers part (b). there is no need to bring this policy forward.</p> <hr/> <p>LT13: Traffic restraint measures. This policy says we will seek traffic management measures to achieve a general reduction in speed across the Park. The issue will be covered by the Transport Action Plan so there is no need for the policy</p>	<p>encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. The planning system should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.</p> <p>84. To this end, the objectives of transport policy are to:</p> <ul style="list-style-type: none"> • facilitate economic growth by taking a positive approach to planning for development; and • support reductions in greenhouse gas emissions and congestion, and promote accessibility through planning for the location and mix of development. <p>Support reductions in greenhouse gas emissions</p>

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					<p>and congestion</p> <p>88. Planning policies and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.</p> <p>89. Planning strategies should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:</p> <ul style="list-style-type: none"> • accommodate the efficient delivery of goods and supplies • give priority to pedestrian

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					<p>and cycle movements, and have access to high quality public transport facilities</p> <ul style="list-style-type: none"> • create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians • incorporate facilities for charging plug-in and other ultra-low emission vehicles; and • consider the needs of disabled people by all modes of transport.
T3: Design of transport infrastructure	none	none	LT18, LT19, LT20, LT21, LT22	<p><i>LT18: Design criteria for transport infrastructure.</i> Part (a) of this policy was covered by preferred approach T2 and core strategy T3. The preferred approach could be brought forward as part of a new DMP. The remainder of this policy (b) and (c) which covers the specific details is not picked up by the core strategy or the preferred approaches so needs bringing</p>	<p>Nothing specific in the nppf, and this is like the policy for air transport i.e. it is more about mitigating threats to valued characteristics rather than being a design principle specific to transport infrastructure.</p>

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				<p>forward.</p> <hr/> <p>LT19: Mitigation of wildlife severance effects. This is covered in general in T3 but more specifically in LT19 for SPAs or SACs. If this level of detail is still justified the policy should be rolled forward as DMP. NPPF doesn't refer to mitigation of severance directly but the general principles recognise that it is valid to recognise the value of land for various uses and this hints that mitigation is a good thing.</p> <hr/>	<hr/> <p>Core Planning principles</p> <p>19 • planning policies and decisions should make effective use of land, promote mixed use developments that create more vibrant places, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production)</p> <p>Protect valued landscape</p> <p>167 • give great weight to protecting landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty. The conservation of wildlife and cultural heritage are important considerations in all these areas, and should be given great weight in National Parks and the Broads.</p> <hr/>

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				<p>LT20: Public rights of way. Core Strategy policy T6 covers LT20 (i) but the rest of the detail of LT20 is not picked up. If the criteria are still appropriate they need bringing forward as a DMP.</p> <hr/> <p>LT21: Provision for cyclists, horse riders and pedestrians. This policy related to specific projects. The policy is no longer relevant in its current form because most of the schemes listed have been implemented but the general issue is still relevant, and they will be picked up in the Transport Action Plan with feed into Local Transport Plans as appropriate. If however stakeholder demand creates pressure for other such schemes as those listed in LT21, the Authority would need to consider a new DMP.</p>	<p>Deliver open space, sports and recreational facilities 128. Planning policies should protect and enhance rights of way and access.</p> <hr/> <p>Core planning principles 19.</p> <ul style="list-style-type: none"> • planning policies and decisions should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable <p>89. Planning strategies should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:</p> <ul style="list-style-type: none"> • give priority to pedestrian and cycle movements, and have access to high quality

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				<p>LT22: Access to sites and buildings for buildings with a mobility difficulty. This policy ensures that in so far as it can be achieved without damaging the valued characteristics of the Park, there is no disadvantage to those with a mobility difficulty. Bringing this issue into planning policy gives a level of control necessary given the sensitivity of the landscape. The policy should therefore be retained and rolled forward as a DMP.</p>	<p>public transport facilities</p> <ul style="list-style-type: none"> • create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians <p>Not covered by the nppf other than in the context of new housing. Other than that there is a requirements to consider needs of different groups when deciding whether a location is suitable for a development.</p>
T4: Managing the demand for freight transport	none	none	LT9	LT9: Freight transport and lorry parking. T4 does not pick up the detail and the same issues regarding use of roads (and often small roads) by freight transport	Nothing in the nppf

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				still exist. Therefore if the policy is still felt to be useful it should be rolled forward as a DMP	
T5: Managing the demand for rail, and reuse of former railway routes	none	none	LT3, LT6	<p>LT3: Cross-Park traffic: road and rail. Part (a) which conveys cross park infrastructure projects, is not picked up by T5 or any other core strategy policy. The rest of LT3 is covered. Part (a) needs to be brought forward if thought to be important. NPPF paragraph 86 sets the context for any such policy of caveats</p> <hr/> <p>LT6: Railway construction. This policy allows for a terminus in the National Park and gives criteria under which such a facility could be done. If we still want to make it known that such a facility is OK in</p>	<p>Facilitate economic growth 86. All developments that generate significant amounts of movement, as determined by local criteria, should be supported by a Transport Statement or Transport Assessment. Planning policies and decisions should consider whether:</p> <ul style="list-style-type: none"> • the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure. <hr/> <p>Objectives 82. Transport policies have an important role to play in facilitating development but also in contributing to wider sustainability and health</p>

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				principle we should retain this policy as a DMP.	<p>objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.</p> <hr/> <p>89. Planning strategies should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.</p>
T6: Routes for walking, cycling, and horse riding, and waterways	none	none	LT17, LT20, LT21	<p>LT17: Cycle parking. This policy adds useful detail and isnt covered by the core strategy. It is still needed but could be a design DMP rather than a transport policy</p> <hr/> <p>LT20: Public rights of way. This part covers situations where</p>	89. Planning strategies should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

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				<p>development affects a public right of way. Only part (i) of LT20 is covered by T6. Parts (ii) to (v) need to be brought forward as DMP.</p> <p>LT21: Provision for cyclists, horse riders and pedestrians. This policy related to specific projects. The policy is no longer relevant in its current form because most of the schemes listed have been implemented but the general issue is still relevant, and they will be picked up in the Transport Action Plan with feed into Local Transport Plans as appropriate. If however stakeholder demand creates pressure for other such schemes as those listed in LT21, the Authority would need to consider a new DMP.</p>	<ul style="list-style-type: none"> • give priority to pedestrian and cycle movements, and have access to high quality public transport facilities • create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians
T7: Minimising the adverse impact of motor vehicles and managing the demand for car and	none	none	LT10, LT11, LT12, LT13, LT14, LT15, LT16,	LT10: Private non residential parking. The principle behind, and some of the detail of this policy (i.e. part (b)) is still relevant and	93. When setting local standards for residential and non-residential development, local planning authorities

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coach parks				<p>should be brought forward to supplement T7C. The requirement to finance off-site parking or public transport facilities where it is not possible to do so on site could be a subject for Community Infrastructure Levy.</p> <p>LT11: Residential parking. This issue is dealt with by T7B so LT11 doesn't need to be rolled forward</p> <p>LT12: Park and Ride. The detail of this policy is not picked up by T7E so needs to be rolled forward as a DMP</p> <p>LT13: Traffic restraint measures. This issue is to be covered in the Transport Action Plan so LT13 does not need to be brought forward as a DMP</p> <p>LT14: Parking strategy and parking charges.</p> <p>Whilst we do not anticipate a demand for new car parks it would be good planning to have a policy in place to deal with any applications. LT14 is not picked up by the core strategy so needs</p>	<p>should take into account:</p> <ul style="list-style-type: none"> • the accessibility of the development • the type, mix and use of development • local car ownership; and • an overall need to reduce the use of high-emission vehicles.

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				rolling forward as DMP. LT15: Proposal for car parks. We see no specific need for car parks anywhere so this policy (which specified locations where they would be acceptable in principle and safeguarded land suitable for that purpose) is no longer needed. LT16: Coach parking. This policy is still relevant and should be rolled forward as a DMP.	