

## Appendix B

### Landscape Planning Policy Review

Draft

**Table 4.4: Derby and Derbyshire Joint Structure Plan  
Adopted Written Statement January 2001**

<p><b>Environment Policy 1: Landscape Character</b></p>
<p>8.6 The character of the landscape will be conserved and enhanced, as appropriate. Development that would have an unacceptable effect on landscape character and diversity will not be permitted. Where development is permitted, opportunities will be taken, as appropriate, to conserve, enhance and restore the local distinctiveness, character and diversity of the landscape.</p>
<p><b>Commentary:</b></p> <p>The cycle path proposal recognises the importance of the landscape character of Woo Dale and Wye Dale. The development seeks to mitigate any impacts through minimisation of construction footprint, enhancement of the existing PROW, repair/reinstatement of stone walling and river wall where this occurs along the route. This approach aims to conserve and enhance the local distinctiveness of this landscape in line with this policy.</p>
<p><b>Environment Policy 2: Location of Special Landscape Areas</b></p>
<p>8.7 Special Landscape Areas will be maintained in the following parts of the Plan area which are of strategic amenity significance because of the high quality of their landscape:</p> <ol style="list-style-type: none"> <li>1) the upland area to the south and east of the Peak District National Park</li> <li>2) the greater part of High Peak Borough outside the Peak District National Park.</li> </ol>
<p><b>Commentary:</b></p> <p>The proposed cycle route recognises the presence and extent of the Special Landscape Area (SLA) and the high quality of this landscape. Whilst the majority the route sits within the National Park boundary, a short section of the route through Wye Dale is within the SLA and the design of the scheme aims to respect the quality of this area through sensitive design, minimising its footprint and using appropriate construction materials.</p>
<p><b>Environment Policy 3: Development Affecting Special Landscape Areas</b></p>
<p>8.8 In Special Landscape Areas development will be permitted only if it does not have an adverse effect on landscape quality or character is designed to be in sympathy with its surroundings and makes use of appropriate materials and landscaping where required.</p>

### **Commentary:**

The proposed path is designed to have minimal impact on its surroundings through the use of natural materials, in this case a 'buff' colour chip surface dressing is proposed to reduce the visibility of the path, provide texture and blend more sensitively with the surrounding landscape. Where sections of walling are required, this will be constructed in natural stone in the local vernacular. All verge reinstatement works will utilise turf and soil from site to minimise the reinstatement period.

## **Table 4.4: High Peak Local Plan – Adopted March 2005**

### **GD4 – Character, Form and Design**

Planning permission will be granted for development, provided that:

its scale, siting, layout, density, form, height, proportions, design, colour and materials of construction, elevations and fenestration and any associated engineering, landscaping or other works will be sympathetic to the character of the area, and there will not be undue detrimental effect on the visual qualities of the locality or the wider landscape.

### **Commentary:**

The proposed path has been designed to respond to the scale, visibility and character of the landscape which it passes through. In this case the width of the path has been minimised to reduce the construction footprint and subsequent reinstatement work. Materials have been selected to respond to the rural setting and high quality of the surrounding landscape.

### **GD6 - Landscaping**

Planning permission will be granted for development provided that:

- where appropriate, it will contain a high standard of hard and/or soft landscape treatment in keeping with the character of the area, including the integration of existing features and the use of native species suitable to the location

Conditions will be imposed, and/or planning obligations sought, to ensure that appropriate steps are taken to maintain and manage landscaping features.

### Commentary:

The proposed path utilises simple and robust construction to form the route. This promotes the longevity of the design and visual quality of the surfacing during its lifespan. Simple construction techniques allow maintenance works to keep the path surfacing in a high quality condition. Where the route meets existing landscape features, such as stone walls, works will incorporate repair and reinstatement to maintain and enhance the character of the area.

### OC1 – Countryside Development

The countryside will cover all land beyond the built-up area boundaries defined on the proposals map, including the green belt and special landscape area.

Within the countryside, planning permission will be granted for development which is an integral part of the rural economy and which can only be carried out in the countryside provided that individually or cumulatively:

- the development will not detract from an area where the open character of the countryside is particularly vulnerable because of its prominence or the existence of a narrow gap between settlements; and
- the development will not generate significant numbers of people or traffic to the detriment of residential amenity, highway safety, landscape or air quality or otherwise have an unacceptable urbanising influence; and
- the development will not have a significant adverse impact on the character and distinctiveness of the countryside

Policies relating to specific categories of development acceptable in the countryside can be found under individual topic headings elsewhere in the plan.

### Commentary:

The proposed route of the path is within Wye Dale and is fully enclosed within the Dale landscape and would not detract from the openness of the countryside. The proposal would not generate traffic to the detriment of residential amenity, highway safety, landscape or air quality or otherwise have an unacceptable urbanising influence. The route through Wye Dale will link existing Public Rights of Way to Wye Dale Car Park, by-passing the busy A6 Bakewell Road improving the safety and practicality.

### OC3 – Special Landscape Area Development

Within the special landscape area defined on the proposals map, development in accordance with policies **OC1** and **OC2** will be permitted, provided that it will not detract from the special qualities and character of the special landscape area.

Where development is permitted in the Special Landscape Area the developer will be required to have special regard to the landscape quality of the area in relation to siting, design and landscaping.

### **Commentary:**

The proposed path has been designed to respond to the scale, visibility and character of the landscape which it passes through. In this case the width of the path has been minimised to reduce the construction footprint and subsequent reinstatement work. Materials have been selected to respond to the rural setting and high quality of the surrounding landscape.

## **OC4 – Landscape Character and Design**

Planning permission will be granted for development considered appropriate in the countryside provided that its design is appropriate to the character of the landscape.

Appropriate design of development shall accord with the characteristics of the type of landscape within which it is located including having regard to and conserving:

- the landform and natural patterns of drainage;
- the pattern and composition of trees and woodland;
- the type and distribution of wildlife habitats;
- the pattern and composition of field boundaries;
- the pattern and distribution of settlements and roads;
- the presence and pattern of historic landscape features;
- the scale, layout, design and detailing of vernacular buildings and other traditional man made features.

Existing features which are important to the local landscape character, shall be retained, incorporated into the development and protected during construction work.

Where appropriate the local planning authority will impose planning conditions and/or seek to enter into a planning obligation under section 106 of the town and country planning act 1990.

### **Commentary:**

The proposed cycle route recognises the presence and extent of the Special Landscape Area (SLA) and the high quality of this landscape. Whilst the majority the route sits within the National Park boundary, a short section of the route through Wye Dale is within the SLA and the design of the scheme aims to respect the quality of this area through sensitive design, minimising its footprint and using appropriate construction materials. The design also considers the inter-visibility between these zones.

### **BC1 – External Materials**

Planning permission will be granted for development, provided that:

- the type, colour and specification of all external materials and the way they are applied will be sympathetic to the character and appearance of the immediate surroundings and the wider area in particular, natural facing materials will be required in locations conspicuous from public viewpoints within:
- areas conspicuous from the peak district national park and in conservation areas and their settings
- other areas where natural materials predominate.

### **Commentary:**

The proposed path is designed to have minimal impact on its surroundings through the use of natural materials, in this case a ‘buff’ colour chip surface dressing is proposed to reduce the visibility of the path, provide texture and blend more sensitively with the surrounding landscape. Where small section of walling is required, this will be constructed in local stone. All verge reinstatement works will utilise turf and soil from site to minimise the reinstatement period.

## **Table 4.5: East Midlands Regional Plan – March 2009**

### **Policy 1 – Regional Core Objectives (Extract)**

g) To protect and enhance the environment through the:

- protection, enhancement, sensitive use and management of the Region’s natural cultural and historic assets, giving particular attention to designated sites of international importance;
- avoidance of significant harm and securing adequate mitigation or compensation for any unavoidable damage;
- reducing the amount of waste produced and increasing the amount recycled or otherwise beneficially managed;
- and recognition of the limits to the capacity of the environment to accept further development without irreversible damage.

### **Commentary**

The proposals recognises the importance of conserving and enhancing the high quality landscape which forms the Peak District National Park and the opportunities for promoting the understanding and enjoyment of the special qualities of this area. The design aims to minimise its intrusion into the landscape by utilising existing Public Rights of Way, minimising its construction and operational width and utilising materials sympathetic to the characteristics of the area.

### **Policy 8 – Spatial Priorities around the Peak Sub-area**

The preparation of policies and programmes 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 Special Areas of Conservation covering the South Pennine Moors, Peak District Dales, the Bee's Nest and Green Clay Pits, Gang Mine and the Peak District Moors and the Peak District Moors Special Protection Area.

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.

### **Commentary:**

This policy supports the development of access to the National Park and across it by non-car modes, including the improvement of existing routes. The proposals recognise the importance of conserving and enhancing the high quality landscape which forms the Peak District National Park and the opportunities for promoting the understanding and enjoyment of the special qualities of this area. The design aims to minimise its intrusion into the landscape by utilising existing Public Rights of Way, minimising its construction and operation width and utilising material sympathetic to the characteristics of the area.

### **Policy 26 - Protecting and Enhancing the Region's Natural and Cultural Heritage**

Sustainable development should ensure the protection, appropriate management and enhancement of the Region's natural and cultural heritage. As a result the following principles should be applied:

- the Region's internationally and nationally designated natural and historic

assets should receive the highest level of protection;

- neither direct nor indirect damage to EU designated Natura 2000 sites will be permitted;
- damage to natural and historic assets or their settings should be avoided wherever and as far as possible, recognising that such assets are usually irreplaceable;
- unavoidable damage must be minimised and clearly justified by a need for development in that location which outweighs the damage that would result;
- unavoidable damage which cannot be mitigated should be compensated for, preferably in a relevant local context, and where possible in ways which also contribute to social and economic objectives;
- there should be a net increase in the quality and active management of natural and historic assets across the Region in ways that promote adaptation to climate change, and an increase in the quantity of environmental assets generally; and
- the Region's best and most versatile agricultural land should be protected from permanent loss or damage.

### **Commentary:**

The proposed path will formalise and in part rationalise an existing Public Right of Way along Church Lane and through Woo Dale. It is considered this will assist in reducing damage to this sensitive landscape by controlling and managing the existing access over it. Mitigation measure will be applied throughout all stages of the development including the construction stage to ensure the landscape asset is not damaged and any potential impacts are dealt with appropriately.

### **Policy 31- Priorities for the Management and Enhancement of the Region's Landscape**

The Region's natural and heritage landscapes should be protected and enhanced by:

- the promotion of the highest level of protection for the nationally designated landscapes of the Peak District National Park and the Lincolnshire Wolds Area of Outstanding Natural Beauty;
- the promotion of initiatives to protect and enhance the particular character of the Sherwood, Charnwood and Rockingham Forests;
- the establishment of criteria-based policies in Local Development Frameworks to ensure that development proposals respect intrinsic landscape character in rural and urban fringe areas, including, where appropriate, recognition of the value of tranquillity and dark skies;
- and the identification in Local Development Frameworks of landscape and biodiversity protection and enhancement objectives through the integration of Landscape Character Assessments with historic and ecological assessments.

Where not already in place, Local Authorities should prepare Landscape Character Assessments to inform the preparation of Local Development



Frameworks. These can also be used to develop Supplementary Planning Documents.

### **Commentary:**

The proposed cycle route recognises the presence and extent of the National Park and the high quality of this landscape. Whilst the majority the route sits within the National Park boundary, a short section of the route through Wye Dale is within the Special Landscape Area and the design of the scheme aims to respect the quality of this area through sensitive design, minimising its footprint and using appropriate construction materials. The design also considers the inter-visibility between these zones.

## **Table 4.6: Peak District National Park Authority Local Plan – Adopted March 2009**

### **Policy LC1: Conserving and managing the Natural Zone (extract)**

- (a) The exceptional circumstances in which development is permissible in the Natural Zone are those in which a suitable , more acceptable location cannot be found elsewhere and it is essential:
  - (i) In the national interest; or
  - (ii) For the management of the Natural Zone; or
  - (iii) For the conservation or enhancement of the National Park’s valued characteristics.
- a) Development that would serve only to make land management or access easier will not be regarded as essential.
- b) Where exceptional circumstances prevail, the need for new or significantly enlarged buildings or structures will nevertheless, be rigorously examined.
- c) Where development is permitted:
  - (i) Detrimental effects must be minimised by the use of, for example: appropriate siting; landscaping; layout and design; materials and construction; and
  - (ii) Particular attention will be paid to matters such as: scale; intensity; hours of operation; vehicle movements; arrangements for parking; storage of vehicles, equipment and materials;

### **Commentary:**

The proposed development follows an existing Public Right of Way, therefore it is considered rationalising and improving this established route will assist in mitigating any potential impacts on the Natural Zone. The proposals recognise the importance of conserving and enhancing the high quality landscape which forms the Peak District National Park and the opportunities for promoting the understanding and enjoyment of the special qualities of this area.

The proposed path is designed to have minimal impact on its surroundings through the use of natural materials, in this case a ‘buff’ colour chip surface dressing is proposed to reduce the visibility of the path, provide texture and blend more sensitively with the surrounding landscape.

### **Policy LC4: Design, layout and landscaping**

- a) Where development is acceptable in principle, it will be permitted provided that its detailed treatment is of a high standard that respects, conserves and where possible it enhances the landscape, built environment and other valued characteristics of the area.
- b) Particular attention will be paid to:
  - (i) scale, form, mass and orientation in relation to existing buildings, settlement form and character, landscape features and the wider landscape setting; and
  - (ii) the degree to which design details, materials and finishes reflect or complement the style and traditions of local buildings; and
  - (iii) and the use and maintenance of landscaping to enhance new development, and the degree to which this makes use of local features and an appropriate mix of species suited to both the landscape and wildlife interests of the locality; and
  - (iv) the amenity, privacy and security of the development and of nearby properties; and
  - (v) and any nuisance, or harm to the rural character of the area, caused by lighting schemes.

### **Commentary:**

The requirements of this policy have been taken into account with the landscape design and construction methodology – see section 3.3 of this report

### **Policy LC20: Protecting trees, woodlands or other landscape features put at risk by development**

- a) Planning applications should provide sufficient information to enable their impact on trees, woodlands and other landscape features to be properly considered.
- b) Where development that involves risk of damage to trees, woodlands or other

landscape features is acceptable, adequate space must be left for their replacement with appropriate species of trees and shrubs or local materials. Appropriate maintenance that respects wildlife interests will be required.

**Commentary:**

The route running from Church Lane through Woo Dale will not require the removal of any trees or woodland.

The path will serve to manage the access over the Woo Dale section of the route, removing the existing overrun and rutting caused by existing unmanaged use.

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