

Greenway Strategy for West Derbyshire and the High Peak

SECTION 2: Policy and Strategic Context

2.1 Introduction

2.1.1 This chapter identifies the national, regional and local policy context relevant to the development of a network of Greenways in the Districts of Derbyshire Dales and the High Peak. There are a significant number of policies and existing plans and strategies that support the principles of easy access traffic-free routes for both leisure and transport purposes. This is therefore not a definitive list but a compilation of some of the most pertinent references.

2.2 National government policies and guidance

2.2.1 National government policies, guidance and targets affect the direction of Local government services and their delivery. Those listed below provide the relevant context for the development of easy access by Greenway networks.

2.2.2 The Health Agenda

Well managed public rights of way and other off road access routes will encourage people to make both healthier and more sustainable transport choices. The benefits of regular exercise are well documented and the issue of health is currently receiving a high profile. The governments Chief Medical Officers report: “At least Five a Week – evidence on the impact of physical activity and its relationship to health” highlighted the importance of taking regular exercise and stressed that increasing activity levels can improve physical and mental health, and that even small increases in physical activity can reduce the risk of disease and disability. Other research has shown the positive effect of nature and green space on people’s sense of well-being and mood. There is therefore a positive benefit to be gained from being in a natural environment, whether engaging in a passive activity such as enjoying the view or having a picnic or by more active participation such as walking or cycling.

In the East Midlands, physical activity has already been identified as one of five public health priorities in the regional public health strategy “Investment for Health” and includes the objectives to increase the physical activity levels of East Midlands residents which the development of the Greenway network can help to deliver.

2.2.3 Planning Policy Guidance (PPG’s)

2.2.4 Central Government provides a framework for encouraging development of this type through several of the Planning Policy Guidance Notes promoted by the Department for Communities and Local Government. Planning Policy Guidance Notes are slowly being replaced by Planning Policy Statements but where not yet replaced the PPGs are still relevant.

2.2.5 This guidance informs Regional Planning Policy and Local Authorities Structure and Local Plans to assist the provision of sustainable development across the country. Planning Policy Guidance notes (PPGs) set out the Government's policies on different aspects of planning. Local planning authorities must take their content into account in preparing their development plans. The guidance may also be material to decisions on individual planning applications and appeals. The system of Regional Planning Guidance, Structure Plans and Local Plans is being replaced by Statutory Regional Plans (the Regional Spatial Strategy) and Local Development Frameworks (LDFs) are prepared by the district and borough councils but the county council is still responsible for plans for minerals and waste management. In Derbyshire the relevant plans are still the adopted Local Plans - none of the districts have yet completed their LDFs.

2.2.6 The theme to encourage safe and easy access, particularly by walking and cycling is evident across many of the guidance notes. The promotion of accessibility to local facilities, service providers and attractions by other means than the car is particularly encouraged. Many of the government's national targets are supported by the promotion of Greenways, such as to reduce traffic congestion and air pollution, to promote healthy living and well being, to encourage social inclusion, enable urban renaissance as well as rural renewal through the benefits of new tourism infrastructure. Some extracts and key principles from the most relevant guidance notes are shown below;

- *PPG 3 Housing Development 2000*
"Local planning authorities should seek to reduce car dependence by facilitating more walking and cycling..."
- *PPG 13 Transport 2002*
Walking and cycling are integral to the government's transport policy. Whether to access shops and services in town or to connect rural areas and facilities, the provision of integrating walking and cycling facilities into the transport network crosses all planning disciplines. The guidance states;

"Our quality of life depends on transport and easy access to jobs, shopping, leisure facilities and services; we need a safe, efficient and integrated transport system to support a strong and prosperous economy. But the way we travel and the continued growth in road traffic is damaging our towns, harming our countryside and contributing to global warming. The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to; promote more sustainable transport choices for both people and for moving freight; promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and reduce the need to travel, especially by car."
- *PPG 17 Planning for open spaces, sport and recreation 2002*
"Open spaces, sport and recreation all underpin people's quality of life."
"Rights of way are an important recreational facility, which local authorities should protect and enhance. Local authorities should seek opportunities to provide better facilities for walkers, cyclists and horse-riders, for example by adding links to existing rights of way networks."
- *PPG 21 Tourism 1992*

This guidance recognises the increasing economic significance of the tourist industry and the effects on the environment. The development of a greenway network will provide additional tourism infrastructure across Derbyshire. The notes state;

“Tourism makes a major contribution to the national economy and to the prosperity of many cities, towns and rural areas. Its continuing growth generates a range of economic activity and new job opportunities. Because it often depends on a high quality environment, it can act as a positive force for environmental protection and enhancement.”

DfT The Future of Transport White Paper – A Network for 2030

2.2.6 In 2004 the government launched a new strategy for transport in the UK. Chapter 6 – Walking and cycling: A Positive Choice, recognises the need to provide safe and attractive quality walking and cycling environments, for workers, school children, mobility impaired groups and shoppers, and states;

“Walking and cycling offer a healthy and enjoyable alternative, particularly for short trips. We want to encourage more people to walk and cycle more often.”

DfT The Walking & Cycling Action Plan 2004

2.2.7 Further to The Future of Transport report above, this action plan highlights a collection of practical actions and good practice studies to support and encourage more walking and cycling in the UK. Actions allow for the strengthening of planning policy and development opportunities through the planning process, and promoting better transport planning by linking the Rights of Way Improvement Plan to the Local Transport Plan. Furthermore, the action plan details the following specific targets;

Action no.13: Better walking and cycling routes – promote quality infrastructure for existing and new routes

Action no.14: Crossings for pedestrians and cyclists – the Highways Agency is developing a Non-motorised User Crossings programme to reduce risk for pedestrians, cyclists and horse riders

Action no.16: Extending the National Cycle Network – working with Sustrans to extend existing networks and create links to schools

Action no.18: Inland Waterways routes – DfT to work with British Waterways to consider how best to exploit the potential of canal and river towpaths to provide accessible routes for walking and cycling.

Defra Waterways for Tomorrow 2000

2.2.8 Following on from the “New Deal for Transport” white paper 1998, Defra produced a new charter for waterways, entitled “Waterways for Tomorrow” in June 2000, to set out the proposals for the future of the inland waterways in England and Wales. The charter states;

“The Government wants to promote the inland waterways, encouraging a modern, integrated and sustainable approach to their use to protect and conserve a vital part of our national heritage. They wish to encourage their best and, where appropriate, innovative use, maximising the opportunities they offer for leisure and recreation; urban and rural regeneration; education; and freight transport.”

“Local Transport Plans will help ensure that the inland waterways are fully integrated with other transport-related policies such as those for freight, public transport,

cycling and walking. There is more scope for the waterways to be used for public transport and we will support the introduction of passenger boat services.”

The Government's Approach - A vision for the inland waterways

“The inland waterways are an important asset for future generations to enjoy and the Government is keen to see them maintained and developed in a sustainable way so that they fulfil their social, economic and environmental potential. We want to ensure that the many benefits and opportunities they provide are used to the full.”

A New Role for Waterways – Recreation and Leisure

“Almost all the waterways system is used for leisure. This includes boating of all kinds; angling; sport; and informal recreation. Towpaths and other waterside paths provide local and long distance walking and cycle routes, and access to the countryside.”

2.2.9 British Waterways ‘Our Plan for the Future 2005 – 2009’

The British Waterway’s corporate plan includes the following reference to access:

“We know canals and rivers attract millions of visitors. We want to build upon, and enhance, what we already offer to meet the expectations of an increasingly sophisticated and demanding leisure visitor.”

The Plan States:

- *develop sites, that already attract visitors and improve the facilities and services to meet the needs of those visitors. Such sites could include existing lock flights as well as major new developments*
- *include at these sites, where possible, car parks, retail, food and drink, boat trips, guided walks, plus other commercially viable propositions*

2.3 **Regional Policy and Strategies**

The East Midlands Regional Economic Development Strategy (EMREDS)

2.3.1 The primary goal of the EMREDS is to develop a competitive region and sustainable communities and aims to develop the East Midlands as a Top 20 region through raising Gross National Product (GNP) and productivity.

2.3.2 Greenway development helps to deliver the rural action plan by developing green infrastructure and providing the opportunity for agricultural business to diversify into tourism, adding value to the tourism cluster business.

2.3.3 The creation of a network of cycleways is a key element of the Derbyshire Local Transport Plan which helps to deliver the transport needs of the Regional Economic Strategy.

The East Midlands Development Agency (Emda) Corporate Plan 2008-2011

2.3.4 Emda’s proposed activities mesh with the challenges and targets described in the revised Regional Economic Strategy and have been developed with the principles of sustainable development. The overarching aims are to increase GDP and improve productivity. Emda’s proposals include;

Forestry & Greening

- *We will work with partners including Sub-regional Strategic Partnerships (SS’s), to promote the economic benefits of greening across the region. As an example,*

GNP has identified a number of ways in which they can increase investment across the sub-region by improving green spaces. Examples of proposed projects include pocket parks, millennium gardens and access improvements to nature reserves.

- An underpinning theme of our site development programme is to create a high quality environment to attract investment.

Transport

- Improving accessibility in rural areas.

Tourism & Culture

- With SSPs, we will support the growth of the short break market and work to enhance the quality and experience of key brands such as ... Derbyshire and the Peak District. EMDA and other partners will also seek to develop products that will create better links between the region's rural and urban areas and will encourage people to disperse from towns and cities to enjoy the attractions of the region's rural areas.
- In supporting emerging brands and new products, we will encourage consideration of the potential environmental impact on local communities, particularly in relation to transport issues, pollution and urban renaissance.
- Actions undertaken by EMDA and its partners will seek to maintain and enhance the quality of the rural environment and to spread the benefits of tourism throughout rural communities.

Rural Development

- We will develop a more proactive and effective role in the strategic development of rural tourism following production of the Regional Tourism Strategy early in April 2003 and updates in 2006. Rural tourism will be an important source of new jobs in the countryside and we will seek to ensure the following priorities for action for rural tourism are included in the strategy:
 - More support for tourist attractions with the potential for job creation and growth
 - Greater emphasis on attracting business tourism
 - A clearer focus regarding the elements of rural tourism activity in SSP plans
- Emda will further promote agricultural diversification.

2.3.5 Five core outputs have been identified to measure the impact of their expenditure to achieve the proposals, including;

- *Employment opportunities - creation/safeguarding of net jobs,*
- *Brownfield land - remediation/recycling hectares of brownfield land,*
- *Business performance - creation/attraction of new businesses,*
- *Education and skills - creation of learning opportunities and*
- *Investment benefiting deprived areas – leverage of private sector investment.*

2.3.6 The development of a Greenway network will help to deliver Emda's key aims and proposals by helping the local economy to adjust to 'new industry' through provision of a vital resource for sustainable tourism.

2.3.7 It will improve the tourism product of the sub-regional area, attract visitors to the area, generating further investment in the local economy and encourage the local rural economy to diversify into a more modern economy. This in turn benefits tourism business growth which can lead to new jobs by encouraging the expansion and development of new related business to cater for visitors using the new infrastructure for walking, cycling and horse riding. Such businesses might include the food and drink establishments, accommodation, retail outlets, stabling, short break or touring holiday

companies, cycle hire, existing visitor attraction income generators, equestrian businesses, cycling businesses and walking related businesses.

- 2.3.8 The delivery of such networks often comprises removal of dereliction and renewal of brownfield sites, through the provision of high quality environments, landscape renewal and environmental improvement schemes that enhance the quality of business estates, tourism and heritage areas within the urban and rural communities.

Tourism Strategy for the East Midlands 2003-2010

- 2.3.9 The East Midlands Tourism Strategy, entitled Destination East Midlands was launched. It will steer development of the industry in the region through to 2010. The strategy aims to significantly increase the role of the tourism industry in the prosperity of the region. The two main targets are;

Target: To increase visitor value by encouraging more over-night stays and increase visitor spend by 2% by 2010.

Target: To provide an additional 15,000 new jobs in the region in the tourism sector by 2010.

- 2.3.10 Greenway networks provide infrastructure for the sustainable tourism market and helps to deliver the regional tourism strategy.

Regional Planning Guidance for the East Midlands 2000 – 2021

- 2.3.11 Regional Planning Guidance provides the broader framework for a region's development and environmental protection over a 15 to 20 year period. It sets the context for the preparation of the Structure Plans and Local Plans.

The East Midlands Regional Transport Strategy 2001

- 2.3.12 This is an integral part of the Regional Planning Guidance and sets the context for the Local Transport Plans.

On Trent Initiative 2005 – 2024

- 2.3.13 The 'On Trent' Initiative is a partnership project involving a wide range of public, voluntary and commercial organisations. The project is working to secure a sustainable balance between the natural and historic heritage, agriculture, commercial activity and development along the River Trent. The following extracts are relevant to this strategy.

Tourism: There is potential for enhancing the local economy through small leisure and tourism based initiatives along the Trent Valley corridor.

Opportunity 5.9b: To build on existing initiatives to develop sustainable tourism opportunities in the Trent Valley.

Informal Recreation: The Trent and its banks are used for a variety of both formal and informal leisure and recreational activities along its length. Access to the countryside has the potential to provide recreation, health and relaxation benefits and makes an important contribution to quality of life for the public and visitors to the Trent Valley.

Opportunity 6.1g: Continuation of development of the Trent Valley Way.

Peak District National Park Policies

National Park Management Plan - Corporate Priorities 2004–2009

2.3.14 Objective 2 - Working together for people has the following relevant statements:

2.a Target specific groups especially the young, disadvantaged people and ethnic minority groups from our surrounding towns and cities to visit, understand and enjoy the National Park

2.b Successfully manage double the area of open access land and the Rights of Way network so that 98% of footpaths are easy to use

2.c Increase specific provision to encourage more outdoor sport and recreation for people, to meet government health and social inclusion objectives

2.d Achieve greater awareness of the Peak District as a tourism destination and improve the sustainability of visits

2.e Work to support services to local communities and especially to retain the affordable housing stock in accordance with regional planning guidance, local and regional housing strategies and the priorities of Community Plans, drawn up by the Local Strategic Partnerships

2.f Maintain and improve standards for visitor and recreational facilities, focusing especially on 'getting the basics' right with signage, information, parking, toilets, safety and accessibility

National Park Local Plan

2.3.15 Chapter 7 covers policies for recreation and tourism in the National Park. As stated in the Environment Act 1995, one of the two purposes of the National Parks is :

"promoting opportunities for the understanding and enjoyment of the special qualities of those areas by the public".

The plan states:

"Tourism makes a significant contribution to the local economy. In an area such as the National Park it is essential that recreation and tourism development is sustainable: that is, ensuring that activities or development today do not harm those qualities which future generations would wish to enjoy. The National Park Authority's approach to recreation and tourism development permits only that which has particular need to use the special qualities and resources of the National Park. It aims to maximise the local economic benefits of recreation and tourism, and seeks to accommodate reasonable provision of local recreation facilities for residents. More than 22 million visitor days are spent in the National Park each year. The number of visitors who arrive by car is a major source of concern for the National Park Authority. Measures to deal with this and to encourage the use of public transport are dealt with in Chapter 11 of the Local Plan. The number, type and location of recreation and tourism developments will also affect car use".

2.4 Derbyshire County Council Policies, Plans & Strategies

Derbyshire Community Strategy (2006-2009)

2.4.1 This provides a blueprint for joint action by almost all the public, private and voluntary organisations in the County. Progress on all the priorities outlined in the Community Strategy is determined through Derbyshire's Local Area Agreement (2005 – 2008) and via constituent organisations' own corporate

plans and strategies. The Rights of Way Improvement Plan is set within the context of these countywide strategies, agreements and plans. Two of the twelve key indicators under the Sustainable Communities heading are fundamental to the Rights of Way Improvement Plan:-

- *To increase the percentage of the total length of Rights of Way in the local authority area that are easy to use by the general public.*
- *To increase public access to the countryside.*

Derbyshire Local Transport Strategy 2006-2021

2.4.2 The Derbyshire Local Transport Strategy sets out seven Transport Objectives for delivering the Strategic Transport Aim: “To improve local accessibility and promote healthy and sustainable travel choices”. Of the seven objectives set to achieve the Strategic Transport Aim in Derbyshire’s LTP2, five are highly relevant to a well developed and managed Greenway and local rights of way network. These are:

- *Improve access to facilities by healthier and more sustainable travel modes;*
- *Implement prioritised public rights of way improvements, where relevant to the shared priorities;*
- *Encourage the use of healthier and more sustainable travel opportunities;*
- *Support the development and implementation of travel planning; and*
- *Ensure new facilities are located where they can be accessed by means other than the private car.*

Local Transport Plans 2006-2011

2.4.3

The development of the Greenways network is a fundamental element with the Rights of Way Improvement Plan which in turn forms a distinctive strand within the second phase of Local Transport Plan (LTP) process from 2006. This is in recognition of the contribution that local rights of way and Greenways can make towards transport, recreation and health issues. There are two Local Transport Plans that cover the Derbyshire Dales and High Peak area: the Derby Joint LTP and the Derbyshire LTP. They are fundamental to the setting of policy and guide the implementation for walking and cycling initiatives. The documents set out the strategies and programme for transport over the five year period 2006 – 2011 to meet a series of objectives. These shared objectives include: accessibility, safety, tackling congestion, improving air quality and quality of life:

Accessibility - Accessibility includes the need to enable people to access employment, education, health care, food shopping and leisure needs, by foot or cycle. Greenways development ties in most closely with the accessibility theme. It forms an important element of the Accessibility Strategies prepared during the production of the second Local Transport Plans for the County.

Congestion and the Economy -The Congestion shared priority also covers the Economy. In this context it is worth bearing in mind the economic value of the leisure and tourism industry to this county. In determining priorities for investment in the public rights of way network, the economic value of visitors to the countryside must be factored in.

Strategic Environmental Assessment (SEA) – An environmental report has been produced for each of the LTPs as a result of the SEA directive which requires environmental plans to be built into plans more effectively and to consider the medium and long term environmental consequences of the plans. Greenway proposals set out in the LTPs have been considered in the above report.

Rights of Way Improvement Plan for Derbyshire 2007-2012

2.4.4 The Rights of Way Improvement Plan for the County sets out how the County Council will plan strategically on how it will improve the management, provision and promotion of a wider rights of way and access network (including greenway provision) which considers:

- *the extent to which local rights of way (including greenways) meet the present and likely future needs of the public*
- *the opportunities provided by local rights of way for exercise and other forms of open air recreation and the enjoyment of the area together with the use of the network by local people as a means to access workplaces, schools and other local facilities*
- *the accessibility of local rights of way to blind or partially sighted people and those with mobility and other impairments*

2.4.5 Aim 3 of the Statement of Action: To provide a more connected, safe and accessible network suitable for all users identifies the following action points in relation to the development of Greenways:

Identified Need 3e) Continue with the development of the greenway programme for the County:

- *3e) i Produce a Greenway strategy for West Derbyshire and High Peak*
- *3e) iii Continue to develop a multi-user greenway network for everyday and recreational journeys. Target 60km of new greenway to be developed across the county 2006-2012 from routes identified in the Greenway strategies*
- *3e) iv Carry out monitoring of the use of newly developed and other strategic greenways*

DCC Cycling Strategy 1995

2.4.6 The authority's Cycling Strategy is currently under revision as part of an integrated transport & accessibility review. The current strategy splits the cycling policies into three aims. These and a corresponding policy are given below.

Aim 1: "To improve safety of cyclists"

Policy: "To develop safe cycle routes to and from schools."

Aim 2: "To encourage a growth in cycling."

Policy: "To facilitate and construct cycle facilities, networks and long distance paths."

Aim 3: "To improve access and facilities for cyclists"

Policy: "To provide cycle links between long-distance cycle paths and adjacent town centres."

DCC Countryside Management and Development Strategy 2004-2009

- 2.4.7 This Strategy guides the management and development work of the Countryside Service for a five year period and fits within the context of the Countryside Service Best Value Review Improvement Plan. It sets out the way ahead and identifies the following aim and objectives;

Aim 1: "Provide and improve countryside access opportunities for all sections of the community for a range of recreational, health, and sustainable transport purposes; including an easy to use public rights of way network."

Objective 1.8: "develop the Greenways network for the whole county promoting its use as a sustainable network for recreation, health, tourism and transport purposes."

Objective 1.9: "encourage the use of sustainable modes of transport throughout Derbyshire to access and enjoy the countryside, strengthening sustainable links to the countryside from urban areas."

2.5 Local Plans and Strategies

2.5.1 High Peak Borough Local Development Framework 2007

The High Peak Borough Local Plan has numerous sections that relate to Greenway development:

2.5.2 Chapter 4 – Conservation and Enhancement of Open Environment:

"The Plan area presents a range of landscape features from the dramatic topography, gritstone walls and expansive moorland around Glossop, Hayfield, New Mills and Whaley Bridge, to the limestone hills and dales of the Buxton area. Much is of high scenic value, as fine as parts of the adjoining Peak District National Park, and is the main reason for the popularity of the High Peak as an area in which to live and work and to visit.

Certain forms of development are acceptable in the countryside and, indeed, some may be actively encouraged as a means of improving facilities for public recreation and enjoyment and of diversifying the rural economy. Nevertheless, in the interests of preserving the countryside all new development requires careful control. Most forms of development of an urban character, such as housing, industry, commerce and retailing will normally be resisted in the countryside."

2.5.3 Chapter 9 – Leisure and Tourism:

"The demand for a range of quality recreational opportunities is especially high in areas attractive to tourists. Local residents are able to enjoy facilities derived as tourist attractions and vice-versa. The provision of a wide range of recreation and leisure facilities is an important part of the strategy of increasing the self-sufficiency of the Borough.

Various studies by national and regional organisations concerned with sport, recreation and the countryside conclude that a diverse strategy of action is needed to ensure that everybody, regardless of age or ability, has an opportunity to take part in some form of leisure activity. For example, greater use could be made of the countryside and the public rights of way network for recreation and relaxation, so long as this goes hand in hand with improved public awareness and management of the countryside. Dual use of existing facilities such as school playing fields can be a cost-effective way of increasing public access to recreation activities in both urban and rural areas. The Derbyshire and Peak Park Sport and Recreation Forum are undertaking a study of all sport facilities within Derbyshire. This will be used to establish whether additional built facilities or playing pitches are

required to serve the population”.

2.5.4 Chapter 11 – Transport & Access:

“The aims of the Local Plan emphasise the importance of growth through sustainable development. A safe and efficient transport system is an essential component of this goal. However continued growth in road traffic is damaging the built and natural environment and may contribute to climatic change. Government policy therefore promotes better integration between transport and other environmental and economic concerns.

Land use planning has a significant part to play in supporting a better-integrated transport system. By shaping the pattern of development and influencing the location, scale density and mix of land uses the Local Plan can help reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport walking and cycling”.

2.5.5 Chapter 11 - Long Distance and Local Trails:

The High Peak Borough Council is keen to ensure that trails and footpaths, especially those within, close to or connecting built-up areas, can offer an alternative to using the car, especially for short journeys. In addition they provide a recreational resource and the long distant routes bring visitors into the area.

It is important therefore that an adequate network of trails is established and maintained. Existing and proposed trails and paths, which run within or through the Plan area, are shown on the Proposals Map. Some (e.g. Sett Valley Trail, Longdendale Trail) have already been constructed by Derbyshire County Council, United Utilities and other bodies. Many of the routes are, or will be, designed for use by walkers, cyclists, and horse-riders. Provision will be made for disabled users as far as is reasonably practicable. There may be other routes, such as an extension to the High Peak Trail, which may warrant investigation as and when resources permit.

The Council will wish to ensure that the trails are designed and constructed in such a way that the landscape and wildlife conservation interests of the area are respected. The route corridor must be sensitively designed and landscaped to reflect the existing environment where this is of a high visual quality or, where appropriate, to improve upon it. It is important also that the construction of the trails is robust enough to stand the test of time and potentially high levels of use. Details for trail paths and corridors are provided in Supplementary Planning Guidance.

The High Peak Local Plan identifies the following trails and paths that they want to see protected, maintained and, where appropriate, improved as strategic routes under policy TR13 through the planning process:

Existing trails:

- Sett Valley Trail
- Goyt Way
- High Peak Trail
- Trans Pennine Trail
- Midshires Way
- Warmbrook Footpath

Proposed trails:

- Trans Pennine trail (extension)
- Pennine Cycleway
- Pennine Bridleway
- Lyme – Longdendale Link
- Peak Forest Tramway
- Glossop Trail

2.5.6 Derbyshire Dales District Local Development Framework 2007

Derbyshire Dales Local Plan 2005 still has active policies with relation to Greenway development under the following chapters:

2.5.7 Chapter 4 – Economic Development & Tourism:

“Encourage new development in locations which minimise the length and number of trips, especially by motor vehicles; encourage new development in locations that can be served by more energy efficient modes of transport;

- discourage new development where it would be likely to add unacceptably to congestion;*
- locate development requiring access mainly to local roads away from trunk roads, to avoid unnecessary congestion on roads designed for longer distance movement”.*

2.5.8 Chapter 7 – Transportation:

Objectives

- To create an environment that ensures new development contributes towards the overall reduction in the reliance of the private car.*
- To facilitate the integration of new development with the existing public transport, cycling and pedestrian network.*
- To facilitate the development of extensions to the existing public transport, cycling and pedestrian network.*
- To ensure that highway safety is not compromised by new development.*
- To safeguard land necessary for the implementation of transportation projects that contribute to the achievement of sustainable development*

2.5.9 Chapter 9 – Leisure & Recreation:

Objectives

- To facilitate the development of new sport and recreation facilities.*
- To protect important sport and recreation facilities from development.*
- To facilitate the development of new outdoor playing space and children’s play areas.*
- To balance the needs of specialist sports and recreation activities with the need to protect the environment.*
- To protect and enhance the rights of way network.*