Chapter 3 Landscape and Townscape

Landscape and Townscape Summary

Key messages of policy

- Recognise the value of landscape (an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors) following the European Landscape Convention in developing and implementing the plan.
- Commitment to work with Peak District National Park to develop action plans by 2014, identify appropriate design standards for the National Park, and continue with the road verge reserve project.
- Integration of public transport with tourism and recreation facilities in the National Forest.

Environmental baseline

Environmental description	Baseline condition	Future trend without LTP3
Visual intrusion from transport infrastructure	Anecdotal evidence suggests that transport infrastructure is impacting on landscapes and townscapes	Uncontrolled introduction would most likely exacerbate the issue.
Light pollution	Mapping shows that there are few dark areas left in the County	Technological advances/ natural renewal would most likely reduce glare. Energy saving initiatives may reduce light pollution, but moderate levels would likely remain.
Damage by indiscriminate parking	Some anecdotal evidence to locations where damage may occur. Although unlikely to be a significant issue.	Uncontrolled parking management could make matters worse. Increased visitors could cause localised problems at key tourist destinations.
Damage by motorised vehicles	Localised issues may occur. Some anecdotal evidence	Static
Erosion of countryside	Localised issues occur.	Mitigation measures undertaken outside the Plan are likely to maintain or reduce this issue
Tranquillity	Western rural half of County is generally moderate to good in terms of tranquillity, but the eastern, more urban side is moderate to poor.	Forecasts suggest that tranquillity levels are unlikely to change for the better or worse as requires significant increases or reductions in traffic for a perceivable change.

Environmental issues and opportunities

Description of issue	Implications/ opportunities for LTP3
Designated landscape and townscape of Peak District National Park	LTP3 should have due regard to support the National Park's strategies and policies.
Visual intrusion by transport infrastructure	LTP3 should seek to reduce the impact of transport infrastructure on the landscapes and townscapes
Less darker areas due to light pollution from illuminated transport infrastructure	LTP3 should seek to reduce the impact of light pollution on the night sky
Localised damage from parking at busy tourist locations	LTP3 should seek to protect the landscape and townscape from indiscriminate parking at busy tourist locations
Localised damage from use of motorised vehicles in the countryside	LTP3 should seek to protect the landscape from use of the countryside by people in motorised vehicles
Localised erosion damage from walking, cycling and horse riding	LTP3 should aim to protect against any increase in soil erosion from any increase in recreational walking, cycling and horse riding.
Less tranquil areas due to traffic noise and light pollution	LTP3 should seek to preserve remoteness and tranquillity
Landscapes and townscapes act as a tourist attraction of which many people travel by car to visit	LTP3 should seek to encourage more people to enjoy the natural and historic environment through more sustainable travel

Data gaps

Description	Action
Detailed evidence about visual intrusion from transport infrastructure	Undertake a pilot exercise to determine impact at a number of pilot locations in areas of high environmental value
Light pollution mapping now ten years old, no more recent mapping available.	No further evidence being sought due to light pollution being scoped out as an issue as it is unlikely to worsen.
No comprehensive data on parking damage	Anecdotal evidence suggests this is a localised issue and will be dealt with at local scheme level and therefore no further data being sought.
Countywide data on motorised vehicle damage in countryside	Majority of routes are located in the Peak District National Park. We have National Park data which has proved sufficient.

Draft objectives

SEA 1 Protect and enhance protected landscape areas and other areas of high landscape value from the visual impact of transport infrastructure and light pollution

SEA 2 Maintain the transport asset for local travel, to protect sense of place and the natural and historic environment

SEA 3 Protect and enhance the county's historic landscape and areas of high townscape value

SEA 4 Avoid damage to designated and/or protected heritage and historical sites

SEA 5 Help preserve remoteness and tranquillity within the Peak District National Park and other areas of tranquil countryside

3.1 Stage A1: Key messages of policy context analysis

3.1.1   Stage 1 of the SEA, see Annex 1, has identified the key relevant plans, programmes and environmental protection objectives relating to landscape. The key messages of policy context are:-

- Recognise the value of landscape (an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors) following the European Landscape Convention in developing and implementing the plan.

- Commitment to work with PDNPA to develop action plans by 2014, identify appropriate design standards for PDNP, and continue with the road verge reserve project.

- Integration of public transport with tourism and recreation facilities in the National Forest.

3.2 Stage A2: Environmental baseline

Introduction

3.2.1   Derbyshire encompasses a wide variety of landscapes from the open moorlands of the Peak District to the flat floodplains of the Trent Valley. These varied landscapes have developed over thousands of years and are shaped by the underlying geology, climate, land use and human settlements and influences. Landscape has a range of influences, particularly on the built environment and so this chapter also considers townscape and links with other disciplines such as biodiversity, ecology and cultural heritage. This chapter should be read in conjunction with the Chapters 4 and 5 to gain a full appreciation of the issues relating to the landscapes and townscapes. In this section to examine the environmental baseline we have considered the following issues:-
- Landscape and townscape characteristics and issues
- Visual intrusion (transport infrastructure; light pollution)
- Recreational damage (parking; motorised vehicles; walkers, cyclists & horse riders)
- Tranquillity

Landscape and townscape characteristics and issues

Peak District National Park

3.2.2   Within Derbyshire, the statutory landscape designation is that of the Peak District National Park. In Chapter 4, Figure 4.1 is a map of Derbyshire which shows the location of the Peak District National Park. The area of national park is 89,519ha and extends from the northern boundary of Derbyshire extending south towards Ashbourne. Issues relating to the Peak District National Park are considered under the Landscape Character Assessments below.

3.2.3   The Derbyshire local transport plan should have due regard to and aim to support the Peak District National Authority's strategies and policies for those areas of Derbyshire which fall within and adjoin the Peak District area.

Areas of Outstanding Natural Beauty (AONB)

3.2.4   There are no designated Areas of Outstanding Natural Beauty (AONB) within Derbyshire.[1]

Landscape/ Townscape Character Assessments

3.2.5   The national Landscape Character Assessment (LCA) is a technique used to give a consistent and comprehensive understanding of England's landscape and its character[2]. Landscape character is defined as 'a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, rather than better or worse'. Put simply, landscape character is that which makes an area unique[3]. LCAs also include an assessment of townscape character. There are 159 National Character areas, of which 11 cover Derbyshire. These have been further examined through the Landscape Character of Derbyshire 2003, the Peak District LCA 2008 and

---

[1] www.aonb.org.uk
[2] http://www.naturalengland.org.uk/ourwork/landscape/englands/character/default.aspx
[3] http://www.landscapecharacter.org.uk/lca

National Forest LCA 2004 which divides the landscape into smaller units of land with common characteristics. Through examination of the LCAs we have been able to summarise the key landscape and townscape features; and transport related issues as shown in Table 3.1. Figures 3.1 and 3.2 show the landscape character areas spatially.

Table 3.1 Summary of Derbyshire Landscapes and Townscapes and issues relevant to LTP3

Landscape Character	Key Landscape Characteristics	Key Townscape Characteristics	Landscape/ townscape trends of interest to LTP3
Dark Peak An upland landscape of high moors and settled valleys	• Open moors • Moorland slopes and cloughs • Enclosed gritstone uplands • Upper valley pastures • Settled valley pastures • Reservoir valleys with woodland • Riverside meadows	• Very sparsely settled landscape with occasional isolated gritstone farmsteads and cottages with stone slate roofs. • Distinctive small clusters of farmsteads and cottages known as Booths. • Scattered water-powered gritstone mills and a few later steam-powered mills, often constructed of red brick with prominent chimneys.	• Increased recreational access by walkers, cyclists, horseriders, 4x4s causing erosion of peat • Loss of tranquillity due to increased recreational use • Settlements close to area means light pollution has an impact on dark skies • Visual impact of signs • Traffic damage to verges • Increased demand for parking
White Peak A gently rolling upland, limestone plateau punctuated by steep sided dales, scattered villages and isolated farmsteads within a pastoral setting	• Limestone village farmlands • Limestone plateau pastures • Limestone hills & slopes • Limestone dales	• Strongly nucleated, with most farmsteads and dwellings concentrated into a central village • Buildings are typically constructed from the local Carboniferous limestone, often with random rubble constructed walls and stone tile, or Welsh slate roofs. Use of gritstone is also common. • Isolated stone farmsteads and scattered stone field barns • Dry-stone walls	• Localised heavy recreational pressure for active sports. • Visual impact of signs • Damage to roads, walls and verges • Increased demand for parking
Derbyshire Peak Fringe & Lower Derwent An undulating well-wooded, pastoral landscape on rising ground between the Derbyshire Coalfield and the Peak District	• Gritstone heaths and commons • Enclosed moors and heaths • Wooded slopes and valleys • Wooded farmlands • Settled farmlands • Riverside meadows	• Grey to brown sandstone farmsteads with Staffordshire blue tile or stone slate roofs are the dominant vernacular building type • Farmsteads are dispersed throughout the landscape, though there are occasionally clusters of farmsteads and cottages. • The presence of coal in the area and the expansion of Chesterfield have contributed to widespread development of 19th to 20th century red brick housing • Small market towns and villages tend to be nestled in valley bottoms and are characterised by sturdy limestone cottages and fine church buildings with dispersed farmsteads in outlying enclosed land. • Derwent Valley World Heritage Site	• Increase in recreational demands for walking, cycling and horse riding and other urban fringe pressures. • Climate change may result in more erosion of soils. • Change of use of railway lines (High Peak Trail) to recreational walking and cycle routes producing a wider spread of recreational activity into countryside areas. • Visual impact of signs • Damage to roads, walls and verges • Increased demand for parking
South West Peak an area of upland and associated foothills in the south-west part of the Peak District National Park	• Open moors • Moorland hills & ridges • Enclosed gritstone upland • Densely enclosed gritstone upland • Slopes & valleys with woodland • Upland pastures • Upper valley pastures • Reservoir valleys with woodland • Riverside meadows	• Lower slopes and valleys are more settled with dispersed gritstone farmsteads, occasional small villages and smaller fields enclosed by gritstone walls and some hedgerows.	• Settlements close to area means light pollution has an impact on dark skies • Localised heavy recreational pressure for active sports. • Visual impact of signs • Damage to roads, walls and verges • Increased demand for parking • Innovative solutions required to encourage visitors to use public transport
Needwood & South Derbyshire Claylands A settled, pastoral landscape on gently rolling lowlands.	• Settled Plateau Farmlands • Settled Farmlands • Sandstone Slopes and Heaths • Estate Farmlands • Riverside Meadows	• Red brick and half timber villages with sandstone churches. • Historic parks and country houses.	• None.

Landscape Character	Key Landscape Characteristics	Key Townscape Characteristics	Landscape/ townscape trends of interest to LTP3
Trent Valley Washlands An agricultural landscape set within broad, open river valleys with many urban features	• Lowland village farmlands • Riverside meadows • Wet pasture meadows	• Discrete red brick villages with farms and cottages • Large red brick outlying farms • Rapid expansion of many villages, particularly noticeable at Hatton, Hilton, Borrowash and Breaston. • Today the urban fringes are characterised by large modern housing estates. • Open character punctuated by massive cooling towers of power stations and strongly influenced by pylons, sand and gravel extraction	• Local design initiatives could help prevent inappropriate development and could improve the quality of new building.
Melbourne Parklands An undulating mixed farming landscape with country houses, landscaped parks and estate plantations	• Estate farmlands • Sandstone slopes and heaths • Wooded estatelands • Riverside meadows	• Settlements constructed of red brick with red clay tiled roofs • Scattered red brick estate farmsteads and the occasional country house	• Part of the area lies within the National Forest and will benefit from landscape and nature conservation improvements.
Leicestershire & South Derbyshire Coalfield A gently undulating landscape of shallow valleys and ridges dominated by mining and urban features	• Coalfield village farmlands	• Red brick buildings with clay tile roofs • Expansion of villages with red brick terraces, ribbon development and housing estates • Widespread legacy of coal extraction, including spoil heaps, opencast sites and pit railways	• The area lies within the National Forest which will bring about radical changes to the landscape.
Mease/ Sence Lowlands A gently rolling agricultural landscape with scattered villages and occasional country houses	• Village estate farmlands • Riverside meadows	• Small red-brick villages, often on hilltop sites and with prominent church spires.	• Part of the area lies within the National Forest and will benefit from landscape and nature-conservation improvements.
Nottinghamshire, Derbyshire and Yorkshire Coalfield Densely settled and industrial lowland characterised by mining settlements, mixed farming and woodland.	• Wooded hills and valleys • Estate farmlands • Wooded farmlands • Coalfield village farmlands • Coalfield estatelands • Plateau estate farmlands • Riverside meadows	• Small villages, hamlets and scattered farmsteads • Occasional country houses with associated parkland trees • Villages and towns with red brick former mining terraces and ribbon development • Strong association with transport routes due to the presence of canals, railway lines and roads	• Continuing pressures for development of housing, commerce and industry. • Development has led to a significant loss of tranquillity throughout the area • Demands for recreation and access are high
Southern Magnesian Limestone A gently rolling agricultural plateau punctuated by large woodlands, nucleated villages and incised river valleys	• Limestone farmlands • Limestone gorges	• Settlement concentrated in villages with historic cores of limestone buildings • Farms and cottages with red clay pantile roofs • Large self contained mining settlements around historic village cores • Creswell Crags	• There are pressures for development around the fringes of main towns such as Bolsover especially where the industrial influences of the coalfield towns are significant. • In the limestone villages, demands for small-scale housing development have in places led to an erosion of vernacular building character with an increasing use of brick.

Figure 3.1 Derbyshire Landscape Character Areas (outside Peak District National Park)

Character Area

Character Type

Character Area	Character Type
S Yorkshire, Notts & Derbyshire Coalfield	Estate Farmlands
	Coalfield Village Farmlands
	Wooded Hills & Valleys
	Plateau Estate Farmlands
	Riverside Meadows
	Coalfield Estatelands
	Wooded Farmlands
	Open Moors
	Enclosed Moorland
Dark Peak	Riverside Meadows
	Moorland Fringe
	Settled Valley Pastures
Southern Magnesium Limestone	Limestone Farmlands
	Limestone Gorges
	Sandstone Slopes & Heaths
Melbourne Parklands	Estate Farmlands
	Riverside Meadows
	Wooded Estatelands
Mease/Sence Lowlands	Village Estate Farmlands
	Riverside Meadows
Peak District National Park	Peak District NPA
	Gritstone Heaths & Commons
	Settled Farmlands
Peak Fringe & Lower Derwent	Enclosed Moors and Heaths
	Riverside Meadows
	Wooded Slopes & Valleys
	Wooded Farmlands
Leics & South Derbyshire Coalfield	Coalfield Village Farmlands
	Lowland Village Farmlands
Trent Valley Washlands	Wet Pasture Meadows
	Riverside Meadows
	Sandstone Slopes & Heaths
	Settled Farmlands
Needwood & South Derbyshire Claylands	Estate Farmlands
	Settled Plateau Farmlands
	Riverside Meadows
	Plateau Pastures
White Peak	Limestone Moorland
	Limestone Slopes
	Limestone Dales
Urban	Urban

Legend

Road Hierarchy
- HA Motorway Network
- HA Trunk Road Network
- Strategic Regional
- Strategic County
- Main Distributor
- Secondary Distributor
- New Link

Railways
- Railway Line
- Disused Line

Figure 3.2 Peak District National Park Landscape Character Areas

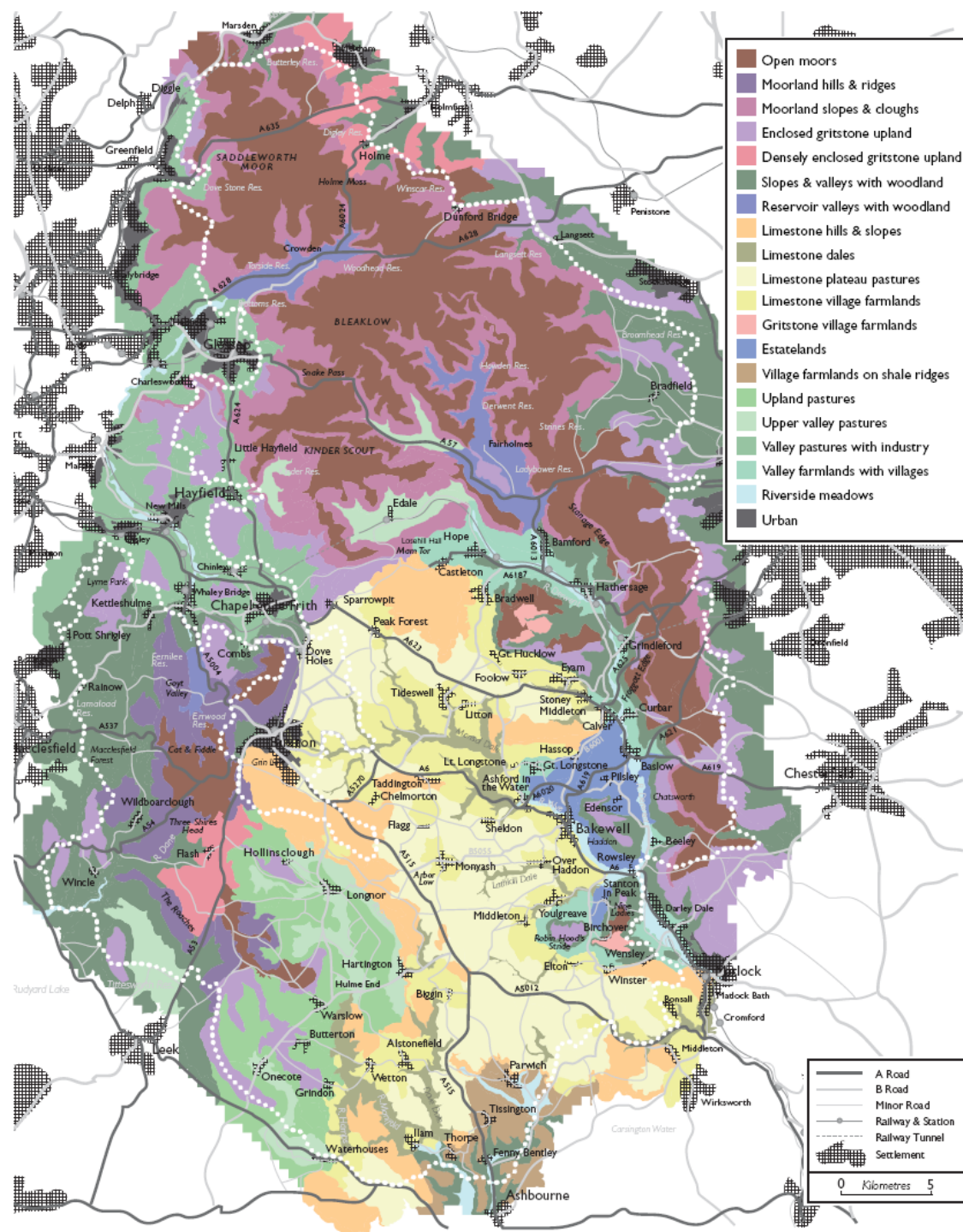# Landscape Character Types

Figure reproduced courtesy of Peak District National Park Authority

The effects of climate change

3.2.6 Some issues relating to climate change are contained within the LCAs, particularly the Peak District LCA. It is clear that climate change could have a significant impact upon the landscape. Rising temperatures could affect vegetation and species in the more colder climates of the uplands. Agricultural change may affect landscape and townscape characters. Heavier rainfall could impact on many landscapes by contributing to soil erosion in the uplands to flooding in floodplains and townscapes. Warmer temperatures could attract more recreational visitors to the more sensitive landscapes and townscapes. Transports role in contributing to climate change is therefore important as an overarching issue for landscapes and townscapes, this is further examined in Chapter 6.

Summary of landscape and townscape characteristics and issues

3.2.7 The landscape and townscape characteristics have identified a number of issues to be examined further to establish the baseline situation, the following paragraphs establish the baseline for:-
- Visual intrusion of landscapes and townscapes
  - Transport infrastructure
  - Light pollution
- Damage to landscape and townscapes
  - Parking
  - Recreational damage has been highlighted within the LCAs. Erosion to soils, particularly in relation to recreation is considered in Chapter 4. Damage to landscapes and townscapes by recreation and other vehicles is considered later in this section.
- Tranquillity

Visual Intrusion

Transport infrastructure

3.2.8 Many of the landscape character areas within the Peak District National Park highlighted visual intrusion as an adverse effect upon the landscape and townscape. Anecdotal evidence during previous LTP consultations highlight that similar issues occur outside the Peak District National Park, particularly in the more rural locations of western Derbyshire. Chapter 5 also identifies conservation areas and townscapes that are at risk due to adverse visual impacts due to transport infrastructure.

3.2.9 We are currently collecting information about the number and location of all transport assets in Derbyshire. Early results tell us that there are around 72,000 signs of varying types on the highway network. At this stage we have not been able to examine this spatially to help identify particular locations that may be suffering from high densities. Density alone is unlikely to highlight all issues of visual intrusion, so a more comprehensive methodology will be required to examine this. The Peak District National Park Authority has received correspondence relating to three roads which are deemed to be particularly impacted upon – A57, A623 and A515. A reduction in signage has been undertaken during the LTP2 period around Hartington and Bradley in the Derbyshire Dales. Not all visual intrusion relates to signs, with other infrastructure such as lining and traffic signals also contributing to an adverse impact. Our asset data collection is the first time this has been collated and therefore we are unable to establish trends of proliferation, however, it is clear that signage levels have increased over the last ten years through the introduction of more information and restrictions, predominately in an attempt to reduce road casualties.

3.2.10 In addition to proliferation of infrastructure, visual intrusion may be caused by factors such as poor maintenance; wrong choice of materials or colours of materials; and or poor design/ location choice. Unfortunately the asset management data does not currently provide condition data or materials used.

Light Pollution

3.2.11 Light pollution was identified as having an adverse impact on rural dark skies from nearby urban areas in a number of landscape character areas. Towns and other urban areas contain a number of light sources where a considerable proportion of light being emitted must be from street lighting. Within the County there are around 88,000 street lamps and a further 12,000 other illuminated transport assets. Figure 3.3 below shows light pollution mapping (not solely transport) produced by the Countryside Agency and CPRE for the East Midlands. Although there is no more recent data it shows a reduction in dark skies, particularly in the western rural areas of Derbyshire between 1993

and 2000. No up to date mapping has been produced. It is likely that the situation remains at least as at 2000 levels, due to LTP expenditure being focussed on renewal, rather than expansion. Technological advances in street lighting are likely to be contributing to a reduction in light being emitted into the night sky. The County Council is also currently examining street lighting provision to identify energy savings which could potentially lead to reduced lighting. We therefore suggest that we seek to reduce light pollution in LTP3 but that it is scoped out as an issue for further appraisal.

Figure 3.3 Light Pollution Across the East Midlands
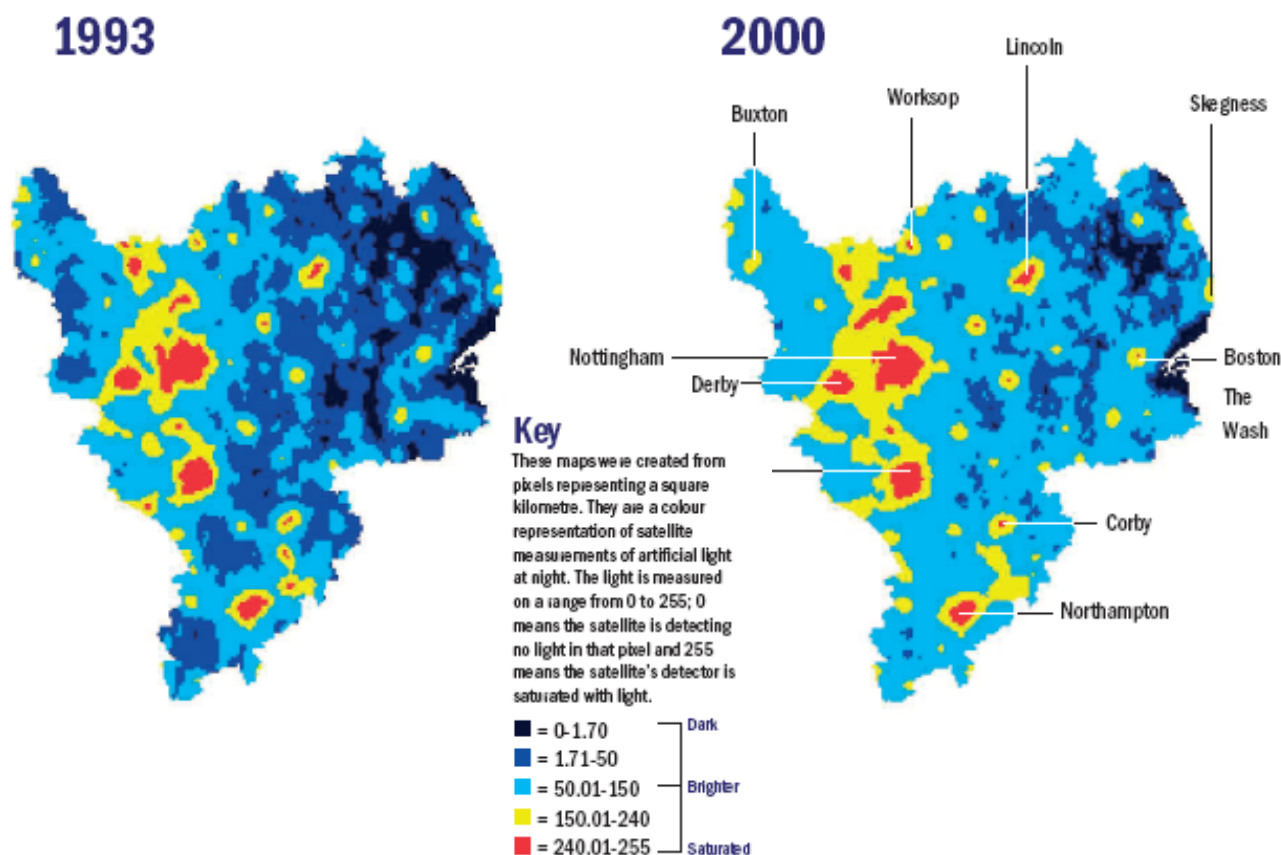
Summary of visual intrusion

3.2.12 It is clear that visual intrusion by transport infrastructure is an issue for both landscapes and townscapes across Derbyshire. Although we currently do not have the tools to examine those under most impact or are more sensitive to additional infrastructure it is clear that visual intrusion by transport infrastructure should be a key consideration for LTP3. Spatially, the most sensitive landscapes and townscapes have been identified; see paragraph 3.3.3 and a methodology for assessing adverse impacts will be developed.

3.2.13 Despite the lack of more recent evidence it is clear that transport contributes to light pollution. However, it is unlikely that there will be a significant increase in illuminated transport assets. Light pollution may reduce through the replacement programme, energy efficiency savings; and technological improvements.

Data Gaps

We do not currently have a clear methodology or evidence for examining locations particularly suffer from visual intrusion by transport infrastructure. There are a number of best practice manuals which we can use to develop a methodology to survey a number of pilot routes in areas of high environmental value as described in paragraph 3.2.9 which will inform this issue in more detail. As highlighted, the most recent mapping for light pollution is now ten years old. We know where our street lights are located but this would not provide us with levels of pollution. We acknowledge that light pollution is an issue but is unlikely to worsen and therefore we do not intend to seek any additional evidence for light pollution.

Recreational damage to landscapes and townscapes

Parking

3.2.14 Although we do not have a comprehensive parking assessment for the County, we are aware of anecdotal evidence about localised issues of damage to roadside verges through indiscriminate parking. Examples of locations known for demand are Edale village, Castleton village, Grindleford near Longshaw Estate, and the top of A57 Snake Pass[4]. Many of these are tourist hotspots located within the Peak District National Park. All of these areas have off-street parking available, but it is known that capacity is exceeded at times on bank holidays and at weekends leading to people finding alternative areas to park. Landscape character areas that relate to the Peak District National Park identify future parking demand as a potential impact on the landscape. 85% of visitors to the Peak District National Park currently use a car, therefore we can conclude that any increase in tourism is likely to increase parking demand in the National Park and elsewhere.

3.2.15 Parking pressures are not confined to the Peak District National Park. There are many tourist attractions or tourist hotspots that suffer from pressures at busy times. As mentioned above, it is difficult to identify where growth in visitors will occur, but the Derwent Valley World Heritage Site is an area that is planning to attract more visitors in the future. Although parking is not currently a significant issue[5], except Belper, it is likely that areas such as Cromford and Milford could experience higher levels of parking in the future.

Motorised vehicles in the countryside

3.2.16 Over recent years, there is a growing trend for using motorised vehicles in the countryside for recreational purposes. In Derbyshire there are concerns over the environmental damage and disturbance that can sometimes be caused by this activity, both within the highway itself and in the wider countryside. Within the countryside there are many routes that motorised vehicles can use legally which are mainly unclassified roads, plus ten byways open to all traffic. The majority of the rural routes are located in north and western Derbyshire, including the Peak District National Park. In addition to legal routes, illegal use of other rural footpaths and bridleways causes damage. See also Chapter 5, where we have identified Scheduled Ancient Monuments being impacted upon from the use of motorised vehicles within the countryside.

3.2.17 The Peak District National Park Authority acted on behalf of Derbyshire County Council to conduct a baseline survey of routes within the National Park. A full condition survey of all 180 'other routes with public access' has been completed and prioritised. At its meeting on 7th March 2008, the Peak District National Park Authority requested that the routes showing highest priority from the survey should be subject to management plans, in order to determine the most appropriate course of action. To date, there 8 routes with individual management plans. Mitigation measures on some routes are planned for 2010/11:

- Brough Lane
- Chapel Gate
- Long Causeway
- Moorland Lane
- School Lane
- Shatton Lane
- Washgate
- Bradley Lane

Walkers, cyclists and horseriders

3.2.18 Damage by walkers, cyclists and horse riders is considered in detail within the section about soils, see Chapter 4.

Summary of recreational damage

3.2.19 Recreational damage appears to be a more localised issue rather than a strategic issue. Whilst it will be important that LTP3 seeks to reduce damage, we do not consider it as a strategic issue to take further forward and therefore suggest that it is scoped out.

---

[4] Information provided by DCC North Area Team
[5] Derwent Valley World Heritage Site Management Plan 2007

Tranquillity

3.2.20   Some landscape character areas assessments, particularly within the Peak District National Park, identified tranquillity as an important factor. Indeed 55% of visitors to the National Park said that they visited for the tranquillity[6]. The Campaign to Protect Rural England (CPRE) published tranquillity maps for the UK in 2007. Figure 3.4 shows the tranquillity maps produced for Derbyshire. Derbyshire was ranked 34th of 87 unitary or county authorities in the UK[7] for tranquillity. Tranquillity is not confined to noise. Other positive contributing factors include hearing natural sounds e.g. birdlife, streams; seeing the stars at night; seeing a natural landscape or woodland. Negative factors relate to transport noise, urbanisation and light pollution. Urbanisation is considered under visual intrusion from transport infrastructure.

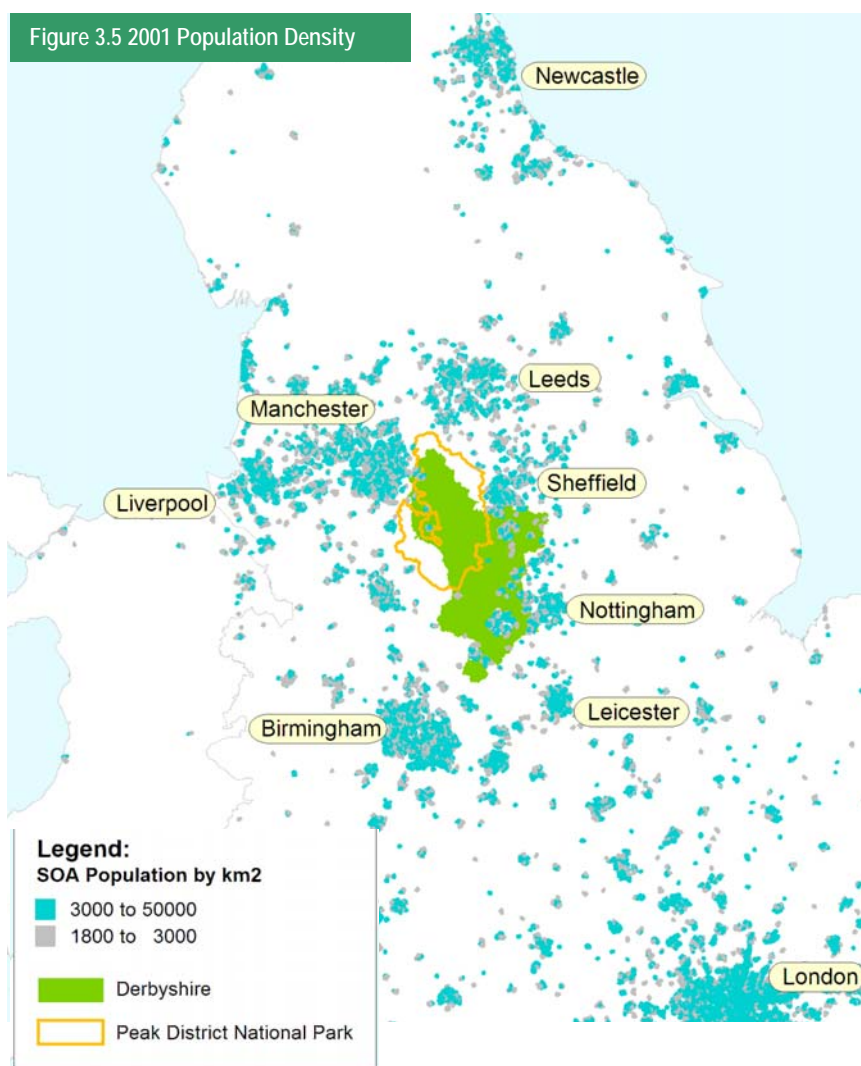Figure 3.4 CPRE Tranquillity Map of Derbyshire 2007
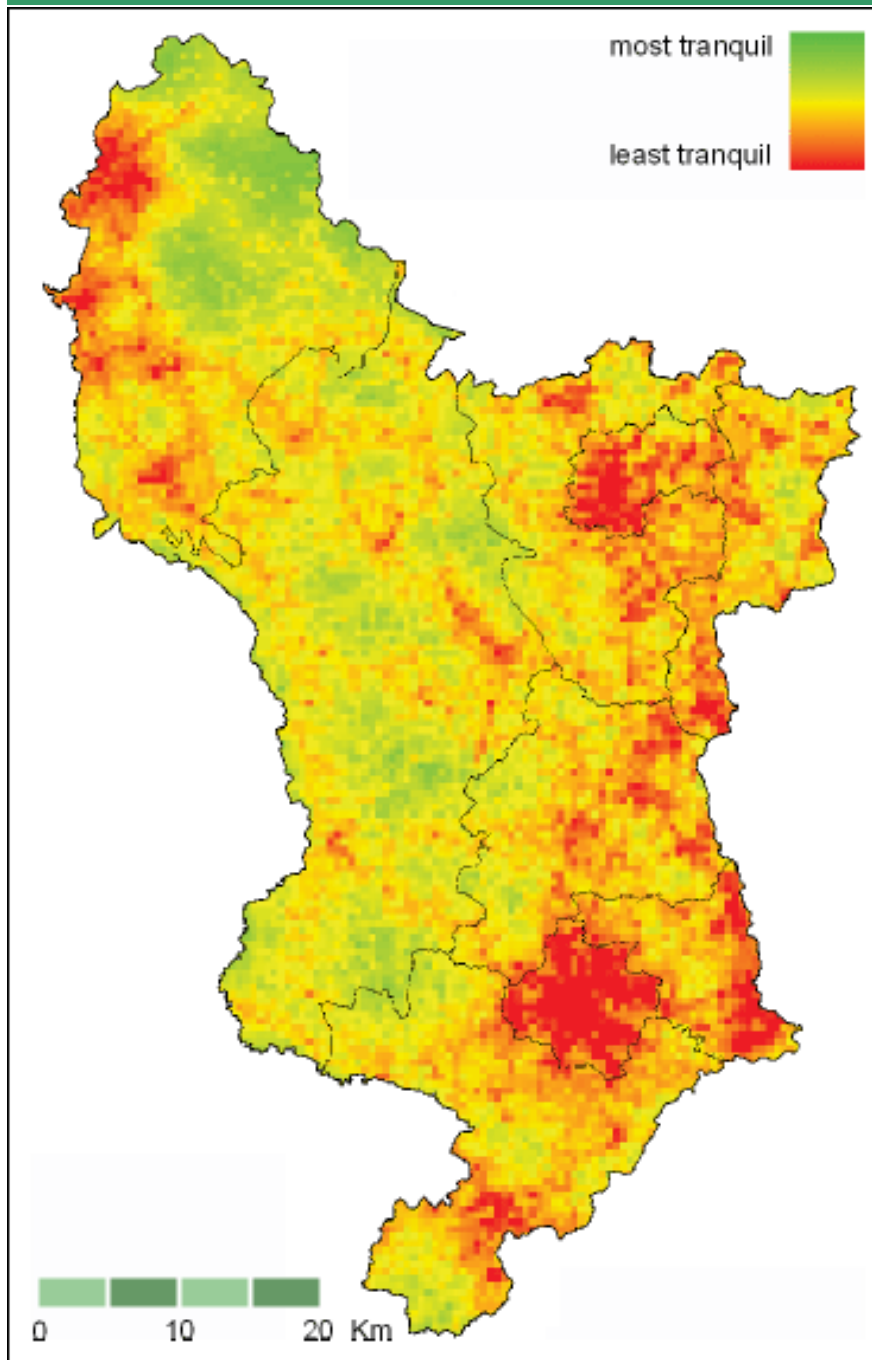
3.2.21 CPRE highlights two key threats to tranquillity of relevance to LTP3 – light pollution and new roads/ increased traffic. Although we do not have historical mapping to identify any trends in tranquillity, we have used the tranquillity methodology used by CPRE to examine recent trends in relation to traffic impact. This methodology was used for LTP2 as a baseline 2004/05 and since traffic levels are generally comparable using 2008 data, the two sets of results show similar results to the mapping in Figure 3.4. These estimates were projected forward to 2021 for LTP2 and these forecasts showed similar results to the Figure 3.4. Figure 4.3 shows two halves to the county with the east being moderate to less tranquil and the west generally moderate to most tranquil as reflected by the general urban/ rural split of the county. Our noise level estimates, as described in Chapter 9, show that noise levels are not predicted to increase significantly over the Plan period and identifies the noise element of tranquillity is unlikely to significantly change. It is unlikely that tranquillity will improve significantly should traffic levels decrease; a 25% reduction in traffic is needed for a perceivable change in noise levels[8]. Light pollution has already been considered in paragraphs 3.2.11 above which recognised that light pollution is a baseline issue, but not expected to significantly worsen in the future.

Summary of Tranquillity

3.2.22 Tranquillity is clearly an issue in the more urban areas of Derbyshire, particularly the eastern side of the County. There are also pockets of quite tranquil areas. By examining traffic related tranquillity and noise from traffic it would appear that tranquillity is unlikely to significantly worsen over the Plan period. It is also unlikely that traffic-related tranquillity could be improved through a significant reduction in traffic. We therefore suggest that tranquillity is recognised as an issue where opportunities could be taken to improve, but that it is scoped out of any further assessment.

Landscape and townscapes as a visitor attraction

3.2.23 It is clear from the assessment of the environmental baseline that many of the pressures on the landscapes and townscapes in Derbyshire are the result of visitors travelling to, or enjoying them. This is in conflict to the environmental quality that they are visiting for. The Peak District Visitor Survey 2005 identifies that 85% of people travel to the National Park for the scenery and 85% of people do so by car. A contributing factor may be that a significant proportion of the population of England, see Figure 3.5, is within easy reach of Derbyshire and the Peak District. This is reflected in a large percentage (77%) of visitors coming for day trips only[9].

Figure 3.5 2001 Population Density

Legend:
SOA Population by km2

- 3000 to 50000
- 1800 to 3000
- Derbyshire
- Peak District National Park

3.3 Stage A3: Environmental Problems and Opportunities

3.3.1   In this section we summarise the key issues or challenges for LTP3 that we have identified through the SEA stages A1 and A2, which have identified the key messages of policy and an assessment of the environmental baseline. In this section we also identify the key opportunities for LTP3. For key issues we have added any additional information that we think will be useful in the next stages of appraisal.

Issues/ Challenges	Implication/ Opportunity for LTP3
Designated landscape and townscape of Peak District National Park	LTP3 should have due regard to support the National Park's strategies and policies.
Visual intrusion by transport infrastructure	LTP3 should seek to reduce the impact of transport infrastructure on the landscapes and townscapes
Less darker areas due to light pollution from illuminated transport infrastructure	LTP3 should seek to reduce the impact of light pollution on the night sky
Localised damage from parking at busy tourist locations	LTP3 should seek to protect the landscape and townscape from indiscriminate parking at busy tourist locations
Localised damage from use of motorised vehicles in the countryside	LTP3 should seek to protect the landscape from use of the countryside by people in motorised vehicles
Localised erosion damage from walking, cycling and horse riding	LTP3 should aim to protect against any increase in soil erosion from any increase in recreational walking, cycling and horse riding.
Less tranquil areas due to traffic noise and light pollution	LTP3 should seek to protect against a loss of tranquillity
Landscapes and townscapes act as a tourist attraction of which many people travel by car to visit	LTP3 should seek to encourage more people to enjoy the natural and historic environment through more sustainable travel

Key Issue: Visual intrusion by transport infrastructure

3.3.2   In taking forward the key issue of visual intrusion by transport infrastructure it is important to understand which areas may be more sensitive. We have already identified that the Peak District National Park should be a consideration in this. There are also areas outside of the National Park that contain exceptional landscapes that should also be considered in any future examinations.

3.3.3   Our Conservation and Design section has developed a methodology for reviewing known environmental data within a landscape spatial framework. The overall objectives of the approach include and a map of the results are shown in Figure 3.6:-
*   To identify areas of landscape of highest environmental value relating to ecology, historic landscape, cultural assets and visual unity.
*   Identify priority areas where the overarching aim will be the conservation and enhancement of landscape character, biodiversity and cultural heritage

3.4 Stage A4: Developing SEA Objectives

3.4.1   Emerging SEA objectives for landscape and townscape are as follows:

SEA 1 Protect and enhance protected landscape areas and other areas of high landscape value from the visual impact of transport infrastructure and light pollution

SEA 2 Maintain the transport asset for local travel, to protect sense of place and the natural and historic environment

SEA 3 Protect and enhance the county's historic landscape and areas of high townscape value

SEA 4 Avoid damage to designated and/or protected heritage and historical sites

SEA 5 Help preserve remoteness and tranquillity within the Peak District National Park and other areas of tranquil countryside

Figure 3.6 Areas of High Environmental Value outside the Peak District National Park

KEY

Areas of High Environmental Value
■ Primary
■ Secondary

Rivers

Urban

Joint Character Areas (JCA)

JCACODE	JCANAME
30	Southern Magnesian Limestone
37	Yorkshire Southern Pennine Fringe
38	Nottinghamshire, Derbyshire and Yorkshire Coalf
50	Derbyshire Peak Fringe and Lower Derwent
51	Dark Peak
52	White Peak
53	South West Peak
54	Manchester Pennine Fringe
68	Needwood and South Derbyshire Claylands
69	Trent Valley Washlands
70	Melbourne Parklands
71	Leicestershire and South Derbyshire Coalfield
72	Mease/Sence Lowlands

Reproduced from the Ordnance Survey mapping with the permission of the controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. 100023251 2007.