Dear Madam/Sir

Localism Act 2011 – Strategic Planning Comments

Darley Dale Neighbourhood Plan 2017 - 2033: Submission Version

Thank you for consulting Derbyshire County Council (DCC) on the Darley Dale Neighbourhood Plan 2017 – 2033: Submission Version (DDNP). The comments below are DCC’s Member and Officers’ technical comments with regard to the renewable energy, low-emission vehicle infrastructure, dark skies, housing, flood risk, community engagement, and public health aspects of the Plan.

Local Member Comments
Councillor Jason Atkin, the Local County Council Member for Derwent Valley, has been consulted. To date, no comments have been received, but if I receive any I will forward them to you.

Officer Comments

General
As DCC stated in its comments on the Pre-Submission version of the DDNP (see attached letter dated 16 July 2018) the range of policies remains very narrow, and limited predominantly to landscape character and design matters. DCC would like to re-iterate the potential for the DDNP to address a wider range of issues including nature conservation (including veteran trees), climate change, energy efficiency, renewable energy, low emission vehicle infrastructure, and public health.

The Submission version of the DDNP still contains no real consideration of the wider parish outside the built area and a number of issues, which could greatly contribute to the preservation of the character of the community, have been omitted, particularly:
• The potential for renewable/low carbon energy developments – whilst understandably many communities do not wish to see large scale commercial development in their vicinity, nevertheless DCC would suggest that policies relating to small-scale domestic renewables and energy efficiency should be included in the DDNP.

• Policies in relation to Low Emission Vehicle Infrastructure. DCC would suggest that a policy should be added to ensure that new developments should include the provision of charging points or at the very least, include the appropriate electrical infrastructure to enable retrofitting of charging points. Electric vehicles are on the market, becoming increasingly common, and are to be the only option from 2040 or possibly earlier, and future plans should take this into consideration.

• The DDNP includes frequent references to the impact on, and benefits of, proximity to the Peak District National Park, but fails to appreciate the detrimental impact of artificial light on the National Park and rural landscape. Reducing unnecessary artificial light has benefits for wildlife, human health and local amenity, and it would be helpful if the Plan were to include a policy on this area.

The attached draft/model policies document provides suggested wording for three policies: Decentralised Renewable Energy and Low Carbon Technologies; Ultra-Low Emission Vehicle Infrastructure and Dark Skies. These provide some background to these issues and could be used as a basis for further policy development/inclusion in the DDNP.

**Housing**
Darley Dale is identified in the Adopted Derbyshire Dales Local Plan as a second tier settlement which has the ability to support sustainable new development and to provide for new homes and jobs. The Local Plan allocates three sites in Darley Dale to accommodate just over 200 dwellings. DCC welcomes and supports the range of policies on landscape character and design in the DDNP, which are all framed positively and ‘support’ new development, subject to a range of criteria that seek to ensure that the development is of a scale and nature that does not harm the landscape character of the area and protects important open areas between the various ‘settlement’ areas.

**5 Darley Dale in context**
**Paragraph 38**
DCC would reiterate the comments in its letter dated 16 July 2018 on the Pre-Submission version of the DDNP that the link to the Strategic Flood Risk Assessment 2016 on Derbyshire Dales’ website does not appear to work.
9 Engagement with the Community: A Key Principle

Paragraph 67
The reference to ‘paragraph 188 of the National Planning Policy Framework’ (NPPF) should be amended to refer to paragraphs 39-46 of the latest version of the NPPF (February 2019).

Paragraph 68
The paragraph should be amended to refer to the latest version of the National Planning Policy Framework (February 2019) and the footnote paragraphs to 39-42.

12 The Importance of Good Design in Residential Development
The first sentence should be deleted; references to ‘good design’ are now contained in paragraph 124 of the latest version of the NPPF.

Public Health
DCC would reiterate the comments in its letter dated 16 July 2018 on the Pre-Submission version of the DDNP that the Plan could strengthen the health and wellbeing of people in Darley Dale by the inclusion of areas from DCC’s ‘Strategic Statement – Planning and Health across Derbyshire and Derby City’ (January 2016) as follows:

- Strengthen references to walking and cycling throughout the document, to ensure that the local population is able to choose active travel as an option (rather than relying on embedded car usage).

- Create healthy living environments through the provision of community open space, recreation and sports facilities and enhancement of public rights-of-way.

- Consider making references to meeting the housing needs of ageing populations more explicit, e.g. supporting dementia friendly communities and enabling social connectedness. Encourage developers to design homes to a lifetime standard that would include facilities and features that would enable people to live independently for longer.

- Mitigate the impact on public health, ensuring that developments minimise their environmental impact e.g. in relation to air-quality and noise, by reducing any exposure.

- Ensure that new housing developments consider the need for more sustainable travel options including integration with public transport systems, promotion of active travel and supporting usage of low emission vehicles.

- Consider including a reference to “mixed use” housing developments, that would create opportunities for connectedness between members of the community who might not otherwise come into contact with each other, e.g.
via a shared recreational space to encourage inter-generational contact, and
neighbourhood community centres.

- Consider making reference to existing housing stock, including plans for
  renovation and replacing poor quality housing stock.

- Make a specific reference to mental health.

Transportation and Development Control
DCC has no comments to make from a transportation and development control
perspective.

I trust that you will draw these comments to the attention of the independent
Examiner.

I should also be grateful if you would notify DCC of the Council’s decision on
whether to accept the Examiner’s recommendations and future progress with the
Plan.

Please contact me if you wish to discuss the comments further.

Yours faithfully

[Signature]

David M Dale
Policy and Monitoring and LA lead: CLIP: Planning Sub-group
Dear Ms Lavell

Localism Act 2011 – Strategic Planning Comments

Darley Dale Neighbourhood Development Plan 2017 - 2033:
Pre-Submission Version

Thank you for consulting Derbyshire County Council (DCC) on the Darley Dale Neighbourhood Plan 2017 – 2033: Pre Submission Version (DDNP). The comments below are DCC’s Member and Officers’ technical comments with regard to the landscape and rural environment, economy and tourism, historic features, low carbon and renewable energy, dark skies, broadband, and public health aspects of the Plan.

Local Member Comments
Councillor Jason Atkin, the Local County Council Member for Derwent Valley, has been consulted. He has commented as follows:

‘The Pre Submission plan which is contained in the link in your email is the latest version from Derbyshire Dales Town Council (DDTC) (7 March 2018), but is not the version which was submitted to Derbyshire Dales District Council (DDDC) in July 2017. A member of the Darley Dale Neighbourhood Plan Steering Group has indicated to the District that they have been carrying out the Regulation 14 consultation and not supplied the District with the new DDNP, which the District are awaiting.

However it has been brought to the attention of the DDNP Steering Group that the timescale for consultation does not meet the statutory 6 week period as required by the regulations, and as such they will need to re-consult for the full 6 week period as the District are still awaiting the documentation. I have read the District version and the version in the e-mail consultation link, and my comments are as follows:

a) The District have not received a consultation statement which is a requirement of Regulation 15.

b) There is no evidence that suggests that formal pre-submission public consultation has taken place on the changes to DDNP in accordance with Regulation 14.
c) Further screening of the document is required prior to formal consultation in accordance with the regulations, and in the absence of the basic condition statement, the District cannot proceed to formal consultation.

d) DDNP has taken the unusual step of dividing Darley Dale into historic areas Two Dales, Hackney, Churctown etc.; these are historic names of areas contained in Darley Dale and do not reflect on the town as a whole.

e) It appears to me that nowhere in the plan is the economic development of Darley Dale mentioned.

f) Dark skies are not mentioned.

g) Broadband is not mentioned.

h) A forward vision for Darley Dale is not apparent.

i) The southern ward of the parish has not been mentioned in the DDNP, and as such the areas of Hooleys and Morledge are not included and should be.

Officer Comments

General
The document appears to concentrate on highly specific landscape character and design issues to the exclusion of other broader planning issues such as housing, economic development, retailing, transport, heritage, tourism, and broader environmental issues. DCC would suggest, therefore, that the document should include spatial development policies and strategies for the parish as a whole, and not simply for the urban parts of it.

Landscape
DCC’s landscape officers support the observations of Councillor Atkin. The DDNP refers to the ‘landscape character’ of Darley Dale but in reality it is more of an expression of the built environment rather than the landscape. Maps 1, 2, 3 and 4 of the DDNP show the boundary of the entire parish; however, the DDNP deals primarily with the residential areas within it, but excludes Hooley Estate and Morledge. Although the DDNP provides detail on what might be required in the built-up areas there are no obvious policies relating to the landscape and natural environment of the surrounding agricultural hinterland.

Settlements in Darley Dale
The DDNP refers on a number of occasions to Darley Dale being made up of a number of distinct settlements, including: Darley Hillside, Parkway and Oaker, Churctown, Broadwalk and Two Dales. While it is accepted that these may have historically been separate hamlets, they are no longer distinct settlements and may better be described as ‘character areas’. The ‘Hackneys’ and Farley are physically separate from the remainder of Darley Dale and may legitimately be described as separate settlements with their own community identity. Although lacking a central core or focus, these may be considered to be ribbon developments or loose clusters of dwellings.

Rural environment and nature conservation
The DDNP lacks any spatial policies in terms of where development may be permitted, focusing almost entirely on design principles within tightly defined areas. Much of the parish, including almost all of the rural element, is neglected. The parish includes a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA), Special Area of Conservation (SAC) and a number of local wildlife sites and ancient woodlands. Again, these are only mentioned in passing in the descriptive text.
Economy and Tourism
The DDNP describes a number of local business types and makes passing reference to businesses and tourism in the area. There are no policies relating to the promotion or location of business/commercial development in the parish. Peak Rail has a station near the Whitworth Institute/Hotel and is one of the most significant tourist attractions in the parish, but no mention of how the plan can support this or derive community benefit from the attraction is included. Similarly, Darwin Forest Park (with 112 lodges for visitors) is only mentioned in passing in the context section. There are no policies relating to tourism or tourist accommodation in the plan. Given the scale of the Forest Park and its rural location, near to the Peak Park and SSSI/SPC/SAC boundaries, and the importance of the setting of the Peak Park as stated in the plan, there should be policies which seek to influence the growth and nature of development in the rural parts of the parish.

Policies
The policies concentrate on landscape character design principles for the numerous ‘settlements’ (character areas) identified in the plan. While these seek to impact on the type of development likely to emerge, there is a lack of spatial policies which seek to direct development. This is important as the boundaries of the settlements are drawn quite tightly and, due to the scale of Map 7, are not well defined.

Examples:
Strategic Housing Land Availability Assessment (SHLAA) allocations HC2(h), HC2(i) and HC2(k) in the Lower Hackney area are located outside the area identified as Lower Hackney and are therefore not covered by the landscape design or design principle policies of the NP.

NP 6: Protecting the Landscape Character of Two Dales
This policy seeks to ensure development is along the existing road pattern – i.e. it promotes ribbon development – which may reflect what is there, but may not be the form of development that should be perpetuated or is supported by the National Planning Policy Framework (NPPF) or the Derbyshire Dales District Council Local Plan (DDDCLP).

NP 9: Protecting the Landscape Character of Farley
The policy for Farley seeks to ensure that new development maintains an open and fragmentless character, which could encourage development in the countryside, and is not supported by the NPPF or the DDDCLP.

Historic Features
The Plan contains no real reference to historic features, e.g. listed buildings, scheduled monuments or historic parks – all of which feature in the parish – and contribute to the character and cultural importance of the plan area. These are only mentioned in passing as part of the history of Darley Dale.

An all-weather playing pitch is proposed at the Whitworth Park, but this has the potential for significant harm to the setting of the Whitworth Institute and its historic park. There is only passing comment on these features in the ‘History’ section of the DDNP (paragraphs 40-44), and apart from general design principles, no mention is made of the protection of these historic features.
Low-carbon and Renewable Energy
There is no reference in the document to low-carbon and renewable energy proposals, and DCC would suggest that the Neighbourhood Plan Steering Group (NPSG) should come to a view on such matters. If it is in favour, the following preamble/policy is suggested:

Decentralised, Renewable and Low-Carbon Energy Technologies
Renewable and low-carbon related energy development has the potential to make a significant contribution to sustainable development, while needing to be balanced against other important considerations, notably the potential impact on the parish’s high quality landscape, heritage attributes and residential amenity.

Any development must therefore be of an appropriate scale, in a suitable location, and sensitive to the special and high quality landscape of the parish, as well as respecting residential amenity and other important considerations.

POLICY WITH RENEWABLE ENERGY AND LOW-CARBON TECHNOLOGIES

Suitably located and designed proposals that promote and encourage the development of renewable and low-carbon energy resources will be permitted following consultation with local residents, the Parish Council and Derbyshire Dales District Council, where either individually or cumulatively, it can be demonstrated that any adverse impacts have been addressed. Proposals will be supported that:

a) do not have an unacceptably adverse impact on the amenity of local residents (including: noise, vibration, visual impact, shadow flicker, water pollution, odour, air quality, emissions, sensitivity and character of the landscape);

b) do not have a significant adverse effect on any designated site (including: Site of Special Scientific Interest, regionally or locally important geological site, site of ecological value, Special Landscape and Landscape Character Areas, Listed Building, heritage asset, Local Green Space, Conservation Area or their settings);

c) in the case of wind turbines, it can be demonstrated that the development would not result in an unacceptably adverse effect on protected species, including migration routes or sites of biodiversity value;

d) in the interests of residential amenity and safety, there is an appropriate minimum separation between wind turbines over 25m to blade tip and residential properties;

e) in the case of ground mounted solar panels, it can be demonstrated that they do not result in the loss of good quality agricultural land;

f) proposals should include details of associated developments including access roads and ancillary buildings. Transmission lines should be located below ground wherever possible in order to reduce the impact on the open countryside.
g) measures are included for the removal of structures and the restoration of sites, should sites become non-operational;

h) identify the potential positive effects the proposed renewables development would have on the local environment and community.

In addition, the DDNP makes several comments on design, but there is no mention of how this might impact upon low-carbon energy development or installation.

Low Emissions Vehicle Infrastructure (LEVI)
It is anticipated that by 2033 there will be far more low emission vehicles on the roads. However, there is no reference to the potential for LEVI in community or commercial development. Community projects are mentioned at the Whitworth Park, and Peak Rail is located within the parish; both of these facilities could provide community or visitor LEVI. Nevertheless, the provision of LEVI could impact on the character of the settlement and should be considered given the time frame of the DDNP.

The following preamble/policy is suggested:

There is overwhelming evidence that petrol and diesel-powered vehicles cause pollution, which contributes to climate change, poor air quality and is dangerous to public health. For these reasons policy makers, vehicle manufacturers and other transport innovators are working to build interest in and around the use of alternative fuels, for example electricity, bio-methane and hydrogen.

As many transport users will make the transition to Low Emissions Vehicles (LEV) over the next few years it is appropriate to consider the need for suitable charging infrastructure that is ‘fit for purpose’, represents good value for money, and responds directly to the increasing expectation and demand for a network of public access infrastructure.

The UK has seen a surge in demand for LEVs, including electric vehicles, and 2016 saw a record year of sales, but the pace of demand and ever changing technology means that by 2025 this is expected to have increased significantly. There are currently just over 100,000 LEV cars on UK roads and that figure is expected to rise to around 1 million (LEV) by 2025.

POLICY X LOW EMISSIONS VEHICLE INFRASTRUCTURE

The electrical infrastructure within all new developments must be capable of the future addition of Ultra-Low Emission Vehicle charging infrastructure in terms of anticipated load capacity: 3 phase electricity supply should be considered as standard to facilitate effective charging of electric vehicles.

New commercial or community facility proposals should include provision of Low Emission Vehicle and e-bike charging points available for both the public and staff.

Residential developments of 10 or more dwellings should either:
- Provide off road charging infrastructure
- Ensure that electrical infrastructure within all developments is capable of the future addition of charging infrastructure in terms of anticipated load capacity
or
- Provide publicly accessible Low Emissions Vehicle and e-bike charging points.

External Lighting and Dark Skies
No mention is made of external lighting or the issue of excessive lighting, or its potential impact on the Peak District National Park (PDNP) and character of Darley Dale. Given the proximity of the PDNP, and the significance the plan places on the impact of design thereon, this issue should be addressed.

The following preamble/policy is suggested:

Dark Skies
Darkness at night is one of the key characteristics of rural areas and there is some concern that it is being diminished by light pollution. Sources of light can include light spill from roof lights, street lighting, decorative exterior lighting and poorly installed security lighting. The National Planning Policy Framework (paragraph 125) notes that in seeking to protect and enhance the natural environment, planning policies "should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation".

Light pollution affects the character of the countryside and obscures views of the night sky. It is of particular concern for wildlife including bats, insects and many nocturnal mammals and birds, disrupting their normal feeding and breeding behaviours and even migratory patterns. There is increasing concern that exposure to artificial lighting can disrupt the body's natural rhythms have detrimental impacts on human health.

The Campaign to Protect Rural England (CPRE) has produced detailed maps showing the amount of light pollution across the country. Darley Dale Parish is affected by light pollution along the A6 corridor and around Darwin Forest Park. The Plan therefore seeks to ensure that the existing dark skies outside of the main settlements and, particularly in the northern parts of the parish are protected and that new developments do not increase light spillage, preventing further deterioration of the night skies.

POLICY Y DARK SKIES

Any development must limit the impact of light pollution from artificial, externally visible light sources. Any proposals to install lighting in areas of the Parish that are currently dark at night will be resisted. Dark at night is defined as more than 50m from an existing street light.

External lighting should be designed to reduce the impact on dark skies, avoiding excessive use of lighting or the unintentional illumination of adjacent areas.

Broadband
Broadband services are becoming ever increasingly important to local communities. DCC would therefore suggest the DDNP should contain a preamble and policy as follows:

When DCC’s ‘Digital Derbyshire’ programme (a partnership led by DCC and BT, and supported by the Government, D2N2 Local Enterprise Partnership, and the European Regional Development Fund) came into being, an Open Market Review (OMR) was
carried out and the communications providers were asked to identify the areas where they had an existing or planned fibre service. Under State Aid rules, these areas were classed as covered by commercial roll out and were taken out of the scope and remit of 'Digital Derbyshire'. The majority of Darley Dale parish is covered by BT's commercial roll out.

Approximately 1,900 premises in Darley Dale parish benefited from the first phase of 'Digital Derbyshire' deployment. As part of the second phase, which runs until the end of 2018, an additional 79 premises are planned for an upgrade, subject to on-ground surveys and planning requirements.

DCC would therefore suggest a policy as follows:

**POLICY Z BROADBAND**

*All new developments should provide access to Next Generation Access (NGA) broadband infrastructure (capable of delivering download speeds of at least 30 Mbps).*

**Public Health**

DCC's public health team has considered how the plan aligns with the agreed Strategic Statement - Planning and Health across Derbyshire and Derby City (see link https://observatory.derbyshire.gov.uk/IAS/Custom/Resources/HealthandWellbeing/Wider_Determinants/Strategic_Statement_Planning_and_Health.pdf) and has collated comments accordingly where the DDNP supports the priorities, where the Plan could be strengthened, or where it might need to be more explicit.

The DDNP does not reference Health Impact Assessments (HIA) and it is suggested that the following statement should be added to the Plan:

'Planning applications for major residential developments of 100 dwellings or more should ideally be accompanied by a Health Impact Assessment (HIA), where there is likely to be a negative impact on population health as a consequence of the development'.

The DDNP makes no reference to Environmental Impact Assessments (EIA) and 'population and human health' as one of the EIA considerations. The NPSG should consider adding this to the Plan.

The degree to which the DDNP meets the health priorities within the shared Strategic Statement is outlined below:

References to protecting the natural environment, heritage, buildings and landscape are all particularly strong in this version of the DDNP. All of these elements make a significant contribution to the health of the population, so their inclusion is extremely positive for the health and well-being of Darley Dale.

**6.1 Prioritising positive prevention** (promote the development of healthy environments that actively support people to maintain a healthy weight)

The DDNP makes limited specific reference to walking and/or cycling; however, it does extensively reiterate the need to protect landscape and green space and it refers to the network of footpaths and bridleways within the neighbourhood that would support access...
to the Peak District National Park. This will enable people to access walking friendly environments for both recreational purposes, and active travel.

The DDNP would benefit from strengthening its references to active travel to ensure connectedness between where people live, work, and spend their leisure time. In particular, the benefits of the newly-established Matlock-Rowsley cycle path, part of the 'White Peak Loop', and part of the Matlock-Baslow Derwent Valley Cycleway, should be mentioned.

6.2 Supporting positive mental wellbeing
Mental health is not explicitly mentioned, but the "well-being" agenda in the DDNP appears to be supported by the inclusion of references to the natural environment, open green space, connectedness, community facilities, and community consultation. The DDNP also actively engages local people in the planning process, which supports delivery of the "Five Ways to Well-being" agenda.

6.3 Supporting healthy ageing
The DDNP clearly outlines an understanding that the neighbourhood will change in response to the growing and ageing population of the District. It clearly states that the parish needs to grow in order to support this older demographic.

Design of neighbourhoods suitable for older people is not explicitly mentioned, although this may be covered in the use of development design standards such as the Design Council publication, Building for Life 12 (BFL 12), which encourages connectedness and meeting local housing requirements.

6.4 Enabling people to connect with each other
The DDNP supports the Strategic Statement priority of enabling people to connect with each other, and makes reference to the need to ensure that community facilities and services are provided to meet growing local need.

The DDNP also makes reference in Policy NP 20: Enhancing the Provision of Community Facilities, to supporting the grant of planning permission for the provision of additional community facilities for young people.

Community engagement is a key principle that runs throughout the DDNP, and it reflects the communities' desire to play a significant role in shaping the future of the parish.

The DDNP makes reference to the Voluntary and Community Sectors and their strong role in supporting local community infrastructure, events and parish life. This is significant, and will support the neighbourhood to address challenges and inequalities, ensure diversity is appreciated, and support people to feel safe and valued.

6.5 Healthy homes
This version of the DDNP seeks to ensure quality of design is used to minimise environmental impact. It also makes reference to using local materials.

The DDNP encourages the use of BFL12 guidance to ensure that great places to live are created. This will ensure connectedness, improved facilities and services, access to public transport, and meeting local housing requirements with a mixture of housing types and
tenures that suit local requirements. All these are essential considerations to ensure good health and wellbeing of local populations.

Quality of existing housing stock is not explicitly mentioned. Living in poor quality homes that require improvement has a fundamental negative impact on health and particularly the most vulnerable people e.g. children and older people. Therefore the plan would be strengthened if it included some reference to ensuring existing housing stock maintains good quality, or is renovated or replaced if it requires improvement.

Other areas from the Strategic Statement – Planning and Health, that the NPSG should consider including in the Submission version of the DDNP to strengthen the health and wellbeing of people in Darley Dale:-

- Strengthening references to walking and cycling throughout the document, to ensure that the local population is able to choose active travel as an option (rather than relying on embedded car usage).

- Creating healthy living environments through the provision of community open space, recreation and sports facilities and enhancement of public rights-of-way.

- Making references to meeting the housing needs of ageing populations more explicit, e.g. by supporting dementia friendly communities and enabling social connectedness. Encouraging developers to design homes to a lifetime standard that include facilities and features that will enable people to live independently for longer.

- Mitigating the public health impact by ensuring developments minimise their environmental impact e.g. in relation to air-quality and noise, by reducing any exposure.

- Ensuring that new housing developments consider the need for more sustainable travel options including integration with public transport systems, promotion of active travel, and supporting low emission vehicle usage.

- Including a reference to “mixed use” housing developments that would create opportunities for connectedness between members of the community who might not otherwise come into contact with each other, e.g. via a shared recreational space to encourage intergenerational contact, and neighbourhood community centres.

- Making references to existing housing stock, including plans for renovation and replacing poor quality housing stock.

5 Darley Dale in context

Topography

Paragraph 36
The link to the Strategic Flood Risk Assessment 2016 on Derbyshire Dales’ website does not appear to work.
Education and Highways
DCC has no comments to make on the Education or Highways contents of the document.

I trust that you will be able to take these comments into account and incorporate them into the Submission Version of the Plan.

Please contact me if you wish to discuss the comments further.

Yours sincerely

David M Dale
Policy and Monitoring and LA lead: CLIP: Planning Sub-group
Decentralised, Renewable and Low-Carbon Energy Technologies

Renewable and low-carbon related energy development has the potential to make a significant contribution to sustainable development, while needing to be balanced against other important considerations, notably the potential impact on the Parish's high quality landscape, heritage attributes and residential amenity.

Any development must therefore be of an appropriate scale, in a suitable location, and sensitive to the special and high quality landscape of the Parish, as well as respecting residential amenity and other important heritage considerations.

POLICY X DECENTRALISED, RENEWABLE ENERGY AND LOW-CARBON TECHNOLOGIES

Suitably located and designed proposals that promote and encourage the development of renewable and low-carbon energy resources, will be permitted following consultation with local residents, the Parish Council and XXXX District Council, where either individually or cumulatively, it can be demonstrated that any adverse impacts have been addressed. Proposals will be supported that:

a) do not have an unacceptably adverse impact on the amenity of local residents (including: noise, vibration, visual impact, shadow flicker, water pollution, odour, air quality, emissions, sensitivity and character of the landscape);

b) do not have a significant adverse effect on any designated site (including: Site of Special Scientific Interest, regionally or locally important geological site, site of ecological value, Special Landscape and Landscape Character Areas, Listed Building, heritage asset, Local Green Space, Conservation Area or their settings);

c) in the case of wind turbines, it can be demonstrated that the development would not result in an unacceptably adverse effect on protected species, including migration routes or sites of biodiversity value;

d) in the interests of residential amenity and safety, there is an appropriate minimum separation between wind turbines over 25m to blade tip and residential properties;

e) in the case of ground mounted solar panels, it can be demonstrated that they do not result in the loss of good quality agricultural land;

f) proposals should include details of associated developments including access roads and ancillary buildings. Transmission lines should be located below ground wherever possible in order to reduce the impact on the open countryside.

g) measures are included for the removal of structures and the restoration of sites, should sites become non-operational.
h) identify the potential positive effects the proposed renewables development would have on the local environment and community; and

i) do not have an unacceptably adverse impact on the character, attributes, setting or archaeology of the Derwent Valley Mills World Heritage Site or its buffer zone;

Small scale, decentralised, domestic renewable energy systems, including building mounted solar energy and biomass, ground and air source heating systems, will be encouraged as part of proposals for new buildings and where conversion or significant refurbishment of existing buildings are being considered.

Ultra-Low Emissions Vehicle Infrastructure

There is overwhelming evidence that petrol and diesel-powered vehicles cause pollution, which contributes to climate change, poor air quality and is dangerous to public health. For these reasons the government intend to end the sale of conventional internal combustion engine powered cars by 2040. Policy makers, vehicle manufacturers and other transport innovators are therefore working to build interest in and around the use of alternative fuels, for example electricity, bio-methane and hydrogen.

As many transport users will make the transition to Ultra-Low Emissions Vehicles (ULEVs) over the next few years it is appropriate to consider the need for suitable charging infrastructure that is ‘fit for purpose’, represents good value for money, and responds directly to the increasing expectation and demand for a network of public access infrastructure.

The UK has seen a surge in demand for ULEVs, including electric vehicles. 2016 saw a record year of sales. There are currently just over 100,000 ULEV cars on UK roads and that figure is expected to rise to around 1 million (OLEV) by 2025. The pace of demand and ever changing technology means that by 2030 it is expected half of all new cars will be ULEVs.

POLICY Y ULTRA-LOW EMISSIONS VEHICLE INFRASTRUCTURE

The electrical infrastructure within all new developments must be capable of the future addition of Ultra-Low Emission Vehicle charging infrastructure in terms of anticipated load capacity.

New commercial or community facility proposals should include provision of Ultra-Low Emission Vehicle and e-bike charging points available for both the public and staff.

New development should either:
- Provide off road charging infrastructure
- Ensure that electrical infrastructure within all developments is capable of the future addition of charging infrastructure in terms of anticipated load capacity or
- Provide publicly accessible Ultra-Low Emissions Vehicle and e-bike charging points.

Dark Skies

Darkness at night is one of the key characteristics of rural areas and there is some concern that it is being diminished by light pollution. Sources of light can include light spill from roof lights, street lighting, decorative exterior lighting and poorly installed security lighting. The National Planning Policy Framework (paragraph 180c) notes that in seeking to protect and enhance the natural environment, planning policies "should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation".

Light pollution affects the character of the countryside and obscures views of the night sky. It is of particular concern for wildlife including bats, insects and many nocturnal mammals and birds, disrupting their normal feeding and breeding behaviours and even migratory patterns. There is increasing concern that exposure to artificial lighting can disrupt the body's natural rhythms have detrimental impacts on human health.

The Campaign to Protect Rural England (CPRE) has produced detailed maps showing the amount of light pollution across the country. NAME Parish is affected by light pollution...geographical description. The Plan therefore seeks to ensure that the existing dark skies outside of the main settlements and, particularly in ... geographical description parts of the parish are protected and that new developments do not increase light spoilage, preventing further deterioration of the night skies.

POLICY Z DARK SKIES

Any development must limit the impact of light pollution from artificial, externally visible light sources. Any proposals to install lighting in areas of the Parish that are currently dark at night will be resisted. Dark at night is defined as more than 50m from an existing street light.

External lighting should be designed to reduce the impact on dark skies, avoiding excessive use of up-lighting or the unintentional illumination of adjacent areas.