For everyone who loves the Peak District **Peakland** guardian

Spring and Summer 2020



Also protecting the landscapes of South Yorkshire



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CPRE South Yorkshire promotes the beauty, tranquility and diversity of South Yorkshire's countryside for everyone to enjoy now and in the future. We campaign for green spaces unspoilt by development, environmentally friendly farming and forestry, and thriving villages and attractive towns, connected by excellent public transport.

Friends of the Peak District works to protect and enhance the unique landscapes of the Peak District for future generations. Friends of the Peak District represents the Campaign to Protect Rural England in the Peak District, and is the national park society for the Peak District.

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Cover picture: Montage of wind turbines on the ridge between Mam Tor and Lose Hill ©Tim Mackey

Back page picture: Robin Hoods Cave on Stanage Edge ©Tomo Thompson

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Welcome from the CEO

I wrote the last Peakland Guardian introduction wondering whether or not we would be leaving Europe and what, if any, the knock on effect would be for small charities. I'm writing this one with the nation having BREXIT'ed, and in the throes of the coronavirus outbreak, with everyone having to work out how to ensure business continuity through it all!

These ever changing times make it difficult to strategise where the charity will be going in the coming years but we now have a new five year strategy which takes its lead from the National CPRE strategy. We have placed 'Tackling the Climate Emergency' at the very core of our strategy. Read more on page 8 or why not attend this year's AGM where the strategy will be available in full - at the Norfolk Arms, Ringinglow on Thursday 9 July. We'd love to see you there!

In the meantime, the Board of Trustees is looking to expand, and would welcome enquiries from anyone anywhere in our area who has the time, effort and enthusiasm to help govern the charity. Our forthcoming centenary (in 2024) will also present many exciting opportunities to engage with us so please contact me if you're interested to find out more about how you can get involved.

Anyway, the ouzels will soon be back, the lambs will be gambolling, and the landscapes of the Peak District and South Yorkshire will shed their winter coats and burst into colour and song. I hope you manage to get out and enjoy our unique countryside.

> Do keep in touch. Tomo Thompson, CEO

The climate emergency: why we must act now



Climate change is likely to change our countryside beyond recognition. We risk losing the cycle of the seasons, the food we depend on, and the wildlife that makes our parts of Yorkshire and the Peak District so wonderful. But, it doesn't have to be this way. By planting more trees and hedgerows, taking better care of our soils, restoring peatlands, and supporting farmers to produce our food in a more sustainable way, the countryside can be at the heart of solving the crisis, while also restoring and enhancing the natural world that surrounds us. This view is at the centre of CPRE's new policy position on the climate emergency and we stand four square with it.

We have until 2030 to implement the action needed to limit global warming to 1.5 degrees. This will require global emissions to fall by 7.6% every year from now until 2030. A rise in temperature of even half a degree more than this would significantly increase the chances of droughts, floods and other extreme weather events, which are already becoming increasingly common.

At the same time, the UK's wildlife continues to decline. Since the 1970s, there has been a 13% decline in average abundance across wildlife studied and the declines continue unabated. While the biodiversity crisis also has other causes, climate change is a significant contributor, so the two crises are two sides of the same coin, and we must address them together.

The threats posed by the climate emergency to our countryside and rural communities are profound. The UK's Committee on Climate Change (CCC) has identified a number of risks, including: loss of quality of cropland; sea level rises; new pests, disease and species migration posing risks to crops, livestock and trees; greater water stress affecting ecological health of lakes and rivers; degradation of peatland; increased extreme weather events which will pose increasing threats to communities, businesses, infrastructure and the natural environment.

The landscapes we know, the biodiversity and forms of economically feasible production they support, as well as the nature and availability of fundamental resources such as fertile soil and usable water, will change. Our approaches to energy production, land management, nature, water and soil will need to evolve rapidly. But 'different' need not be 'bad', if our countryside remains beautiful, diverse, accessible, health giving and productive. All these things underpin resilient and viable rural communities and economies.

The solutions to tackle the climate emergency, such as planting more trees and hedgerows, making the most out of renewables, making our homes more energy efficient, and new sustainable public transport will require transformational change across the country, touching every sector and community. Whilst our front cover of wind turbines on the Great Ridge is deliberatively provocative (and not an outcome we desire), all landscapes (including national parks) and communities must play their part in producing more low carbon energy and consuming less energy.

Decision making – and the role of the planning system – must be radically transformed with more democratic, local engagement and more strategic planning at regional level. A new low carbon land use strategy will be essential. Action must be swift yet the transition should be equitable for rural areas.

It is therefore necessary that the landscapes we know, the biodiversity around us, the ways in which we travel and the type of places that we live, will change. We must embrace this change positively and holistically, so that future generations can enjoy the biologically rich, fertile countryside that we celebrate for its intrinsic value as much as we do for providing us with things such as food, fresh water and health and wellbeing benefits.

100 Years of history

It's certainly been a busy few months working on the Archive Project having now been joined by our first two groups of volunteers. Our cataloguing volunteers have been getting their hands dirty (literally!) by helping to re-box and sort the archive which has now all been moved from an off-site storage to its temporary home at our office building. It's great to see it all in one place and so much easier to get a handle on what there is and how it can be arranged and made accessible. We've been supported along the way by the wonderfully helpful staff at the Sheffield City Archive Service who have been offering advice and assistance on the best way to package and conserve all the slides, photographs, maps, sketches and papers in the collection.

With the recent appointment of Bill Bevan, the project's Research and Interpretation Co-ordinator, work has also progressed on capturing a number of oral history recordings. These aim to document the role of the charity's key campaigns and campaigners over the last 70 years. Accredited by the Oral History Society, Bill ran a training day for volunteers who learned how to get to grips with the techniques, technology and legalities of making these recordings. The first interviews have already come in but we're keen to interview more. We'd be happy to hear from anyone who worked for or volunteered with the charity, particularly anyone who can recall working with founder Ethel Haythornthwaite and/or her husband, Gerald.

2020 promises to be a busy year as we crack on with cataloguing, especially for those items we're looking to digitise. We will finalise the plan to digitise parts of the collection, and confirm the parts we will research in more detail and write about.

There will be opportunities for volunteers to get involved at various stages in all of this so keep an eye on our website over the year for more announcements. Otherwise please email your details to:

caroline.bolton@cprepeakandsyorks.org.uk.





Recently there has been a flurry of announcements from central government for funding buses and demand-responsive transport. How timely then that CPRE has just reported its research into 'transport deserts' – small towns with poor public transport services.

Such 'deserts' are probably well known to all of us either from living in or visiting a 'small town' (with a population of between 5,000 and 30,000) which rarely benefit from national policy initiatives. Yet 15 million people live in such settlements where lack of public transport leads to social exclusion and reliance on private vehicles to travel longer distances to shops, employment and services.

CPRE has created the methodology to identify 'transport deserts' by using a scoring system which depends on the frequency of bus, coach and rail services and the availability of community transport or taxi and ride-sharing opportunities. Use of this methodology will be invaluable for local communities to press for investment in public transport.

The existence of transport deserts is a disgrace when compared to services in some European countries. In the Zurich canton in Switzerland for example, public transport services are enshrined in law: settlements of more than 300 people are guaranteed an hourly service and corridors with multiple settlements have a service every 30 minutes. These services run 6am to midnight, seven days a week and repeat hourly at regular intervals, *and* buses and trains connect.

The recommendations made by CPRE

research to remedy 'transport deserts' include a national bus strategy, digital connectivity, smart ticketing and a ring-fenced rural transport fund. Important though these are, in themselves they are only sticking plasters to a situation which needs radical change.

At present, local councils have to spend precious resources applying for funding in competition with each other. If they are successful, the benefits of transitory investment are likely to be lost once the funding ceases. In the Sustainable Travel Towns of Darlington, Peterborough and Worcester, investment of £15m over five years in a range of initiatives aiming to encourage more use of non-car options, led to a substantial growth of bus trips per person (10-22%) at a time when there was a national fall of 0.5%. Once the five-year pilot was over, bus use declined in all three towns. Similarly, once the Local Sustainable Travel Fund in the Lake District came to an end all the benefits of reduced car traffic were lost.

Instead, the focus needs to be on designing an approach akin to that for Transport for London which would cover city regions throughout England. Our fragmented, privatised and deregulated environment, coupled with short term funding, does not allow for the overall planning and coordination which those on the continent enjoy and show that it is possible to provide high quality rural public transport which supports vibrant, healthy, economically successful rural communities, providing government stops tinkering at the surface and addresses the root causes of the problem.

ANNUAL GENERAL MEETING Wednesday 9 July 2020 at 7pm Norfolk Arms, 2 Ringinglow Village AGENDA

- I. Welcome, introduction and apologies
- 2. Minutes of the 17th AGM of CPRE Peak District and South Yorkshire
- 3. Matters arising
- Presentation of the 2019 annual report, and annual account by Chair of Trustees, Chris Heard
 Appointment of auditors for 2020/21: we

propose that VAS Community Accounting Service be appointed to examine the accounts independently

- 6. Election of Honorary Officers and Trustees (as necessary)
- 7. Pre-notified items (to be submitted by Wednesday 3 June 2020)
- 8. Any other business

If you would like to attend, but need a lift to the venue, please let us know: we're thinking of organising a mini bus from Sheffield City Centre.

Please confirm your attendance by calling us on 0114 279 2655 or emailing susan.belt@ cprepeakandsyorks.org.uk

Our five year plan

The CEO and Trustees have been working on our five year strategy. There are many benefits of aligning more closely with National CPRE, and therefore we agreed to adopt the National CPRE strategy as the starting point for our own.

As you will see in the diagram, we have placed 'tackling the climate

emergency' at the very heart of our strategic aims for the next five years.

Our work from 2020 to 2025 will see us build an even stronger voice for the enhancement, promotion and protection of the countryside. The strategy articulates our response to the outside world: alarming climate changes; changing lifestyles and agricultural practices; the demands of economic growth; the urgent need for housing; and the pressures on our local countryside. In all this, we see opportunities as well as challenges.

The strategy will be available on our website, and in (limited) print format in time for the AGM on 9 July.



National Park key asset review



The Peak District National Park Authority is unusual in owning a lot of land and property – over 6,000 hectares (15,000 acres, about 5% of the PDNP area) and 350 buildings. These assets were acquired either for operational reasons or as a way of achieving the Park's twin purposes of conservation and recreation. Prior to the Peak District becoming a national park, the Friends had a similar history – acquiring swathes of land in the Peak, including the Longshaw estate, Winnats Pass and large parts of Edale - to protect them from damaging development. Most were later passed on to the National Trust as a trusted, long term custodian of the land.

Since budget cuts began in 2011, the NPA's property portfolio has been under pressure to downsize. Notable 'disposals' (through long leases) included the Eastern Moors estate (to the National Trust and the RSPB) in 2011 and the Roaches (to the Staffordshire Wildlife Trust) in 2013. Disposal of North Lees/Stanage was

overwhelming rejected by NPA members in 2013, yet the intervening years have seen its management remain in the doldrums, compared with the stakeholder-led partnership for the adjoining Eastern Moors.

Since 2017, the NPA has been working on a new asset management plan, which has just been approved. There is much sensible – and necessary – thinking within this. The NPA's properties present great opportunities to contribute to national park purposes, yet bring with them potential running costs in the order of \pounds 3.5million. If the finance is not available (and it is rumoured that all NP budgets are under threat), then disposals are not ruled out.

The new plan suggests a number of key properties are reviewed in the near future: Warslow Moors, Aldern House (NPA HQ), Fieldhead (campsite/info centre in Edale), and North Lees/Stanage. Consultation on options for North Lees/Stanage has already begun, which we're very concerned about. In overall terms, the new asset

In overall terms, the new asset management plan is mostly positive and aims to retain and invest. On the flip side, government pressure will likely come in the form of reduced funding and a policy that local authorities should not keep surplus property unless they are valuable public assets. But if needed, disposals must be done sensitively. We were concerned recently when a set of minor NPA properties were put straight onto the open market without consideration of community interest. We and others intervened and, happily, key sites (often cultural heritage assets) were withdrawn from sale. We hope some lessons have been learned.

Moving forwards, we believe we should be open minded in terms of who owns the land. The key issue is its management and thus the delivery of better, 21st century outcomes for the Peak District National Park.

HS2 full speed ahead

So, HS2 is going ahead despite potentially costing over £100bn, nearly twice the original budget. And although the Oakervee review concluded in February that there are no other shovel-ready alternatives to provide the greater capacity and reliability that the UK railways need, it also counselled that HS2's rising costs must be reviewed. There is little opportunity to change Phase 1 plans which take HS2 to Birmingham but Phase 2, which extends the line to Manchester and Leeds, could be subject to amendments.

What will this mean for South Yorkshire? Preparations for the Phase 2 bill are paused whilst an investment plan for rail in the North and Midlands is developed. The Manchester extension would be progressed ahead of the one to Sheffield-Leeds in order to tie HS2 into the Northern Powerhouse's plans for Manchester airport and the new line between Manchester and Leeds. Such delay on the eastern arm would allow consideration of cost cutting by



reducing train speeds. The line is planned for speeds of 360kph. However, slower speeds of 300kph would enable flexibility of track alignment and elevation that could mitigate landscape impacts without increasing journey times. Currently when HS2 heads north from the M18 corridor, it would create substantial destruction and intrusion through some of the finest magnesian limestone scenery with a wealth of geology, archaeology, local culture and tranquillity. The current delay allows us to push for a route that respects these treasured landscapes.

Fracking (lack of!)

Happily, and contrary to some who thought the fracking moratorium was merely a short-term election bribe, it appears to be here to stay. In February, Government ministers confirmed the ban after questions from the new Rother Valley MP, Alexander Stafford, but declined his call for exploratory drilling to be

In relation to the third local case which we fought at public inquiry, at Government will give his decision on the appeal by April of this year. We hold out some hope that this might be refused, given the significant local impacts drilling would have, especially on nearby sheltered housing. In the wake of the Heathrow court case, where the decision to approve a third runway was found to be unlawful as it did not take climate change targets into account, it may also be that arguments we presented on the incompatibility of shale gas extraction with meeting climate change targets may be given more weight.

Success for Smithy Wood?

With campaign colleagues Sheffield and Rotherham Wildlife Trust and others, we were delighted that Extra MSA dropped its plans for a service station at Junction 35 of the MI, which would have destroyed the integrity of the ancient Smithy Wood.

Once Rotherham Council gave outline planning permission for a motorway service station at Junction 33 the need for another service station a few miles further north melted away. However, although the threat of development has been

lifted the future of the ancient woodland is by no means certain. Events show that history repeats itself: in 2001, Rotherham Council rejected an application to build a motorway service area on the eastern side of the MI at



Thanks to Sheffield and Rotherham

Junction 35, because there were no exceptional circumstances Wildlife Trust © David Dickinson to justify building in the green belt and destroying precious ancient woodland at Smithy Wood. As the last vestige of unique 12th century woodland already carved up by the MI

motorway, Smithy Wood has strong protection – but now it should be protected for certain. Its importance to the local community has been highlighted by the strength of support for the 7-year long campaign and the number of volunteers who regularly turn out to litter pick the site. St Paul's Developments, who own the land, should do the decent thing and hand over the site to the community who will clearly give the wood the care it so urgently needs.

Dunford undergrounding

National Grid's plans to underground 2km of electricity cabling and remove eight pylons east of Dunford Bridge have been paused whilst concerns about wildlife, climate change and the impact on potential rail re-opening are addressed.

We strongly supported National Grid's application, which was one of four schemes being developed under the Visual Impact Provision project to enhance landscapes which currently carry pylons and high voltage overhead wires. The wires would be buried under the Trans Pennine Trail (also the railway track bed) which would be closed for about two years with a temporary diversion.

The new Sealing End Compound where the wires re-surface would stand in Wogden Foot nature reserve, the special character of which results from the dumping of railway waste limestone in an

otherwise peaty environment. National Grid has worked hard to negate the loss of a small part of this reserve but we agree with planning officers that there should be greater benefits for wildlife and habitats included in their plans.

There has also been opposition from those supporting the re-opening of the Woodhead rail route. With no immediate prospect of reinstatement of the railway however, we do not see safeguarding it as a reason to delay getting significant landscape and amenity benefits by burying the wires. If re-development of the rail corridor becomes a feasible option, then the costs of wire exhumation and relocation will be a minor part of the overall national infrastructure investment decision. We believe that landscape and amenity benefits from the scheme should override all these concerns.

The driving force behind the **A628**

The latest announcement on the trunk route between Greater Manchester and Sheffield - the M67/A57/A628/A616 - promises that the plans for the dual carriageway bypass of Mottram and its new link to the A57 in Glossop will be with the Planning Inspectorate this year. The aim is for shovels in the ground by the winter of 2021-22.

Highways England's main aim is for economic growth by connecting the Manchester and Sheffield city regions with a road that has no hold-ups – that is until it meets the congestion in both these conurbations. At the western end of the route Greater Manchester aspires to a 'carbon neutral, climate resilient city region with a thriving natural environment and circular zero-waste economy'. At the eastern end Sheffield City Region aspires to be carbon neutral by 2040 and to give equal weight to environmental and economic considerations. Between the two conurbations lies the Peak District National Park where major development is not permitted except in special circumstances and only if it is in the public interest. Investing in road building which substantially increases traffic would clearly undermine these regional aspirations and national commitments to climate change, air quality and the National Park designation. It could also produce longer traffic jams in both cities.

We appreciate that the traffic issues are not easy to address and will require difficult



A Mottram bypass dual carriageway would cut straight across the picture left to right



A628 dual carriageway would curve up photo from bottom RH edge of this photo, through the trees and onto the slope with the pylons on it, which is in the PDNP.

decisions and behaviour change by all of us living in or visiting the area. The mix of local and commuter traffic (which make up the majority of trips) and through traffic of heavy lorries creates congestion, air pollution and noise, intimidation of vulnerable road users, accidents, visual intrusion and a poor environment for residents and visitors.

Dealing with all these impacts requires both a strategic and a local response - getting longer distance travellers and freight on to trains and local travellers onto buses and cycles, sharing vehicles or walking. In 2004 we developed a package of measures which specifically addressed the local problems. We are now updating it to ensure it encompasses relevant strategic measures, to bring it in line with more recent transport thinking and to ensure it robustly addresses the climate emergency.

The climate emergency should be a strong impetus to reduce road traffic and negate the need for increased road capacity. Transport is the one sector that has failed to meet its carbon targets, with the sector's emissions at the same level in 2016 as they were in 1990. Surface transport is the largest-emitting

sector in the UK, accounting for 23% of UK emissions with cars accounting for the majority of them. Even with a shift to electric vehicles, the level of reduced car mileage needed to meet the UK carbon budget by 2030 is estimated to be between 20% and 60%, depending on the speed of the switch to electric vehicles and how fast the electricity powering them is decarbonised. It is therefore imperative that traffic reduction is implemented urgently. However, we cannot rely solely on carbon emissions reduction to make our case. Once all vehicles are electric the well-rehearsed arguments of congestion, air pollution (from particulate matter), and impacts on landscape and townscape, wildlife, public health and wellbeing will still be equally important.

We will need to use all these arguments to try and influence decision makers to implement sustainable solutions. However with minds already fixed on increasing road capacity as the only solution, we will also need a huge groundswell of public support – watch this space for our campaign!

Nestworking

Turdus torquatus aka the mountain blackbird aka the ring ouzel. The male is like a blackbird wearing a white bib. The female is similar but more brown in colour with a less distinct bib. Globally, they are listed as of 'Least Concern' as they are only declining in Britain. The number of breeding pairs decreased by 44-100% during 1979-2009 across 13 study areas throughout the UK.

Kim Leyland and Mark Anderson near Balcony Buttress on Stanage

For many walkers and climbers in the Peak District, their first encounter with a ring ouzel might be a picture of one on a board at the foot of Burbage, Stanage, Bamford or Frogatt asking them to avoid climbing on, or walking near, a particular route while a sortof-blackbird-looking bird builds a home and raises a brood.

In April last year, Tomo volunteered to monitor these migratory birds and started by attending training with the Eastern Moors Partnership. Here's his account...

"For most of my fellow volunteer monitors (who were also mostly seasoned ornithologists), it was like an annual reunion initiated by a small friend flying in from Morocco.

A week later there was a whole day of training, again led by ornithologistconservationist-climber-walker Kim Leyland. The morning session was in the classroom at Longshaw, the afternoon was on Stanage. We saw nowt until, ending the course in the car park, four appeared just behind us.

Assigned to monitor the nest on Manchester Buttress at Stanage, I began to understand these clever little birds, and the crags and valleys where they nest. Not running or climbing or cycling through them as I usually do, but sitting for a few hours, often alone and almost meditative. In doing so, quietly observing the interaction of the ouzels and their surroundings. I realised that perhaps the biggest threat to the birds is humans and our use of the landscapes they inhabit.

Stanage is the most popular climbing crag in Britain, with over 1400 routes and I found myself

asking: who would build a nest on a climbers' descent path on the busiest part of the busiest climbing crag at the beginning of the busy climbing season?

By the beginning of May, I'd seen most of the 'business' of the ring ouzel: one nest had been predated; another had four eggs in it; and a couple were seen active back on Manchester Buttress.

The ring ouzel programme in the Peak District is supported by the RSPB, the Peak District National Park Authority, and the British Mountaineering Council.

So, if you're passing the Edge at an unsociable hour of the morning or evening, look out for the rare ring ouzel volunteer and say hello. Their monitored observations form tiny jigsaw pieces of information, used to map the nesting and breeding season of this fascinating bird."

Tomo Thompson, CEO

Patrick Properties' proposals for up to 350 houses on the long-abandoned Hepworth's factory site along the River Loxley met with angry opposition from residents and calls from us for a rethink. Located less than half a mile from Sheffield's border with the national park, the plans are for an outline planning application, where much of the final detail is omitted. This is unacceptable both to us and to the local community.

Loxley Valley

keeping the green belt green

©Dave Holmes

Whilst we welcomed some positive aspects of the proposals, such as fast broadband workspace and enhanced rights of way beside the river, we had serious concerns about the impact of such a large number of houses in a green belt location with few facilities and poor infrastructure.

There is also little commitment to ensure the development is climate friendly. With shops, schools and doctors' surgeries too distant for walking and with a bus service that does not penetrate the site, car dependency would be the norm. Rather than being an exemplar low carbon community, these plans mean instead it would become an unsustainable enclave, increasing the city's carbon footprint as residents travel by car to meet their everyday needs.

Another major issue which will be difficult to overcome, is the harm the proposal would

do to the green belt. Despite the potential improvement to a derelict brownfield site. the decay over 30 + yearsof the factory buildings, the encroachment by trees onto the site and the lack of lighting - have already substantially reduced the harm of the industrial site on the green belt. By contrast, an urban style residential development.

invading on previously undeveloped areas of the site, the clearance of trees, the night-time lighting – all would have a dramatic negative effect on the openness of the green belt.

This development has a long way to go if it is to be acceptable. It must anticipate both the revision of Sheffield City Council's Local Plan policies to be fit for a rapid trajectory towards zero carbon and the emerging recommendations of the Committee on Climate Change for buildings and transport. At present it does neither. The dilemma for Patrick Properties is that the plan has either to limit housing numbers to that sufficient to underwrite remediation of the site or be accompanied by a guaranteed suite of robust and ambitious sustainability measures. We're hoping they come back with a much improved scheme when they apply for permission this spring.

Future plans for the Boundary Walk

We launched the Peak District Boundary Walk in June 2017, and now have three projects to help develop it and ensure it is sustainable. We're grateful to the project funders: the Ramblers Holidays Charitable Trust, the South West Peak Landscape Partnership and the National Lottery Heritage Fund, and the Sheffield Lakeland Partnership. We have two new members of staff, Olivia and Carol, who are working with us on a temporary part-time basis to deliver these projects.

By promoting the Boundary Walk, we want to connect people with the outdoors and enable them to enjoy the health and wellbeing benefits of walking, as well as raising awareness of our work among a wider audience and helping attract new members and supporters.

We have appointed Walker Creative – a local video production company to produce a short promotional video of the walk which we hope to film in early summer when the scenery looks its finest. If you'd like be a volunteer model for the film shoot please get in touch!

Over the last few years, we've had a great response to the route, and some really positive feedback. As a conservation charity, we are keen to protect and enhance the landscape and ensure the route remains accessible but we are not responsible for maintaining the footpaths, so we want to encourage walkers to report any issues to the relevant authorities.

We have ambitions to reprint the book and to secure additional funding to develop a more interactive Boundary Walk website – with details of public transport, detours, diversions, etc as well as cafes, accommodation providers and other businesses along the route who are particularly welcoming to walkers.

If you'd like to get involved with any of these projects or make a donation to help with future development of the walk, please email us or join our Peak District Boundary Walk Facebook group to find out more.

Tomo's big walk

To coincide with the 10-day Sheffield Walking Festival in September, our CEO, Tomo Thompson, will lace up his boots and take to the hills. He plans to set off on Friday 11 September and walk the entire Peak District Boundary Walk, returning to Sheffield in time for the end of the festival.

We're hoping to make a big media splash, and raise a bit of cash. If you'd like to join Tomo on any section of the walk, or help to promote this fundraising opportunity please contact us.

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Right place, wrong development?

We live in a time of crisis: politics and the planning system seem thrown to the four winds. Within that, two huge issues dominate our agenda: housing and climate change. Both are real crises and share strong links. Both are central to our planning and campaigning work locally.

Our work on the planning application by Avant Homes to build 72 new houses at Owlthorpe Fields in Mosborough exemplifies the difficulties faced by us, Sheffield City Council and the local community who are resisting the development of their much loved local greenspace.

The land itself was allocated decades ago for housing, part of the final phases of the new townships that allowed Sheffield to grow outwards, south and to solve a previous housing crisis of the 1950s. The area, totalling seven hectares and comprising three housing sites (imaginatively named C, D and E!), has now 're-wilded', making it a great resource for nature and people alike. A relatively recent master planning exercise in 2014 set out the council's aspirations for the sites, which they own.

Last year Avant homes, having secured an option on the site from the council, applied

to build a pretty average (by today's low standards) housing estate. Sadly, as new national research for CPRE has highlighted, this is the new normal being replicated around the country. But this does not make it acceptable – far from it. What's even worse is that, in the face of the climate emergency, houses with low standards of sustainability and energy use will not be fit for purpose even within a decade.

Our objection, which complements those of the Owlthorpe Fields Action Group and the Sheffield and Rotherham Wildlife Trust, states design, density and sustainability are all unacceptable. They do not even reach the standards put forward in the old master plan of 2014. As CPRE's report makes clear, local authorities must refuse applications which do not meet their own design policies and standards, yet this frequently doesn't happen.

Although it stands to profit by the sale and development of the site, the council must not blink on this and similar applications. Refusal will send a signal to the mainstream housing developers that – irrespective of poor government policies – the housing and climate crises demand a radically different approach.



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Brosterfield campsite

In 1998 Brosterfield Farm (on the edge of Foolow village) was granted permission for a caravan and camping site as a way to boost farm income. Unfortunately, the planning permission notice contains some loopholes. Firstly, the permission did not reinforce the link to farm diversification by stating that if the caravan site field was sold separately from the farm the permission would lapse. Secondly, the planning notice did not specify that the caravans had to be touring, not static, caravans.

So, when the farm was sold in separate lots in the early noughties, a company called Tingdene bought the site to develop it for permanent 'park homes'. In 2012, in order to avert this threat, the PDNPA bought the land for £650,000, which has now become something of a financial noose.

Since then the field has been used for grazing and is not currently fit for use as

caravan site. After several planning applications the Authority has now granted itself permission to provide a new access road and build an amenity block, together with a small sewage treatment plant. The next steps, whether to sell it as it is or develop it itself and then sub-let it', will be decided by the Authority in the coming months.

To date, this case has been through a difficult and controversial process during which concern for the relationship between people and place, and trust between a local community and the Authority, has sadly been lost. Foolow residents and the Friends urged the Authority to recognise the adverse impacts that developing the site would bring, on local amenity and tranquillity in this part of the White Peak, and to reject the application. Now, despite planning permission having been granted, the community is still hoping to avert the development by persuading the Authority to sell the land to the Parish so it can be turned into woodland.

My Favourite Place What? Only one? By Bill Bevan



honoured when Friends of the Peak

District asked me to write about my favourite place, given how close the region is to my heart after 26 years working and, more recently, living here.

Then I started to think where I would choose, and things became difficult. How could I nominate only one location? Would it be the first place in the Peak District that I visited, Longshaw, taking the bus from Sheffield as a student; or Rivelin Valley, the peak district on our city doorstep that we

Burbage ©Tim Mackey

would walk to from our Walkley terrace? Maybe I should choose one of my favourite ancient monuments associated with my work as an archaeologist. Mam Tor hillfort, Wigber Low mortuary cairn and Nine Stone Close stone circle are all places where I have felt the hand of history. Then there is Gardom's Edge prehistoric landscape, where I co-directed excavations for five summers in a row. Then there is time enjoyed wandering along the Derwent Edges, through limestone dales at Lathkill, Dovedale and Manifold, or cycling the High Peak and Tissington trails. What about Wirksworth, the vibrant, creative, historic town I now live in?

Time, and words, are running out, so, at last, I am plumping for two places. For me, they encapsulate what makes the region so special, and stand tall with any spectacular, natural destination on earth. Both have a sublime otherworldliness that has transported me from the humdrum of everyday life and made my spirit leap at their sheer drama, which echo different, ancient worlds. I will never tire of them.

Burbage Valley – the hanging arena of hard-edged gritstone tors that has been a basin of human activity from Mesolithic hunter-gatherers through the builders of Carl Wark, to Second World War Canadian paratroopers.

Winnats Pass - the fossil-rich, reef-fringed remains of the ancient tropical lagoon, sculptured by collapsed caves.

The New Chamber Choir Concert in aid of the Friends

St Anne's Church, Baslow Saturday 12 September 7.30pm

The New Chamber Choir was formed in 2013 by a group of friends and musicians who had sung together in various other choirs across the region – some in church or chapel choirs, some in specialist early

music groups, and some in large choral ensembles.

The choir is proud of its 'have a go at anything' attitude and enjoys the challenge



The UK's hilliest long distance

Starting at the Heeley Institute at 10am on Friday

12 June, this is the first publicly open PPG event.

Pure Peak Grit (PPG) in road sting route linking together

every categorise bad mb in the eak District National Park,

Whether aiming to finish in 48, 72

complete', this unique ride pre

incredible and unique challenge

of mastering a really varied repertoire – from

medieval plainsong to jazz, from madrigals

to musicals. Most of the choir's repertoire is

unaccompanied choral music, either with all voices or in smaller groups, but increasingly

they also use a piano, organ or harpsichord

accompaniment and any other instruments

We're delighted that NCC director Paul

Hudson and the New Chamber Choir have

generously offered to give a concert in aid of

For concert details and tickets visit: www.

whenever they are available.

the Friends of the Peak District

friendsofthepeak.org.uk/events

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C Climbs' around it. The ride is and the 'Conte ng with 1 er 3,500m of ascent. It includes at least 42 610km 10-25 Beauny said "PPG is about pushing the boundaries of

rience and bracing every part of Britain's first national park and

The inactural PPC was undertaken by 10 women in 2019, with four successful completions; two of the within the 48 hour time challenge.

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"I have got a new job and really enjoying it... I feel good here. Finally, I can walk to work without a cloud above my head! Thank you for your help."

"Your friendly approachable manner was lovely and you have really inspired me to go out there and be brave! Thank you so much."



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Volunteer Stories

Dr Alexander Kennedy



Sandy is a retired pathologist with a keen interest in the environmental causes of disease. When he retired from the NHS, Sandy believed it was time to give back to the community and was introduced to the idea of volunteering with us in the mid 1990s at a public meeting of a 'Land Use Planning' committee which he subsequently joined.

He regularly scans the regional and national media for proposals, planning applications and changes of policy which may damage our local countryside, its inhabitants and its wildlife. He reports worrying findings to the office staff and

maintains a database of press reports mentioning our campaigns.

As a keen cyclist who used to cycle an 11 mile round trip to work, Sandy takes a particular interest in issues relating to health, transport, air pollution and how people travel to work influences their health.

Rebecca Bentley



During her planning degree Becky realised very quickly that her main areas of interest were environmental protection and conservation through the use of sustainable planning. So she tailored her course to focus on environmental concerns, such as flooding and climate change, and the policies used to address these issues.

After three years of study, Becky wanted some hands on experience and volunteered with the Friends / CPRE South Yorkshire while studying for her masters degree.

Now she scans the planning lists of the seven local authorities covering the Peak District and South Yorkshire, looking for any

worrying applications that might put the environment at risk. In a short time, Becky has learned a lot about the real world of planning, enjoyed site visits, attended public consultations and, best of all, she says, "the feeling of making a positive difference".

Thank you

As a charity, we've been around since 1924 and have only been able to achieve so much because we are supported by amazing people who give up their time and help us carry out our work.

Everything we do is supported by volunteers: cataloguing the archive, recording oral histories, devising the Peak District Boundary Walk, plus all our campaigns in planning, transport, undergrounding, off-roading, green lanes, green belts, sustainable energy, and fracking; plus some mundane office work too, including stuffing and distributing this magazine.

If you would like to join the team, and volunteer with us, we'd love to hear from you. Please email susan.belt@cprepeakandsyorks.org.uk or visit our website for more nformation.

Yes - I would like to be a Friend of the Peak District

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