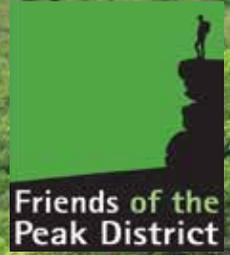


For everyone who loves the Peak District

Peakland guardian

Spring and Summer 2019



Also protecting the landscapes of South Yorkshire



In this issue...

Welcome from the CEO	3
Seventy years ago	4
Wetton Green Lane	6
Green Lane art books	6
Take Back the Tracks	7
Transport for the North	8
HS2	9
Losses to the UK's oldest green belt	10
New plans for the Hepworth's site	12
Crunch time for fracking	13
Access audit training	14
CPRE's biggest ever star count	14
Access for all?	15
Chatsworth travel plan	16
Leek Road – still fighting	17
Deposit return scheme	18
Annual General Meeting	19
Choral music through the ages	19
Jenkin Chapel	20
New faces	21
The Woodhead Tunnel debate continues	22
Thank you	22
Membership	23

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.

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.

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Back page picture: Cholera Monument in Sheffield ©Tomo Thompson

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Welcome from the CEO

By the time this issue goes to print the nation should know whether Brexit happened, and if it did, we will continue to work to understand the ramifications for the landscapes, and the communities, of the Peak District and South Yorkshire.

In addition to responding to the Review of National Parks and AONBs, the re-branding of CPRE, and being involved in the planning for the Campaign for National Parks event to celebrate the 70th anniversary of the signing of the National Parks and Access to the Countryside Act 1949, 'normal business' has carried on apace. Sheffield green belt, Stoke Hall Quarry (Grindleford), Leek Road (Buxton), illegal off road driving, the Greater Manchester Spatial Framework, the A628, and Chatsworth are just some of the issues and locations keeping the campaigning team very busy.

Organisationally, the office is in the final stages of planning an imminent move to bigger and better office space downstairs in Victoria Hall. At the March Board meeting we welcomed David Holmes as a trustee; he brings a wealth of media

experience to the Board, and has already put his shoulder to the wheel in helping maximise media opportunities for some of our campaigns.

The Friends are sponsoring a significant lecture by Julian Glover (leading the government's review of designated landscapes) at Buxton International Festival on 12 July in which he will discuss the value of national parks. We will have a stand at the festival too. The AGM will be held on 14 August at the Victoria Centre (in the church next door to our office in Sheffield).

The charity is still looking for a Treasurer - details are on our website, where you can also find a wealth of other information about our campaigning and fundraising.

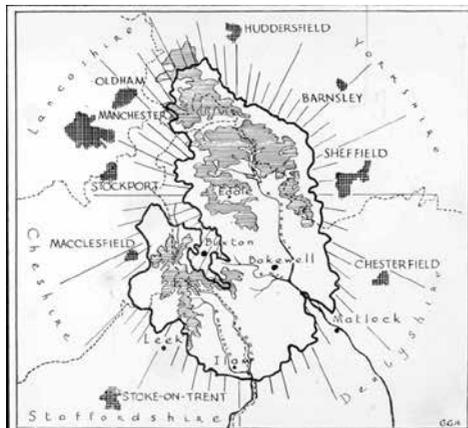
Hopefully the spring and summer will bring great weather for getting out and about in the national park and South Yorkshire. How many stages of the Boundary Walk will you walk this year ...?

All the best,
Tomo Thompson
CEO

Ladybower reservoir ©Tomo Thompson

Seventy years ago...

This year, together with the rest of the national parks movement, we are proudly celebrating the 70th anniversary of the National Parks and Access to the Countryside Act, the ground-breaking legislation which led to the establishment of the UK's first national park – our very own Peak District.



PNP Hobhouse boundary map

It is impossible to overstate the importance of this legislation, which formed a cornerstone of the post-war settlement, together with the creation of the welfare state, including the NHS, plus comprehensive town and country planning. It was part of a radical nationalisation of land rights that, although campaigned for since the 1930s, was still a huge step forward for British society.

Many feared that the pressures of post-war reconstruction and rebuilding the economy would mean further damage to the countryside and that economic forces would trump the call for national parks for all. It is no exaggeration to say that, without the work of Ethel and Gerald Haythornthwaite both before the war and during it, the impetus for new legislation and the establishment of the Peak District National Park would have been much weaker.

Their work set a template for best practice in campaigning. By combining detailed research and preparation, visually attractive publications, forming key alliances locally and nationally, and engaging with key influencers in government, they had positioned the ask and got mass popular support

so that it became a natural next step for the politicians of the day.

The Act came in the nick of time as both it, and the designation of the Peak District, was by no means universally popular. A number of strong voices opposed national parks, particularly the minerals industry and also the farming and land-owning community. The latter feared the impact that unthinking visitors, in much greater numbers, might have if mass access was encouraged. But again the Haythornthwaites fought back with positive solutions. In 1948, Gerald drafted a 'Countryside Code' which was sent to NFU branches in the Peak – initially to little avail. But by the time of the Act passing into law, a joint committee of the Derbyshire Hill Farmers and the voluntary groups had formed to find ways to improve visitor behaviour.



Ethel speaking at a pre-war Winnats rally

Of course, the Act was far from perfect. Governance arrangements for the national parks did not follow the recommendation of the Hobhouse Committee (on which Ethel served) in making a joint planning authority mandatory. Happily a joint board was agreed for the Peak although there was still too much power for the constituent local authorities, which could lead to partisan decision-making. It took until 1995, after the 1991 'Edwards' review of national parks, for a unified planning authority to become the norm. And the matter of the balance of local and national, elected and unelected authority members is still a hot topic of debate today.

But there is much to celebrate and, despite controversies over how the national parks have been run or what incongruous developments have been allowed or staved off, it is incontestable that designating landscapes (including Areas of Outstanding Natural Beauty, AONBs) and introducing high standards of protection has prevented a dumbing down of the countryside and given us an asset that so many can and should enjoy.

So 2019 will be a year of great celebration with many special events that we hope you will support. We are not resting on our laurels,



Burbage Bridge - cars picnic

however: it is also a time for reflection and to rethink the future of national parks and AONBs via the government's review, led by Julian Glover. For us this means putting the national back into national parks and ensuring that access for all becomes a reality.

Recent research by CPRE has shown that much needs to be done to address inequalities in access, whether caused by socio-economic deprivation, race or lack of awareness. Lowering of barriers, so that national parks become a common, treasured asset – as envisaged by their founders – must be a key issue for our work in the coming years.



Sheffield Clarion Ramblers Jack Jordan left and GHG Ward

Wetton Green Lane Stop Press

Protection of the grass lane crossing the narrow limestone valley of Wetton Hills is at risk. The Trail Riders Fellowship has recently served a notice on the highway authority, Staffordshire County Council (SCC), claiming that the route is out of repair.

Last year the Park Authority decided that all recreational motorised vehicles should be banned from using the lane, in order to protect its beauty and tranquillity. A traffic regulation order to achieve this must be made by 14 February 2020 but SCC wants the Authority to postpone it whilst repairs on the route are considered.

If SCC decides to undertake repairs and closes the route with a temporary order then the Authority's order cannot be applied until the SCC temporary order is lifted.

Getting repairs done within a year seems to be difficult for highway authorities – Chapelgate in Derbyshire has been closed for repairs for more than four years and the Hollinsclough Rakes in Staffordshire remain closed after two years. We therefore have no confidence that if repairs on Wetton are necessary they could be done in time for the national park authority to make its order before next year's deadline. If they miss the deadline they have to start the process of a making an order from scratch – a costly and lengthy process.

Instead the Authority should make its order now before repairs are considered. SCC can then make its own temporary order. As one of only a few true green lanes Wetton needs urgent protection from motorised traffic.

Wetton Hills ©Stephen Walker

Fabulous Green Lane art books

One of our members, Stephen Walker, has created the first two books in a series he's making about green lanes in the Peak District. He aims to highlight the damage being done to these precious landscapes by off-road vehicle users.

Each book will reflect the character and effect of the place, so the photographic styles will be different.

The first book, highlights The Roych - a strange place with a special atmosphere that changes as you walk over the moor and down into the heart of the clough, heading towards Mount Famine and Hayfield. The second book, focuses on Pin Dale - an ancient lead-mining area close to Castleton which has been badly abused.

Both beautiful e-books are now available to download
www.blurb.co.uk/ebooks/684953-the-roych-2nd-edition-ebook
www.blurb.co.uk/ebooks/681524-pindale-volume-1

With six Peak District lanes protected from off-roading, progress on safeguarding other routes seems to have stalled. Several damaged lanes, where conflict between motor vehicles and other users occurs, remain open to all users or are in limbo with a temporary ban. The order to ban all vehicles from Wetton is awaited from the Peak Park imminently but Derbyshire's proposed traffic regulation order (TRO) on Jacob's Ladder in Stoney Middleton has some way to go. A TRO must be made within two years from the date when the notice of proposals was first published. For Jacob's Ladder this is by 16 May 2020, which does not give much time if a public inquiry were to be held. The Hollinsclough Rakes remain unusable, with all users excluded and no indication from Staffordshire County Council as to how they intend to proceed.

The focus from all authorities seems to be manage and repair, rather than restrict. The Park Authority plans to adopt a Park-wide approach encouraging all users of green lanes to 'Keep on track'. Where

vehicles run down the verges and go 'off piste', both the ecology and landscape beauty suffer, as has occurred on Houndkirk and Minninglow Lane.

Repairs are imminent on three routes - Minninglow Lane, Chapelgate and Hurstclough Lane. Derbyshire County Council has a duty to keep these lanes in good repair for all users in a way that also conserves their character and the special qualities of the national park. Thus, for the truly green Minninglow Lane the grassy ground will be solidified with stone and seeded to green it. At Chapel Gate the plan is to carry out non-invasive repairs as a trial. We will need to keep a watchful eye on this as we want the stone steps, which give a more rugged ride for mountain bikers, retained.

Repairs on Hurstclough should result in a smooth, largely tarmac surface which could enable vehicles to speed. Given the sharp blind bends on the lane we are urging the Council to apply appropriate traffic management but in the long term we believe a vehicle ban is needed.

Take Back the Tracks

Pin Dale ©Stephen Walker

Transport for the North

Transport for the North has launched its final plans to great acclaim: there was a feel-good buzz in Cutlers' Hall in Sheffield at the launch. Voices across the North, from politicians, business leaders and environmentalists, had formed a consensus to send a powerful message to government. Nobody disputed that we need a fair, affordable, accessible transport system up here!

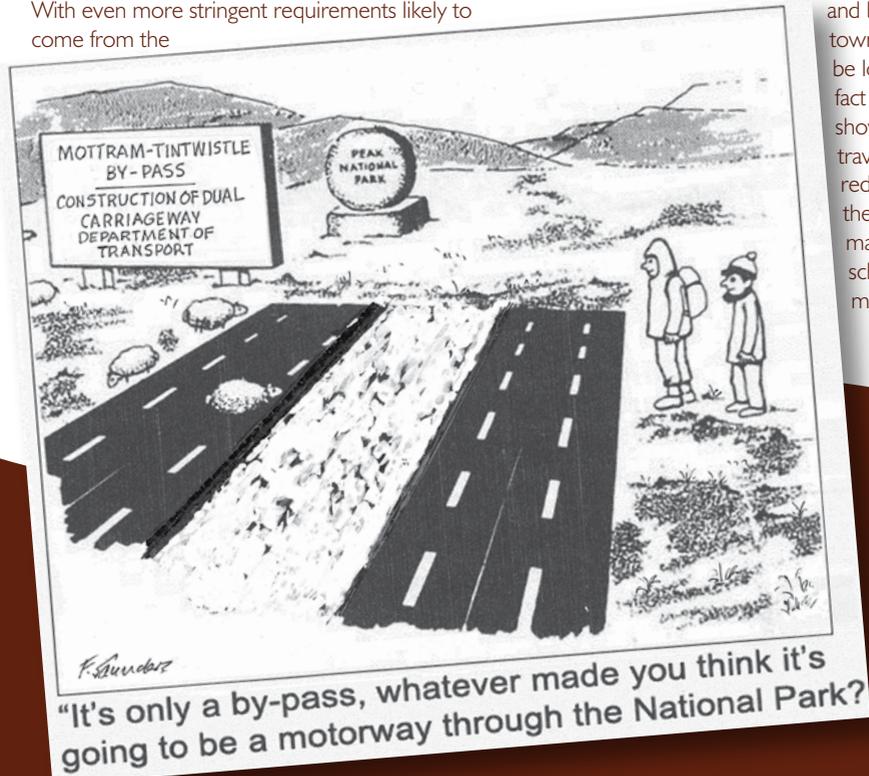
However, environmentalists were only able to support the plan at the last minute after TfN responded to an independent review of the carbon impacts of its plan. The review proved to be a damning statement of the need to reduce carbon emissions from all sources, including aviation, with a pathway to carbon reduction by 2050, similar to that produced by London. To give TfN its due, there is a commitment to follow this through - 'the scale and type of programmes and interventions... will if necessary be adjusted in order to be consistent with the Pathway to 2050'. With even more stringent requirements likely to come from the

Committee on Climate Change this spring, in order to stem rising temperatures, we need to reach zero carbon by 2045. Hopefully this will rationalise investment in major road corridors between cities, although even if all vehicles have zero emissions, congestion and safety issues would remain.

First off TfN's list of interventions should be the A628 dualling across the Peak District. Billed as an exemplar scheme, no-one is clear what this means, apart from a 9km tunnel under the high moors. What is certain is that the Longdendale route would become a bypass of the M62 motorway with huge volumes of traffic diverting onto it, only to pile up in traffic jams at the edges of Sheffield and Manchester where park and ride schemes are touted. The countryside and the Peak Park would bear the brunt of all the adverse impacts of this upgraded route, and funding which could go to improving walking, cycling, trams

and buses in towns would be lost. The fact that trends show distances travelled have reduced over the last 20 years makes this scheme even more illogical.

Frank Saunder's
A628 cartoon



HS2

The feeling gathering traction in some quarters is that HS2 should be abandoned. However Secretary of State Chris Grayling continues to promote it and last year's postponement of development of the routes north of Birmingham and Crewe was to allow time for the plans to integrate with those of Transport for the North.

In principle this is welcome. A new, modern rail route serving the North of England would significantly improve rail connectivity and reduce road and air travel, and their associated congestion, pollution and carbon emissions. If this then means development is sustainable, the impacts of a new rail route on the countryside could potentially be offset.

Sadly, there is no evidence that the harm done would be worth the purported benefits to travel. The draft environmental statement, brought out at the end of 2018, showed that communities who would benefit least from HS2 would be the most harmed. The new route through South Yorkshire now cuts, literally, through the beautiful Magnesian Limestone ridge and some of the most tranquil countryside between heavily industrialised and developed landscapes. Wildlife sites, including

ancient woodland, would be lost, with no promise of net environmental gain, as required by government policy.

All of the route would be fenced, high enough to stop wildlife and humans, and ugly intrusive high noise barriers would accompany much of the track, making landscaping difficult. The viaducts over the River Dearne and Frickley Beck floodplains would be man-made features visible across wide stretches of landscape. The embanked section at Barnburgh, 2km in length and up to 24m in height would devastate the high quality landscape. Our suggestion to reduce its height or consider an alternative alignment has been rejected. A short distance further north, the route bisects high ground with a deep cutting adjacent to Watchley Crag, a locally valued viewpoint, woodland and walking area. Again our proposal, for a short cut-and-cover tunnel, has been rejected.

As if this was not enough there are plans for a dual carriageway from the M1 near Barnsley to the M18 crossing the same countryside. What would be left of South Yorkshire's landscapes?

Losses to the UK's oldest green belt

Three years after we responded to Sheffield's City Growth Options consultation, we are still awaiting the draft Local Plan. We understand that the draft Plan has been completed for several months but is languishing on the council leader's desk, where it will remain until after the local elections in May.

We know that significant green belt changes will be proposed, and we can take a highly educated guess as to where. And so can Sheffield's communities who, the longer they wait for news, are increasingly ready for a fight.

We published a 'Blueprint for Sheffield's Green Belt' in 2017. Our aspirations are still the same. We know that Sheffield needs to grow, and that there may be a rational case for some green belt changes. Putting our fingers in our ears and pretending we can avoid all green belt change is not an option and has never been our policy. What we need is to be confident that any changes that happen are fully justified and will enable genuinely exceptional outcomes.

What do we mean by that?

Firstly, the total amount of new development planned for Sheffield must be based on realistic targets. Local authorities understandably want to aim for greater employment growth, but the dark art of translating that ambition into housing targets is almost impossible to penetrate, and allows commercial land agents to talk the targets up.

Last year the government tried to simplify this process by introducing a standard calculation method, but is now reviewing that method because it wasn't producing the answer they wanted. What we really need is for housing targets to be based on a genuinely plausible scenario: how much growth will the market realistically produce, and how much additional housing can be provided by other bodies like housing associations and self-builders?

Secondly, we believe new development has to be of the right type and in the right places. CPRE consistently argues that the purpose of new development is to make places work better. If a town or neighbourhood centre is dying, or is losing its bus service, then extending a housing estate or allowing an edge-of-town retail scheme

is hardly going to help. We need much better mix of uses and much higher development densities around public transport routes. This is why we're so supportive of proposals to remodel areas such as Neepsend and Attercliffe, where increasing the population could bring huge benefits.

Local environments characterised by large surface car parks, retail sheds, derelict sites and congested roads are not pleasant places to live and work, and while those problems remain we do not accept that Sheffield should therefore sprawl outwards into the green belt.

Thirdly, what will a particular green belt change actually enable? If it results in a cluster of expensive houses in gated communities, the only real beneficiaries are the landowner and developer. If it meets identified needs for homes which people can afford, supports local facilities and public transport, and opens up people's access to local greenspaces, then that's a very different prospect.



Ryecroft Farm, Dore - scene of previous planning battles



Green belt at Fulwood 2019

We need to remember why the green belt is so important to communities. It brings the countryside into town. Sheffield is a deeply divided city in terms of wealth and wellbeing, but the green belt defends the countryside on everyone's doorstep, rich or poor. The more the city wants to grow, the harder the green belt will have to work, because it will have more people to provide benefits for. When the Local Plan finally emerges, that is the measure we'll be testing it against.

You can help us, by telling us – and your local councillors and election candidates in the May elections – what it is about the countryside near you that you use and care about. How would you like it to improve? If the green belt boundary in your area were to change, what would it mean to you? What might be lost or gained?

We want to provide a big debate on this issue to find out what the people of Sheffield really think and want. Join us on social media (Facebook and Twitter) using the hashtags #Sheffieldgreenbelt #Sheffieldlocalplan



New plans for the Hepworth's site

The future of the former Hepworth's site in the Loxley Valley is once again in the spotlight. Bovis Homes sold the site a few months ago to a company called Patrick Properties, who commissioned urban design consultants URBED to prepare a development brief. Knowing our long interest in the site, Sheffield City Council asked us to help organise a community workshop which took place in December 2018. This first, invitation-only stage was a precursor to a public consultation which we're expecting in April or May this year. The workshop gathered diverse views, showing how much people want to see a good future for this difficult site.

Many of us would wish to see an entirely green restoration of the site, with no new development. Others are keen to bring more people into

Bradfield Parish to support local businesses. Either way, Patrick Properties' business model depends on putting some housing on the site, although 70% of the land area is not developable and should benefit from environmental restoration.

We know that some housing may be needed to make it commercially viable, but the site has been neglected for 25 years, so the community is prepared to be patient in order to get the right outcome. It remains to be seen whether URBED, Patrick Properties and their developer can produce proposals that meet the high standards that we, and local people, expect, and it's encouraging that the City Council also seems to be holding out for an exceptional scheme.

A report of the recent workshop is available on our website.

Crunch time for fracking

There's a common view, both among the shale gas industry and its opponents (including CPRE) that it's crunch time for fracking in England. Progress to date has been glacial, slowed by huge community opposition – much of it in South Yorkshire and North East Derbyshire – and the planning complexities of introducing a novel form of energy development into valued countryside.

The industry is under huge pressure, including the binding requirements of their exploration licences and the expectations of their shareholders, to prove whether there are exploitable reserves of gas and whether it can be extracted safely. If they fail to meet key minimum requirements for exploration (drilling and test fracks) by July 2021, they may have to surrender their rights – the so-called 'drill or drop' clause. It is therefore no surprise that two major fracking

companies, INEOS and Cuadrilla, have started 2019 by pushing for a relaxation in planning and environmental controls, which could speed up their drilling plans.

Locally, INEOS have already gained permission to drill at Harthill in Rotherham and at Marsh Lane in NE Derbyshire. A planning inquiry in June will adjudicate on their plans to drill at Woodsetts in Rotherham as well. We objected to this application on amenity, green belt, ecology and climate change grounds and we will give further evidence on these topics at the public inquiry. The community group, Woodsetts Against Fracking, have – after attending our two day public inquiry training event in 2018 – decided to take a major role at the inquiry, taking on a barrister and specialist witnesses to make their case.

Nationally, we are waiting on a decision from government as to whether it will loosen planning controls on exploration and production. We and many others, including local councils and key Parliamentary committees, have condemned the plans as counterproductive and a dangerous assault on local democracy.

Local campaigners at Rotherham Council



Access Audit training

Monday 8th July

10am - 4pm

Moorland Discovery Centre

Longshaw Estate



© Julie Gough

FREE places available for members

Our Peak District Boundary Walk has been praised as beautiful, different, interesting and challenging. But it has not been hailed as particularly accessible. Even where there are flat sections on good wide trails which would be suitable for wheelchair users they can be made inaccessible by having stiles at either end.

Therefore, we wish to generate ideas and create a list of improvements which would help make the route more accessible in places, and over the next few years, implement as many of the recommended improvements as possible. In order to improve access we first need to carry out an audit of the whole route.

Thanks to Friends' member and contemporary folk artist Sue Prince, who generously donated monies from her Derbyshire Open Arts events, we now have sufficient funds to pay for up to 30 people to be trained in how to carry out an access audit.

The one day training will equip participants to:

- Assess routes from the perspective of people with hearing, vision and/or mobility impairment, autism, learning difficulties and dementia.
- Assess, not just the facilities on the route, but also the information provided and the services offered at each stage of the customer journey.
- Take photographs to illustrate an audit report with recommendations for improving accessibility where possible.
- Make recommendations for low-cost 'quick wins' which can be achieved easily and quickly as well as medium and longer-term improvements which will enhance the walk.

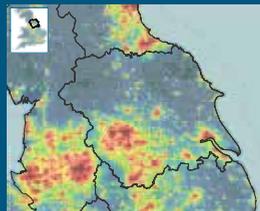
We hope that by training as many people as possible to carry out the audit, we will (a) raise awareness of access issues and potential barriers faced by disabled people, (b) generate ideas for improvements to the boundary walk, and (c) enable us to raise additional funds for developing the route.

The training will also equip delegates with the skills needed to identify, develop, audit and record barrier-free routes.

If you would like to take part in the access audit training, and carry out an audit of a section of the boundary walk, please do get in contact with us. Email julie@friendsofthepeak.org.uk

CPRE's biggest ever National Star Count

We'd like to say a HUGE thanks to everyone who took part in our Star Count in February. We hope you used the opportunity to enjoy the magic of the night sky. We had a record number of entries and are now collating the results to create a map that shows where to find the best views of the stars, and where the worst affected areas for light pollution are. This will help inform our campaigning work on light pollution. Watch this space ...



Access for all?



Andy Tickle talking to the BBC East Midlands Sunday Politics Show

This year we are celebrating 70 years since the National Parks and Access to the Countryside Act, was passed. The basic premise was access for all.

However, recent research by CPRE* and CNP** has shown that many communities in England do not have easy access to national parks and the physical and mental health benefits that they bring. The main problem is lack of good and affordable public transport. This is a particular issue as the majority of areas where less than half of all households own a car are also in parts of the country that are relatively distant from the parks. Whilst we cannot alter the basic geography of where people live and where national parks are, much more could be done to make access easier.

In terms of making car-free travel easier, CNP's research highlights a number of solutions – not all would be costly. Although more routes and more frequent services are needed, better information about existing options and making existing services easier to use, for example by integrated ticketing or real-time information, would also make them

more attractive.

A further hurdle that CPRE have highlighted is the lack of awareness of national parks and the lifelong benefits they bring for health and wellbeing. To address this, they recommend that all primary school children should visit a national park by age 11 and that residential stays in national parks should be an affordable option specifically for schools from poorly represented areas. Further recommendations include more resources being put into initiatives, building on the existing Mosaic model, which would help increase BAME (Black, Asian and minority ethnic people) presence in national parks - currently c. 1% of visitors as opposed to approximately 10% of the national population.

* See www.cpre.org.uk/media-centre/latest-news-releases/item/5051-new-maps-show-more-than-a-third-of-people-can-t-easily-enjoy-england-s-most-beautiful-countryside

** See www.cnp.org.uk/accessible-for-all

Chatsworth Travel Plan

The Chatsworth House Trust (CHT) has applied to the National Park Authority to improve its car parking arrangements for general open days by formalising the layout of the existing car park and increasing spaces for cars by 200. It also seeks to secure more informal car parking elsewhere on the estate for over 600 cars. This is despite average daily car parking at Chatsworth having fallen from 851 in 2013 to 781 in 2018. This downward trend occurred during the same time period when CHT was promoting and providing alternatives to car travel. As the number of visitors has remained stable it appears that efforts to decrease arrival by car have been successful.

We applaud CHT for this success and urge them to build on their achievement. To this end, we

continue to object to the proposed car park expansion and new access road because we believe that...

- The plans propose a disproportionate amount of car parking and fail to provide a travel plan.
- The new road access and extended car park would intrude on the character of the historic parkland, on key views and on the setting of the House.
- Current car parking capacity could be used as a demand management tool along with increased incentives (eg. higher discounts) for visitors who travel by bus, car share or cycle.

The application needs a travel plan to address these issues on a long term basis. Using evidence of the anticipated transport impacts of the development, it should set measures to promote and encourage sustainable travel using all modes of transport from all potential directions to the site.

We hope the PDNPA refuses the proposals and requests instead that CHT works within the limits of an improved layout for the existing car park, using a comprehensive and robust travel plan to demand manage car parking.

Leek Road still fighting

A big THANK YOU to everyone who has given to our fighting fund for the Leek Road, Buxton public inquiry so far. We have now been able to bring in an expert witness to help with the case.

Jackie Copley, a professional planner who works for CPRE Lancashire, is joining our team for the inquiry. Her evidence will cover the planning policies that the scheme contravenes, and take a detailed position on the landscape impact of the scheme. Our planning officer, Andrew Wood will be leading our team and cross-examining the witnesses brought in by the appellant, Persimmon Homes.

High Peak Borough Council refused Persimmon's application in 2017 to build 120 homes on the site, which is at the corner of Leek Road and Macclesfield Road. The proposals include realignment of the busy junction.

The case is important to us because it tests two key issues – the integrity of the Local Plan and the value of the landscape. The Local Plan contains a policy setting out strict criteria by which sites

outside built-up areas could be considered for housing development. In our view, this site fails against these requirements, because it intrudes into the countryside. Persimmon argue that although the site is very close to the national park boundary it has very low impact on the Park, and that planning policy doesn't require non-designated landscapes to be protected. Our case is that all landscapes matter, and that the scheme would dramatically alter this transitional landscape that sits between the town and the national park.

We are also making representations to another, similar appeal concerning 70 houses at Elnor Lane, Whaley Bridge, next to the Shallcross Incline.

Donations to our fund do not yet cover our full costs, so we would be delighted to receive more! Visit our website www.friendsofthepeak.org.uk/support-us/donate



House (South Front)

CPRE Deposit Return Scheme long overdue

In January 2019, the Department for Environment, Food and Rural Affairs (Defra) launched a consultation on two options for how a deposit return system should operate.

We welcomed the government's promise to 'introduce a deposit return scheme in England for single use drinks containers' but we are concerned that their consultation will pay too much heed to the powerful voices within the drinks, retail and packaging industries who are trying to limit the type and size of containers that will be included.

As CPRE's 'Green Clean' litter picks clearly demonstrated last year (when over 10,000 bottles and cans were collected nationally), every type and size of container is littered. The only effective deposit system must therefore collect cans, bottles and cartons of all sizes and all materials.

Back in 1982 a Beverage Container Bill was rejected by the House of Lords, after 26 trade associations lobbied the government claiming their industry would voluntarily deal with the packaging waste they created.

However last year, the packaging industry paid just £73 million towards the clean-up costs, while tax payers were left to foot the remaining 93% of the £1 billion bill.

Evidence of the benefits of deposit return scheme has increased over the last 40 years: consumption has sky-rocketed; recycling has flat-lined; our countryside, rivers and oceans are choked with plastic; and many drinks containers are collected so inefficiently that their poor quality means we struggle to recycle them in the UK, and the rest of the world will no longer take them. Depressingly, some in the industry are still making the same false claims and empty promises in an attempt to thwart the introduction of the scheme, or limit what it includes.

Introducing a deposit system that accepts and collects every single can and bottle would make such a difference to the health of our environment and relieve struggling local councils of the huge financial burden of waste management by making those who produce these vast amount of packaging rightfully liable for the costs of dealing with it.

ANNUAL GENERAL MEETING

Wednesday 14 August 2019, 7pm

Victoria Centre (in the church next door to Victoria Hall)
Stafford Road, Sheffield, S2 2SE

Presentation on the work of Friends of the Peak District (and CPRE South Yorkshire) over the last 12 months, showcasing the campaigns and fundraising activities we have been involved in to protect these unique landscapes for future generations.

AGENDA

1. Welcome, introduction and apologies
2. Minutes of the 16th AGM of CPRE Peak District and South Yorkshire
3. Matters arising
4. Presentation of the 2018 annual report, and annual accounts by Chair of Trustees, Chris Heard
5. Appointment of auditors for 2019/20: 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 (submitted to susan@friendsofthepeak.org.uk by Wednesday 3 July 2019)
8. Any other business

Please confirm your attendance: call 0114 279 2655 or email Susan



Concert of choral music through the ages

Presented by the hugely popular New Chamber Choir

Conducted by Paul Hudson

Saturday 13th July at 7.30pm

St Michael and All
Angels' Church,
Hathersage.

All proceeds in aid of Friends of the Peak District.

Admission: £7.50 Concessions (over 60s, disabled, students, low income): £6.00

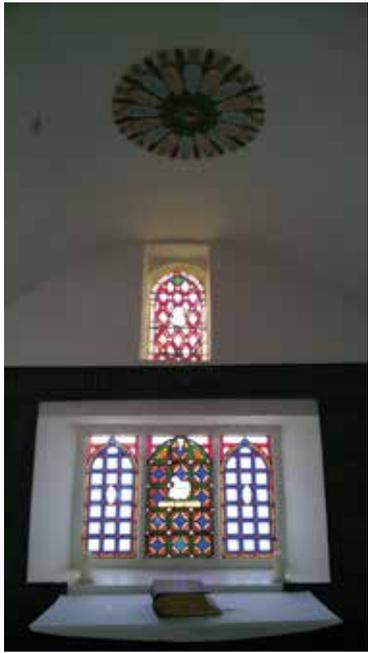
Book your tickets online: www.friendsofthepeak.org.uk

Please note: tickets will not be issued. We will have a list on the door. Interval refreshments will be available.

ALL WELCOME!



New Chamber Choir



Jenkin Chapel plans

Plans are afoot to improve the landscape setting of the amazing Jenkin Chapel in Saltersford, south of Kettlethume in the west of the national park. Following surveys by our new volunteer undergrounding officer, Graham Barrow (see profile on page 21), Electricity North West have drawn up draft plans to remove intrusive electricity poles and wires that mar the isolated setting of this beautiful rare building. Although much of the current budget for undergrounding in the national park is already allocated, we hope we can squeeze this valuable scheme into the list of projects to be completed by 2023, in addition to some much larger schemes near the TransPennine Trail in lovely Longdendale.



Welcome new faces



David Holmes is our newest trustee. Based in Sheffield, he is a seasoned communicator who has spent many years practising journalism, and much of his non-working time immersing himself in the magnificent countryside on his doorstep. David was a lecturer in journalism studies at the University of Sheffield; a journalist and editor for BBC Sheffield; a trade union official; a CPRE campaigner and a Dark Peak fell runner. He created the Bradfield Boundary Run in 1994 and has kept it going every year since; he helped with social media communications during the recent Sheffield street trees campaign and is currently helping to stage the 2019 British fell relay championships at Fairholmes.

Graham Barrow is a retired countryside and heritage consultant and has lived in Bollington near Macclesfield for over 30 years. He worked in Scotland for 15 years and is currently the sole English based trustee of the Scottish Campaign for National Parks. Looking to keep his hand in with some worthwhile activity related to his past professional work, Graham volunteered to help us with our undergrounding campaign. He works closely with Andy Tickle and with the National Park Authority, visiting sites in the Peak District and recording the visual impact of selected powerlines, identifying those worthy of possible undergrounding. He also attends stakeholder meetings with the electricity supply companies to discuss the options and costs of the undergrounding schemes.



Paul Besley is a writer with a focus on walking in both the urban and countryside landscape with particular interest in the Peak District and South Yorkshire. Paul is also member of the Woodhead Mountain Rescue Team and is in the process of completing training with his dog Scout to become an operational search team. As well as finding people lost on the hill Scout has become a firm favourite in our office. We are working with Paul on our web and social media activities; he's helping us to share information, raise awareness and engage others in conversations about our work and the issues which affect the places where we live, work, relax and enjoy.

Opportunities to join us

If you have some spare time and would like to work with us, in any capacity – attending events; archive research; marshalling the Magnificent Walk; reviewing planning applications; out on site or office based; regular hours or one-off projects - we'd love to hear from you. Do get in touch! Call us on 0114 279 2655 or email mail@friendsofthepeak.org.uk

The Woodhead tunnel debate continues...



Board at Woodhead tunnel

There are three parallel disused rail tunnels that pass under the Peak District, running from Woodhead to Dunford Bridge. They are 3.5 miles long, and once connected Manchester to Sheffield via the Longendale Valley.

- 1845 Tunnel 1 opened
- 1853 Tunnel 2 opened
- Both Victorian tunnels were narrow and unsuitable for electrification
- 1953 Tunnel 3 opened
- 1960s National Grid laid cables in Tunnels 1 and 2
- 1981 Tunnel 3 closed
- 2008 Victorian tunnels so deteriorated, National Grid moved cables to Tunnel 3

There is continuing pressure to keep open the option of reinstating a railway line along the Woodhead corridor. Given the government's commitment to tackling climate change, and the dire consequences of failing to meet transport sector carbon budgets, we are hopeful that a massive shift in investment plans from new roads to rail will occur. The Woodhead corridor could be one beneficiary.

We have long recognised the potential benefits of developing a new trans-Pennine rail route, and the Woodhead is an obvious option.

It would entail a reconfiguration of the current arrangements: by either boring another new tunnel, or using Tunnel 3 for the railway and re-boring the Victorian tunnels for National Grid's high voltage electricity cables to go back in them. As the cables were only moved recently, we assume that moving them again is difficult to justify in economic terms.

There may be little certainty about rail reinstatement at present but we certainly don't discount it. However, we do not see it as a reason to delay pursuing the benefits of burying cables east of the tunnels (at Dunford, the current undergrounding scheme) and a longer stretch to the west in the future. If re-developing the rail corridor becomes a more feasible option, then the costs of moving the cables will be an insignificant part of the overall national infrastructure investment decision.

So, while the option of rail reinstatement seems remote, we will continue to support the undergrounding pylons, but we would reconsider all scenarios if rail became a serious option and especially if it might avert major road development.

Anonymous gift

We are funded solely by the generosity of our members and supporters - through membership fees, donations and legacies. It's always lovely to receive unexpected gifts but we were particularly delighted recently to receive an anonymous cheque for £1,000. The secret supporter specifically asked for the funds to be spent on the work being carried out by our tireless volunteer, Anne Robinson, on the A628 and other transport campaigns. We would like to say a huge thank you to whoever sent us this very generous gift.

If you share our beliefs about inspiring people and protecting our beautiful countryside; and want to enjoy green and tranquil urban greenspaces and our amazing rural landscapes, now and into the future, please consider supporting our work. Your memberships, your donations and your legacies really can make a difference.

Thank You

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

MEMBERSHIP TYPE (please tick)

MEMBERSHIP TYPE (please tick)	Minimum annual amount
<input type="checkbox"/> Individual	£30
<input type="checkbox"/> Joint	£42
<input type="checkbox"/> Silver Guardian	£100
<input type="checkbox"/> Gold Guardian	£250
<input type="checkbox"/> Life Membership (under 60)	£600
<input type="checkbox"/> Life Membership (60+)	£350
<input type="checkbox"/> Under 25	£13.50
<input type="checkbox"/> Business Friend	£50
<input type="checkbox"/> Business Guardian	£250
<input type="checkbox"/> Not for profit group	£50
<input type="checkbox"/> GIFT MEMBERSHIP Individual*	£40
<input type="checkbox"/> GIFT MEMBERSHIP Joint*	£60

*Annual payment only

Your details

Title _____ First name _____ Surname _____

Address _____

Postcode _____ Tel _____ Email _____

*GIFT RECIPIENT DETAILS – please indicate where you want us to send the membership pack

Title _____ First name _____ Surname _____

Address _____

Postcode _____ Tel _____ Email _____

PAYMENT

- a) By cheque or CAF: Please make cheques payable to "Friends of the Peak District" for £ _____
- b) By BACS: Sort Code: 40-41-07 Account No: 91855417 Account Name: The Peak District & SY Branch of the CPRE (HSBC)
- c) By Direct Debit: I would like to pay £ _____ per month annually
- d) By credit / debit card: call us on 0114 279 2655 or visit our website



Instructions to your Bank/ Building Society to pay by Direct Debit

Name and full postal address of your Bank or Building society.

To: The Manager of _____ Bank / Building Society

Address: _____

Postcode: _____

Name(s) of Account Holder(s): _____

Bank/Building Society Account No.:

Branch Sort Code:

Originators Identification Number: [5] [9] [9] [7] [0] [5] Office Use

Instructions to your Bank / Building Society.

Please pay Friends of the Peak District Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Friends and, if so details will be passed electronically to my Bank/ Building Society.

Signature(s): _____ Date: _____ / _____ / _____

GIFT AID DECLARATION

If you are a UK taxpayer please tick the box below so that we can claim back an extra 25p for every £1 you give and add the date to validate this declaration:

I would like Friends to claim back the tax on all gifts of money that I have made in the past four years and all future donations that I make from the date of this declaration.

If I pay less income tax and/or capital gains tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference.

Date: _____ / _____ / 20 _____

Signature: _____ *giftaid it*

DATA PROTECTION STATEMENT

By signing this membership application form, you agree that we may use your details for processing and administering your membership. If you agree that we may contact you for marketing and/or fundraising purposes, please tick all that apply:

Name: _____ By post

Signature: _____ By email

Date: _____ / _____ / 20 _____ By phone

Please note: we will never sell or pass your details on to a 3rd party or organisation.

A photograph of a park in early spring. The foreground is filled with numerous crocuses, some white with purple centers and some solid purple. The ground is covered with green grass and brown, fallen leaves. In the background, a large, dark tree trunk stands prominently, with many other bare trees visible against a bright, hazy sky. The overall scene is peaceful and natural.

Friends of the Peak District and CPRE South Yorkshire

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W: www.friendsofthepeak.org.uk

Love the Peak? Help us protect it