9. ACHIEVING ACCESSIBILITY FOR ALL

Haddon Hill

Sustainable Transport

Objective 13: *To improve the sustainability, resilience and self-sufficiency of the National Park's settlements by supporting the retention, provision of, and access to community services and facilities.*

Objective 18: *To support sustainable transport for residents and visitors by improving public and community transport services and opportunities for walking, cycling and horse riding including linkages across the National Park boundary.*

Objective 19: *To minimise the net emissions of carbon dioxide and other greenhouse gases into the atmosphere, and support measures which contribute to carbon neutrality in ways that both conserve and enhance the National Park.*

Context

9.1 Transport policies have an important role in facilitating sustainable development and minimising greenhouse gas emissions. Sustainable modes of transport are supported, however it is recognised that the rural nature of much of the National Park, and its dispersed population, means that the majority of people rely on the private car to access jobs, services and facilities.[408] The settlement strategy set out in GP3 (Spatial Strategy) recognises that new development should be focused in the named settlements to help maintain their future sustainability, self-sufficiency and resilience, and should not lead to a severe increase in traffic. Accessibility to essential services can be difficult for those who do not have access to a private car, or regular public transport services. The National Park Authority will work with Somerset and Devon County Councils, as the local transport authorities and transport providers, to support more sustainable travel choices, including through the ongoing provision of public transport services, and to encourage demand-responsive community transport initiatives, particularly in those areas where regular public transport services are not available.[409] Similarly, car-sharing clubs are another means of improving accessibility in a rural area, and can also be helpful in reducing the need for second cars in a household and therefore the burden of related costs.

9.2 As well as encouraging more sustainable modes of transport for the resident population and those who work in the National Park, the National Park Authority will also encourage visitors and tourists to use non-car modes of travel to the National Park, and to get around once here. The majority of visitors travel to Exmoor by car, and monitoring shows that during the summer months visitor traffic has a substantial impact on traffic levels within the National Park. As a consequence, there is some congestion experienced during these peak periods. Exmoor has an excellent rights of way and access network, which provides opportunities for visitors to enjoy the National Park through walking, cycling, and horse-riding (Section 8 Achieving Enjoyment for All). In particular, encouragement will be given to alternative modes of travel, such as public and demand responsive transport, walking, cycling, and horse-riding, and by improving information provision to make it easier for visitors to travel without their car and generally help to improve air quality; this may arise as a result of enhanced green infrastructure provision (CE-S3 Biodiversity and Green Infrastructure).

9.3 Transport is a significant contributor to greenhouse gas emissions (Section 5 Responding to Climate Change and Managing Resources) and consequently the policies in this Plan seek to reduce emissions, where possible, and support low carbon transport options such as electric vehicles and bicycles. These are becoming more widespread, and the National Park Authority will encourage the appropriate provision of electric charging points (at suitable standards of charging to reflect electric vehicle charging requirements) in new developments and at suitable locations across the National Park. Where possible and appropriate, these electric charging points should be powered by renewable energy sources, in accordance with CC-S5 (Low Carbon & Renewable Energy Development). There are also concerns over the future availability and cost of fuel. The policies set out below encourage alternatives to the car or greater car sharing, which will therefore not only help mitigate climate change emissions, but also potentially help secure more affordable means of transport in the National Park.

408 DCLG (2012) National Planning Policy Framework (Paragraphs 29-30.) DCLG
409 DEFRA (2010) English National Parks and the Broads UK Government Vision and Circular (Paragraph 83)

9.4 Information and communication technology is likely to have an increasingly important role in reducing the need to travel and supporting a low carbon future. Although not everyone will choose to use technology in place of travel, more people are able to work from home, shop via the internet, or access information and services, particularly when they have access to faster broadband connections (AC-S4 Electricity and Communications Networks). The National Park Authority will encourage improved information provision to make it easier for residents and visitors to travel without a car.

AC-S1 Sustainable Transport

1. The National Park Authority will encourage sustainable modes of transport through working with highways and transport authorities, transport providers, local communities, and where appropriate, neighbouring authorities to encourage:
   a) Public transport provision, community based demand-responsive transport and car sharing.
   b) Provision for walking, cycling and horse-riding including cross-boundary linkages with neighbouring authorities (RT-D12).
   c) Low carbon travel.

Transport Infrastructure

9.5 Although road maintenance and improvement schemes within existing highway boundaries do not require planning permission, consultation arrangements exist with the highway authorities to enable the National Park Authority's views to be heard before schemes are implemented. Many of Exmoor's roads, bridges and fords are historic and attractive features in their own right. Hedgebanks and hedges, trees, fingerposts, traditional bus shelters and other roadside features also add to the character of Exmoor's road network. Unsympathetic highway maintenance or improvement works can result in the loss of character or cause damage to ecological or historic features.

9.6 The National Park Authority will encourage highway authorities to ensure that any maintenance or improvement works are carried out to the highest environmental standards and in keeping with local character. This includes minimising disturbance to local communities or wildlife, avoiding pollution of watercourses, loss of wildlife interest, impacts on local amenity, characteristic landscape or historic features, or visual impacts, and supporting environmental enhancements where possible. Opportunities for enhancement through provision of green infrastructure will also be encouraged in accordance with policy CE-D2 Green Infrastructure Provision. Any potential impacts on the access network should be dealt with in accordance with RT-S1 Recreation and Tourism and RT-D12 Access Land and Rights of Way.

9.7 Climate change adaptation measures will be required for existing roads and infrastructure, particularly in response to more extreme weather events. Surface water is already having an impact on the lifespan of road surfaces. The National Park Authority will work with highways authorities and partners to identify the areas of the transport network that are at greatest risk from the impact of climate change (including coastal change) and support measures that enhance its resilience. The choice of materials should maximise sustainable drainage and reduce run-off.

9.8 The National Park Authority will work with highways authorities, local communities and businesses to ensure that highway safety is not compromised, and avoid unnecessary highway signage and other forms of highway structures (including lighting – policy CE-S2 Protecting Exmoor's Dark Night Sky), which would have an adverse impact on the landscape and street scene. Certain visitor attractions are eligible for advance signing using the Highway Agency's 'white on brown' tourism signs, which are paid for by the individual operator and are authorised by the Highway Authority. However, Exmoor National Park Authority should be consulted on individual proposals in the National Park. Signs, road markings, barriers and traffic signals should be kept to a minimum and comprehensive approaches to local signing and advertisement will be promoted where benefits to local character, amenity and highway safety can be achieved (CE-D5 Advertisements and Private Road Signs).

9.9 Upgrading of existing routes designed to accommodate higher traffic speeds would be resisted by the National Park Authority as they are inconsistent with National Park purposes. Proposals for new roads or any significant road widening will only be considered where they are required for access to new development or enable substantial environmental gain or community benefit. Any new access roads would need to be proportionate to the scale of development and designed to the highest standards that are appropriate to the character of the local landscape and built environment. Trees, hedgerows and other planting schemes will be encouraged for landscaping and screening of new or improved roads and parking.

Barle Bridge, Dulverton

AC-S2 Transport Infrastructure

1. Exmoor National Park Authority will work with highways authorities and local communities to ensure that works to highways and transport infrastructure including traditional fords and bridges, road maintenance and improvement schemes, parking or new access roads, signage and street furniture reflect local character and:
    a) Are designed and constructed to conserve and enhance the natural beauty of the National Park, using materials and finishes that are appropriate to the character of the local landscape and built environment.
    b) Maintain and, where possible, enhance the rural character of roads.
    c) Retain (or if this is not possible, replace like for like) existing traditional street furniture and highways signage such as fingerposts, milestones, cast iron signs or other features important to the character of the area.
    d) Incorporate wildlife enhancements and landscaping schemes including green infrastructure where appropriate.
    e) Minimise disturbance and damage during maintenance or construction.
    f) Minimise lighting (CE-S2 Protecting Exmoor's Dark Night Sky), highways signage and reduce clutter.
    g) Take account of road safety interests particularly for non-motorised modes of transport, and the capacity and function of the road network.
    h) Increase future resilience of transport infrastructure at risk from climate change and extreme weather events through the use of sustainable drainage systems.
2. Upgrading of existing routes designed solely to accommodate high traffic speeds will not be supported.
3. New roads and significant road widening are not considered to be appropriate in the National Park context, except where they would result in substantial environmental gain or community benefit.

Transport and Accessibility Requirements for Development

9.10 Applications should be located, designed and planned to avoid community severance and encourage a shift of priority towards pedestrians, cyclists, horse riders and public transport. They should seek to create environments that are attractive and that encourage travel by modes other than the car to jobs, services and the wider transport network. Opportunities to support low carbon travel, such as installation of electric charging points, will be encouraged, where these are in keeping with local character. Car share clubs will also be supported, particularly where this helps to reduce isolation for those who do not have access to a private car.

9.11 Development, including the change of use of buildings, can lead to a requirement for road improvements and further maintenance. Conserving and enhancing the National Park and its special qualities and the safety of non-car users will be the primary criteria in the planning and design of transport and its management. Standard highway solutions are sometimes used as a development design starting point which can have the effect of discouraging the exploration of good design and local distinctiveness, which are particularly important attributes for development in Exmoor National Park. Solutions will be sought which incorporate and combine the principles of highway safety with good design for the area, contributing to local distinctiveness. Opportunities for wildlife enhancement will also be encouraged.

9.12 Contributions may be required for transport enhancements (including measures set out in Travel Plans) to improve the safety, enjoyment and convenience of non-car modes of travel including (but not necessarily limited to) footpaths, bridleways, cycleways, car-sharing facilities, highways, public transport provision and infrastructure, charging points for electric vehicles, car parking, motorcycle and bicycle parking and travel planning (GP5 Securing Planning Benefits - Planning Obligations).

9.13 Whilst the majority of development proposals within the National Park are not likely to generate significant levels of traffic, such proposals may occasionally arise for example: a farm diversification scheme or new visitor facility. In such cases, proposals should be supported by a Transport Assessment (TA) or in less complex cases, a simplified Transport Statement, in consultation with the relevant authorities.[410] This should assess the potential transport impacts of the proposed development and set out the measures that will be taken to deal with them, with emphasis on improving accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport. It should be produced in conjunction with a Travel Plan to ensure that the proposal delivers sustainable travel outcomes including through minimising the level of trips generated, demonstrating how additional trips will be accommodated, and how accessibility to the site by different modes of transport will be achieved. If necessary, a separate air quality assessment may be required to consider in more detail impacts on air quality and any mitigation required. Reference should also be made to Design and Access Statements (see CE-S6 Design and Sustainable Construction Principles). These assessments will be used to determine whether the impact of the development in transport terms is acceptable (including the impacts of traffic generated, greenhouse gas emissions, impacts on air quality, road safety, and the special qualities of the National Park).

[410] DCLG (2012) National Planning Policy Framework (Paragraph 32). DCLG

AC-D1 Transport and Accessibility Requirements for Development

1. In designing new development applicants should:
   a) Demonstrate all opportunities have been taken advantage of to encourage safe and sustainable modes of transport including through improved infrastructure such as footpaths and cycle paths, rights of way improvements or linkages, cycle parking and storage, and electric charging points.
   b) Avoid community severance and ensure good access for pedestrians and cyclists from new development to nearby services and facilities including public transport links.
   c) Encourage the provision of car club and car sharing facilities where appropriate.
   d) Ensure that the design and details of highway works which are required for new development proposals are appropriate in scale to the development and contribute to the conservation or enhancement of the area.
2. Where development is likely to generate significant levels of traffic, applicants will be required to prepare a Transport Assessment or Transport Statement, an air quality assessment where necessary, and a Travel Plan to ensure that the proposal delivers sustainable travel outcomes.

Traffic and Road Safety Considerations for Development

9.14 Any new development should be of an appropriate type and scale so that it can be safely serviced by the existing road network. The traffic likely to be generated by development proposals should not exceed the capacity of the local road network; cause unacceptable deterioration in air quality or the natural or built environment; or prejudice road safety interests. Where proposed development requires access onto the Exmoor Route Network (A and B roads) this must be capable of being provided in a safe and environmentally acceptable manner. Where necessary, schemes should be accompanied by an assessment of the traffic impact on the route, to the satisfaction of the highway authority.

AC-D2 Traffic and Road Safety Considerations for Development

1. The Exmoor Route Network will be taken into consideration in the determination of proposals for development to ensure that the capacity of the roads serving the development is adequate for the traffic likely to be generated.
2. Development which will cause unacceptable levels of traffic in terms of the environmental or physical capacity of the local road network, or would prejudice road safety interests, will not be permitted.

Traffic Management and Parking Provision

9.15 The National Park has no major strategic road or rail corridors. The two principal transport routes on Exmoor are the A39 and A396, which form the main routes for traffic, including visitor traffic during the tourism season. However, much of the travel on Exmoor (particularly the east-west routes) uses B roads and smaller rural lanes. These lanes, often framed by beech hedgerows and serving local farms and communities, form part of the character of the National Park and are important historic and landscape features in their own right. The responsibility for roads and traffic management lies with Devon and Somerset County Councils (as Highway Authorities), therefore the implementation of policies relies on a close working relationship with both authorities. The implications of development proposals in terms of potential traffic generation, road safety and the adequacy or otherwise of the local road network will be relevant factors in decisions.

9.16 Traffic flows on Exmoor are relatively stable, although levels increase significantly during the main summer months when there are greater numbers of visitors to the National Park. Although traffic pressures across the National Park as a whole are not severe there can be specific areas which face congestion issues and parking problems particularly during the busy holiday periods. The areas with the highest average daily traffic in the National Park where problems of congestion occur include Lynton/ Lynmouth, Dunster, Dulverton and Porlock as well as popular tourist destinations, such as Tarr Steps and Valley of Rocks.

9.17 The effects of traffic are seen in the congestion of streets and over-demand for parking space in some towns and villages at peak periods. This can result in local impacts from air and noise pollution, a reduction in the quality of the experience of the National Park for residents and visitors, damage to the physical fabric of buildings and, in some cases, restrictions on the passage of buses and emergency vehicles. Conditions for pedestrians, cyclists, horse-riders and disabled people can be made difficult by traffic and inappropriate access by HGVs, which may contribute towards community severance and poor accessibility to local services including public transport. The National Park Authority will seek to ensure that the needs of more vulnerable road users such as walkers, cyclists and horse-riders are taken into account in traffic management.

9.18 In settlements, streets should be inclusive for all and attractive places in their own right rather than just corridors for traffic (policy CE-S6 Design and Sustainable Construction Principles).[411] Outside the named settlements there are concerns that high traffic speeds on narrow roads and lanes put other users such as walkers, horse riders and cyclists at risk. Where opportunities arise, the National Park Authority will encourage the provision of alternatives to busy roads that link up important footpaths and bridleways, safer crossing points, and other safety measures.

9.19 Some traditional bridges are showing signs of physical deterioration as they are carrying volumes and weights of vehicles greater than intended for their original use. The physical capacity of these roads and their alignment is, in the main, unsuited to larger vehicles and heavy flows of traffic at higher speeds. It is important to ensure measures are adopted in partnership with relevant transport authorities to reduce the pressure on such bridges through promotion of the Exmoor Route Network and advisory routes, particularly for coaches and lorries.

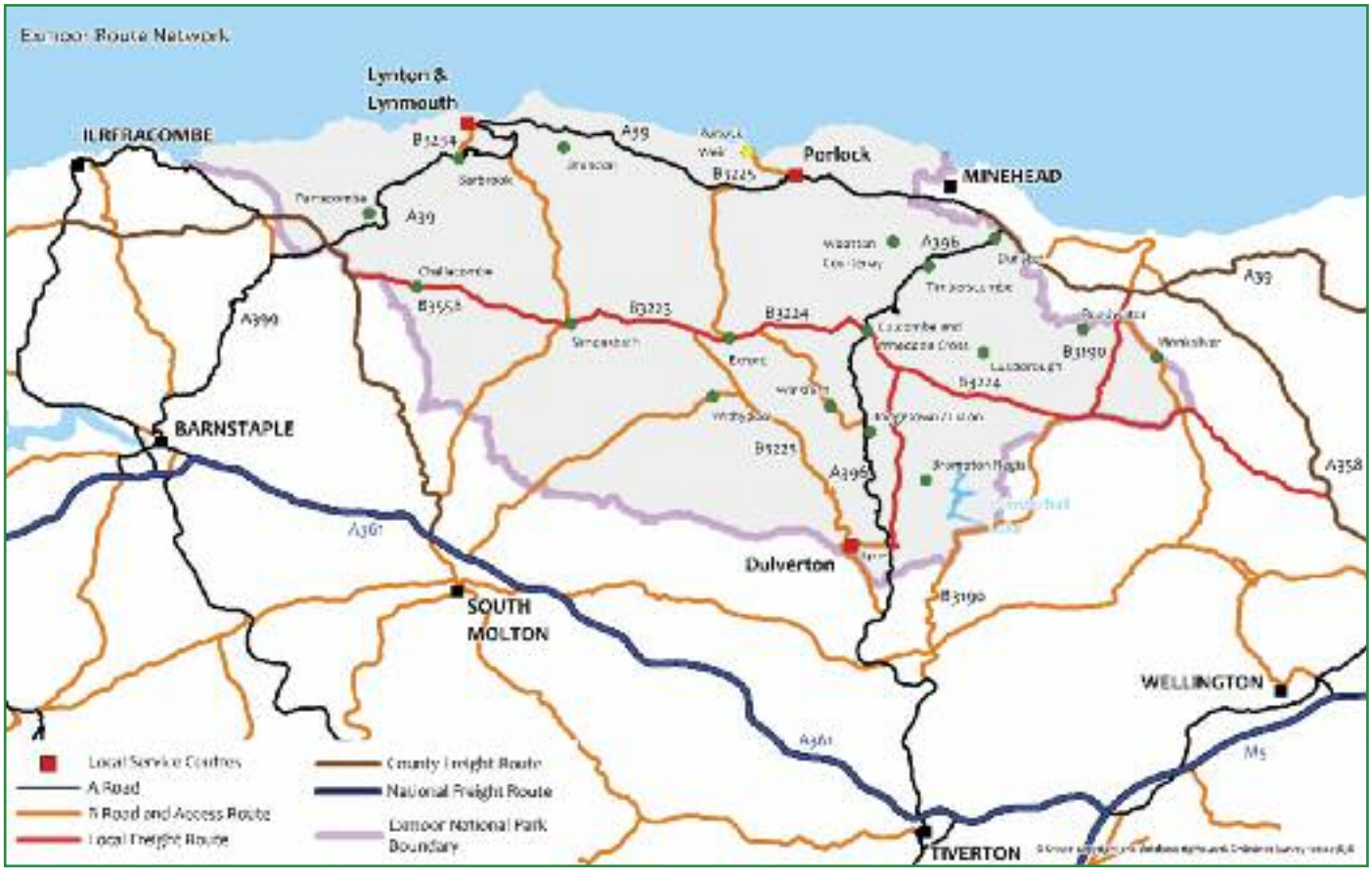
[411] Department of Transport (2007) Manual for Streets; Department of Transport (2010) Manual for Streets 2 - Wider Application of the Principles

9.20 HGV movements on roads within the National Park are at significantly lower levels in relation to total traffic flows but large vehicles can still cause problems on narrow roads and in villages across the National Park. There are weight and length restrictions on a number of A and B roads in the National Park due to constrained junctions or steep gradients, including at Dunster, Porlock Hill, Wheddon Cross and Lynton and Lynmouth. There has been a significant increase in delivery vans, some of which is likely to have resulted from the growth in internet shopping.[412] Whilst this is preferable in the National Park to additional HGV movements, such increases in traffic may in future benefit from co-ordination and shared deliveries using an appropriate size of vehicles suited to the small rural roads in the National Park

9.21 There are no strategic national or regional freight routes through the National Park. Local Freight Routes, are designated for the B3190 (Ralegh's Cross towards Washford Cross), the tertiary route from Machine Cross to Heath Poult Cross, and the east/west route across the National Park consisting of the B3224, B3223 and B3358. These are longstanding routes signposted for HGVs. The B3223 is unsuitable for HGVs at Dulverton. The National Park Authority will support continued work by the Highway Authorities with hauliers and SatNav providers to take unnecessary through traffic, particularly lorries and HGVs, away from the National Park. The use of unsuitable routes will be discouraged through appropriate measures, such as positive signing and SatNav route information. The National Park Authority will also encourage Highway Authorities to ensure that diversionary routes and planned maintenance minimise disruption to local communities.

9.22 The Exmoor Route Network, shown on the Policies Map, Key Diagram and Map 9.1 below, identifies the main transport routes on Exmoor according to their function in order to ensure that traffic uses roads most suited to the purpose of its journey.

Map 9.1 Exmoor Route Network



[412] Somerset County Council (2011) Freight Strategy

Parking

9.23 Parking provision is an important factor for Exmoor's communities and local businesses due to the high dependency on the car. However, providing adequate parking provision to reflect this, has to be balanced with impacts on landscape, the limited overall capacity of land available for development in the National Park, and the need to encourage people to adopt sustainable modes of travel wherever possible and help contribute to reducing greenhouse gas emissions. Parking provision for new development should be in accordance with Policy AC-D3 Parking Provision and Standards.

9.24 Within settlements, public car parks help to reduce the level of on-street parking and outside the tourism season can provide a useful facility for residents. In some locations there may be scope for rationalising, relocating or redesigning existing parking where this would achieve environmental gains. Reserving small car parks specifically for residents and the provision of community car parks within villages may also be part of an overall solution to parking problems, particularly if they are associated with other community facilities such as open amenity space, a village hall or public toilets. Such provision should not however result in adverse impacts on the highway caused by visitors displaced from these car parks, or on local businesses.

9.25 Exmoor is relatively well provided with parking facilities for countryside recreation. There is a presumption against providing for peak demand due to the impact on the natural and built environment, the seasonal and localised nature of congestion and the need to seek more sustainable solutions to the management of traffic, and the demand for parking. The emphasis will be on maximising the use of existing parking facilities.

9.26 The creation of minor new car parking facilities will only be contemplated as replacement for existing car parking lost through development or coastal change; to relieve traffic and parking pressure elsewhere in the locality; or where opportunities for informal recreation or new public access are developed; and always subject to conservation objectives. The design of parking should take into account environmental constraints (AC-S2 Transport Infrastructure) and make the best use of available land.

9.27 The National Park Authority will work with Highway Authorities and local communities to find the best solutions to congestion and parking issues. Given the limited capacity for additional car parking and the potential impact on special qualities, the focus will be on providing for community needs rather than peak parking capacity. Temporary solutions will be sought for peak parking demands in areas where this is causing environmental damage or adversely affecting the quality of life of local communities, including temporary provision of park and ride to manage parking and traffic at major events (AC-D4 Temporary Parking).

AC-S3 Traffic Management and Parking

1. The approach to traffic management on Exmoor will take into account the needs of all users including pedestrians, walkers, cyclists, horse-riders, and disabled people, including through the provision of alternative routes to avoid busy roads, safer crossing points, and use of shared surfaces where appropriate.
2. The Exmoor Route Network, as shown on the policies map, will form the framework for traffic and freight management in the National Park.
3. Replacement of existing car parking lost through development or coastal change, or the creation of small scale new facilities will be permitted where this enables opportunities to enhance public understanding and enjoyment of the National Park, or would relieve traffic and parking pressure elsewhere in the locality, including adverse impacts arising from parking on the highway. Such provision should also ensure that:
   a) there is good accessibility, and there would be no material harm to the character and appearance of the locality or views from publicly accessible locations; and
   b) it is well designed in accordance with the criteria set out in policy AC-S2(1) Transport Infrastructure.
4. In the National Park there is a presumption against providing for peak parking demand. The National Park Authority will work with highway authorities, Town and Parish Councils and local communities to identify local solutions to congestion and parking issues in keeping with landscape character, providing for community needs and utilising temporary solutions for peak parking where necessary and appropriate (AC-D4 Temporary Parking).
5. Proposals for new development should make adequate provision for parking in accordance with policy AC-D3 Parking Provision and Standards.

Parking Provision and Standards

9.28 Policy AC-D3 guides parking provision in developments – the principle will be to minimise parking taking into account environmental constraints. Table 9.1 Guide to Parking Standards is intended to guide levels of provision for car, cycle, motorcycle parking and dedicated disabled parking spaces.[413] The parking standards reflect the rural nature of the National Park, and that many people will be dependent on access to a car. Car parking standards include any garages or car ports provided. However, developments in more sustainable locations that are well served by public transport or have good walking and cycling links will be considered appropriate for lower levels of car parking provision. There may be circumstances such as change of use, or new development in restricted locations where it is not possible to accommodate parking. In order to enable otherwise appropriate development, the National Park Authority will take into account the proximity of public parking (including on-road parking) and public transport when considering applications. Proposals for a higher level of car parking provision should be supported by robust evidence. Proposals for higher levels of cycle parking will be favourably considered.

[413] The parking standards in Table 9.1 are based on: Somerset County Council (2013) Parking Strategy - Standards for Zone C (low population areas) were adapted to reflect the lower levels and sizes of development that are more typical in the National Park, and applied across the whole National Park

9.29 As land capacity for development is limited in the National Park, the design of parking provision in developments should avoid 'land-hungry' approaches, promoting a design-led approach that is well integrated with a high quality public realm and streets that are pedestrian and cycle friendly (CE-S6 Design and Sustainable Construction Principles).[414] Car parking in the open countryside for tourism and recreation developments will be required to meet the highest standards of landscaping and screening to reduce visual impacts (AC-S2 Transport Infrastructure). The use of natural materials for surfacing will be preferred over hard surfaces such as tarmac.

9.30 The National Park Authority will encourage the provision of cycle parking to support walking and cycling both as a means of recreation but also to enable residents to access jobs, services and community facilities, such as village halls and sports facilities, particularly in the named settlements. Levels of cycle parking will be considered based on the standards set out in Table 9.1 or on a case by case basis, according to the size and type of development and its location. Transport Assessments/Statements and Travel Plans should include consideration of cycling and the likely demand for cycling provision. In most circumstances, 'Sheffield' type cycle parking stands (a metal hoop sunk into concrete or bolted to the ground) will be adequate. All stands must be made of robust materials and fixed securely. At locations where stays are likely to be longer, for example at residential institutions, workplaces, schools or hotels, secure, undercover cycle storage facilities will be required. Shared cycle parking facilities can be more efficient and require less space than individual facilities.[415] Cycle parking for residential developments will also be looked at on a case by case basis, with provision for cycle storage such as garden sheds included where appropriate. Motorcycling is also becoming more popular, and provision for motorcycle parking will also be encouraged on a case by case basis in accordance with policy AC-D3 Parking Provision and Standards.

9.31 Policy AC-D3 also makes provision for the specialist parking needs of certain members of the community, such as those with disabilities. The design and dimensions for disabled parking bays should be in accordance with current Regulations and allow for sufficient space for people with disabilities to transfer from vehicle to wheelchair.[416] Bays can be combined with common 'transfer zones' to reduce space requirements. Bays should be level, and the surface of the accessibility zone should be firm, durable and slip resistant.

AC-D3 Parking Provision and Standards

1. Proposals will be permitted where they make appropriate provision for parking including for bicycles, motorcycles, disabled users and car sharing, guided by the standards set out in Table 9.1.
2. Parking provision should take into account environmental constraints, be well designed and integrated with a high quality environment.
3. Developments in more sustainable locations that are well served by public transport or have good walking and cycling links will be considered appropriate for lower levels of car parking provision or in appropriate cases, no car parking provision. Proposals for higher levels of cycle parking will be favourably considered.

[414] The Chartered Institution of Highways and Transportation (2012) Guidance Note on Residential Parking
[415] Department of Transport (2007) Manual for Streets
[416] HM Government (2015) The Building Regulations 2010: Approved Document M, The Stationery Office, London

Table 9.1: Schedule to Policy AC-D3 – Guide to Parking Standards

Use Class and Description	Car parking	Cycle parking
A1 Retail	Non-food: 1/50m^2 Food: 1/16 m^2	1/100m^2
A2 Financial and Professional Services	1/30 m^2	Case by case basis
A3/A4/A5 Food and Drink	1/16m^2	1/20m^2
B1 Business	1/30 m^2	1/250m^2
B2 General Industrial	1/75 m^2	1/200m^2
B8 General Warehouses and Distribution	1 car space per 200m^2 and 1 lorry space per 250 m^2	1/200m^2
C1 Hotels	1 per 2 bedrooms	1 space per 5 beds
C2 Residential Institutions	1/40m^2 or 1 per 4 bedrooms	1/100m^2 and 1/13 beds
C3 Residential	1 or 2 bedrooms = 2 spaces 3, 4 or 4+ bedrooms = 3 spaces	Case by case basis
D1 Non Residential Institutions	Health centres 1/25m^2 Schools 1 /2 FTE staff + 2 visitor spaces Churches, halls, 1/20m^2 HE/FE colleges 1/55m^2	Health centres 1/100m^2 Schools 1 /10 FTE staff + 1/5 pupils HE/FE colleges 1/350m^2 Churches, halls, libraries, museums – case by case basis Community centres – 1/100m^2
D2 Assembly and Leisure	2a cinemas 1/12 seats 2b exhibition centres 1/22m^2 Leisure centres 1/40m^2	Case by case basis
Other development Bus and train stations	Case by case basis	1 per 20 passengers joining services in the station's peak hour
Disabled parking		
Car parks associated with employment premises, shopping areas, leisure or recreational facilities and places open to the general public	Case by case basis (with a minimum of one space per 20 car spaces for larger developments)	
Motorcycle parking		
All Use Classes	Case by case basis (with a minimum of one space per 20 car spaces for larger developments)	

9.32 Demand for parking can increase during the peak tourism season. There is a presumption against providing for permanent peak parking demand due to the impact on the natural and built environment in the National Park. Instead, the scale of car parking provision should be commensurate with the average daily usage annually. In order to address higher levels of parking which may arise for limited periods during peak season, temporary overflow measures may be permitted where current parking arrangements are causing an adverse impact on the environment and character of the area and/or the amenity of local communities.

9.33 The design of temporary measures should be in accordance with the temporary nature of the parking provision and the requirements for permanent parking (AC-S2 Transport Infrastructure). They should not have an adverse impact on the landscape, wildlife, character or amenity of the permanent use of the area. Any permanent change to the landscape character, design, surfacing or layout of the site will not be permitted, unless the site is brownfield and it can be demonstrated that the change will be an enhancement in accordance with policy GP1 National Park Purposes and Sustainable Development and accords with Policy CE-S6 Design and Sustainable Construction Principles. However, it is likely that most temporary parking sites will be on greenfield land and any grassed surfaces will need to be retained and can be conserved by using reinforced mesh, which can help protect the vegetation and soil structure. The site should be returned to its original use, design and layout once the temporary parking use has ceased. Restoration measures may be required to mitigate any adverse impacts on wildlife which have resulted from the temporary usage. Any necessary boundary changes to the site will need to accord with this policy and will be of a temporary nature and to revert to their original position once the temporary parking use has ceased.

AC-D4 Temporary Parking

Temporary overflow measures may be permitted to accommodate peak parking demand, where there is no adverse impact on the environment and character of the area, sensitive habitats and wildlife species and/or the amenity of local communities. The design of the proposal should be in accordance with the temporary nature of the parking provision with no permanent features or tracks, and meet the criteria for permanent parking set out in AC-S2 (1) Transport Infrastructure.

Electricity and Communications Networks

Objective 17: *To achieve high quality telecommunications and essential utilities and infrastructure in ways commensurate with the conservation of the National Park's natural beauty, landscape, wildlife, cultural heritage and special qualities.*

Context

9.34 Communications networks have a vital role in supporting sustainable economic growth and the provision of community services and facilities.[417] The rapid change and expansion of electronic communications technology and its increasing influence on how society and businesses function, means that access to digital technology and associated improvement of telecommunications infrastructure, including in rural areas, is a national priority.[418] The communications infrastructure in the National Park needs to be fit for purpose so that it remains a viable place both for businesses and communities to thrive, recognising that a more measured approach to the implementation of communications networks is required.[419] All statutory undertakers, including utilities and telecoms companies, have a duty to have regard to National Park purposes under Section 62 of the Environment Act 1995.

Fixed Line Electricity and Telecommunication Networks

9.35 The majority of properties on Exmoor are connected to the mains electricity network – however there remain a number of properties in more remote locations in the National Park that are not connected to mains electricity and are therefore reliant on generators and renewable energy technologies to meet their energy needs. The mains electricity network is delivered to homes and businesses on Exmoor via a local distribution network on wood pole lines. Proposals for large high voltage pylon routes and transmission lines would be treated as major development (GP2 Major Development) and are not considered to be appropriate in the National Park due to the impact on landscape character and other special qualities.

9.36 The fixed-line telecommunications network (British Telecom infrastructure) provides the traditional fixed-line telephone service to the majority of households and businesses on Exmoor and also access to broadband for those households within a reasonable distance of an ADSL (asymmetric digital subscriber line) enabled telephone exchange. In large, densely populated areas, the fixed-line copper cabling continues to be upgraded to fibre-optic to enable superfast broadband services direct to the home or to the nearest telecommunication cabinet. Although the cost of delivering this type of technology to rural homes is likely to be more expensive due to the dispersed and small scale nature of rural settlements, the cost may reduce (see section on Broadband Internet Access below).

9.37 Overhead electronic and telecommunication transmission lines and poles are often disruptive features that adversely impact landscape and seascape character. Consultation events showed that a majority of respondents considered that there were too many in the National Park. Correspondingly there was support for undergrounding utility cabling to new developments and communities have expressed support for undergrounding overhead cables within settlements.[420] Undergrounding overhead telecommunication lines in sensitive landscapes is also desirable and will be sought where opportunities arise. Western Power Distribution is working within the protected landscapes (National Parks and Areas of Outstanding Natural Beauty) in its region to identify potential areas for undergrounding existing overhead lines.[421] Within Exmoor National Park this has included programmes for undergrounding overhead lines in:

a) Dulverton Conservation Area – to enhance the quality of the built heritage,

b) Hawkcombe – to enhance the open character of the moorland landscape, and

c) Porlock Marsh – to improve the character of the coastal landscape and seascape.

[417] DCLG (2012) National Planning Policy Framework (Paragraph 42). DCLG
[418] Department of Business Innovation and Skills (2014) Broadband Delivery UK (BDUK)
[419] DEFRA (2010) English National Parks and the Broads UK Government Vision and Circular (Paragraph 80)
[420] ENPA (2010) Your Future Exmoor (YFE) consultation events January – March 2010 (full feedback report), ENPA, Dulverton
[421] Western Power Distribution (2014) Report for Stakeholders 2013/

Mobile Phone Network

9.38 The Mobile Cellular Communications Network (mobile phone) network also has an important social and economic function in today's society. The launch of the second generation (2G) digital transmission which introduced data services such as text messages, dramatically increased popularity of mobile phones and correspondingly the network coverage. In 2000 only half of UK adults had a mobile phone; by 2010 this had increased to 91%. With the introduction of 3G, progressively more people have accessed mobile broadband services via electronic communication devices.[422] The roll-out of superfast mobile broadband networks (4G) in 2013 enabled networks to have considerably greater capacity and speed.

9.39 On Exmoor the mobile telecommunications network consists of a number of base stations, which comprise generally of a range of structures including some form of mast or monopole, and is predominantly owned by one network operator, Everything Everywhere (EE). However, coverage is limited due to Exmoor's topography and low population density and some communities experience either poor or no access to the mobile network.

9.40 Another component of the communications network is the Airwave Network providing voice and data communications for essential public services, such as the police, fire and rescue, and ambulance services. This secure network covers around 99% of the country and is not available for public use.[423]

Broadband Internet Access

9.41 Broadband internet access has become the 'fourth utility' for most of the UK's population. However, there remains an extensive divide between rural and urban areas in the quality and availability of this technology.[424] Where broadband internet is available and users have access to appropriate technology, the delivery of key public services has been transformed and businesses have the advantage of faster electronic communication.

9.42 The vast majority of Exmoor is served by British Telecom (BT) infrastructure, with a number of small scale satellite operators providing alternative networks in some communities. In sparsely populated rural areas, such as Exmoor, areas known as 'not spots' and 'slow spots' exist where either there is no, or a very slow, broadband service due to the distance from the nearest telephone exchange.

9.43 The lack of access to high quality broadband in rural areas can have economic impacts on rural businesses, public service providers and communities. There is pressure on the farming community to have a high level of broadband connectivity due to the requirements from DEFRA to submit information online. Farms are rural and isolated and therefore very often can be within areas where broadband delivery is constrained. Limited access to broadband can also have social and personal implications for people in rural areas.[425] Consultation highlighted that people were overwhelmingly in favour of ensuring that all communities in the National Park have access to broadband technology and enhanced mobile phone coverage. [426]

9.44 The Devon and Somerset Local Broadband Plan will meet the government's Universal Service Commitment (USC) and the roll out of next generation access, to provide improved broadband to businesses and communities across Devon and Somerset.[427]

[422] Mobile Operators Association (2015) Mobile mast information
[423] Airwave (2015) Airwave's Network and Services
[424] Commission for Rural Communities (2008) Mind the Gap: Digital England – a rural perspective
[425] Commission for Rural Communities (2011) Rural Broadband: Why does it matter?
[426] ENPA (2010) Your Future Exmoor (YFE) consultation events January – March 2010 (full feedback report), ENPA, Dulverton
[427] Connecting Devon and Somerset (2012) Superfast Broadband Public Consultation

9.45 The roll out of improved and superfast broadband across Devon and Somerset will help to address the digital deprivation experienced in rural areas. Much of the demand in rural areas is driven by online shopping, banking and communication. Currently, the incidence of rural home working is as much as three times greater than for urban areas nationally, and within the National Park over a third of the working age population works at or from home.[428] The negative impacts of the digital divide are increasingly evident. However, existing telecommunications infrastructure has already benefited those rural areas with broadband access through: businesses relocating to rural areas from urban areas to enjoy a better quality of life; people moving out of cities on the basis they can work from home and access online services; and the potential for rural manufacturers and retailers to access worldwide markets (AC-S1 Sustainable Transport).[429] Improving and adapting this infrastructure can ensure that the social and economic benefits of accessing digital technology are available across the National Park.

9.46 It is likely that a mix of technologies will have a role to play in providing the USC for improved and superfast broadband in remote rural areas. Where geographic densities (premises per square kilometre) are low the most cost-effective solutions are expected to be fixed wireless or satellite technologies. Mobile broadband coverage is also likely to be part of the solution to complement fixed network infrastructure in rural areas (policy AC-D5 Radio and Mobile Telecommunications Infrastructure).[430]

Infrastructure Considerations

9.47 Nationally significant infrastructure proposals will be determined by the Infrastructure Planning Unit within the Planning Inspectorate. A suite of national policy statements has been published to guide this process and substantial weight is given to ensuring the continued protection of National Parks.[431]

9.48 Proposals for new telecommunications development should be supported by evidence to justify the development including consultation with other organisations, other possible siting opportunities (such as mast sharing, using existing buildings or structures), and certification that the development will not exceed non-ionising radiation protection guidelines. The number of radio and telecommunication sites and masts should be kept to the minimum required for the efficient operation of the network, and any new sites should be sympathetically designed and camouflaged where appropriate. The National Park Authority encourages utility operators and network distributors (including broadband roll out) to enter into pre-application discussions relating to future proposals and the consideration of sharing infrastructure, technological advances and solutions, landscaping and design issues.[432]

9.49 A condition will be attached to any permission to ensure that where communications infrastructure becomes redundant it will be removed from the site and the land reinstated to achieve environmental enhancement, unless an alternative use for the site has been agreed by the Authority.

[428] Office for National Statistics (2015) Table CT0418 Origin Destination Workplace – Method of travel to work (2001 specification) by distance travelled to work – published online at www.ons.gov.uk –37% of people aged 16 – 74 in employment who work mainly at or from home within Exmoor National Park
[429] Commission for Rural Communities (2008) Mind the Gap: Digital England – a rural perspective
[430] Broadband Delivery UK Theoretical Exercise: Conclusions and lessons learned (December 2010)
[431] Department of Energy & Climate Change (2011) Overarching National Policy Statement for Energy
[432] NPE & MOA (2014) National Parks England and Mobile Operators Association Joint Accord

AC-S4 Electricity and Communications Networks

1. Development to improve the accessibility and standard of the electricity and telecommunications networks will be encouraged in order to contribute to thriving communities and businesses, and climate change mitigation. Great weight will be given to ensuring that the National Park and its special qualities are conserved and enhanced.
2. Proposals will be supported where:
   a) the location, siting, scale and design of structures will not cause any unacceptable adverse impacts on the landscape and/or seascape character, visual amenity, biodiversity and cultural heritage of the National Park;
   b) co-operative working with partner organisations and utility operators has been demonstrated, to facilitate the sharing, utilisation and consolidation of existing communications infrastructure in rolling out new or improved communication technologies; and
   c) provision is made for the removal of apparatus and reinstatement of land when the apparatus becomes redundant.
3. Proposals for major and nationally significant transmission infrastructure including high voltage pylon transmission lines, substations and other above ground structures from large scale offshore renewable energy schemes will be considered in accordance with policy GP2 Major Development.

Radio and Mobile Telecommunication Masts

9.50 The Mobile Operator's Association (MOA) represents the largest mobile network operators and has introduced ten commitments to best siting practice including improved consultation with communities, pre-application discussion with planning officers and agreement on site sharing.[433] National Parks England hold a joint accord with the Mobile Operators Association "*developed to complement the Code of Best Practice on Mobile Phone Network Development, recognising the special nature of the National Parks as sensitive environments that seek to support thriving communities*".[434,435]

9.51 The natural beauty of the National Park means that many locations are particularly sensitive to mobile communications development due to the visual intrusion of the mast or monopole structure and its impact on landscape character. Such structures appear as incongruous in the landscape due to their utilitarian appearance, vertical prominence and strong contrast to rural surroundings. The location and design (including form, overall height, colour, siting and setting) of telecommunication masts and the ancillary equipment associated with a radio base station are therefore particularly significant to ensure that the development does not conflict with the National Park designation, and does not adversely affect sensitive habitats and wildlife. The National Park Authority will work with mobile operators to seek positive solutions to enable the roll out of mobile technology across Exmoor in a way compatible with the National Park designation.

[433] Mobile Operators Association (2015) Mobile mast information
[434] NPE & MOA (2014) National Parks England and Mobile Operators Association Joint Accord
[435] MOA et al (2013) Code of Best Practice on Mobile Network Development in England, Mobile Operators Association, London

9.52 In order to conserve and enhance the National Park, the optimal environmental solution will be sought including requiring the sharing of existing infrastructure, consolidation and enhancement of existing sites, siting on existing structures/features, or the use of 'stealth designs' (where masts are disguised as trees or concealed in other ways). Proposals should be guided by the Code of Best Practice 2013[436] and the updated Joint Accord between National Parks England and MOA[437] or equivalent updates. As with other vertical structures, such as wind turbines (CC-D3 Small Scale Wind Turbines), the visual impact of telecommunication masts, i.e. when disguised as other structures, such as trees, should be minimised by avoiding breaking the skyline from public viewpoints including roads, public rights of way and access land. Other factors concerning siting may involve the site in relation to: a) Areas designated for their conservation value (CE-S3 Biodiversity and Green Infrastructure); b) Buildings including those of a historical or traditional character (CE-S4 Cultural Heritage and Historic Environment); c) Residential property.

AC-D5 Radio and Mobile Telecommunications Infrastructure

1. Proposals for radio and mobile telecommunications development will be permitted where they first seek to share existing infrastructure, there is capacity in landscape terms, and no increase in height of existing masts is required.
2. Where it can be demonstrated that (1) is not possible, apparatus will be sited on existing masts or other features such as buildings or other structures, to minimise adverse effects on landscape character.
3. Where it can be demonstrated that (1) and (2) are not possible, the apparatus shall be sited and designed to ensure that it has an acceptable appearance in the landscape including through camouflage as a natural or traditional feature.
4. In determining all proposals:
    a) the highest standards of design will be sought in terms of colour, dimensions, construction and overall shape to minimise any visual impact;
    b) there will be no unacceptable cumulative or sequential visual impact with other vertical structures in the landscape;
    c) there will be no unacceptable adverse effects on sensitive habitats and wildlife, or the historic environment;
    d) if on a building, apparatus and associated structures should be sited and designed in order to seek to minimise impact to the external appearance of the host building;
    e) the amenity of nearby residents and visitors are not adversely affected; and
    f) opportunities for enhancement of the landscape including consolidation of any existing telecommunications infrastructure will be sought.
5. A condition will be attached to any planning consent to ensure that there will be ongoing management in place where trees are essential in providing amelioration to visual impacts including as camouflage to antenna within trees.

[436] Mobile Operators Association (2013) Code of Best Practice on Mobile Network Development in England
[437] NPE & MOA (2014) National Parks England and Mobile Operators Association Joint Accord

Fixed Line Transmission Infrastructure

9.53 In terms of electronic communications apparatus, the Electronic Communications Code ensures that code operators should notify the National Park Authority, as the planning authority, of any intention to install electronic communications apparatus.[438] This does not include service lines or replacement lines or poles. However, the Growth and Infrastructure Act 2013 adds to the list of considerations to which the Government must have regard in making regulations on the application of the Electronic Communications Code, to include 'the need to promote economic growth'. As such the making of the regulations deems that any duties relating to the National Parks in England and Wales have been complied with until 6th April 2018 to promote the roll out of superfast broadband across the country.[439] It is therefore recognised that the ability of the policies in this Plan to influence infrastructure development will be limited during this period and will effectively be governed by primary and secondary legislation and a Code of Practice relating to the Electronic Communications Code for fixed line code operators.[440,441]

9.54 Development consent is needed from the Department of Energy and Climate Change for all but the most minor overhead lines in England and Wales. However, certain exemptions for the installation or replacement of 'minor' overhead electricity lines do not apply within National Parks. Notice of the proposal is required to be given to the National Park Authority, in order to consider the likely effect on the environment.[442]

9.55 Overhead electricity and telecommunication lines have considerable visual impact particularly in rural landscapes – by creating visual clutter and appearing incongruous in the landscape.[443] New electricity or telecommunications cabling, including service lines to new development and cabling from renewable energy technologies will be expected to be underground.

Broadband Roll Out

9.56 The National Park Authority supports the roll out of superfast broadband, which is important for the future prosperity of rural communities, and can mitigate the effects of climate change through reducing the need to travel. Sharing existing infrastructure has the potential to minimise adverse landscape impacts in the National Park. The first consideration in terms of future broadband deployment should establish whether or not the roll out can be achieved through the sharing and/or upgrading of existing infrastructure such as BT's telecommunications infrastructure; other telecommunications infrastructure including mobile phone masts; or other utilities infrastructure before other solutions are considered (AC-D5 Radio and Mobile Telecommunications Infrastructure).

Overhead Cabling Considerations

9.57 Where it can be demonstrated that the need for the cabling (electricity and telecommunication cabling/lines) is essential in the National Park and cannot be addressed in another way, and that the cabling cannot be undergrounded because of other adverse impacts which cannot be mitigated (consistent with policies CE-S1 Landscape and Seascape Character, CE-S3 Biodiversity and Green Infrastructure, and CE-S4 Cultural Heritage and Historic Environment) the National Park Authority will negotiate with the distribution network operator to select the least obtrusive route. The route should select a backdrop that makes sympathetic use of existing features such as hedgerows or wooded areas to break views of the line and particularly avoid highly sensitive open landscapes, such as moorland, and skyline intrusion.[444]

[438] The Code was enacted to regulate landline telephone provision – it applies to infrastructure forming networks which support broadband, mobile internet and telephone, cable television and landlines. The code will be updated with regard to the Growth and Infrastructure Act.
[439] HM Government (1949) The National Parks and Access to the Countryside Act 1949 – Section 11A Duty of certain bodies and persons to have regard to the purposes for which National Parks are designated (including statutory undertakers).
[440] HM Government (2015) Town and Country Planning (General Permitted Development) (England) Order 2015 (Part 24 of Schedule 2). The Stationery Office, London.
[441] Department for Culture, Media and Sport (2013) Cabinet Siting and Pole Siting Code of Practice
[442] HM Government (2009) Statutory Instrument 2009 No.640- Electricity – The Overhead Lines (Exemption)(England and Wales) Regulations 2009, The Stationery Office, London
[443] HM Government (1989) Electricity Act 1989
[444] National Grid Company (1990) Holford Rules

9.58 There are no high voltage overhead transmission lines in the National Park (i.e. the National Grid) and any proposals for such infrastructure that may come forward in the future will be strongly resisted. The Holford Rules are guidelines on overhead line routing first drawn up in 1959 and remain valuable guidance for selecting and assessing potential routes. The first rule in particular seeks to avoid major areas of highest amenity value - such as National Parks.

Whedon Cross

Grid Connections to Offshore Renewable Energy Schemes

9.59 Grid connections and substation infrastructure through landfall (the area associated with joining the offshore and onshore cabling) from nationally significant off-shore renewable energy schemes will also be resisted as the installation of such major infrastructure would cause unacceptable damage to the sensitive landscape, seascape, natural environment and cultural heritage of the National Park.[445] It is considered that the probability of such proposals along the Exmoor coast is low due to the high status of protection given to National Parks, as well as topographical constraints and the inability to connect to the National Grid transmission network.

9.60 Exmoor National Park has had positive experience of small scale marine renewable energy installations and associated landfall (such as the single experimental marine turbine that was installed off the coast from Lynmouth); this technology contributes towards climate change mitigation and aspirations to become a carbon neutral National Park. Such small scale renewable energy technology is likely to be significantly less harmful in terms of the impacts on seascape (CE-S1 Landscape and Seascape Character), biodiversity (CE-S3 Biodiversity and Green Infrastructure) and cultural heritage (CE-S4 Cultural Heritage and Historic Environment). Proposals for small-scale/experimental marine energy technologies will be supported where the proposal is such that there is sufficient capacity within the existing electricity infrastructure or minimal upgrading of existing infrastructure is required. In these circumstances it should be demonstrated that the development is carried out to the highest environmental standards and any potential impacts, including within areas at risk of coastal change and flooding (CC-S1 Climate Change Mitigation and Adaptation, CC-D1 Flood Risk, and CC-S2 Coastal Development), can be avoided or mitigated. Proposals seeking the replacement of existing electricity or telecommunication infrastructure in areas at risk of coastal change and/or flooding should comply with policies CC-D1 Flood Risk and CC-S2 Coastal Development.

[445] DECC (2011) Overarching National Policy Statement for Energy

AC-D6 Fixed Line Transmission Infrastructure

1. Proposals for new transmission lines will be permitted where they first seek to be routed underground, unless this will conflict with policies CE-S1 Landscape and Seascape Character, CE-S3 Biodiversity and Green Infrastructure, CE-S4 Cultural Heritage and Historic Environment.
2. Where it can be demonstrated that (1) is not possible, other means of providing the service with minimal environmental impact should be considered (CC-S5 Low Carbon and Renewable Energy Development, AC-D7 Satellite Antennae).
3. Where it can be demonstrated that (1) and (2) are not possible, proposals for overhead lines may only be permitted where the visual impact is minimised by selecting the least obtrusive route and where it will not cross any moorland or open landscapes, or break the skyline.
4. Proposals relating to low voltage electrical cabling from renewable energy technologies (CC-S5 Low Carbon and Renewable Energy Development) will only be permitted where:
   a) they will be routed underground;
   b) they will not adversely affect landscape and seascape character, biodiversity, cultural heritage or recreational use of the coast; and
   c) there is adequate infrastructure to connect cabling nearby that does not require substantial modification or upgrading, or where any modification/upgrading to existing infrastructure is minimal and will not have any unacceptable impact.
5. Proposals that require electricity or telecommunication service lines to new development will be expected to provide underground routing subject to policies CE-S1 Landscape and Seascape Character, CE-S3 Biodiversity and Green Infrastructure and CE-S4 Cultural Heritage and Historic Environment.

Satellite Antennae

9.61 A significant number of satellite antennae have been installed on traditional buildings throughout the National Park, and their continuing proliferation to access digital TV and more recently satellite broadband, is a cause for concern. It is recognised that some remoter broadband 'not spots' and 'slow spots' may require either fixed wireless or satellite broadband solutions for the short to medium term, until the upgrading of existing landlines to fibre-optic broadband and/or 4G mobile broadband is achieved. The optimal solution will be based on the local topography and clustering of properties.

9.62 There are restrictions on the number and size of antennae which may be installed on buildings as permitted development; and in the National Park antennae also cannot be installed on a chimney, wall or roof slope which faces onto and is visible from a road without planning consent.[446] The installation of antennae on a listed building will also require listed building consent. Where planning permission is required, the National Park Authority will seek to ensure that antennae are attached to the least obtrusive part of the building possible and are of the most appropriate design and size available (AC-D7 Satellite Antennae). Property owners intending to install antennae under permitted development rights will be encouraged to do likewise.

Fixed Wireless Access

9.63 Many fixed wireless access (FWA) broadband solutions may be considered as *de minimis* i.e. development not requiring planning consent – as most connections to premises will consist of a small micro wireless cell or antenna on the exterior of a building. These require line of sight to a community access point or base station which is slightly larger and likely to be similar in scale to a conventional TV aerial/satellite antenna. The scale of new technology and the speed it is being developed mean that future FWA technologies are likely to be less obtrusive. The National Park Authority encourages early discussions to provide guidance on whether or not proposals are likely to require planning permission and to discuss options to minimise impacts on the National Park. Where planning permission may be required for FWA transmitter structures, then the principles set out in policy AC-S4 Electricity and Communications Networks and those relating to satellite antennae (AC-D7 Satellite Antennae) or telecommunications structures (AC-D5 Radio and Mobile Telecommunications Infrastructure) will apply, depending on scale.

AC-D7 Satellite Antennae

1. The installation of satellite antennae or wireless broadband equipment will be permitted where they are sited unobtrusively and are of a scale and design which will not cause unacceptable harm, either individually or cumulatively, to the historic or architectural interest of traditional buildings, the street scene, or overall landscape or settlement character.
2. Installations that reduce the unacceptable harm caused by the cumulative visual impact of individual technologies will be favourably considered in relation to the tests above.

[446] HM Government (2015) Town and Country Planning (General Permitted Development) (England) Order 2015. The Stationery Office, London.