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APPENDIX 1

APPENDIX 1

FACTORS WHICH INFLUENCE THE PLAN

i) Strategic Background

The Council produced its first Strategic Plan in 1991. This document set out four priorities for action. Since its publication there have clearly been many changes in legislation, regulation, and the general circumstances in which the Council has to operate. The main influences are shown below:-

INFLUENCES	ISSUES
The Local Economy	Employment rundown in V.S.E.L.; closure of Askam K. Shoes factory; how to make the local economy more diverse and competitive; maximising benefit from medium term regeneration grants
Housing	High levels of unfitness in the private sector stock.
Social and Population Trends	Relatively stable population; deprivation concentrated within certain Wards.
Local and Regional Government	Continuation of the 2 tier system; proposals for regional assemblies.
Environmental Concerns and Sustainability	Developing Local Agenda 21; competing pressures for development/conservation.

ii) Strategic Themes

Alongside these key policy issues, the Council has adopted the following principles that influence the way in which it works.

Partnership

The Borough Council recognises its role as one of many key organisations in achieving its strategic priorities. Many of the concerns underpinning this strategy have implications beyond the Council's statutory duties and are beyond its ability to fund in isolation. Partnership is, therefore, an essential principle, and we now have a substantial and successful track record of working in partnership with other public sector and private sector organisations. Much of the grant assistance available through the UK and EC Governments is focused upon implementation through partnerships, a trend that is unlikely to be reversed for the foreseeable future.

Enabling and Innovation

A willingness to accept and be responsive to changing circumstances are the touchstones of local government in Barrow in the 1990s and beyond. The Council will need to be innovative in the way it develops and finances the projects and initiatives which will fulfil its strategic priorities and in the ways it delivers its mainstream services by redirecting base budgets towards priorities and enabling projects through third parties.

Capital Investment Strategy (CIS)

The Council has a focused medium term Capital Investment Strategy of £15.3 million to 2000. The strategy has three priorities:

- a) Improvements within the town centre to co-ordinate with the Heart of Barrow Partnership Initiative;
- b) Private sector housing renewal focused upon the formally declared Renewal Area on the edge of the town centre; and
- c) A public sector housing stock planned maintenance programme.

Both a) and b) above are supplemented by our recent successful Capital Challenge application.

The CIS is modest in relation to the scale of demands envisaged in this Plan, however, it offers the potential to draw down other grant funding from EC sources for example.

The objectives of the CIS link into implementation of this strategy they are:

- C1 to secure comprehensive improvements to the pre 1919 private sector housing stock through repair, renovation, clearance and energy efficiency improvements (detailed objectives are included in the Borough Council's Housing Strategy Statement 1997/1998);
- C2 to focus investment on regeneration of the retail, tourism and commercial sectors in the town centre of Barrow (through the Heart of Barrow Partnership);
- C3 to support industrial and commercial investment in the Borough;
- C4 to ensure the Council's housing stock is maintained to a good standard through a balanced strategy of demand led and cyclical maintenance and improvement works (through the Borough Council's Housing Strategy Statement 1997/1997);
- C5 to use the Council's capital programme to maximise draw down of other regeneration grants.

Other Strategies

For many Council services there is a management and/or funding requirement to produce service based strategies. Similarly many partner organisations produce medium strategies to guide their expenditure plans. The main strategies forming the context for this plan are:-

- Internal
 - o Housing Investment Programme
 - o Economic Development Strategy
 - o Borough Local Plan
- External
 - o Heart of Barrow Partnership
 - o Furness Enterprise Business Plan
 - o Cumbria Training and Enterprise Council

- o Regional Tourism Strategy
- o Objective 2 Single Programming Document
- o Cumbria Land Reclamation Strategy

Comprehensive Area Based Regeneration

The Council recognises and welcomes the national policy of comprehensive renewal programmes such as the Single Regeneration Budget and Renewal Areas. The Authority will continue to pursue a strategy of targeting resources on specific areas of the Borough through overall physical regeneration strategies.

Environmental Strategies

As a first stage in adopting a full Local Agenda 21 statement the Council has developed a Corporate Environmental Strategy, outlining key objectives on a service by service basis. These objectives, therefore, form a horizontal activity across all Council services. The linkages between this strategic plan and our Corporate Environmental Strategy are:

- improving and enhancing energy efficiency in the housing stock and public buildings;
- preventing deterioration and dereliction of property, thereby conserving materials and land;
- promoting a better quality of life, with accessibility to all local services without the need for car borne transport;
- conservation of the town's heritage;
- creating employment opportunities and reducing the need for out commuting
- improved opportunities for recycling. A Recycling Officer has been appointed to implement a revised recycling plan, and co-ordinate the Council's Agenda 21 activity.

Strategic Management

The purpose of this strategy is to establish direction for the Council, its individual services and their clients and the Borough's residents. It sets out a framework for the Authority within which individual services can develop their service plans, fleshing out the strategy implementation.

Political Management and Service Delivery

The Borough Council comprises 38 Members and its responsibilities are conducted through six parent Committees and Sub-Committees to whom delegated authority for some decisions is made. This structure is influenced by the strategic priorities of the Authority and allows a clear platform from which Members can offer policy direction.

APPENDIX 2

Central Government Guidance requires that Local Authorities take account of environmental considerations when preparing their Development Plans.

Planning Policy Guidance Note 12: Development Plans and Regional Planning Guidance also requires Local Planning Authorities to conduct an environmental appraisal of plans, policies and proposals as they are being drawn up. The following impact matrix provides such an appraisal.

KEY

- No relationship or insignificant impact
- /? Likely but unpredictable beneficial impact
- / Significant beneficial impact
- X Significant adverse impact
- ? Uncertainty of prediction or knowledge

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POLICY NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Trans Energy Effi Trips	Trans Energy Effi Modes	Built Env Energy : Effic	Renew Energy Potential	Rate of CO ² Fixing	Wildlife Habitats	Air Quality	Water Cons & Quality	Land & Soil Quality	Minerals Conservat.	Landscape & Open Land	Urban Env Liveability	Cultural Heritage	Public Access & Open Space	Building Quality
POLICY A1															
Site 1	/	/	/?	•	•	•	?	•	/	?	/	•	•	•	•
Site 2	/	X	/?	•	•	•	?	•	•	?	X	•	•	•	•
Site 3	/	X	/?	•	•	•	?	•	•	?	X	•	•	•	•
Site 4	/	/	/?	•	•	X	?	•	•	?	X	•	•	•	•
Site 5	/	X	/?	•	•	•	?	•	•	?	X	•	•	•	•
Site 6	/	/	•	•	•	•	•	/	•	•	•	•	•	•	•
Site 7	/	/	•	•	•	•	•	•	•	•	•	•	•	•	•
Site 8	/	X	/?	•	/	/	?	•	•	?	X	•	•	•	•
Site 9	/	/	/?	•	•	•	?	•	•	?	/?	?	•	•	•
Site 10	/	/	/?	•	•	X	?	•	•	?	X	•	•	X	•
Site 11	/	/	/?	•	?	•	?	?	?	?	/	/	•	•	•
POLICY A2															
Site 12	/	/	/?	•	•	•	?	•	•	?	X	•	•	•	•
POLICY A3	•	•	•	•	•	•	/	/	/	/	•	•	•	•	•
POLICY A4	/	•	/	•	•	•	•	•	•	•	•	/	•	•	•
POLICY A5	/	/	•	•	•	•	•	•	•	•	•	/	•	•	/

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POLICY A6	?	?	•	•	?	?	•	•	•	•	?	•	•	•	•
POLICY A7	•	•	•	•	/	/	/?	•	/?	•	/	/	•	•	•
POLICY A8	•	•	•	•	•	•	/	/	/	•	•	•	•	•	•
POLICY A9	•	•	•	•	•	•	/	/	/	•	•	/	•	•	•
POLICY A10	?	?	•	•	•	•	•	•	•	•	?	?	•	/?	/
POLICY A11	/	/	•	•	/?	/?	•	•	•	•	/	•	•	/	•
POLICY A12	•	•	•	/	•	•	•	•	•	•	X	•	•	•	•
POLICY A13	/	/	/	•	•	•	•	•	•	•	•	/	/	•	/
POLICY A14	/	•	•	•	•	•	•	•	•	•	•	•	•	•	•
POLICY A15	•	•	•	/?	•	•	•	/?	/	?	/	•	•	•	•

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CHAPTER: HOUSING	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENV QUALITY				
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POLICY B1	X	X	•	•	•	?	X	?	?	?	X	?	•	X	•
Site H1	X	?	•	•	•	?	X	?	?	?	X	?	•	X	•
Site H2	/	/	•	•	•	•	•	•	/?	•	/	/	•	•	•
Site H3	/	/	•	•	•	•	?	?	/?	•	•	/	/	/	/
Site H4	/	/	•	•	•	•	?	?	•	•	•	/	•	•	•
Site H5	/	/	•	•	•	•	?	•	•	•	/	/	•	•	•
Site H6	X	/	•	•	•	X	X	X	X	•	?	?	•	X	•
Site H7	/	/	•	•	•	?	?	?	?	?	/	/	•	X	•
Site H8	X	X	•	•	•	?	?	?	?	?	/?	/?	•	X	•
Site H9	X	X	•	•	•	?	?	?	?	?	/	/	•	X	/
Site H10	X	X	•	•	•	?	?	?	/	?	X	?	?	X	•
Site H11	X	X	•	•	•	•	?	?	?	?	/	/	•	/	/
Site H12	/	/	•	•	•	?	?	?	?	?	X	/	•	X	•
Site H13	/	/	•	•	•	•	?	?	?	•	?	?	•	X	•
Site H14	/	/	•	•	•	•	?	?	?	•	?	?	•	X	•
Site H15	/	/	•	•	•	•	?	?	/	?	/	/	•	/	•
Site H16	/	/	•	•	•	•	?	?	/	?	/	/	•	/	•
POLICY B2	/	/	/	•	•	/?	?	?	?	?	/?	/	•	/	•
POLICY B3	•	/	?	•	•	•	?	•	•	•	/?	?	?	?	?
POLICY B4	/	/	?	•	•	•	?	•	•	•	?	?	•	?	/?
POLICY B5	/	/	/	•	•	•	•	•	•	•	•	/?	/?	•	/
POLICY B6	?	?	•	•	•	?	?	?	?	?	X	/?		?	•
POLICY B7	•	•	•	•	•	•	•	•	•	•	•	/	?	•	/

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POLICY B8	/	/	•	•	•	•	•	•	•	•	/	/	•	/?	/
POLICY B9	/	•	•	•	/	/	/	/?	/?	•	/	•	?	/	/
POLICY B10	/	•	•	•	•	•	•	•	•	•	•	•	•	•	•
POLICY B11	/	/	•	•	•	•	•	•	•	•	?	/?	?	X	/
POLICY B12	/	/	•	•	•	•	•	•	•	•	?	/?	/?	?	/
POLICY B13	/	•	•	•	•	•	•	•	•	•	?	/?	?	•	/?
POLICY B14	•	•	•	•	•	•	•	•	•	•	•	/	?	•	•
POLICY B15	•	•	•	•	•	•	•	•	•	•	•	/	?	•	•
POLICY B16	•	•	•	•	•	•	•	•	•	•	•	/	?	•	•
POLICY B17	•	•	•	•	•	•	•	•	•	•	•	/	?	•	•
POLICY B18	•	•	•	•	•	•	•	•	•	•	•	/	?	•	•
POLICY B19	•	•	•	•	•	•	•	•	•	•	•	/	•	/	•
POLICY B20	•	•	•	•	•	•	•	•	•	•	•	/	•	/	•
POLICY B21	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY B22	/	•	•	•	•	/	•	•	•	•	/	•	•	/	•
POLICY B23	/	•	•	•	•	•	•	•	/	•	/	•	•	/	•
POLICY B24	•	/	•	•	•	/	•	•	•	•	/	?	•	/	•

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POLICY B25	•	•	•	•	•	•	•	/	•	•	/	•	•	•	•

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CHAPTER: RETAIL	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENV QUALITY				
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POLICY C1	?	•	•	•	•	/?	•	•	•	•	/?	/	/	/?	•
POLICY C2	/	/	•	•	•	?	•	•	•	•	?	•	•	X	•
POLICY C3	?	/	•	•	•	?	•	•	•	•	?	•	•	?	•
POLICY C4	X	X	•	•	•	•	?	•	•	•	?	•	•	X	•
POLICY C5	•	•	•	•	•	•	•	•	•	•	•	/?	•	•	/
POLICY C6	/	/	•	•	•	•	•	•	•	•	•	/	/?	•	/
POLICY C7	/	/	•	•	•	•	•	•	•	•	•	/	/?	•	/
POLICY C8	/	•	•	•	•	•	•	•	•	•	•	/	/?	•	/
POLICY C9	/	•	•	•	•	•	•	•	•	•	•	/	/?	•	•
POLICY C10	/	/	•	•	•	?	•	•	•	•	?	/?	/?	X	/
POLICY C11	/	/	•	•	•	•	•	•	•	•	•	/	/?	•	/
POLICY C12	/?	/	•	•	•	•	•	•	•	•	•	/	•	•	/
POLICY C13	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY C14	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY C15	?	•	•	•	•	•	•	•	•	•	•	?	•	•	/?
POLICY C16	/	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY C17	?	X	•	•	•	•	•	•	•	•	?	•	•	?	•

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POLICY C18	/	/	•	•	•	•	•	•	•	•	•	?	•	•	/
POLICY C19	?	X	•	•	•	•	•	•	•	•	•	?	•	•	•
POLICY C20	•	•	•	•	•	•	•	•	•	•	•	/	•	•	/

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POLICY D1	?	•	•	•	?	?	•	•	•	•	/?	•	•	/?	•
POLICY D2															
Site A	•	•	•	•	•	/	•	•	/	•	/	•	•	/	•
Site B	•	•	•	•	•	/	•	•	/	•	/	•	•	/	•
Site C	•	•	•	•	•	/	•	•	/	•	/	•	•	/	•
POLICY D3															
Site A	•	•	•	•	/	/	/	•	•	•	/	/	/	/	•
Site B	•	•	•	•	/	/	/	•	•	•	/	/	•	/	•
Site C	•	•	•	•	/	/	/	•	•	•	/	/	•	/	•
POLICY D4															
Site A	•	•	•	•	/	/	/	•	•	•	•	/	•	/	•
Site B	•	•	•	•	/	/	/	•	•	•	•	/	•	/	•
Site C	•	•	•	•	/	/	/	•	•	•	•	/	•	/	•
Site D	•	•	•	•	/	/	/	•	•	•	•	/	•	/	•
Site E	•	•	•	•	/	/	/	•	•	•	•	/	•	/	•
Site F	•	•	•	•	/	/	/	•	•	•	•	/	•	/	•
POLICY D5	•	•	•	•	/	/	•	•	•	•	/	•	•	/	•
POLICY D6	•	•	•	•	/?	/?	•	•	•	•	/	/	•	•	•
POLICY D7	•	•	•	X	•	/	•	/	•	•	/	•	/	•	•
POLICY D8	•	/?	•	X	•	?	•	•	•	•	?	•	/	•	•

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POLICY D9	•	•	•	X	•	/	•	•	/	•	/	•	/	•	•
POLICY D10	•	•	•	X	•	/	•	/	/	•	/	/	/	/	•
POLICY D11	•	•	•	•	/	/	•	/•	/	•	/	/	/	/	•
POLICY D12	•	•	•	•	/?	/	•	•	•	•	•	•	•	•	•
POLICY D13	•	•	•	•	/	/	/	•	/	•	/	/	/	/	•
POLICY D14	•	•	•	•	/	/	/	•	/	•	/	/		/	•
POLICY D15	•	•	•	•	•	•	•	•	•	•	•	•	/	•	•
POLICY D16	•	•	•	•	•	•	•	•	•	X	•	•	/	•	•
POLICY D17	•	•	•	•	•	•	•	•	•	•	•	•	/	•	/
POLICY D18	•	•	•	•	•	•	•	•	•	/	•	/	/	•	•
POLICY D19	•	•	•	•	•	•	•	•	•	•	•	/	/	/	/
POLICY D20	•	•	•	•	•	•	•	•	•	•	•	/	/	•	/
POLICY D21	•	•	/?	•	•	•	•	•	•	/?	•	/	/	•	/

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POLICY D22	•	•	•	•	•	•	•	•	•	•	•	•	/	•	•
POLICY D23	•	•	•	•	•	•	•	•	•	•	•	•	/	•	•
POLICY D24	•	•	•	•	•	•	•	•	•	•	•	•	/	•	•
POLICY D25	•	•	•	•	/?	/?	•	•	•	•	/	/	•	/	•
POLICY D26	•	•	•	•	/?	/?	•	•	•	•	/	/	•	/	•
POLICY D27	•	•	•	•	/	•	•	•	•	•	/	/	•	•	•
POLICY D28	•	•	•	•	/?	/?	•	•	•	•	/	/	•	•	•
POLICY D29	•	•	•	•	/?	/?	•	•	•	•	/	/	•	•	•
POLICY D30	•	•	•	•	/	•	•	•	•	•	/	/	•	•	•
POLICY D31	•	•	•	•	/	•	•	•	•	•	/	/	•	•	•
POLICY D32	•	•	•	•	/	•	•	•	•	•	/	/	•	•	•
POLICY D33	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D34	•	•	•	•	•	•	•	•	•	•	•	/	•	•	/
POLICY D35	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D36	•	•	•	•	•	•	•	•	•	•	•	/	/	•	•
POLICY D37	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: ENVIRONMENT	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENV QUALITY				
POLICY NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Trans Energy Effi Trips	Trans Energy Effi Modes	Built Env Energy : Effic	Renew Energy Potential	Rate of CO ² Fixing	Wildlife Habitats	Air Quality	Water Cons & Quality	Land & Soil Quality	Minerals Conservat.	Landscape & Open Land	Urban Env Liveability	Cultural Heritage	Public Access & Open Space	Building Quality
POLICY D38	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D39	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D40	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D41	•	•	•	•	•	•	•	•	•	•	•	/	/	•	•
POLICY D42	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D43	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D44	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D45	•	•	/	/	•	?	/	•	•	/	X	•	•	?	•
POLICY D46	•	•	/	/	•	?	/	•	•	/	X	•	•	?	•
POLICY D47	•	•	/	/	•	?	/	•	•	/	X	•	•	?	•
POLICY D48	•	•	/	/	•	•	•	•	?	/	?	•	•	•	•
POLICY D49	•	•	/	/	•	•	•	•	•	/	•	•	/	•	•
POLICY D50	•	•	/	/?	•	•	•	•	•	/	?	•	•	•	•
POLICY D51	•	•	•	•	•	•	•	?	?	•	•	•	•	•	•
POLICY D52	•	•	•	•	•	/	•	?	?	•	•	•	•	•	•
POLICY D53	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: ENVIRONMENT	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENV QUALITY				
POLICY NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Trans Energy Effi Trips	Trans Energy Effi Modes	Built Env Energy : Effic	Renew Energy Potential	Rate of CO ² Fixing	Wildlife Habitats	Air Quality	Water Cons & Quality	Land & Soil Quality	Minerals Conservat.	Landscape & Open Land	Urban Env Liveability	Cultural Heritage	Public Access & Open Space	Building Quality
POLICY D54	•	•	•	•	•	•	•	•	•	•	•	•/	•	•	•
POLICY D55	•	•	•	•	•	•	/	•	•	•	•	•	•	•	•
POLICY D56	•	•	•	•	•	•	•	/	/	•	•	•	•	•	•
POLICY D57	•	•	•	•	•	•	•	/	•	•	•	•	•	•	•
POLICY D58	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D59	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D60	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D61	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D62	•	•	•	•	•	•	•	•	•	•	/	/	•	/	•
POLICY D63	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY D64	•	•	•	•	•	•	•	•	•	•	/	/	•	•	•
POLICY D65	•	•	•	•	•	•	/	•	•	/	•	•	•	•	•
POLICY D66	•	•	•	•	•	•	•	•	•	•	•	/	•	•	/
POLICY D67	•	•	•	•	•	•	•	•	/	•	/	/	•	•	•

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: TRANSPORT	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENV QUALITY				
POLICY NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Trans Energy Effi Trips	Trans Energy Effi Modes	Built Env Energy : Effic	Renew Energy Potential	Rate of CO ² Fixing	Wildlife Habitats	Air Quality	Water Cons & Quality	Land & Soil Quality	Minerals Conservat.	Landscape & Open Land	Urban Env Liveability	Cultural Heritage	Public Access & Open Space	Building Quality
POLICY E16	•	/	•	•	•	•	•	•	•	•	•	•	•	•	•
POLICY E17	/	/	•	•	•	•	/	•	•	•	•	•	•	•	•
POLICY E18	/	/	•	•	•	•	/	•	•	•	•	•	•	•	•
POLICY E19	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY E20	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: COMMUNITY FACILITIES	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENV QUALITY				
POLICY NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Trans Energy Effi Trips	Trans Energy Effi Modes	Built Env Energy : Effic	Renew Energy Potential	Rate of CO ² Fixing	Wildlife Habitats	Air Quality	Water Cons & Quality	Land & Soil Quality	Minerals Conservat.	Landscape & Open Land	Urban Env Liveability	Cultural Heritage	Public Access & Open Space	Building Quality
POLICY F1	•	•	•	•	•	•	•	•	•	•	X	•	•	X	•
POLICY F2	?	•	•	•	•	•	•	•	•	•	•	/	•	•	/
POLICY F3	?	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY F4	•	•	•	•	•	•	•	/	•	•	•	/	•	•	•
POLICY F5	•	•	•	•	•	•	•	/	•	/	•	/	•	•	•
POLICY F6	•	•	•	•	•	•	/	•	/	/	•	•	•	•	•
POLICY F7	•	•	•	•	•	/	•	/	•	•	•	•	•	•	•
POLICY F8	•	•	•	•	•	/	•	/	/	•	/	/	•	/	
POLICY F9	•	•	•	•	•	/	•	/	/	•	•	•	•	•	•
POLICY F10	•	•	•	•	•	•	•	/	•	•	•	•	•	•	•
POLICY F11	•	•	•	•	•	•	•	/	•	•	•	•	•	•	•
POLICY F12	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY F13	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY F14	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY F15	?	/?	•	•	•	/	•	•	/	•	•	/	/	•	•
POLICY F16	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
POLICY F17	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•

ENVIRONMENTAL APPRAISAL MATRIX

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: LEISURE & TOURISM	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENV QUALITY				
POLICY NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Trans Energy Effi Trips	Trans Energy Effi Modes	Built Env Energy : Effic	Renew Energy Potential	Rate of CO ² Fixing	Wildlife Habitats	Air Quality	Water Cons & Quality	Land & Soil Quality	Minerals Conservat.	Landscape & Open Land	Urban Env Liveability	Cultural Heritage	Public Access & Open Space	Building Quality
POLICY G1	/	/	•	•	•	?	•	•	•	•	/	/	•	/	•
POLICY G2	/	/	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY G3	•	•	•	•	•	•	•	•	•	•	•	/	•	/	•
POLICY G4	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY G5	•	•	•	•	•	•	•	•	•	•	•	/	/	/	•
POLICY G6	?	•	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY G7	?	•	•	•	•	•	•	•	•	•	?	/	•	/	•
POLICY G8	?	•	•	•	•	/	•	•	•	•	X		•	X	•
POLICY G9	•	•	•	•	•	•	•	•	•	•	•	/	•	/	•
POLICY G10	•	•	•	•	•	•	•	•	•	•	•	/	•	/	•
POLICY G11	•	•	•	•	•	•	•	•	•	•	•	/	•	/	•
POLICY G12	•	•	•	•	•	•	•	•	•	•	?		•	/	•
POLICY G13	•	/	•	•	•	•	•	•	•	•	•	/	•	•	•
POLICY G14	•	/	•	•	•	•	•	•	•	•	•	/	•	/	•
POLICY G15	?	•	•	•	?	?	•	•	•	•	X	•	•	X	•
POLICY G16	•	•	•	•	/	•	•	•	X	•	•	•	•	/	•

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: LEISURE & TOURISM	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENV QUALITY				
POLICY NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Trans Energy Effi Trips	Trans Energy Effi Modes	Built Env Energy : Effic	Renew Energy Potential	Rate of CO ² Fixing	Wildlife Habitats	Air Quality	Water Cons & Quality	Land & Soil Quality	Minerals Conservat.	Landscape & Open Land	Urban Env Liveability	Cultural Heritage	Public Access & Open Space	Building Quality
POLICY G17	X	•	•	•	?	?	•	?	?	•	X	•	•	X	•
POLICY G18	X	•	•	•	?	?	•	?	?	•	X	•	•	X	•
POLICY G19	?	•	•	•	•	•	•	•	•	•	•	•	/?	•	/
POLICY G20	X	•	•	•	•	?	•	•	•	•	?	•	•	?	•

GENERAL CRITERIA	INDICATORS OF POSITIVE IMPACT
Global Sustainability <i>- primarily concerned with atmospheric and climatic stability and with the conservation of biodiversity</i>	
1. TRANSPORT ENERGY: EFFICIENCY – TRIPS: 2. TRANSPORT ENERGY: EFFICIENCY – MODES: 3. BUILT ENVIRONMENT ENERGY – EFFICIENCY: 4. RENEWABLE ENERGY POTENTIAL: 5. RATE OF CO ² “FIXING”: 6. WILDLIFE HABITATS	<ul style="list-style-type: none"> ▪ reducing trip length ▪ reducing the number of motorised trips ▪ increasing public transport share ▪ increasing attraction of walking and cycling ▪ reducing heat loss from buildings ▪ reducing capital energy requirements ▪ increasing CHP potential ▪ safeguarding wind, water wave & biomass potential ▪ increasing direct solar gain ▪ increasing tree cover especially broad-leaved woodland ▪ safeguarding designated sites (e.g. SSSIs) ▪ increasing general wildlife potential (e.g. corridors)
Natural Resources <i>- husbanding of natural resources concerned with appropriate use and, where necessary, appropriate protection of our resources of air, the land and its minerals</i>	
7. AIR QUALITY: 8. WATER CONSERVATION AND QUALITY: 9. LAND AND SOIL QUALITY: 10. MINERALS CONSERVATION:	<ul style="list-style-type: none"> ▪ reducing levels of pollutants (CO², SO², NO^x, O³, Pb, NH⁴, etc. ▪ maintaining ground water and river levels ▪ safeguarding water supply purity ▪ safeguarding soil quality and soil retention ▪ reducing contamination/dereliction ▪ safeguarding good quality agricultural land ▪ reduce consumption of fossil fuels and minerals ▪ increase reuse/recycling of materials
Local Environmental Quality <i>- conservation of local environmental quality concerned with the protection and enhancement (and sometimes retrieval) of local environmental features and systems ranging from landscape and open land to cultural heritage</i>	
11. LANDSCAPE AND OPEN LAND: 12. URBAN ENVIRONMENT “LIVEABILITY”: 13. CULTURAL HERITAGE 14. PUBLIC ACCESS OPEN SPACE: 15. BUILDING QUALITY:	<ul style="list-style-type: none"> ▪ enhancing designated areas (NPs, AONBs, etc.) ▪ enhancing general landscape quality ▪ retaining countryside/open land ▪ enhancing townscape quality ▪ increasing safety and sense of security ▪ improving aural and olfactory environment ▪ safeguarding listed buildings and CAs ▪ safeguarding archaeological/geological value ▪ increasing/maintaining quality and availability in urban and rural areas ▪ maintaining/improving the maintenance and continuous renewal of buildings

APPENDIX 3

APPENDIX 3

Monitoring Information

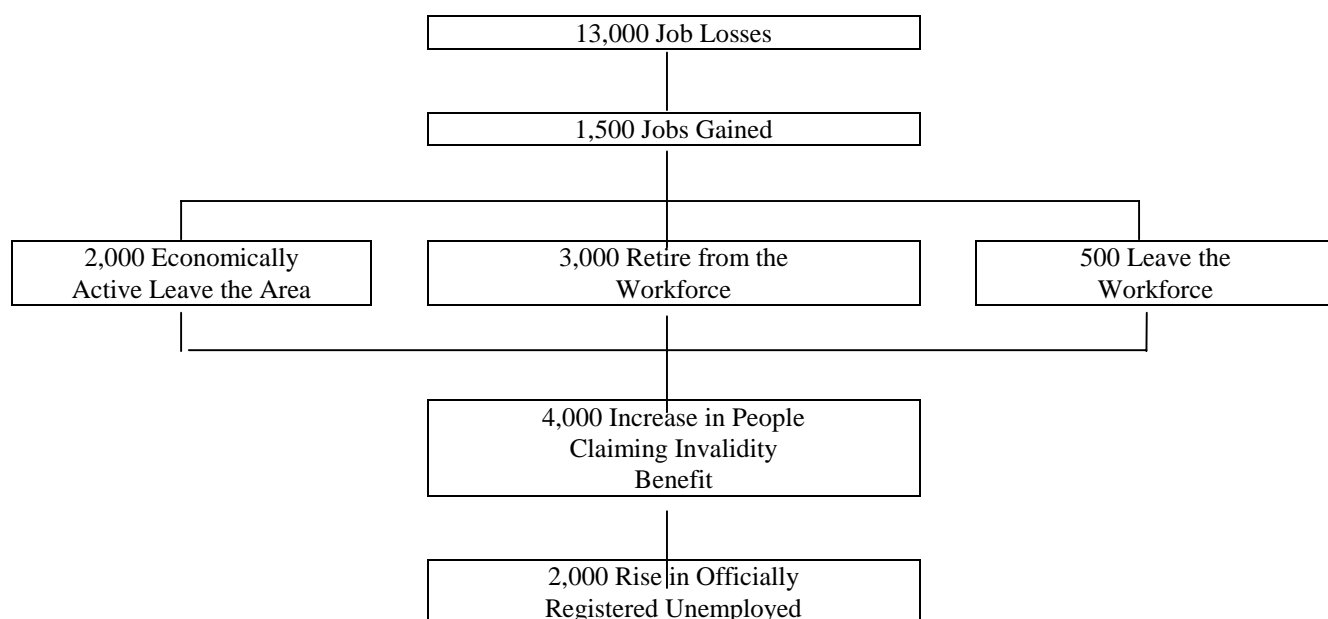
- a) Monitoring planning permissions to assess:
- rates of permission and completions of residential, industrial and commercial development (half yearly)
 - achievements of planning gain
 - number of employees
 - rates of development for redundant farm buildings (annual)
 - car parking provision
 - number and nature of consents granted as departures from the Local Plan
 - development in relation to sustainability indicators and other environmental data. These will be established in further studies that will be carried out in consultation with relevant bodies on Environmental Assessment.
- b) Surveys of retail frontages in Barrow and Dalton to monitor changes (annual)
- c) Monitoring appeal decisions (half yearly)
- d) Surveys of Estate Agents to establish residential property prices (annual)
- e) Information on newly occupied residential and commercial premises including number of employees and types of firms (from FE, half yearly)
- f) Information on vacant industrial and commercial floorspace including rental levels (Furness Enterprise half yearly)
- g) Information on level of interest from inward industrial/services investors, including preferred range and location of premises and employment density (Furness Enterprise, half yearly)
- h) Registrar General's mid-year estimates of population
- i) Unemployment figures supplied by the Department of Employment

APPENDIX 4

APPENDIX 4

Figure 3.3

Furness Area: Estimated Changes in Employment and Economic Activity 1990 to 1995



RESPONSE OF GOVERNMENT AND OTHER AGENCIES

3.13 The scale and severity of the area's economic problems has been recognised – at least to some degree – during the first half of the 1990's:

- * Barrow was able to access PERIFERA funding from the European Community as a peripheral area. It has subsequently benefitted from KONVER funding as an area affected by defence cuts.
- * Furness Enterprise was set up on 1991 with the support of Central Government, Barrow Borough Council, South Lakeland District Council, Cumbria County Council, Cumbria TEC, other local public agencies and local firms to act as a catalyst for the regeneration of the area.
- * In 1993, the Barrow TTWA became officially recognised by the European Union (EU) as an area suffering from industrial decline under Objective 2 of the Structure Funds. Since 1994 the Furness area has been eligible for ERDF and ESF support from an Objective 2 programme covering West Cumbria and Furness, (although little in the way of grants has been received to date).

APPENDIX 5

APPENDIX 5

Table 2 Furness 2010: Action Plan for Opportunity Areas

Area	Action	Timescale	Rationale & Comment	Key Organisations	Whether Reliant on Optimistic Scenario
Shipbuilding	* Lobby MoD to speed up orders for LPD and Batch 2 Trafalgar Class submarine.	Short	Essential to enable VSEL to sustain its current workforce.	VSEL/GEC	
	* Win orders for MoD surface vessels.	Medium	Essential for medium survival.	VSEL/GEC	
	* Win export orders for naval vessels.	Medium	Important given limited MoD market for naval vessels.	VSEL/GEC	
	* Diversity into niche markets for commercial, high value added vessels.	Medium	Will be difficult to achieve given severity of competition.	VSEL/GEC	
Offshore sector	* Work closely with British Gas to ensure local firms access opportunities from construction activity.	Short (making contact with British Gas) Medium/Long (for actual opportunities)	The future opportunities are clear, but close working with British Gas will maximise chances of accessing them.	FE, local firms and British Gas	
	* Exploit UK and international market opportunities in sub-sea and floating platform technology by:				
	(a) actively encouraging local consortia to develop.	Short	Chances of success in some markets greatly enhanced.	FE and local firms	
	(b) exploring joint venture possibilities between VSEL and local firms.	Short	Chances of success in some markets greatly enhanced.	FE, VSEL and local firms	
	(c) marketing (jointly) the area's expertise (eg. at exhibitions, etc).	Medium	Possibly in conjunction with others in the North West.	FE, DTI and local firms	
	* Attracting key overseas firms in floating platform technology to locate in area.	Short/Medium	Will help area develop a better critical mass and profile. Area faces stiff competition from Aberdeen (and Liverpool).	FE	✓
Port Industries	* Attract Cruise Ship visits by marketing to operating companies.	Medium	If successful may require investment in better passenger embarking facilities.	Port, Cumbria Tourist Board, local hotels	
	* Investigate scope for developing parts of Port as a freeport or transshipment port.	Medium		Port, FE	✓
	* Investigate costs/benefits of investment to wide dock gates.	Medium	Links into having activity in floating platform technology.	Port	✓

Table 2 Furness 2010: Action Plan for Opportunity Areas

Area	Action	Timescale	Rationale & Comment	Key Organisations	Whether Reliant on Optimistic Scenario
Tourism	Feasibility study development of a large scale attraction in Barrow, focusing on the 'submarine experience' (eg. a submarine on shore).	Medium/Long	Could provide a unique experience, but likely to be very expensive.	CTB, VESL, Barrow BC, Cumbria CCC, Furness Tourism Partnership (FTP), EP.	✓
	Exploit the Walney Channel and Peel Island by boat trips.	Medium	Could be based at Dock Museum.	Barrow BC, CTB, FTP.	
	Develop marketing of Barrow as a destination for those within the Lake District.	Medium	Requires extra facilities and attraction in place. Could follow completion of town centre development. Aim at hotels and coach operators.	Barrow BC, CTB, FTP.	
	Develop marketing of Carnforth to Barrow rail link as an 'experience' and way of visiting the area.	Medium	Has been attempted in the past.	Barrow BC, South Lakeland DC, Cumbria CC, CTB, British Rail, FTP.	
	Continue improvement of bedstock in Ulverston.	Short/Long		CTB, SLDC, Hotels, FTP.	
Back-of-Office	Continued marketing and promotion to potential investor (large financial business service firms, government departments, IT service companies).	Short	Campaign possibly to coincide with completion of Norweb's new telecommunications link in 1996.	FE.	
	Target BT for an expansion of its Barrow based Directory Enquiries service.	Short	Could offer bespoke training/ recruitment packages as an incentive.	FE/Barrow Borough Council/ Cumbria TEC.	
	Develop a "telecommunication for the 21 st Century Programme".	Medium/Long	Would need to be based in schools, the College and possibly elsewhere (for adults). The idea would be to develop the area's comparative advantages in relevant skills.	Cumbria TEC, Cumbria County Council, Furness College.	
	Develop a demonstrator project for distance working with an existing firm.	Medium	Aim would be to use the project to get publicity for the area.	FE, local authorities, BT or other infrastructure provider.	
	Provide a drop in demonstration facility for local firms on the business benefits or telecommunications.	Medium/Long	Aim would be to encourage take up/usage of services in local SMEs.	FE, Furness College, BT or other infrastructure provided.	
Other Sectors	Continued targeted inward investment marketing and promotion.	Short/Long	Possible targets: (a) South East/North West IT based small firms hoping to attract 'lifestyle' companies to the area. (b) advanced technology electronics firms. (c) speciality chemical sector.	FE	
	Continued provision of business advice and support.	Short/Long	Continue service provided by Business Link and RDC.	FE/Cumbria TEC/RDC	

Table 2 Furness 2010: Action Plan for Opportunity Areas

Area	Action	Timescale	Rationale & Comment	Key Organisations	Whether Reliant on Optimistic Scenario
Transport Access	Lobby for improvements to A590.	Short (but ongoing)	Initial focus on High/Low/Newton Bypass and then on accident/environmental problems.	Cumbria CC, FE and Districts.	
	Look at other options to part finance improvements (ie. development gain) and Private Finance Initiative. See Table 10.1 for Port.	Medium		Cumbria CC, Private Industry.	
	Examine options for keeping Walney Airport viable in the future.	Medium/Long	Further leisure use and training facilities could be possibilities.	VSEL/GEC, Barrow Borough Council and FE.	
	Lobby for improved rolling stock for Barrow to Carnforth Line.	Medium		Cumbria CC, SLDC and BBC.	
	Explore ways of ensuring a regular bus service from Furness to Kendal/Windermere.	Medium	It is not possible to travel regularly by bus out of Furness to the two key employment areas.	Cumbria CC, RDC, local hoteliers and other employers, South Lakeland DC.	
	Financial Assistance	Lobby UK Government for retention and enhancement of AA and Objective 2 status (and EZ).	Short/Medium	More necessary if there is a review of eligible areas. EZ lobbying does not rely on a review taking place.	Cumbria CC, local authorities, FE and TEC
Development of a Venture Capital Fund for SMEs.		Medium	VSEL were pursuing before takeover. Likely to not just be Furness based.	VSEL/GEC and FE	
Property Provision	Complete preparation of Courtaulds site, Barrow.	Short	Will provide a large site for inward investment. Likely not to be marketed for a particular use.	FE, EP, Cumbria CC, Barrow BC.	✓
	Low Mill Tannery Site, Ulverston.	Medium	Provides opportunity for high quality industries/business use. Important that it is marked as distinct from new Barrow based sites. Worth considering 'Ulverston Technology Park' idea with DA status.	SLDC, EP, FE.	✓
	VSEL Offices.	Medium/Long	Possible use as marketing for temporary accommodation for back-of-office function investor. Could be worth considering refurbishing to enable immediate occupation if area demand for back-of-office function grows.	VSEL/GEC and FE.	

Table 2 Furness 2010: Action Plan for Opportunity Areas

Area	Action	Timescale	Rationale & Comment	Key Organisations	Whether Reliant on Optimistic Scenario
Training & Education	Familiarise every school child, student and out-of work adult with the use of telecommunications technology.	Medium/Long	See Table 10.1.		
	Preparation for self-employment and business skills training.	Medium/Long	Aimed at school/college students; unemployed and those in work to try and help.	Cumbria TEC and County Council, Furness College.	
	Local best new business competitions.	Short	Competition for different age groups and types of businesses.	Cumbria TEC and County Council, Furness College.	
Higher Education	Expand the links between Furness College and Lancaster University and other HEIs.	Short	Investigate whether links could be developed with institutions specialising in sub-sea technology (eg in Aberdeen).	Furness College/FE.	
	Set up a remote learning interactive IT visual link with other HEIs.	Medium		Furness College/FE.	

APPENDIX 6

APPENDIX 6 : LAND AVAILABILITY IN BARROW DISTRICT

Within Barrow a total of 32 sites were included in the Joint Study, on which 1339 units were either under construction or not started. Of these it was expected 527 could be developed within a five year period.

When the five year land requirement extrapolated from the Structure Plan is compared with the land that could be developed 1994-99, there is insufficient land available, with a shortfall of 53 units or 9%. A further 633 units are considered to be available in the years after 1999. Less than 15% of the land supply included in the Study was considered unlikely to be developed.

Discussion at the meeting with builders concentrated on the problems of low demand and slow house sales. Following the poor market conditions of recent years the emphasis continues to be on achieving completion of part developed sites before new allocations are brought forward. It is intended that a draft replacement local plan would be published late 1995.

Despite a depressed market, dwellings have been constructed at a rate faster than allowed for in the Structure Plan. A requirement based on the continuation of completion rates on large sites over the period 1991-1994 would yield a deficit of 444 rather than the 53 based on the Structure Plan residual. In the 18 months since the base date no further permissions have been granted on sites of 10 or more.

BARROW

Structure Plan Requirement

Structure Plan Requirement 1991-2006	2500
Completions 1991-1994	765
Residual Requirement 1994-2006	1735

Five Year Requirement

Small Site Assumption	20%
Large Site Requirement	= Residual Requirement minus Small Site Assumption
i.e.	= $1735 - (1735 \times 20\%) = 1388$ to be provided on large sites
5 Year Large Site Requirement	= <u>Large Site Requirement</u> x 5
	Years Remaining
i.e.	= $1388 \times 5 = 580$
	12

Joint Study Sites

Total No. of sites		32
Total units available		1339
Units available within 5 years		527
Units available after 5 years		633
5 year Large Site Requirement	580	
5 year Large Site Supply	<u>527</u>	
Difference	<u>53 deficit</u>	

APPENDIX 7

LOCAL PLAN POLICY REVIEW

JULY 1993

The Analysis of Areas
Designated as Being of
'Special Landscape
Value' (Policy H8)

PART 1

Methodology for Local Plan Landscape Analysis

Local Plan Policy Review:

Justification for retention of Areas of Special Landscape Value. Analysis of landscapes of “Local Interest”.

Analysis Methodology:

1. Definition of landscape area and site boundaries
2. Description of landscape, natural and built features
3. Analysis of landform using objective criteria
4. Analysis of landform using subjective sensory response criteria
5. Analysis of relevant planning history within the Areas of Special Landscape

Resume of Sensory Methodology:

This type of methodology was adopted by the County Council during their analysis of “county landscapes”. Within their analysis they used 11 different subject terms of sensory description. Each term of description incorporates four different responses, 2 ‘positive’ and 2 ‘negative’. For the purpose of this Local Plan analysis I have decided to use the same type of analysis. A sensory response analysis will be completed for each vantage point within the three landscape areas. For a landscape area to qualify for the title of “local interest”, each section of landscape (from the various vantage points) will have to accommodate five or more positive response merits in order to satisfy the sensory response criteria for each descriptive term that merits a positive response a weighting value of 0.5 will be awarded. In effect this means that each section of landscape will be required to satisfy five out of the 11 terms of sensory description, and a weighting value of 2.5 will have to be reached.

SENSORY RESPONSE : MEASUREMENTS OF ANALYSIS

Using the methodology of Cumbria County Council

(WV = Weighting Value)

A definition of “Local Interest”:

Landscape areas of local interest are designated to highlight localities within the borough that are characterful and worthy of local plan protection. These particular areas have not been granted national or county recognition but form an integral part of the borough’s landscape. In assessing development proposals within these areas priority will be given to landscape conservation unless proposals are of major economic, social or environmental benefit to the residents of the borough. In terms of borough wide importance, and landscape quality, areas of local interest will be valued of equal merit to designated county landscapes.

BARROW BOROUGH COUNCIL

DEVELOPMENT DIVISION – FORWARD PLANNING UNIT

LOCAL PLAN POLICY REVIEW 1993

Countryside Commission – Methodology for Landscape Analysis

1. Objective Information : Based on the physical qualities of a landscape
 2. Subjective Information : These reflect the sensory responses of the viewer to the locality
- Therefore this type of analysis connects a specific criteria of variables with the human feelings of the analyst.
 - The purpose of the analysis is to effectively identify the importance of a local Landscape which has failed to achieve county or national recognition. It is, therefore, necessary to devise a succinct method of surveying local areas in order to assess their local importance. In effect the study is striving to justify the case for maintaining “Areas of Special Landscape Value” that were outlined within policy H8 of the adopted Barrow Borough Local Plan. (The strategic designation of “county landscapes” has aroused this study).
 - It is also necessary to undertake a field study of each particular site in order to obtain subjective information. This coupled with the defined objective criteria will allow the Borough Council to justify their final decisions.
 - In order to assess the areas of local importance (currently Areas of Special Landscape Value), it is necessary to firstly define the site boundaries. Analysing these sites using an O.S. scale, vantage points for viewing the areas can be chosen.
 - Within Cumbria County Council Technical Paper No. 4 (“Assessment of County Landscapes”), the objective criteria for analysing various landscape forms was as follows:

Criteria for Identifying County Landscapes

1. Landform :
Particularly striking, prominent or unusual.
2. Land Cover :
Rich or varied patterns – normally including a proportion of semi-natural vegetation cover.
3. Natural or Built Features :
Groups of natural or built features of visual interest, including settlements, individual buildings, groups of trees, lakes or tarns, wildlife and historic features.

PART 4

Conclusions of Results

COMMENTS:

In order to justify Local Plan policy protection the areas and individual vantage points that have been examined are required to satisfy both sets of 'objective' and 'subjective' criteria. (The criteria and methodology detailed within Part 1) The results of the on-site analysis can be found within the preceding section. The analyses were conducted on the 27th and 28th July, 1993 and the findings were recorded on site.

I shall comment upon the landscape areas in turn.

LANDSCAPE AREA 1:

This area is the Poaka Beck Valley situated to the north of Dalton. The four vantage points chosen to view this area were situated at various stages along the course of the valley. The protected valley area (under Local Plan policy H8) begins roughly at Roundhills in Marton and runs its course south to the Rickett Hills. The valley itself is a very well defined natural feature. The lower course of the valley has been dissected by the route of the Dalton by-pass trunk road. The lower part of the valley is adjacent to designated Local Plan areas of 'local natural history interest', and this is peppered with quarry workings and a number of small settlements.

The four vantage points achieved a mean objective criteria weighting of 0.625. This total was above the projected target of 0.6 to satisfy this criteria. Although the mean total was above 0.6 the individual totals ranged from 0.55 to 0.8. The site analyses at Scalebank and Roundhills at Marton recorded the objective criteria totals that were below the satisfactory level. With regard to the subjective criteria totals there was also a spread in the results. The totals ranged from a low of 1.5 to a high of 5.0. The mean total was 3.0. The watershed mark for individual subjective criteria was 2.5, therefore, one of the localities within this landscape area does not satisfy this particular criteria. Although two individual objective and 1 subjective set of criteria were not satisfied, there was not an instance of any locality not meeting either of the required criteria levels.

I, therefore, believe that the average weighting totals can be used to justify the retention of this landscape area.

LANDSCAPE AREA 2:

This area is protected under policy H8 of the Local Plan. The Goldmire Valley is located to the north west of the built edge of Dalton. The northern boundary of this protected area is within the Housethwaite Hill area of Dalton and the area stretches down its southern boundary of the Goose Green area of western Dalton. On its western boundary the area connects with the adjacent area of Special Landscape Value (Furness Abbey) at Thwaite Flat.

The area is predominantly semi natural deciduous woodland, and it would appear that there is little diversity in the vegetation. The area is dissected by two roads in the vegetation. The area is dissected by two roads in the northern section of the landscape. The St. Helen's Hill road that travels to Thwaite Flat runs parallel to the section of the new by-pass that runs through this area. The by-pass will be a prominent scar within this section of countryside. From the chosen vantage points, from the rear of Ann Street (to the south of the area), and from the by-pass (to the north of the area), there were some striking comparisons. The vantage point to the rear of Ann Street was a satisfactory place to gauge that this section of green wedge warranted Local Plan protection. The area to the north though failed to achieve the satisfactory level for the objective criteria. Although the subjective criteria level was achieved I believe the physical changes within the section of landscape area require boundary alterations to be undertaken. Within the next four months the by-pass will have been completed and I think it would be appropriate to reduce the protected landscape area in size. I believe the northern boundary of this area could be redrawn to just beyond the St. Helen's Hill road.

This boundary would be beneath the route of the by-pass but would still remain as a green wedge between the built edge of Dalton and the Breast Mill Beck Road to Barrow. The rest of the countryside area, in my opinion, should be retained as a protected landscape area.

LANDSCAPE AREA 3:

This is the largest designated landscape area within the Borough. The northern boundary stretches to just beyond the curtilage of the Askam brickwork factory. The southern boundary extends to beyond Furness Abbey along the physical boundary of Rating Lane. This area encompasses a diverse range of natural and built features, it incorporates the cultural setting of Furness Abbey and the amphitheatre together with the industrial workings of the Goldmire and Greenscoe quarries. The area is dissected by roads and a railway line and the northern part of this area hosts a section of the route of the Dalton by-pass. The area itself is irregular in shape and does not follow the line of specific features, i.e. field/road boundaries. Within the landscape there is also a designated area of 'local natural history interest'. The protected area joins with the Goldmire area of Special Landscape Value and its eastern boundary at Thwaite Flat. The central part of the landscape area within the vicinity of Abbey Road provides the longest area of green wedge between Dalton and Barrow. Certain planning applications have been refused and dismissed at appeal thanks to the substantive nature of the term of area of 'Special Landscape Value'. This itself warrants the designation as an area of 'local interest'. In terms of site analyses the diversity of the landscape areas was displayed within the criteria results. The objective criteria totals varied from a maximum value of 1 at Furness Abbey down to 0.2 at the industrial surroundings at Park Farm. The overall mean value for this criteria was 0.676, 0.75 above the required value for local interest designation.

The subjective criteria mean was also above the required value of 2.25. At the individual vantage points the values range from 4.5 down to 2.0. There was no instance within this landscape area where a locality failed to satisfy the minimum values of both sets of criteria. Although the area hosts 'extreme' values in terms of countryside beauty I believe the southern and central section of this protected area is integral to the protection of immediate borough landscapes. These areas should be maintained as areas of local interest. Conversely the northern areas around the Park Farm locality, I believe, should be omitted from Local Plan protection. The by-pass could be used as a new boundary from this locally protected area. Below this point the Hagg Spring Wood and associated locality between the Furness and Goldmire Valley landscape areas should be incorporated into Local Plan protection.

APPENDIX 8

APPENDIX 8

Development Cordons

The issue of development boundaries has been introduced to the Barrow Borough Local Plan review process by the Friends of the Lake District, local agents of the Council for the Protection of Rural England. At pre-draft consultation the Friends of the Lake District made various points, including a request for the drawing up of development boundaries for all of the Borough's settlements.

Discussion with a representative of the organisation regarding the basis for this, has established that:

- a) Friends of the Lake District feel development boundaries provide clarity for developers, residents, decision makers and any other interested parties, identifying areas where development will be considered, and where the open countryside begins; and
- b) The idea has been developed from the observation of other Local Plans in Cumbria rather than from the policy advice of other agencies.

Land Use in the Urban Fringe

The call for some form of restraint on settlement boundaries is due to the high pressure from various uses in urban fringe areas. If these pressures are allowed to dictate the pattern of development and expansion of towns and villages, conflicts and problems will inevitably occur.

Pressure on land at the edge of towns comes from several interests; development, recreation and countryside protection. Urban fringe land is desirable to developers for two main reasons: its environmental quality which is often higher than urban sites, and the lower costs of development though the absence of dereliction, contamination or the need for reclamation. For a large proportion of urban dwellers, access to the countryside for recreation purposes is greatest at the urban fringe. This open land can therefore be regarded as a valuable recreational resource to be protected for recreational activities. There is also a need to protect the open countryside for its own sake, especially in areas of great natural beauty or interest.

If development (or 'urban sprawl') is allowed to go on unfettered on the urban fringe it is likely to lead to the destruction of recreation land and open countryside; it will result in a reduction in the separation between settlements and a loss of individuality and identity; while urban densities are likely to decrease as the use of urban land is not maximised, with implications for sustainability.

Methods of Containing the Urban Area

Settlement boundaries are not the only approach to containing urban areas.

The most widely documented technique is Green Belts, which command their own national Planning Policy Guidance (PPG2). These are generally used for much larger settlements and conurbations, where the need for extensive public open space provision is greater than in a smaller town such as Barrow or Dalton.

A settlement boundary can be either a residential cordon or a development cordon. A residential cordon is the more simple to define and administrate as it is not concerned with the full range of urban land uses and functions; these are currently in use in the villages of the Borough. Whereas a 'development' cordon requires the consideration of not only housing land, but also industrial and employment land, and urban open spaces such as allotments, golf courses and playing fields. Residential cordons are currently in use in the villages of the Borough. The smaller and less complex the settlement, the fewer conflicts will arise making the design and establishment of the cordon simpler.

A further approach involves the use of not a single band around the settlement, but rather, protecting individual areas of value or particular vulnerability through the introduction of green wedges. This is the approach instituted for Barrow and Dalton in the current Local Plan.

Advice and Policy on Urban Fringe Treatment

Central Government Planning Policy Guidance does not make reference to the use of development cordons, concentrating on Green Belts. However, the issue of land use on the urban fringe is referred to frequently, PPG7 on the countryside states that:

“The urban fringe requires a positive approach to planning and management, aimed at securing environmental improvement and beneficial use of land, and increased public access to provide an amenity for the residents of the urban areas.”
(Para 3.13)

The Countryside Commission in their discussion of the countryside around towns state that:

“the open countryside, if properly protected, can: set finite limits to the growth of a town, defining the character of the all important urban edge and maintaining the focus of the area;”
(‘Digest: Conservation Issues in Local Plans’ May 1995)

This suggests that the Countryside Commission do not promote the use of settlement boundaries, but rather the protection of specific areas of valuable countryside.

The Cumbria Joint Structure Plan does not refer directly to the use of development cordons but does include policies concerning the prevention of the coalescence of settlements, the protection of open space important to urban areas and the protection of the countryside.

Issues Arising from Development Cordons

The development cordon is a line defining what is the urban area, and what is open countryside, and hence, where development proposals will be considered and where they will not, respectively.

The difficulty here is that a very black and white situation is created, with little leeway for manoeuvre should reasonable proposals arise for development outside of the cordon in the future. The approval of any such proposal would then constitute a departure from the approved Development Plan, requiring notification of the SoS, etc.

To overcome this there are two options; firstly, to draw the cordon very widely to include all possible sites. This is likely to weaken the benefits of the cordon, as most of the urban fringe land under the greatest pressure from development which the cordon seeks to protect will be included, just in case. Secondly, the development cordon could be restrictive, while a written criteria based policy allowing exceptions to the development cordon rule could be used to deal with unforeseen future proposals. It remains the case, however, that by introducing a firm declaration of where the countryside is expectations are raised that that area will be protected from development and arguing the case for development will become more difficult.

Similarly, stating the boundaries of the urban area may make it harder to protect urban open space from development. Even with the development boundary, it is likely to be necessary to further increase the protection of urban open space by the use of green wedges.

The process of developing any cordon would require very careful consideration, including research into site histories to prevent problems of conflicts with previous decisions.

The Potential Impact of a Development Cordon

A useful approach to considering the introduction of a development cordon is to consider the impact its presence might have made on decisions arrived at under the present regime.

Clearly, the most obvious example is the Wild Animal Park. With the introduction of a development cordon around Dalton, the location of the Park would be defined firmly as being in an area of open countryside to be protected from development unrelated to agriculture and forestry. This would have weighed more strongly against the granting of permission for the park than the general countryside protection policy. A development cordon introduces a blanket anti-development stance to the countryside outside of settlements, whereas, countryside protection policies provide a range of levels of protection from development, depending on the circumstances and particular value of different areas of the countryside and on the need for the development.

The Wild Animal Park was permitted largely on a basis of economic need. It is questionable whether an argument could be made that the presence of a development cordon would not have made it harder to grant permission, even with these exceptional circumstances.

Conclusions

On the basis of the discussion here, it can be seen that while the need to control the expansion of our settlements is well recognised, pressure for the use of 'development cordons' comes from one organisation only. Friends of the Lake District have based their call for the use of this particular technique on experience of other Cumbrian Local Planning Authorities, where development pressures may be greater, landscape quality around settlements higher, and the economic need for new developments less; making the use of this approach more appropriate.

For the circumstances of Barrow and Dalton, a more useful approach would appear to be an extension of the present system of green wedges, protecting the most valuable and vulnerable fringe areas, backed up by the wider countryside protection policies.

For Dalton it is suggested that the existing wedge on its northern side be widened out to extend from Askam Road to Ulverston Road, as far out as the By-pass. It is also suggested that an additional green wedge be made to cover the cricket and football fields next to the railway line.

APPENDIX 9

Conservation Area Review – 1996

The Green, Lindal – designated 1980

The Green is the focus of the older part of the village and of the Conservation Area. Over time the village has been extended towards the west and the south, while development is restricted towards the east and north by the wooded slope which forms the setting for the village, and helps to create a feeling of enclosure or intimacy. The importance of this wood to the character of the village was recognised at the time of designation, and it is included in the Conservation Area.

The historic origins of the village appear to have been in farming, and in mining later. The Conservation Area focuses on the farming core of the village, while the development characteristic of mining can be found further to the north along Pit Lane.

Four groups of farm buildings are located on The Green, while farm animals still graze on the green itself. Most of the other buildings on the Green are dwellings, the exceptions are St. Peter's Church and Buccleuch Hall which is the village and has had an impact on the development of the settlement, for instance the terrace at 30 to 34 was constructed as part of a rebuilding scheme undertaken by him in the late 19th Century.

There are two distinct areas of the Conservation Area, these are The Green and the Ulverston Road/A590 frontage. The properties on The Green tend to be larger with gardens at the front and rear, while those on Ulverston Road are small terraces, fronting directly onto the pavement and busy main road. These Ulverston Road properties illustrate the changing development of the village. Their orientation is along the main road to Barrow, showing the shift away from the farming community of The Green towards the then new industries of the town.

The atmosphere of The Green area is peaceful and rural and affected little by the passage of this Century. The Ulverston Road properties are more urban in nature, and their character suffers from the presence of the busy main road.

A vast contribution to the character and atmosphere of the village is made by the green space of the green itself and of private gardens, and the associated mature deciduous trees. The most important groups of trees are the woodland, those edging the green and a row on the North boundary of Drigg and Irton Church Farm. However, the overall impact is of a greater value than the individual trees.

Building materials are traditional limestone with red sandstone dressings for the majority of the properties and barn conversions. On the eastern edge of The Green, two modern stone clad dwellings do not have a serious negative impact on the character of the Conservation Area, however, the cumulative effect of further uncharacteristic development would have a detrimental impact.

Recommendation: the Ulverston Road frontage is a valuable element of the Conservation Area which illustrates the shift in the life of the village away from farming towards the industry of the local area. However, its character is now being lost due to inward facing, compact form.

North Scale – designated 1980

This Conservation Area consists of the older core of North Scale, one of the two original settlements of Walney Island. It is located on the higher land of North Walney, and on the more sheltered mainland aspect of the Island. The proximity to the channel would have allowed ease of access for fishing and to the mainland, which can be reached by foot here at low tide. This historic link with the channel can be seen in the orientation of the buildings, which bear more relationship to the shore than the road, which the later properties (eg. 7-15 odds and those North of 23) face.

The origins of the settlement appear to have been in farming and perhaps fishing, although no evidence is apparent in the buildings themselves for the latter. Farming has resulted in a number of barns, some of which have been converted, and characteristic courtyard arrangements east of the main road. The rather jumbled building pattern has resulted in the narrowing and loss of pavements on the main road, and the lack of footways and properly surfaced roads in the short lanes east of the main road.

There are various listed properties in the Conservation Area group, mostly dating from the 18th Century, with No. 1 originally dated 1684. Traditional materials here are a mixture of roughcast stone and red sandstone. Unfortunately the materials of the new properties adjacent to the Conservation Area bear no relation to this. There is also some dereliction amongst the unused farm buildings which detracts from the overall quality of the townscape.

It is worth viewing the settlement as a whole from the eastern aspect, as this presents a different impression than is achieved from the main road. From the road a stone boundary wall adjacent to the eastern pavement, interrupted by building walls presents a closed impression, and hides and considerable amount of green space, open, green nature of the settlement is more obvious, with the shore above the breakwater dominated by trees and hedgerow. To the north the open land is of low quality, including a house base, providing a largely neutral contribution to the character of the Conservation Area at present.

Other areas failing to make a positive impact are the terrace at 7-15 (odds) which is uncharacteristic and lacks original features such as windows and doors. Similarly, 31 North Scale lacks any traditional character.

Recommendations: it would be appropriate to revise the northern boundary of the Conservation Area, to exclude number 31, and the rough ground adjacent to the end of Leighton Drive. Neither of these areas remain true to the character of the Conservation Area.

Key Characteristics

- 'ad hoc', unplanned building pattern
- large garden/greenspace area east of the road
- mature deciduous tree
- traditional roughcast stone and sandstone building materials with slate roofs
- hedgerow along shoreline and present Leighton Street boundary

Ireleth – designated 1980

The Conservation Area forms the oldest part of Ireleth, taking in all 4 listed buildings in the village, the earliest of which is dated 1688.

The topographic framework of the Conservation Area reflect it's origins as farmsteads, the first of which belonged to the Monks of Furness Abbey, all located alongside the area's stream for their water supply. These farmsteads later grew into a small village resulting in the "meandering" layout of the Conservation Area today.

The development of these farmsteads into a village had led to a mix of building types in the Conservation Area, for example, private dwellings, a public house, a parsonage and a village hall. However this mix doesn't detract from the coherency of the buildings, both listed and unlisted, due to their qualities of age, complementary styles and setting. Another important contribution to the quality of the Area's townscape are elements such as trees, hedges, green spaces, footpaths, walling, terracing and street surfacing.

Furthermore there is a very strong relationship between the built environment in the Conservation Area and it's surrounding landscape. The stream in it's valley setting is the prevalent feature especially in the uppermost part of the Conservation Area, where the hillside is particularly steep, with cascading water and terraced gardens into the valley sides. The hillside on which the Conservation Area stands also enjoys dramatic views of the Duddon Estuary, against the backdrop of Black Combe.

It is fortunate that there are very few features which detract from the special character of the Conservation Area. There are 4 "modern" houses within the area, generally of high quality design, with more modern housing bordering the area, but for the most part it is enveloped by open countryside.

The Conservation Area is of significance as a historic village centre in it's own right, as well as it's contribution to giving a clear picture of the extent of the activities of Furness Abbey. As such, there is a continuing need to preserve and enhance the area within it's existing boundaries.

Recommendation: the inclusion of the school, and church and neighbouring cottages would further add to the quality of the Conservation Area and should be considered

Key Characteristics

- the stream
- wooded nature of upper valley (Moor Row)

Vickerstown – designated 1988

The prevailing interest of Vickerstown as a Conservation Area is it's historical significance as a model housing estate, built between 1900-1904 by VSEL (in it's earliest form) to accommodate the growing numbers of shipyard workers in Barrow. There are no individual listed buildings within the area, rather a designed landscape of dwellings and amenities displaying the qualities of age, style, historical relevance and architectural coherenc, spanning some 1000 buildings.

These features are set within an obvious townscape, with a hierarchy of buildings and spaces (e.g. the largest, managers' housing occupying the channelside sites with the best views), with shops, churches, community facilities and public houses. There also exists an important relationship between the built environment and the existing landscape, which allowed for opportunities such as a public park within a valley setting, a landmark bridge and dramatic vistas across the channel.

However the area has suffered with loss and intrusion, with unsympathetic shop fronts and a multitude of differing finishes and designs on dwelling's walls, doors, windows and garden boundaries. There are also a number of derelict, once public, buildings. Despite this however the layout and basic architectural styles of the area still prevail, giving an overall impression of coherency.

The Vickerstown area has significant historic associations with local people and past events, and as such, there is a continuing need to preserve and enhance the area within it's existing boundaries.

Recommendation: No change to boundaries, further study to be given to the appropriateness of an article 4 direction.

Key Characteristics

- see design guide

St. George's Square – designated 1982

St. George's Square Conservation Area boasts 33 individual listed buildings, yet it lacks quality and interest as an area. This is even more so since the demolition of the old hospital buildings in the heart of the Conservation Area in 1995, resulting in the loss of a dominant Victorian architectural feature in the area and leaving instead a plot of semi-derelict land in its centre. This loss also means the whole area feels rather dispersed and disjointed.

There is also a lack of coherency in the remaining buildings. All the listed buildings were built within 1846-1880, but in mixture of styles, sizes and materials (limestone, slate, red-brick, stucco and sandstone). The unlisted buildings are generally of a neutral impact to the area, and overall form somewhat of a jumble of former uses: a railway station, a school, a bank, hospital related accommodation, a public house, a church and private dwellings.

Furthermore there are other factors however which add to this lack of quality and interest. For example, there is no survival of any original topographic framework, the area's views of the docklands/channel have been obscured by industrial development, the church grounds are the only open green space, the landscaping is of very poor "budget" quality (apart from a number of trees), there is no obvious townscape and there is an abundance of traffic/parked cars in the Square itself.

Recommendation: generally, the Conservation Area as a distinct area is of limited interest: a disjointed "jumble" of buildings dispersed throughout a poor quality environment. It is not of the high standard found within the Borough's other Conservation Areas and, as such, reflects badly on the Borough. The value now exists in the individual buildings, which will remain protected by virtue of individual listings which would be unaffected by the removal of the Conservation Area status. For these reasons the withdrawal of Conservation Area status from the Saint George's Square Area should be considered.

Storey Square/Mount Pleasant – possible future designation

This small area is one of the older areas of Barrow town. It is now residential in character also containing two places of worship, and a police station now converted to dwellings. The grid iron street pattern and terraced housing pattern are typical of the town's inner residential areas, although many of the properties are quite substantial being larger, three storey, having more architectural detailing and a considerable range of styles. The particular special interest and character of the area is a result of this.

The main characteristic of the area are bay windows on ground, first, and sometimes even second floors; varied decorative reveals on windows and doors; decorative brickwork courses below the eaves; and the use of red brick and slate roofs as the main fabrics. While there has been little use of pebble dash to date, and the introduction of modern dormers has been limited, very few sliding sash windows remain and a noticeable proportion of properties have had porches added and window aperture shapes and sizes changed.

Currently, the general appearance of the area tends to be of a low standard. Without protection the remaining character of this area is likely to be lost, however, it is questionable whether the designation of a Conservation Area alone can prevent this. At present, the area provides a significant amount of low cost housing. This has implications for the future prospects of the area.

Firstly, the finances needed to maintain and enhance the quality and character of the area will not be available without an injection of funds from an external source. There is a route to funds in a Conservation Area through a Conservation Area Partnership such as the scheme established in Dalton, however, priority currently lies with achieving funding for the Central Barrow Conservation Area. As such, Conservation Area designation is unlikely to result in improvements to the built fabric of the area.

Secondly, enhancement works in the area may lead to 'gentrification' effects, not only raising the quality of the buildings, but also their value and therefore eliminating this source of lower cost accommodation.

Recommendation: The area has a value in its range of styles, and as an illustration of a broad range of types of terraced properties. However, it is small, with little feeling of being a distinct, coherent location with a definable edge or boundary. The prospect of actually achieving valuable enhancement works is slim, and could result in the loss of an important source of low cost housing. Therefore, it is the conclusion here that the designation of the Storey Square/Mount Pleasant area as a Conservation Area would not have a positive impact on the built environment of the Borough, and could in fact, lower the overall standard.

APPENDIX 10

APPENDIX 10

8. TRAFFIC IMPACT OF DEVELOPMENT

The Need for Traffic Impact Assessments

- 8.1 There is an increasing awareness among relevant professions that the potential impact of traffic generated by a new development has not hitherto been fully assessed. While this applied perhaps less to the immediate highway connection into a new development site, the wider effects on the local, and strategic, highway network can be considerable. The cumulative effect of several developments can rapidly push traffic levels towards capacity at junctions and on links quite remote from the development site, as well as drawing inappropriate vehicles into locations which may be sensitive for environmental or road safety reasons.
- 8.2 In response to this situation, planning and highway authorities have been turning to the need for a wide-ranging assessment of the traffic impact of major developments, following the now firmly established model of Environmental Impact Assessments. Recently, too, a clear set of guidelines for the production of Traffic Impact Assessments (TIAs) has been published by the Institute of Highways and Transportation (IHT).

Conduct of Traffic Impact Assessments

- 8.3 The IHT recommends that TIAs should be commissioned by the developer as part of the information supporting a planning application. This should be the subject of early discussion between the developer and the planning and highway authorities to agree the scope of the study in terms of data to be collected, the extent of the road network to be analysed, the methodology to be adopted and the years of assessment. Although commissioned by the developer the study should be undertaken independently to provide an objective and factual basis for evaluation as part of the development control process.
- 8.4 The highway and planning authorities in Cumbria will normally expect the guidelines published by the IHT to form the basis upon which any TIA will be carried out. This should include a safety audit of any highway development proposals being organised by the developer. The TIA will be vetted before being approved by the Highway Authority. How these TIA's are analysed and interpreted is important, and it will be necessary to achieve some measure of consistency in the way the Local Authority responds to broadly similar projects throughout the County.

Thresholds

- 8.5 The requirements for a TIA will be triggered by a range of factors relating to levels of traffic generated on adjoining highways and by the significance of the development itself. The following three thresholds are to be applied in Cumbria in this Code of Practice:
- 8.5.1. That in respect of the following classes of development:
- a) Residential development in excess of 30 units
 - b) Industrial uses (Classes B1 and B2 of the 1987 Use Classes Order) where the proposed Gross Floor Area (GFA) would exceed 1000sq.m.
 - c) Warehousing development (Class B8 of the 1987 Use Classes Order) where the proposed GFA would exceed 1500sq.m.

TIA for sites allocated in Local Plans

- 8.6 The allocation of a site for development does not remove the need for a Traffic Impact Assessment. The need for a TIA may be indicated in the Local Plan but will otherwise be revealed by reference to the criteria set out above which may also be set out in the Local Plan.

TIA in relation to outline applications

- 8.7 If the development proposed in an outline application clearly falls within the criteria defined in 8.5.2 above then it will be necessary for that application to be supported by a TIA. This may require further refinement if outline planning permission is granted in the light of the conditions relating to the consent and the detailed proposals that may result.

Consideration of TIA results by Economy and Environment

- 8.8 In all cases where a Traffic Impact Assessment is prepared, the results will be considered by Economy and Environment in relation to improvement or traffic management programmes that are currently being investigated.

APPENDIX 11

Chapter 9: Parking

Introduction

548 Parking is recognised as being a key element of integrated transport policy because of its importance in relation to demand management in ensuring a co-ordinated approach. The availability and cost of on and off-street parking can be used to increase the attractiveness of walking, cycling and use of public transport as alternatives to car use.

549 Publicly owned car parks are generally a significant revenue source to District Council's in particular. Moves to reduce all day use as a means of encouraging modal shift will however result in lost revenue.

550 Co-operation with District Council's and National Park Authorities who control much of the off-street public car parking in Cumbria and with the Police who still have responsibility for enforcing on-street traffic regulation orders is an important part of parking enforcement.

551 The overall approach is to manage car parking provision to encourage modal shift whilst making the economic vitality of town centres and financial viability of attractions.

Objectives

552 The objectives in relation to the management of public parking provision are:-

T36 Reduce long term car parking spaces in central urban areas.

- T37 to ensure adequate convenient parking spaces for those with disabilities.

T38 To increase with the proportion of long stay off-street car parking in rural areas.

Current Position

553 The detailed position is set out in Chapters 13 to 18.

554 On-street parking is controlled where necessary through parking place orders and traffic regulation orders which have accumulated over 70 years or more. During that period making the orders has been the responsibility of the traffic authority and enforcement of most orders has been the responsibility of the Police.

555 Most public car parks in Cumbria are controlled by District Council's but the two National Park Authorities control some and there are a limited number of privately owned and managed car parks.

556 On 1 April 2000 Cumbria Constabulary withdrew all traffic wardens. This has led to a review of the approach to decriminalised parking.

Policies and Measures

557 Planning Policy Guidance Note (PPG)13 published in Spring 2000 defines the maximum provision of parking that can be built as part of most forms of development and specifies that, particularly in urban areas, minimum provision cannot be defined. The North West Regional Association has endorsed the maximum figures set out in PPG13 but recognises that in some urban areas, lower maximum provision may well be justified. Parking for cyclists is covered by Policy CW7.

558 Policy P1: On-Street Parking

The Council will allow the highway to be used for parking unless it conflicts with:-

- The balance between demand and available supply.
- road safety.
- the reduction of traffic congestion.
- the amenity of the area.

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- the reallocation of space for other road users.

559 Policy P2 : On-Street Parking in Residential Areas.

- Parking restrictions will be imposed in residential streets used by long stay commuters.

Priorities will be given to residents to safeguard both private and public amenity.

560 Policy P3 : Residents Only Parking.

- The Council will introduce a Residents Only Parking schemes in a residential area where:-
- there is a shortage of off-street private parking and
- there is a high demand for public on-street parking.

561 Policy P4 : Decriminalised Parking Enforcement.

- The County Council will implement Decriminalised Parking Enforcement (DPE) throughout the County in agreement and partnership with the six District Council's, subject to financial viability.

562 Enforcement will enable the effectiveness of the highway and may also generate revenue. DPE will be introduced on a District-wide basis and it will be necessary for the County Council to enter into a formal partnership agreement with each of the six District Council's, with particular reference to how DPE will be developed and managed. Barrow, Carlisle and South Lakeland will be investigated first with Allerdale, Copeland and Eden being investigated later as soon as the need for such action arises through the Area Transport Study or through the endeavour of the District Council.

563 The County Council will make six applications to DETR defining in detail the area to be covered by the order and detailing the boundaries or Permitted Parking Areas and Special Parking Areas. The applications will require the following to be included to the County Council's satisfaction:-

- review and amendment of existing Traffic Regulation Orders.
- the determination of whether any new Orders are necessary or desirable.
- a statement of the financial viability of the proposal including detailed assessment of cost and revenue over a 4 year period and the use to which any surplus will be devoted (see para 8) or how any deficit will be covered.
- the terms of the partnership agreement to be drawn up between the County and District Council's (see para 10).
- a clear timetable for the introduction of the system, once the application is approved.
- a record of the consultation with Police, Parish Council's, the business community and the voluntary sector that took place before the agreed approach was defined.

564 Cumbria Constabulary will assist in the training of staff who will operate DPE and also advise on administrative procedures that may be appropriate. Close working relationships with the Police will be built into the proposed schemes.

565 There is a need to build into each DPE system mechanisms for monitoring progress, reviewing the system and operating performance indicators. Each District DPE system will be the subject of an annual report setting out the following key elements:

- number of Penalty Charge Notices issued.
- proportion paid within 14 days.

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- proportion contested through the Council.
- proportion referred to the National Arbitration Service.
- balance sheet showing expenditure and revenue.
- record of investment of any surplus revenue.

566 Policy P5 : Parking Charges and Time Limits.

- The Council will continue to encourage the use of parking charges and time limits to regulate the duration of stay in off-street car parks so that spaces closest to town centres are available for short stay purposes.

567 Policy P6 : Parking in Rural Areas.

Increased emphasis will be placed through siting and charging criteria on long term off-street parking in rural areas.

568 As part of the objective to increase modal choice (T3), rural car parks should be managed to encourage long term parking at single car parks and the use of alternative modes to gain access elsewhere.

569 Policy P7 : Park and Ride.

The Council will develop park and ride interchange facilities at key locations where there is an opportunity to reduce the use of private motorised transport.

Key locations are considered to be edge of town sites that would facilitate the transfer of commuters onto dedicated bus or cycle routes and the transfer of visitors at Strategic Sites to ensure the management of traffic within the existing road capacity.

570 Policy P8 : Information.

Parking providers will be encouraged to display information regarding access to neighbouring amenities and public transport facilities/services.

571 East of access is a critical requirement in engendering seamless journeys. The opportunity should also be taken to provide information about the immediate areas. The importance of car parks as nodes in integrated town centre movement plans should be acknowledged (see para 71) and pay due account of the needs of people with disabilities.

572 Policy P9 : Parking Provision for Orange Badge Holders

The Council when reviewing parking provision in an area will make adequate provision for disabled badge holders in locations convenient to attractions.

573 The provision will meet the guidelines set out in the DETR. Traffic Advisory leaflet 5/95. Design considerations set out in the leaflet will be complied with.

574 Policy P10 : Parking Provision for New Developments.

The Council will implement maximum car parking standards for all new developments.

575 Planning Policy Guidance Note (PPG)13 defined maximum parking provision that may be provided at various classes of new development. These have been refined by the North West Regional Association which is also considering the need for lower maximum provision to be defined for certain areas. The Council recognises the value of these standards and will define and implement new standards.

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Implementation

576 The agreement of the owners and operators of off-street public car parks that charging and time limits. Relating to use of the car parks will be modified where necessary to accord with the relevant area programme.

577 The policy relating to Parking Provision at New Developments will be implemented through advice given to the six District Council's and two National Park Authorities on planning applications. The issue by Government in May(?) 2000 of the revised Planning Policy Guidance Note (PPG)13 Transport will mean *that Parking Guidelines in Cumbria* published jointly by the County Council, the two National Park Authorities and the six District Council's in 1997 will be out of date. It will be replaced taking due account of guidance issued by the North West Regional Association in relation to maximum parking provision at new developments.

578 The Council will liase with car park operators with the aim of achieving satisfactory management of off-street parking consistent with the transport plan for the area. This liaison will involve representatives of organisations of disabled people in order to address policy P9.

APPENDIX 12

PRELIMINARY URBAN CAPACITY STUDY

In December 1997 Government Office for the North West wrote to all the authorities in their area to advise them of their joint funding, along with English Partnerships, of the North West Regional Association's report "Measuring Urban Potential for Housing". The aim was to provide a common approach by which local planning authorities could assess the extent to which further household growth could be accommodated within the existing built-up areas. GONW's aim in writing to all Borough and District Councils in the region was to encourage progress in applying the urban capacity study (e.g. in rolling forward their development plans).

The Authority's initial response was as follows:

"In Barrow we have a Local Plan which was adopted in 1991 and technically ran until 1996 but remains the current document until replaced. In this respect we have for the last three years been preparing a Review which will roll it forward to 2006 and of which we will be publishing a Deposit Version later this year.

Availability of housing land is not a major issue for the Review, because as a result of job losses and the general slow-down in the local economy during the 1990's, housebuilding rates have reduced dramatically and many of the sites allocated in the 1991 Plan remain undeveloped or incomplete. In consequence many of the allocations are merely carried over from the 1991 Plan and there has not been a need to carry out the Urban Capacity exercise. There is further lack of justification because, as the enclosed survey shows, 63% of our existing housing sites are brownfield. Also in the draft allocations that we have in the Review 57% of the dwellings will be on brownfield sites and, as can be seen from the enclosed draft policies, further encouragement for the redevelopment of brownfield sites by 'windfalls' will be given.

As a result of the limited resources that the Authority has been able to allocate to the Local Plan Review and the increasing complexity of and pressures on Local Plans in recent years, publication of our Review has taken two years longer than originally envisaged. Just carrying out Scenario One of an Urban Capacity Study would delay the ultimate adoption of the Plan even further and in the circumstances outlined in this letter would, I feel, be of no value at present. I will, however, look again into our ability to carry out a Scenario One Study in due course when the Regional Planning Guidance is being reviewed."

However, as a result of discussions at a subsequent meeting of JOPO (the Joint Planning Officers of Cumbria County Council and its six constituent District Councils and National Parks), which was attended by a representative of GONW, it has been agreed that a preliminary study would be carried out for Barrow. Because of the limited time available before the publication of this Deposit Version it is not possible to carry out a full Scenario One exercise with detailed examination of particular buildings and sites.

Our study consists of the identification of six possible Interface Zones on mainland Barrow. Walney Island is extensively urbanised but the Authority do not envisage that it has potential for any significant housing growth as a result of increasing concern over traffic growth on the single bridge from the mainland and the disruption caused when it has to be lifted. The Interface Zone concept derives from the methodology produced by the consultants commissioned by the North West Regional Association in their study, 'Exploring Urban Potential for Housing'. This method draws a distinction between consolidated areas and the areas which lie between them, or the 'interface zones'. These are the awkward, mixed transitional areas where one urban form abuts another, may be edge of town centre. Distinction is important because the interface zones are the areas where most development opportunities are concentrated. The method goes on to further identify that the most advantageous of these will be at focus locations, i.e. close to town centres or public transport facilities. Whilst six individual zones are identified in this exercise, the Authority feel that it should be recognised that they are the remaining parts of three overall zones of transition where the Council, its various partners and other developers have been concentrating their regeneration effort over the last 15-20 years in a continuing programme. These areas, marked A, B and C on the accompanying map, have been characterised by previously developed land and their redevelopment for housing and employment-generating uses form the basis for the high proportion of brownfield development in the Borough which is commented on below in the final paragraph of this study.

The six zones identified for Barrow, shown on the accompanying map, are as follows:

1. **Park Road/Schneider Road**

An area of 15.8 hectares occupied by a closed down golf driving range, vacant land and a piggery. Some of the land consists of landfilled former clay pits, so ground investigation would be required. It is threaded by the main road into Barrow, the A590 Trunk Road, and the Cumbria Coast railway to Whitehaven and Carlisle lies to the west. The land to the south and east is occupied by a reservoir, playing fields and a small industrial area.

2. **Holker Street**

An area of 5.6 hectares, formerly occupied by rail sidings, lying between a residential area and the operational railway, with out-of-centre retailing to the north.

3. **Ironworks Road/Channelside**

An area of 2.4 hectares, formerly part of an Ironworks that has been reclaimed for industrial/leisure use. It is bounded to the west by Walney Channel, to the south by the Dock Museum, to the east by employment uses and to the north by Furness College. It would favour attractive, high density, waterside apartments with minimal parking.

4. **Cavendish Dock Road/Buccleuch Dock**

An amorphous area of 34.6 hectares that stretches along docksides and was formerly occupied by railway lines and sidings. A large central portion off Cavendish Dock Road was originally occupied by an engine shed and carriage and wagon works and has been reclaimed following the discovery of asbestos in the 1970's. This portion is an allocated employment site in the Local Plan Review.

5. **Ramsden Dock Road**

An area of 17.8 hectares that forms a substantial part of the Dock estate. Part of it is on the site of a dock that was infilled approximately 30 years ago. To the west lies Walney Channel, to the north a residential area, to the east a gas condensate terminal related to the port and to the south the operational dock area.

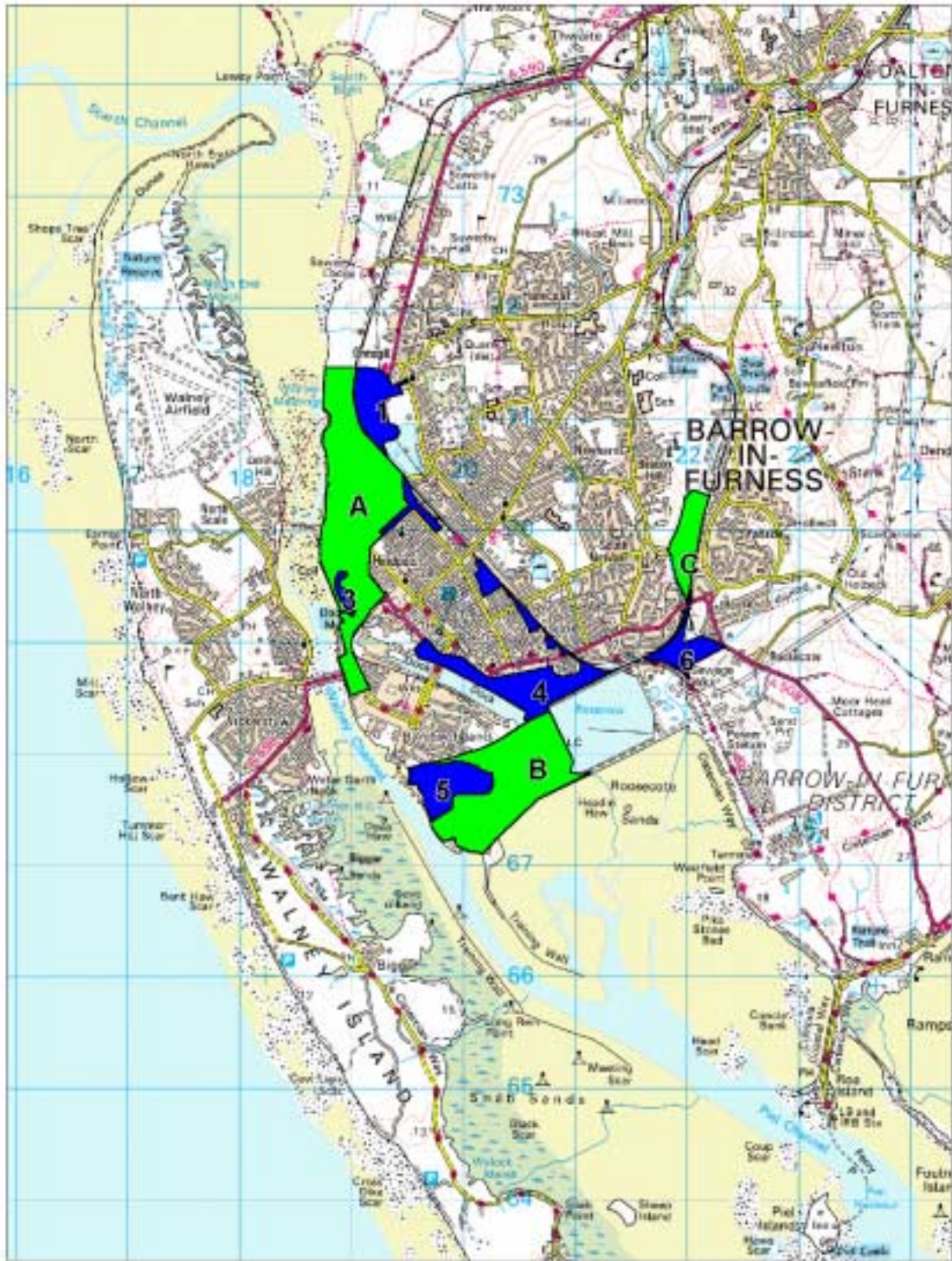
6. **Rampside Road**

An area of 12.9 hectares occupying a river valley and an adjacent ridge which separates residential areas and which leads on either side into open countryside. It is bounded to the west by the railway into Barrow, with Roose Station close to the site's northern boundary. A bus route runs along the northern and eastern boundaries. It is occupied on its eastern, ridged section by allotments, grazing land and the site of a demolished hospital. On the lower, western side is the former site of a gas works and low lying land along a stream next to the railway. The hospital site is allocated for mixed housing and employment uses in the Local Plan Review.

The application of differing densities to these sites gives the following idea of their crude housing capacity, that is without taking into account any possible open space or other associated land use needs:

	<u>30 per hectare</u>	<u>50 per hectare</u>
1. Park Road/Schneider Road	474	790
2. Holker Street	168	280
3. Ironworks Road/Channelside	72	120
4. Cavendish Dock Road/Buccleuch Dock	1038	1730
5. Ramsden Dock Road	534	890
6. Rampside Road	<u>387</u>	<u>645</u>
TOTAL	2673	4455

Irrespective of this exercise the Authority is satisfied that the Local Plan Review provides more than adequately for an increase in urban housing capacity of the order that would be likely to satisfy the North West Regional Association's or GONW's requirements. Policies B2, B4, B5 and B6 give positive encouragement to windfall developments on a variety of types of land and to conversions of existing buildings and Policy B3 allows for a range of densities. Also a high proportion of the Borough's existing housing sites, both developed in recent years and those as yet undeveloped, are on brownfield sites, as can be seen in the accompanying copy of the report submitted by the County Planning Officer to the JOPO meeting.



BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 41: Appendix 12: Preliminary Urban Capacity Study - Interface Zones
Set in the Context to the Wider Transition Zones of Which They Form Part

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APPENDIX 13

	<u>Policy</u>	<u>New Proposal</u>	<u>Retained Proposal</u>	<u>1991 Plan Reference</u>
<u>Chapter 2: Employment</u>				
A1	Local Employment Sites			
	E1	*		
	E2		*	Site 9
	E3	*		
	E4		*	Site 2
	E5		*	Site 6
	E6		*	Site 3
	E7		*	Site 7
	E8		*	Site 1
	E9	*		
	E10		*	Planning Permission
	E11	*		
A2	Business Parks			
	E12		*	Planning Permission
A3	Major Aquifer			
A4	Employment Sites Criteria		-	
		*	*	A2
A5	Urban Employment		*	A2
A6	Rural Employment		*	A3
A7	A590 Frontage			
A8	Hazardous Installations		*	A7
A9	Hazardous Installations Criteria		*	A6
		*		
A10	Rural Conversions			
A11	Greenfield Sites			
A12	Energy Protection Area			
		*		
		*		
		*		

	<u>Policy</u>	<u>New Proposal</u>	<u>Retained Proposal</u>	<u>1991 Plan Reference</u>
A13	Office Sequential Test	*		
A14	Home Working	*		
A15	Port Related Policy	*		
<u>Chapter 3: Housing</u>				
B1	Housing Sites			
	H1		*	Site 1
	H2	*		
	H3		*	Site 7
	H4		*	Site 6
	H5	*		
	H6	*		
	H7		*	Site 2
	H8		*	Planning Permission
	H9		*	Site 9
	H10	*		
	H11		*	Site 10
	H12	*		
	H13		*	Planning Permission
	H14	*		
	H15	*		
	H16	*		
B2	Site Criteria			
B3	Density	*		
B4	Urban Sites		*	B2
B5	Subdivision	*		
B6	Backland	*		
B7	Residential Protection Areas	*		
		*		
B8	Renewal Areas		*	B4
B9	Farm Workers Dwellings	*		
		*		
B10	Occupancy Conditions		*	B3
B11	Village Cordons			

	<u>Policy</u>	<u>New Proposal</u>	<u>Retained Proposal</u>	<u>1991 Plan Reference</u>
B12	Conversion in Settlements	*		
B13	Rural Conversion	*		
B14	Householder: Terraced	*		
B15	Householder: Non-terraced	*		
B16	Terracing Effect	*		
B17	Prominent Extensions	*		
B18	Dormers	*		
B19	Loss of Garages	*		
B20	Garages Set-Back	*		
B21	Patios Over Extensions	*		
B22	West Shore Park		*	B6
B23	Individual Caravans	*		
B24	Gypsy Sites: Location	*		
B25	Gypsy Sites: Standards	*		
<u>Chapter 4: Retail</u>				
C1	Retail Criteria	*		
C2	Sequential Test	*		
C3	Out-of-Centre Criteria		*	C2
C4	Edge of Centre Area	*		
C5	Barrow Shopping Core		*	C5
C6	Other Shopping Areas		*	C5
C7	Mixed Areas		*	C5
C8	Dalton Town Centre	*		

	<u>Policy</u>	<u>New Proposal</u>	<u>Retained Proposal</u>	<u>1991 Plan Reference</u>
C9	Dalton Take-aways	*		
C10	Villages/Local Centres	*		
C11	Local Need Outlets	*		
C12	Farm Shops	*		
C13	Take-aways: Barrow Centre		*	C6
C14	Take-aways: Mixed Areas		*	C6
C15	Take-aways: Local Centres		*	C7
C16	Take-aways: Other Areas		*	C7
C17	Roadside Facilities	*		
C18	One Day Sales	*		
C19	Car Boot Sales	*		
C20	Rear Servicing		*	C4
<u>Chapter 5: Environment</u>				
D1	Countryside Protection		*	H1
D2	County Landscapes		*	H7
D3	Local Landscapes		*	H8
D4	Green Wedges	*		
D5	Barrow/Dalton Separation	*		
D6	Park Road Gateway	*		
D7	Undeveloped Coast	*		
D8	Coastal Areas	*		

	<u>Policy</u>	<u>New Proposal</u>	<u>Retained Proposal</u>	<u>1991 Plan Reference</u>
D9	Internationally Important Sites	*		
D10	Nationally Important Sites		*	H2
D11	Locally Important Sites	*		
D12	Species Protection	*		
D13	Wildlife Corridors	*		
D14	Community Woodlands	*		
D15	Conservation Area Criteria	*		
D16	Demolition Criteria			
D17	Re-use of Heritage Buildings	*	*	F2
D18	Alterations to Listed Buildings		*	F4
D19	Civic Open Spaces	*		
D20	Gap Sites			
D21	Design Code	*	*	F7
D22	Archaeological Protection	*		
D23	Archaeological Evaluation	*		
D24	Archaeological Recording	*		
D25	Amenity Space		*	F9
D26	Open Areas		*	F10

	<u>Policy</u>	<u>New Proposal</u>	<u>Retained Proposal</u>	<u>1991 Plan Reference</u>
D27	Loss of Trees		*	F12
D28	Landscaping Schemes		*	F12
D29	Landscaping Standards	*		
D30	Heritage Trees	*		
D31	Trees/Buildings Relationship	*		
D32	Tree Protection	*		
D33	Public Art	*		
D34	Advertisement Clutter	*		
D35	Advert Hoardings	*		
D36	Advertising along A590	*		
D37	Special Control of Adverts	*		
D38	Residential Amenity	*		
D39	Non-commercial Frontages	*		
D40	Above Ground Floor Level	*		
D41	Architectural Features	*		
D42	Advertising Scale	*		
D43	Brightness of Illumination	*		
D44	Security Shutters	*		
D45	Renewables: Criteria	*		
D46	Least Constraint: Wind	*		
D47	Wind Energy Criteria	*		

	<u>Policy</u>	<u>New Proposal</u>	<u>Retained Proposal</u>	<u>1991 Plan Reference</u>
D48	Farm Slurries	*		
D49	Solar Energy	*		
D50	Energy Consumption	*		
D51	Undergrounding of Services	*		
D52	Overhead Line Amenity	*		
D53	Existing Overhead Lines	*		
D54	Telecommunications	*		
D55	Air Pollution	*		
D56	Water Quality	*		
D57	Groundwater Quality	*		
D58	Background Noise Levels	*		
D59	Noise Sensitive Development	*		
D60	Occasional Noisy Activities	*		
D61	Late Night Noise	*		
D62	Urban Fringe Noise	*		
D63	Light Pollution	*		
D64	Prominent Lighting	*		
D65	Recycling	*		
D66	Re-use of Upper Floors	*		
D67	Finite Life Installations	*		
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E1	Lots Road Widening		*	E1
E2	Residential Roads		*	E7

	<u>Policy</u>	<u>New Proposal</u>	<u>Retained Proposal</u>	<u>1991 Plan Reference</u>
E3	Un-made Roads: Askam	*		
E4	Duddon Estuary Crossing	*		
E5	Major Traffic Generators	*		
E6	Hindpool Road	*		
E7	Traffic Impact Assessment	*		
E8	Green Routes	*		
E9	Parking Guidelines		*	E5
E10	Station Sites	*		
E11	Rail Facilities	*		
E12	Station Parking	*		
E13	Freight Handling		*	E6
E14	Increased Rail Use	*		
E15	Cycle Routes	*		
E16	Cycle Facilities	*		
E17	Pedestrian Provision	*		
E18	Converted Rail Routes	*		
E19	Taxi Businesses	*		
E20	Taxis From Dwellings	*		
<u>Chapter 7: Facilities and Standards</u>				
F1	Furness General Hospital	*		
F2	Health Facilities	*		
F3	Childrens' Nurseries	*		

	<u>Policy</u>	<u>New Proposal</u>	<u>Retained Proposal</u>	<u>1991 Plan Reference</u>
F4	Adequate Drainage	*		
F5	Housing Drainage	*		
F6	Land Drainage	*		
F7	Water Supply	*		
F8	Flood Risk	*		
F9	Surface Water	*		
F10	Tidal/Fluvial Defences	*		
F11	Floor Levels	*		
F12	Crime Prevention	*		
F13	People With Disabilities	*		
F14	Adequate Layout	*		
F15	Section 106 Obligations	*		
F16	Personal Circumstances	*		
F17	Approved Plans	*		
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G1	Mixed Use Leisure	*		
G2	Sequential Test	*		
G3	Recreational Facilities	*		
G4	Late Night Entertainment		*	G3
G5	Ramsden Square		*	G4
G6	Sport Facilities		*	G7
G7	Games Areas		*	G8
G8	Golf Facilities	*		
G9	Childrens Play Spaces		*	G11

	<u>Policy</u>	<u>New Proposal</u>	<u>Retained Proposal</u>	<u>1991 Plan Reference</u>
G10	Local Play Areas		*	G10
G11	Holbeck Facilities	*		
G12	New Allotments		*	G12
G13	Footpaths Protection	*		
G14	Footpaths Provision	*		
G15	Horse Related Development		*	H6
G16	Despoiled Landscapes	*		
G17	Touring Sites		*	I1
G18	Permanent Sites	*		
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APPENDIX 14

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