

BARROW-IN-FURNESS BOROUGH COUNCIL
BOROUGH LOCAL PLAN REVIEW 1996-2006

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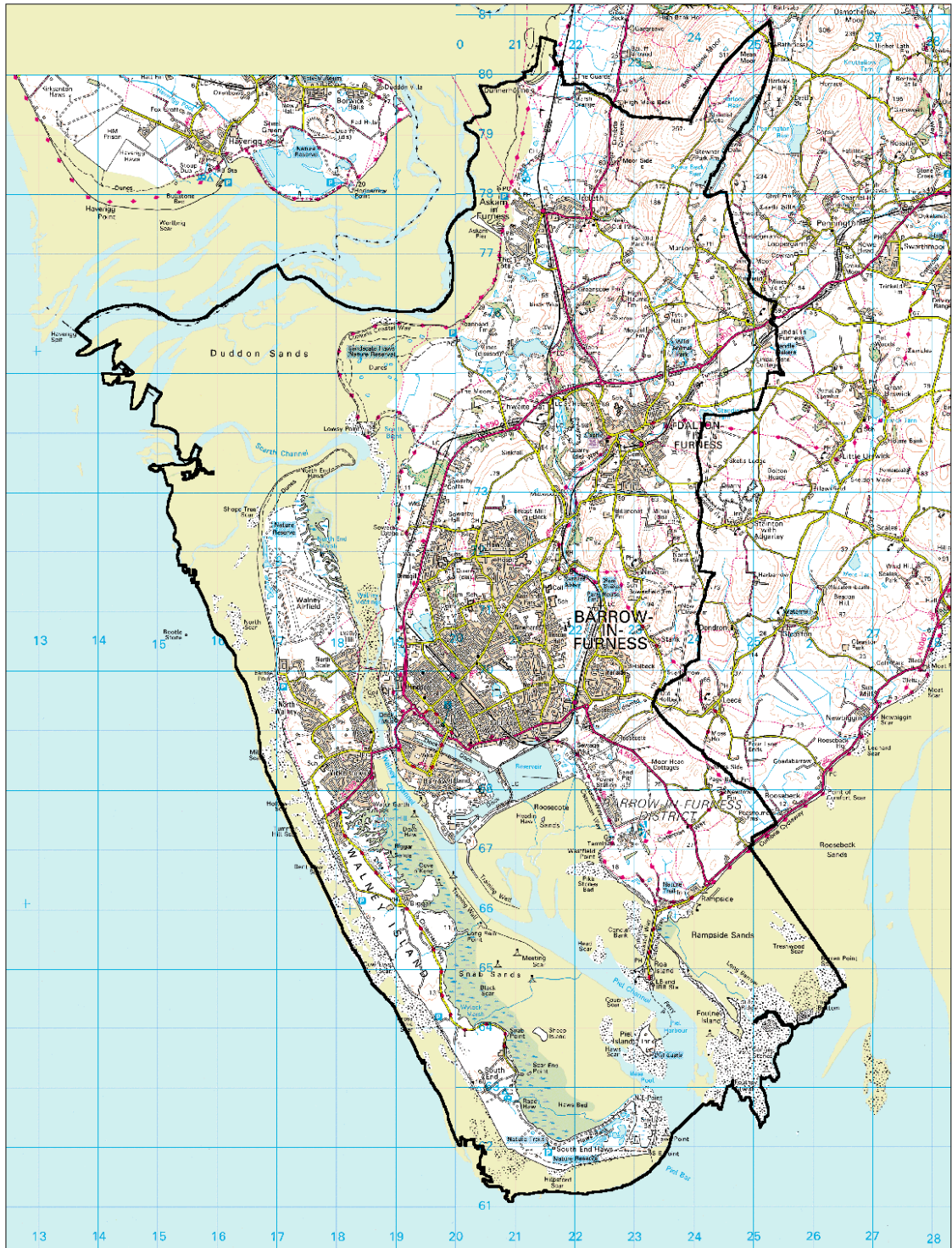
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BOROUGH OF BARROW-IN-FURNESS LOCAL PLAN REVIEW **1996-2006**

CHAPTER 1 : INTRODUCTION

PART 1 : THE PURPOSE AND CONTENT OF THE PLAN

- 1.1.1 The Borough of Barrow-in-Furness Local Plan Review is a statutory document prepared by the Borough Council to set out its policies guiding the development and use of land for the period to 2006. Adopted, together with the County's Minerals and Waste Local Plan and the Cumbria and Lake District Joint Structure Plan, it forms the statutory Development Plan for the area. It replaces the current Borough wide Local Plan adopted in 1991. The Plan covers the whole area of the Borough shown in Plan 1, as required under the Town and Country Planning Act 1990.
- 1.1.2 The functions of the Local Plan are set out in Government guidance as:
- a) To develop the policies and general proposals of the Structure Plan and to relate them to specific areas of land.
 - b) To provide a detailed basis for development control.
 - c) To provide a basis for co-ordinating the use and development of land.
 - d) To bring local and detailed planning issues before the public.
 - e) To provide a basis for co-ordinating public and private sector investment within the plan area.
- 1.1.3 The plan comprises two elements:
- a written statement containing the Plan's strategy, policies and proposals, a justification of them and how they will be achieved in practice; and
 - a proposals map showing policies and proposals for those parts of the plan area where significant change is foreseen in the plan period.
- 1.1.4 This is the Adopted version of the Plan. It was adopted on 24th August 2001 and copies have been sent to the Secretary of State. Its place in the overall Local Plan process is shown in Diagram 1.



BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 1: The Borough of Barrow-in-Furness

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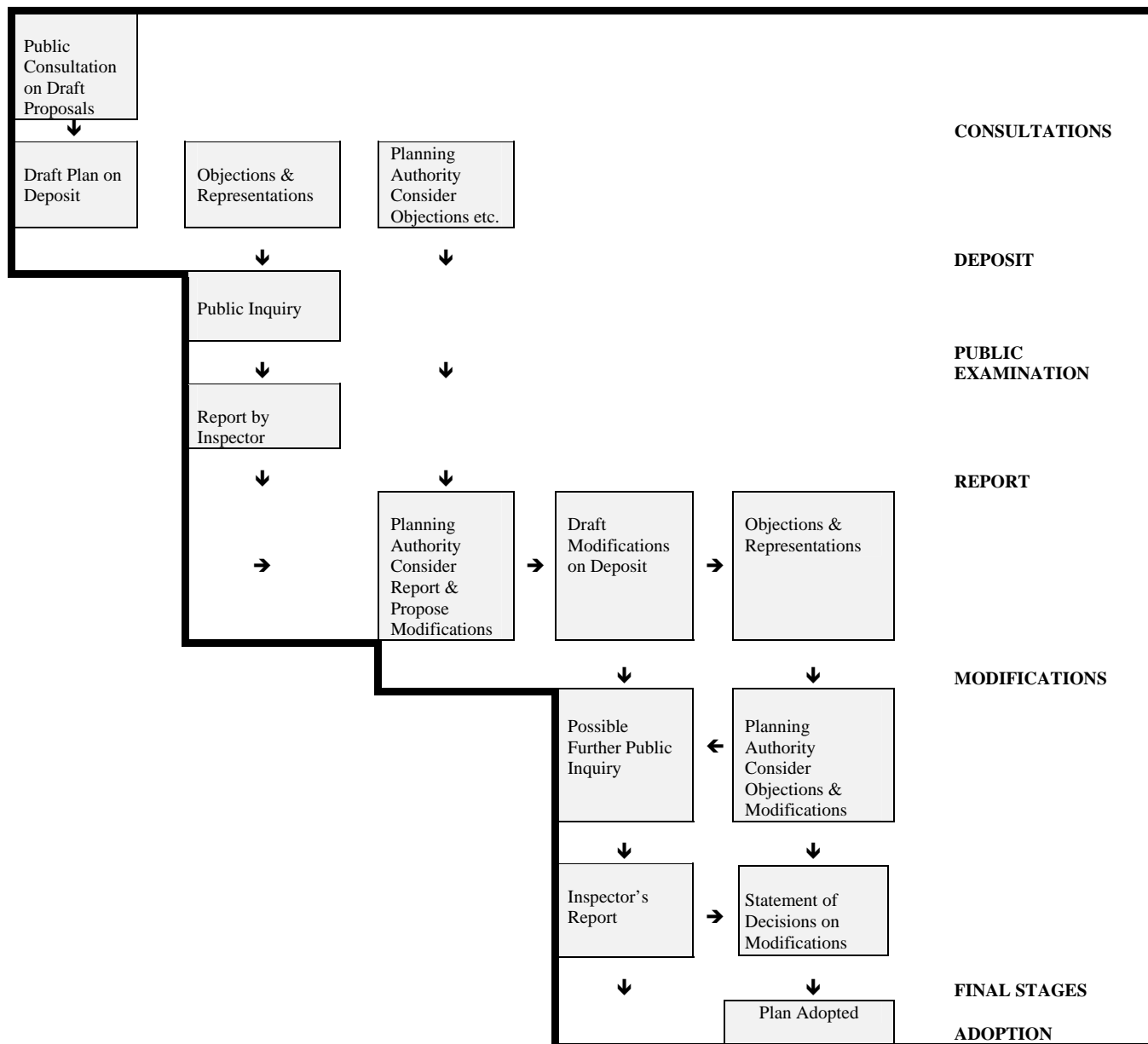


Diagram 1 - The Local

Plan Process

PART 2 : GEOGRAPHY

1.2.1 The Borough of Barrow-in-Furness is located in south western Cumbria, on the Furness Peninsula. It is geographically small, covering only 77 square kilometres, 1.1% of the area of the County. However, due to its largely urban nature, the Borough accounts for 15.1% of the County's population (1991 Census).

1.2.2 The Borough's resident population of 73,125 (1991 Census) is concentrated within its two principal settlements of Barrow (61,400) and Dalton (6,691), the remainder living in the smaller outlying villages of Askam and Ireleth, Lindal, Rampside and the more rural areas of the Borough.

- 1.2.3 The Borough occupies only 30% of its Travel to Work Area (T.T.W.A), which includes the large urban centre of Ulverston (11,850). Statistical information available from the main employers including Vickers Shipbuilding and Engineering Limited (now part of BAE Systems) and the Borough Council supported by MORI research, indicates a high degree of commuting for work and shopping within the T.W.A.A across Local Authority boundaries.
- 1.2.4 The Borough is remote from other centres of population and services. Travel time to the M6 is typically 40 minutes. The Borough is on the Cumbria Coast Railway Line; travel to Lancaster for connections with Inter City services takes 1 hour. Travel time to Carlisle by rail is 2 - 3 hours, generally via Lancaster; by private transport the journey time is between 1½ and 2 hours - a similar time for a journey to Manchester.
- 1.2.5 Cumbria is a peripheral area within the UK and Europe, it is classed by the EU as an Inner Peripheral Region, indicating higher market access and transport cost. Barrow is further handicapped by the poor quality of roads and other communications to the rest of the County and beyond.

PART 3 : NORTH WEST REGIONAL GUIDANCE

- 1.3.1 This guidance was published in May 1996. It has been produced by the Government Offices for the North West and for Merseyside, based on advice submitted by the North West Regional Association.
- 1.3.2 The aim of the advice is to consider national planning guidance in its regional context. As such, many of the themes in the document are not new and throughout there is an emphasis on the principles of sustainable development.
- 1.3.3 The major new concept introduced by the guidance is the 'Development Framework' within which major future development activity is to be focused. This framework is a cross-shaped area consisting of the East/West belt of the Merseyside and Greater Manchester conurbation's and the North/South spine of the West Coast Rail Line and the M6. The implication of this for Barrow is that this area is not to be actively promoted through this mechanism as a potential location for strategic, regionally significant development.
- 1.3.4 Barrow, however, can be included in the group of towns described in the guidance as "medium sized towns throughout the region that developed rapidly in the 19th Century, often around single industries". Here the guidance stress that urban regeneration is a "priority", it goes on to state that "This will require an holistic approach to creating safe and more attractive environments by re-using disused and derelict land and buildings, facilitating mixed patterns of land use, the management of traffic, greening, and ensuring quality of urban design".
- 1.3.5 Barrow can also be included in the towns of West Cumbria, which the guidance suggests, in view of their economic needs, should not have housing provision constrained below their environmental capacity.

1.3.6 Five environmental aims are set out in the guidance:

- to conserve the natural and built heritage and the best and most versatile agricultural land;
- to improve poor environments and water and air quality;
- to conserve energy, recycle resources and minimise waste;
- to provide for development where it can contribute to urban and rural regeneration and assist in reducing the need to travel; and
- to facilitate the movement of people and goods by energy efficient modes of transport.

Direct reference is made to the potential for achieving sustainable environmental benefits in mineral workings; the use and promotion of transport modes other than road and the private car; rural diversification and urban renewal; and the development of compact towns.

1.3.7 In terms of new developments, the guidance states that development plans should indicate that developers will be required to contribute to public transport enhancements and transport infrastructure to meet the needs of a new development.

PART 4 : STRATEGIC GUIDANCE

1.4.1 The Cumbria and Lake District Joint Structure Plan sets the policy framework within which the Local Plan must fit. The Structure Plan covers the period to 2006. The Plan was subject to Examination in Public in March 1993 and was formally adopted by the County Council on 30th July 1995.

1.4.2 The main provisions of the Plan relevant to the area covered by this Local Plan are:

- the provision of 2,500 dwellings in the Borough;
- the provision of sufficient employment land to ensure a five year supply of readily available land in each of three market sectors;
- recognition that economic problems in the Furness area will be addressed through refurbishment of town centres, environmental improvements, new industrial site development, tourism projects and improvements in road and rail communication;
- safeguards on nationally and internationally important nature conservation interests;

- protection of important landscapes, since part of the Borough is covered by the County landscape designation;
- commitment to the A590 a key route for improvement;
- maintenance of Barrow as a major town centre; and
- new development being provided mainly in the towns, to meet the social and economic needs of the County's population, but in a manner which, through appropriate location, scale, design or use, does not diminish the quality of the environment within the County or beyond, or for future generations.

PART 5 : DEVELOPMENT CONTEXT

A. The Local Economy

- 1.5.1 The Local Plan, adopted in 1991 was founded on an optimistic assumption about the future of the Borough's economy, centred on the expanding fortunes of VSEL. It did though set out a number of longer term economic concerns, particularly over-dependence upon a major employer, the relative remoteness of the Borough and the impact of European competition in the manufacturing sector. To a greater or lesser extent these fears have been realised, particularly with regard to workforce reductions in the Borough's largest employer, the former VSEL.
- 1.5.2 In 1990 VSEL employed over 14,000 people about 90% of which lived in the Barrow area. Towards the end of 1995 this had fallen to 5,000 employees. This reduction, together with other cutbacks and closures, take the overall total of job losses to over 12,000, representing 33% of all jobs in the T.T.W.A. In recognition of the severe economic difficulties the Furness area faces it was granted Intermediate Level Assisted Area Status in July 1993 and was designated as an Objective 2 region under the EU Structural Funds in January 1994. A local public and private sector funded development agency, Furness Enterprise, was formed in 1991 to regenerate the economy of the area. A key element in the strategy of this Local Plan is, therefore, to diversify the economy and ensure the planning process delivers sufficient land to facilitate regeneration whilst ensuring the most efficient and sustainable use of land in the area.
- 1.5.3 The economic regeneration context for this Local Plan is set out, in part, in the policies and initiatives of the following three documents:
1. Barrow-in-Furness Borough Council Economic Development Strategy.
 2. Barrow-in-Furness SRB Challenge Fund Bid, "The Heart of Barrow".
 3. West Cumbria and Furness Objective 2 Single Programming Document.

B. Population

1.5.4 Official population levels have yet to respond to changing local economic circumstances. Comparison of the 1981 and 1991 Census shows a fall of 1.3% of the population. The main component of this change was out-migration. The Registrar General's 1996 mid year estimates confirm the picture of a steadily declining population. It is, however, more stable than the job losses cited above may have indicated, for the following reasons:

- the policy of VSEL in targeting more elderly sections of the workforce for redundancy;
- the numbers of in-migrant employees on short term contracts who moved back to their home areas on redundancy; and
- the degree of out commuting of former VSEL employees whose families and dependants have remained in the area.

1.5.5 The Strategic Planning Authority have taken an understandably cautious view of the future level of the Borough's population founded on the assumption that current initiatives to regenerate the economy will prove successful in the medium term.

1.5.6 The Structure Plan sets the long term objective of stabilising the population at its current level and proposes relatively modest increases in housing allocation in the period 1991 - 2006, though these may have to be reviewed if there is substantial growth or further decline in the local economy. The Local Plan continues this cautious approach to future population levels, recognising in the short term that population will grow, if at all, only slowly. However, the key factor determining population levels will continue to be out migration. Therefore, given the severe problems facing the local economy it would be equally valid to predict a significant fall in population. Careful monitoring of population levels as well as household formation will be carried out as a key indicator of future housing policy. Housing allocations in the Local Plan reflect this uncertainty.

C. Infrastructure

Road Communications

1.5.7 The Regional Transportation Strategy for North West England accords the A590 the status of a strategic link as part of its strategy to improve links to the most peripheral areas within the Region, especially within Cumbria. This is supported by the Structure Plan, though there is imprecision as to the standard of improvement. From the Local Authority perspective, there is no doubt that rapid and reliable access to the M6 via the A590, as part of an integrated transport system, is an essential element in rebuilding the local economy. The Dalton-in-Furness Bypass opened in December 1993 and this will increase the attractiveness of industrial sites on the western side of Barrow, along Park Road.

Rail Communications

- 1.5.8 The Cumbria Coast Line, linking Barrow with Lancaster and Carlisle is an essential element of local infrastructure. No significant investment in the route, other than maintenance is planned. The electrification of the Carnforth to Barrow section is seen as a rail scheme of regional significance by the Regional Transport Strategy for North West England and this proposal is supported by the Council. Rail has significant potential for freight movement from the Port of Barrow to the main inter city network.
- 1.5.9 The County Council policy is for priority for station improvements in future years to be directed towards, amongst others, Dalton-in-Furness. Consideration should also be given to providing new halts at Furness Abbey and Park Road.

Housing

- 1.5.10 There are 31,000 houses in the Borough. In the 1980's this was being added to at a rate of 250-300 units per annum, but in the mid 1990's, as national and local recession has bitten, this reduced to below 100. Reductions in the stock resulting from demolition are currently insignificant, though the recent small clearance areas under the Neighbourhood Renewal Area, has increased this slightly.
- 1.5.11 The condition of the private sector stock, with about half of the total stock being of pre-1919 construction, is of great concern. This has been recognised by an active policy of grant assistance for improvement and the creation of a Housing Renewal Area. The scale of investment in the pre-1919 stock and limits on the availability of finance to enable clearance and renewal mean terraced pre-1919 stocks will be a key sector in the Borough's housing indefinitely. High levels of home ownership coupled with the possibility of increased out migration could result in an increased incidence of negative equity and this could prove a significant disincentive for Borough residents who want to move out of the area to find alternative employment.
- 1.5.12 Recent housing developments have been a mixture of higher density inner area redevelopments and edge of town sites with lower densities. Currently, there are a number of unfinished large-scale housing sites whose completion should take priority over new allocations.
- 1.5.13 There is a substantial core of major housing development sites commenced in the 1980's (or earlier) which completed between 10 and 30+ units each at those times. However, completion rates have now declined to nil or a trickle (Holbeck Farm, Solway Drive, Rating Lane in Barrow; Tantabank and Broughton Road in Dalton; Parklands, Estuary Park and Duddon Heights in Askam/Ireleth). These represent a major landbank that will easily be capable of satisfying a significant proportion of demand over the Local Plan period.

PART 6 : GUIDING PRINCIPLES

- 1.6.1 All development must take full account of the need to protect the environment so that present-day demands do not compromise the ability of present and future generations to meet their need to safeguard and improve the quality of life for residents, conserve energy resources, protect and, where possible, enhance the Plan area's essential character and main environmental assets.

Set within the above strategic context, the Local Plan adopts four guiding principles. They are:

- i) The regeneration of the local economy by sustainable development;
- ii) Protecting and improving the Borough's environment;
- iii) Providing a balanced and adequate supply of housing ; and
- iv) Developing the Borough's role as a sub-regional centre for leisure and shopping.

1.6.2 Objectives

The four principles are developed in nine objectives that form the baseline for plan review and evaluation, as follows:

- OBJ 1 To allocate land to meet the Borough's need for new housing, business and industry, so as to provide a range of choice and opportunity while reconciling this with relevant environmental and conservation interests.
- OBJ 2 To sustain and enhance employment opportunities and generally assist in strengthening and diversifying the local economy of Furness.
- OBJ 3 To preserve and enhance the quality of life and environment in a manner which does not prejudice the enjoyment of future generations.
- OBJ 4 To reduce growth in the length and number of motorised journeys and to encourage alternative means of travel with less environmental impact, thus reducing reliance on the private car.
- OBJ 5 To encourage a high standard of design and help prevent inadequate design.
- OBJ 6 To sustain and enhance the viability, vitality and environment of Barrow town centre and other local population centres within the Borough.
- OBJ 7 To conserve the open countryside.

OBJ 8 To protect and enhance those parts of the built environment which are of special interest and merit.

OBJ 9 To protect and enhance leisure, nature conservation and amenity areas and interests.

The order of the listed objectives does not represent or reflect any order of priority.

1.6.3 The vision for this Plan is comparable to that contained in the Authority's Strategic Plan. The original version of the latter, published in 1991 and entitled "Action for the 90's", was clearly produced in the same context as the original Borough Local Plan. Times have clearly changed for the Borough and similar exercises of review and update have taken place for the Strategic Plan so that both Local Plan and Strategic Plan reflect present circumstances and priorities - local, regional, national and international. The reviewed Strategic Plan, entitled "A Strategic Plan for Barrow Borough", was produced in July 1999. The structure of its Priorities and Objectives is as follows:

Priority SP1 - Supporting Sustainable Economic Regeneration

Objectives: 1.1 Encourage industrial, commercial and retail investment.
1.2 Improve communications.
1.3 Support tourism development and promotion.

Priority SP2 - Create an Enhanced Quality of Life for Local Residents

Objectives: 2.1 Improve the housing stock.
2.2 Enhancing the environment.
2.3 Reinforce Barrow town centre as the focus of civic and commercial life.
2.4 Improve leisure facilities.
2.5 Environmental sustainability.

Priority SP3 - Fighting Poverty and Unemployment

Objectives 3.1 Improve access to employment.
3.2 Improve income levels for disadvantaged people.
3.3 Encourage and support community initiatives.

Priority SP4 - Provide Quality Public Sector Services

Objectives: 4.1 Ensure effective management.
4.2 Provide accountable services.
4.3 Ensure efficient use of resources.

- 1.6.4 An extract from the Plan, entitled “Factors which influence the Plan” is reproduced as Appendix 1, as this provides a good summary of the influences which affect the vision of both plans.

PART 7 : A DEVELOPMENT STRATEGY

- 1.7.1 The strategy of the Local Plan is divided, geographically into four zones:

- A. Barrow-in-Furness and Walney Island;
- B. Dalton-in-Furness;
- C. The outlying villages; and
- D. Areas of open countryside.

A. Barrow-in-Furness and Walney Island

- 1.7.2 The Plan recognises the importance of Barrow-in-Furness in the sub regional economy of South Cumbria. In particular it recognises the changing pattern of transportation that is arising from the completion of the Dalton Bypass and improvements to the A590 which will increase the attractiveness of industrial land allocation on the western edge of the town, along Park Road. However, there will be a consequent shift in visitor and tourist traffic from Abbey Road, the historic tree lined route into the Town Centre, to Park Road. As a result roadside environmental improvements are critical. The historic development pattern of industrial uses along Park Road lends itself to infill and sufficient land is allocated for general uses. Development in this area, however, needs to respect the proximity of parts of the areas to nationally, locally or internationally designated sites of interest for Nature Conservation. There is also a policy in the Plan that acknowledges the proximity of residential areas to some industrial uses and measures to protect the amenity of these areas need to be applied. This whole area along Park Road/Walney Road was the subject in November 1994 of the 'Channelside Enhancements' Strategy Statement jointly produced by this Authority, Cumbria County Council, Furness Enterprise and English Partnerships. Its mission statement is:

"To assess the area of Barrow-in-Furness between Walney Channel to the West, Jubilee Bridge to the South, the new Dalton Bypass link to the North and Park/Walney Road to the East, (known as the Channelside area) to identify its assets, eyesores and potential, and provide ideas for the enhancement of the area to encourage inward investment, stimulate economic growth, protect the environment and character of the area and assess its service and infrastructure requirements."

and its aims and objectives are:

"To identify projects which,

- a) Will create an attractive setting for development areas and encourage investment in derelict or untidy sites;
- b) Will enhance existing features of natural, historic or economic value;
- c) Will screen sites (whether temporarily or permanently) that are not available for improvement;
- d) Will encourage existing business to improve their frontage images;
- f) Will encourage new investment by identifying new development sites;
and
- h) Will promote access by improving road and footpath networks within and into the area"

- 1.7.3 The developed coastal fringe of Barrow-in-Furness includes a range of development opportunities that the plan seeks to exploit. In particular further development of the Dock estate, the comprehensive redevelopment of derelict docks and adjacent areas and former VSEL land is proposed to assist in diversification of the local economy.
- 1.7.4 The residential strategy of the Plan is largely dictated by the lack of completion, or generally even commencement, on the sites allocated in the 1991 Plan, following the severe cut-back in housebuilding activity after the end of Barrow's 1980's boom years. The only new allocations that have been needed have been small-scale and largely brownfield in nature. The Plan seeks to assist Government objectives by encouraging more windfall sites to come forward at brownfield locations.
- 1.7.5 The Plan recognises the pivotal role of Barrow Town Centre in regeneration of the area and pursues policies that complement this role.
- 1.7.6 Through European and Single Regeneration Bid finance positive enhancement of the fabric of the Town Centre Conservation Area is programmed together with improvements to its transport infrastructure.
- 1.7.7 In order to reinforce the Authority's overall objective of reinforcing the Town Centre as a Sub-Regional Centre and Focus, the Plan will propose a series of measures to make it more attractive, vibrant and accessible.
- 1.7.8 No major growth is planned on Walney Island, and the principal strategy is one of environmental enhancement to the urban fringe areas of the Island.

B. Dalton-in-Furness

1.7.9 Upon completion of its Bypass large scale traffic-calming measures have been introduced into Dalton. These are intended to reduce the speed of traffic continuing to use Dalton and, therefore, maximise through traffic diversion onto the Bypass. These measures have resulted in a major improvement in the environment of Dalton and will lead to its regeneration as a local centre for provision of goods and services, halting a period of 20 years of decline. There seems little doubt it will become a more attractive place to live. The strategy of the Plan is, therefore, to encourage and stimulate further environmental improvements to the town centre and encourage the development of Dalton as a retail and service centre for the population of the town, as an employment centre and as an attraction for visitors and tourists. The topography of the settlement imposes its own constraints as development on the upper slopes or valley view would be prominent and detract from its setting.

C. The Outlying Villages and Settlements

1.7.10 The policy of the current plan in respect of development within rural settlements is one of restriction of growth by a residential cordon. This policy has proved to be readily understood and no major changes to this are proposed. The strategy will remain one of limited growth. Encouragement will be given to improved design for those developments that are considered acceptable.

D. The Open Countryside

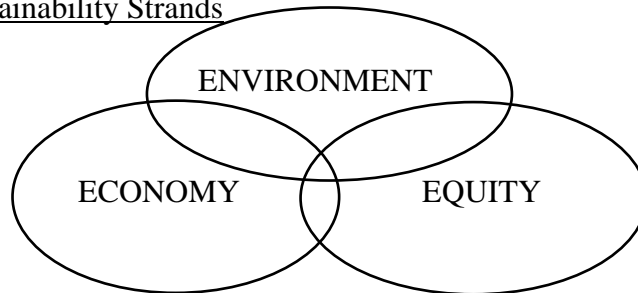
1.7.11 Development will be severely limited in countryside that has remained largely undeveloped. The exception to this strategy will normally be associated with the needs of the rural economy. Certain belts of countryside will be given added protection through the designation of County Landscapes, Local Landscapes or areas with various types of nature conservation interest. Rural buildings offer the opportunity to accommodate new enterprises within the countryside that can provide jobs in rural areas, without the need for new building. Such buildings are a finite resource, which have been under increasing pressure to convert to residential use. The Plan will, therefore, favour proposals for the conversion of rural buildings for non-employment generating uses after it has been thoroughly demonstrated that the applicant has made every reasonable attempt to secure suitable business re-use, and the application is supported by a statement of the efforts which have been made.

PART 8 : SUSTAINABILITY STRATEGY

1.8.1 Barrow's current need is to achieve the development and regeneration that will sustain the community created in the late 19th/early 20th Centuries, when a successful population, industry and servicing centre was created, based on natural resources originally, but sustained and enhanced by the skill of human resources.

- 1.8.2 Sustainability is generally viewed as being made up of three interwoven strands; economy, environment and equity, as shown in Diagram 2.

Diagram 2 : Sustainability Strands



- 1.8.3 These three strands are related because of the recognition that one cannot be achieved without the other. Thus to protect the environment, people also need looking after and the economy must be able to support the people and protect the environment. Similarly, the economy relies upon a healthy environment and an equitable society for its long-term stability. This means that, in theory at least, there is no need for a trade off between jobs and the environment, because jobs which damage the environment ultimately damage the economy. However, there does need to be a recognition that our society and economy is still unsustainable, though if it is moving towards sustainability, this will not be the case in the longer term. The Local Plan recognises that in the longer term economic development will work in harmony with the environment rather than be at odds but in the short term more difficult choices will need to be made. In general, however, the Local Plan should favour development that is sustainable, as this will fulfil three policy goals, at the same time.
- 1.8.4 The policies and proposals of this Local Plan are firmly based on the principles of sustainable development, that is, providing opportunities for all people now, without compromising the opportunities of future generations through the destruction or waste of our natural resources.
- 1.8.5 The most obvious, and clearly quantifiable aspect of sustainable development practices is the protection of the environment; the conservation of specialised habitats and species, the reduction of atmospheric pollution, and the more economic use of our natural resources such as oil, wood and metals. Further to this, however, is the provision of opportunities for all, for instance, a chance to become educated, to achieve a reasonable standard of living, and to undertake those activities which bring us satisfaction.
- 1.8.6 Central to this second aspect of sustainable development tends to be industry, both the production and service sectors. This is vital both in one respect for the provision of goods and services which are important to our quality of life such as electricity and health care, and secondly in providing employment which tends to be fundamental to our quality of life.

- 1.8.7 The potential for conflicts between these two aspects of sustainable development, the protection of the environment and the improvement of quality of life, is clear. The situation in Barrow Borough is no exception. The quality of the local environment is exceptional, as can be seen by the number of designated landscapes and habitats, especially around the coast, while the need for increased employment provision and other regeneration activities, which may have damaging environmental consequences, is unquestionable. The history of the development of the Borough's towns is such that they grew to their present population levels on the back of industry which has now declined due to changes in demand, resulting in particularly high levels of unemployment. Without sufficient employment opportunities the population of the Borough will be unable to support itself into the future, or in other words, the situation is not sustainable.
- 1.8.8 There is one major environmental advantage of increasing locally available employment opportunities. One of the greatest sources of damaging atmospheric pollution is motorised transport, the demand for which increases with people travelling greater distances to find work. The presence of jobs locally can reduce commuting activity.
- 1.8.9 Over the plan period the Authority will seek to strike a sustainable balance between the need for employment development and the protection of the environment.
- 1.8.10 The Environment section of this Local Plan deals with both the natural and built environments, and provides the context for the policies of the other chapters, setting out the basis on which potentially environmentally damaging developments will be considered.
- 1.8.11 Where it is found to be reasonable in the interests of creating employment that development takes place which may have negative environmental impacts, the policies of this plan will ensure that damage is minimised, that compensatory measures are taken and reparative work is carried out where appropriate.
- 1.8.12 An environmental/sustainability appraisal of this Plan has been carried out and forms Appendix 2. While this is not a statutory requirement, this Council feels that this has been the most effective way to assess the potential impact of the policies and proposals on the environment, and on each other. In truth, if policies in one Chapter seek to alleviate damage, but the problem is exacerbated by a proposal elsewhere, the Plan will fail in its aim to protect and enhance the environment and promote sustainable development.
- A) **Links to Local Agenda 21**
- 1.8.13 This plan review was written concurrently with the development of the Council's Local Agenda 21 policies and proposals. The Council's Local Agenda 21 has enabled the integration and co-ordination of the two strategies. Local Agenda 21 has the following aims for land use planning:

- Encouraging the use of previously developed rather than 'greenfield' sites;
- Promoting locations of new developments in locations accessible by public transport;
- Reducing travelling by encouraging the location of new services and facilities in close proximity to each other and to existing facilities;
- Providing public and green space in the urban areas; and
- Assisting with the process of renewing the Borough's built fabric and gaining benefits in the clearing of contaminated and derelict land through the careful location and treatment of new developments.

1.8.14 Another element of Local Agenda 21 is community development and participation. This means that local people need to be involved more closely in decision making. This could be through a wide variety of means but is meant to ensure local people are involved in deciding what a future Borough should be like and how they can help in making it more sustainable. This can take the form of community forums, working groups, etc. and should involve relevant stakeholders: for example business leaders, community groups, environmental groups, schools and local people. Local Agenda 21 recognises that there should be a willingness to ask people what they want, in order to move from consultation to participation. Doing this will often be time consuming but produces decisions which have a high degree of consensus and agreement and also ensures that a wide variety of concerns are addressed. Involvement of stakeholders is seen as important because of the recognition that involvement can foster feelings of responsibility so that people wish to protect the local environment and work at improving it (this is the basis of the environmental phrase 'think globally, act locally'). These considerations have influenced the consultation and participation arrangements that the Authority made for the Plan.

B) **Areas**

1.8.15 The Environmental Strategy is set out in terms of five broad categories of area:

1. The Urban Areas
2. Barrow town centre
3. The coast
4. The upland
5. The remaining countryside

1. The Urban Areas

- 1.8.16 Existing urban areas should be the focus for new development. The use of unused, derelict and under used urban or urban fringe land has several advantages over greenfield sites in rural areas.
- 1.8.17 This prevents the destruction of, or intrusion into natural landscapes and habitats and the open countryside.
- 1.8.18 Where development is concentrated within towns, housing, employment, leisure and other facilities can be brought closer together, reducing people's travel times and making alternative modes of transport to the environmentally unfriendly private car more practical.
- 1.8.19 Development and redevelopment in the Borough's towns can assist with regeneration, renewing the urban fabric and clearing dereliction and contamination.
- 1.8.20 Within the urban areas of the Borough it is important to promote the location of new services and facilities in existing town and neighbourhood centres. This reduces the number of different trips residents need to make for different facilities, increasing convenience and accessibility. This concentration of activities can also help to increase the viability of public transport, as demand will be focused on particular routes, rather than being dispersed over a wider area.
- 1.8.21 The Plan's retail policy establishes a preference for the location of new retail, leisure and other appropriate developments within town centres consistent with the new PPG6. If there is justification for a location elsewhere a sequential approach is used, through edge of centre to out of town in the exceptional case only.
- 1.8.22 Improvement of the physical urban environment will have several strands. Proposals for redevelopment activity will be required to consider landscaping treatment; green and other public spaces in urban areas will be protected and encouraged in new developments; and the protection and enhancement of the historic built fabric will continue to show benefits.

2. Barrow Town Centre

- 1.8.23 The town centre is the focus for the Borough's main retail and commercial activity. To maximise the potential level of services and facilities for residents and the potential for the future growth of the centre, continuing improvements to its environment are vital.

1.8.24 The main elements of the town centre environment are; landscaping, street furniture, safety, freedom from traffic, building and architectural quality, and accessibility. Various projects of the Heart of Barrow Single Regeneration Budget scheme have been important to this. These include the establishment of a closed circuit television system, improvements to street furniture, creation of a new town square reconnecting the Town Hall to the retail core and providing public open space, and improvements to the Shop Mobility arrangements.

1.8.25 The policies of this plan complement this. Raising standards of design, encouraging the location of new retail and commercial facilities in the centre to increase the choice and range for shoppers, and helping to provide suitable facilities for parking while increasing opportunities for the use of other modes of transport.

3. The Coast

1.8.26 PPG20 sets out four categories of coastline; undeveloped and protected for conservation value, other undeveloped or partly developed areas, the developed coast, and the despoiled coast.

1.8.27 Almost all of the Borough's coast is protected for its nature conservation value. Proposals requiring a coastal location will be directed towards the despoiled coast in the urban area of Barrow, which has become vacant following the decline of the traditional industries.

4. The Upland

1.8.28 The character of the Borough's upland is protected under the County Landscape designation in this plan. It is very open, and as such any development is likely to be highly noticeable and careful consideration will need to be given to the visual and landscape effect of a proposed development. The Upland landscape is part of the visual character of the Borough's settlements by virtue of its proximity to them; development could therefore unduly dominate important views from the settlements.

1.8.29 Due also to the proximity of the Furness uplands to the residential areas, the popular scenic roads and many public footpaths provide a recreational resource worthy of protection.

5. The Remaining Countryside

1.8.30 Development in the open countryside that is not appropriate and is not part of an established settlement or group of buildings is not supported by the policies of this plan. There are several reasons for this; developments can be linked into existing services if located in an existing group; car travel tends to increase with developments in the open countryside as distances to other facilities are greater than in towns and alternative modes of transport are less practical; and intrusion in the countryside and landscape is reduced where a new development is well related to an existing group.

- 1.8.31 Various areas are protected under locally and regionally important designations for their landscape, recreation, nature conservation or geological value. These will be protected from detrimental development activities.
- 1.8.32 It is as important for residents in the non-urban areas of the Borough as for the town dwellers to have access to a high standard of services, facilities and employment opportunities.

C. Environmental or Sustainability Assessment

- 1.8.33 The environmental linkages and impacts of the policies on each other have been assessed in a separate matrix that forms Appendix 2.
- 1.8.34 Whilst this assessment may indicate a certain amount of conflict with environmental goals in some of the policies, it is submitted in the Barrow area there is a particular justification for this. This is because Barrow is an area that has suffered severe job losses and economic cut backs in recent years and thus has an overwhelming need for regeneration that is recognised at international, national, regional and local level. Yet at the same time by virtue of the adjacency of the urban areas to sites of major importance to nature conservation, the need to achieve development will have to be considered in the context of the need to maintain objectives of maximum environmental protection.

PART 9 : PLAN IMPLEMENTATION

- 1.9.1 Although the Local Planning Authority has prepared the Local Plan, it hopes the aspirations, strategy and policies it contains will be widely supported by other agencies in the public and private sector. Indeed the Plan's implementation will depend critically upon the contribution of these bodies. The extent to which the Council's own main spending programmes will contribute towards implementation will vary across the various policy areas covered but throughout the plan period resources are likely to be scarce. Successful implementation will therefore depend upon developing partnerships between the public, private and voluntary sectors, maximising resources from external funds such as the Single Regeneration Budget, on-going main programme funds such as Derelict Land Grant, English Partnerships Development Fund, competitive bidding for assistance under UK and EU regional policy initiatives and others. In addition to major programmes of assistance smaller scale measures such as ongoing support for town schemes and shop front improvements and environmental improvements will be critical. For assistance towards the regeneration of the rural areas discussions will continue with the North West Development Agency over projects in the Rural Development Area. These broad principles of working in partnership with the community are in line with the spirit of Local Agenda 21.
- 1.9.2 To an increasing extent the Council will become a facilitator and partner for the implementation of the Local Plan rather than doing so through direct means.

- 1.9.3 Many of the Plan's policies will be implemented through operation of the Development Control system.

PART 10 : MONITORING AND EVALUATION OF THE PLAN

- 1.10.1 How up to date the Local Plan is will be important in determining the weight given to it when determining planning applications. Given the 10 year time horizon of the plan, monitoring and assessment of its effectiveness in achieving its guiding principles and objectives is clearly important. Monitoring and evaluation should be carried out at regular intervals to ensure policies and proposals are effective, being interpreted by developers and inspectors in the way intended, and in a way which meets the Plan's objectives. This is best achieved by the preparation of a regular monitoring report perhaps annually which will set out the information collected and an evaluation of the overall plan and individual policies, where this is required. The Authority intends to carry out a review of the Plan in another five years, although mini reviews where relevant will be undertaken in the meantime.
- 1.10.2 The information to be collected for monitoring is set out in Appendix 3.

CHAPTER 2 : EMPLOYMENT

PART 1 : THE LOCAL ECONOMY

Employment

- 2.1.1 The local economy is dominated by manufacturing, in particular shipbuilding and engineering. The former V.S.E.L. is the principal employer in this sector, having traditionally provided employment for between 12,000 and 13,500 people since 1950. In 1989 the company accounted for 27% of all employment and nearly half of all male employment in the Borough.
- 2.1.2 Due to defence cuts, V.S.E.L. reduced its workforce from 14,260 (1990) to 5,000. Together with other closures and consequent indirect and induced effects a total of over 12,000 jobs have been lost in the Travel To Work Area (T.T.W.A) since 1990.
- 2.1.3 Other industries, such as tissue manufacturing, which gave the plan area a wider economic base, have been badly affected by the national recession and have also made substantial cuts in employment.
- 2.1.4 These cuts have resulted in the availability of a pool of labour, much of which is highly skilled in engineering and management within large firms. There is, therefore a need to generate as many job opportunities as possible over the next decade.
- 2.1.5 Unemployment in April 1997 affected 9.4% of the workforce in the Barrow T.T.W.A. Information on recent unemployment trends forms Appendix 4.
- 2.1.6 Whilst this is an increase over the levels experienced in the 1980's, it is not perhaps as dramatic as the bald job loss figures cited above would suggest. Figure 3.3, within Appendix 4 is a reproduction from the "Furness 2010" report prepared by Pineda, the consultants appointed by the Furness Enterprise partnership, which shows what they feel has happened to the former employees. Their estimate of the true rate of unemployment is around 15%. Many former employees have taken up contracting opportunities elsewhere while keeping a home base in the area.
- 2.1.7 There is now, however, reasonable optimism for the future among the Borough's major employers. V.S.E.L., particularly since its take-over by GEC Marine and subsequently BAE Systems, has consolidated its position and has been able to diversify into other types of naval construction. Orders have been won for surface vessels, both merchant and defence, and for more Howitzer guns. The local management of Kimberly Clark and Robert McBrides have been successful in attracting investment for expansion at the local plants in preference to locations elsewhere in their groups. In addition the former Courtaulds site on Park Road has been redeveloped by the construction of a new candle factory by CCW.

Colony at Lindal have expanded steadily and constructed a new warehouse for international distribution at Sowerby Woods. A new prestige office block has been constructed at Furness Business Park.

2.1.8 The Council will, in the light of local circumstances, continue to have the promotion of economic development as its main priority and this involves working closely with others involved - local and national bodies and agencies, notably Furness Enterprise, Government Office for the North West, English Partnerships and the new Cumbria Inward Investment Agency. There have been two important related initiatives:

- a) The commissioning of the Furness 2010 report mentioned above and the associated conference in November 1995 (the Action Plan from this report forms Appendix 5);
- b) The submission of a report to GONW recommending the creation of an Employment Diversification Zone, which would be similar to an Enterprise Zone and which would cover a belt along the western side of Barrow, encompassing the areas along Park Road, at Barrow Docks, and at Cavendish Dock Road that are allocated for employment use in this Plan. GONW's deliberations on this are currently awaited.

TABLE 1 : BREAKDOWN OF EMPLOYMENT BY TYPE

	BOROUGH	GREAT BRITAIN	NUMBER EMPLOYED IN BOROUGH
Agriculture, fisheries and forestry	0.30	1.39	85
Energy and water supply	1.34	1.98	380
Manufacturing	48.00	21.85	13,647
Construction	3.05	4.23	867
Service	47.32	70.55	13,455
All Divisions	100	100	28,434

Source: Annual Census of Employment 1991. Note that this Table concerns the situation prior to the major job losses at VSEL.

- 2.1.9 To assist the regeneration of the area, Furness Enterprise Limited, a local enterprise agency was established in 1991. In 1993 the Borough became an Intermediate Level Assisted Area, thus qualifying employers for grant aid toward capital investment from the Department of Industry, and the Travel to Work Area gained Objective 2 Status under the European Community Structural Funds.

Land and Premises

- 2.1.10 Diversification of the local economy was helped during the 1960s and 1970s by the Borough's status as an Assisted Area. During this period Scott's (Kimberly Clark) paper tissue manufacturing plant and British Cellophane located in Barrow. Similarly, English Estates established two industrial estates and built medium sized advance factories. The Borough Council was also involved in industrial development by establishing the Sowerby Woods Industrial Estate in 1969 and building five modern factory units at Chatsworth Park after Assisted Area status ended in 1982. Much of the area's traditional industrial structure - steel making, textiles, some smaller engineering firms, etc. disappeared in the recession of 1979 to 1983.
- 2.1.11 The private sector (with small exceptions at Shore Street, Salthouse Road and Park Road, Barrow) has not undertaken any significant speculative development because low rents produced poor returns on investment. Consequently firms wishing to expand often had to adapt older vacant premises to their needs.
- 2.1.12 Derelict Land Grants, including the current Rolling Programme, have been the main policy instrument in improving the supply of development sites over the past decade. They were used in the purchase and reclamation of the 126 hectares of former Barrow Steelworks land in 1987, to create Project Furness, a prestige business site capable of accommodating 1,000 jobs. They have also been used more recently in the reclamation of the former Courtaulds Films (British Cellophane) site on Park Road and in the creation of the shopping development at Portland Walk.

Mineral Extraction

- 2.1.13 No specific policies for minerals and waste disposal are included in the Local Plan. Minerals and waste disposal, including onshore hydrocarbon developments, are covered by the Minerals and Waste Local Plan produced by Cumbria County Council which is the Mineral Planning Authority for the area. Principal mineral sites in the Borough are Roose and South Walney sand and gravel works, Goldmire limestone quarries and the Brick Works at Askam. Salt has the potential to be worked beneath Walney Channel.

Hazardous Industries

2.1.14 The Borough has 5 sites containing notifiable hazards or nuclear installations. In the Irish Sea, hydrocarbon exploration activity is increasing. Discoveries offshore during the Plan period may have implications and create pressure for developments onshore. Should any proposals be put forward they will be considered on their merits. Planning applications will be considered in terms of the impact of the proposal on other land uses in the vicinity of the site and on the environment. In particular the Council will be looking for minimal risk and impact on residential areas. The Council will require an environmental statement in line with current environmental impact legislation.

Barrow Town Centre

2.1.15 Various small industrial and storage firms are situated throughout the central area of Barrow. Some need to be close to the Town Centre such as storage for shops, some rely on convenient access for the public such as car servicing and some are there because suitable buildings are available.

2.1.16 Most of the firms are small, but in total they provide a significant amount of employment. Studies in other towns have shown that trying to move such small firms results in a high proportion going out of business. Whilst many are an asset in the jobs they provide, some drag down the environment of residential streets by their appearance, their poor state of repair, and the noise or traffic they cause.

2.1.17 The Local Plan must strike a delicate balance between improving the environment and keeping employment and useful services. Some businesses may require relocation away from the Town Centre to achieve this balance. The Plan gives indications of alternative sites.

The Rural Areas

2.1.18 Dalton North and South Wards in the north of the plan area have Rural Development Area Status, an indication of the problems of the rural economy and communities in these areas. As elsewhere in Cumbria farm incomes in this part of the Borough are falling and there is pressure to diversify away from purely agricultural income. The rural areas also contain large, locally important, employers at Askam-in-Furness and Lindal. The plan seeks to diversify the rural economy of the area by encouraging employment through farm diversification, tourism and small enterprises of an appropriate scale and in appropriate settings.

PART 2 : POLICY GUIDANCE

2.2.1 The Local Plan's economic policies and proposals are guided by National Planning Guidance, North West Regional Economic Strategy, North West Regional Planning Guidance and Structure Plan Policy. Another major influence is the National Rivers Authority's Groundwater Protection Policy and the Government's Rural White Paper "Rural England. A Nation Committed to a Living Countryside".

i) **National Planning Guidance**

2.2.2 "One of the Government's key aims is to encourage continued economic development in a way which is compatible with its stated environmental objectives. Economic growth and a high quality environment have to be pursued together" (PPG4). This Local Plan will, therefore, use planning policy to support the principles of sustainable development wherever practicable. In line with this advice, the authority will support the redevelopment of inner urban sites that are currently vacant or under used. Industrial development will also be supported where transport infrastructure other than road, for example, railway lines and port side facilities, can be utilised.

2.2.3 The advice with regard to industrial development in PPG13 Transport is as follows:

"In their local plans local authorities should:

- move towards achieving a better balance in employment and housing levels within the urban or rural area;
- focus activities attracting large numbers of trips in areas very close to major public transport facilities and in locations easily reached from local housing, by public transport, cycle or walkway;
- allocate sites unlikely to be served by public transport solely for uses which are not employment or travel-intensive;
- reallocate accessible land designated for activities which are not employment- or travel-intensive to more intensive uses;
- provide for the juxtaposition of employment and residential uses so that people have increasing opportunities to work near their homes; and
- facilitate home working and the provision of facilities for small groups of employees to work together locally."

2.2.4 Planning Policy Guidance Note 20 (PPG20) provides planning guidance for the coastal zone. It advises that local authorities should recognise the need to protect remaining areas of nature conservation value within the developed coast. The PPG states that where the coastal zone is only a small part of the territory of the Local Authority, it is reasonable to expect the provision of land for housing and employment to be made elsewhere, and that the undeveloped coast should not be expected to accommodate new development which could be located inland or in existing developed areas. However, in the Borough of Barrow-in-Furness, a very large proportion of the land is within the coastal zone.

2.2.5 The February 1997 version of PPG7 “The Countryside - Environmental Quality and Economic and Social Development” advises that Development Plans should take account of any statutory designation and then weigh the need to:

- encourage rural enterprise;
- protect landscape, wildlife and historic features;
- safeguard best and most versatile agricultural land;
- have regard to the quality and versatility of land for use in forestry and other rural enterprises;
- protect other non-renewable resources;
- strengthen rural communities by encouraging new employment, facilitating an adequate supply of affordable and market housing and underpinning services and community facilities;
- achieve good quality development which respects the character of the countryside; and
- secure safe development by taking account, where appropriate, of the stability of the land.

Local planning authorities should also take account of the advice in ‘Planning for Rural Diversification: A Good Practice Guide’ on:

- assessing the economic and social needs of their areas;
- devising positive development plan policies for economic activity which respects the countryside; and
- taking a constructive approach to planning applications.

ii) Regional Economic Strategy for North West England

2.2.6 The Strategy was originally produced in 1993 and a 1996 Update has been published entitled ‘Sustainable Regional Economic Strategy for North West England’. It has five targets, as follows:

Stabilisation

T1 Overall employment growth at least at the same average annual rate as the UK as a whole over the period 1993 to 2000.

T2 'Manufacturing gross value added' to be at EU average or higher.

Convergence

T3 Overall unemployment rate to fall to at or below the UK or EU average (whichever is lower).

T4 Overall Gross Domestic Product (GDP) per capita to rise above the EU average.

T5 Convergence within the region so that no travel-to-work area (TTWA) (or substantial part of such an area) has a rate more than 30% above the regional average.

Its objectives are set out under three visions:

A Green and Pleasant Region

- Improving the environment of prominent areas of dereliction
- Improving and maintaining water quality
- Improving the region's environmental assets
- Develop European centres for leisure and culture
- Improving the region's image by promotion and marketing assets

A World Class Centre for Making and Doing

- Ensuring full exploitation of the region's knowledge base
- Raising skills of workforce to best European standards
- Achieving economic restructuring and redevelopment of skills
- Effective mechanisms for small firms support
- Attracting inward investment
- Effective mechanisms for delivery of strategic sites

A Region of First Class Links With Europe and the World

- Continuing expansion of region's air, sea and rail gateways
- Developing links in internal transport network
- Improving strategic external road and rail links to the region
- Seizing the opportunities from telematics

iii) North West Regional Planning Guidance

2.2.7 There are two main strands to the guidance on industrial development in the document. The first concerns sustainability development aims and the second is the provision of major, high quality, new strategic sites.

2.2.8 The overall aim is summed up in Paragraph 2.9 of the guidance as follows:

“The priority for the future is to maximise the competitiveness, prosperity and quality of life in the Region through sustainable development. It is envisaged that the North West can become:

- a) A world class centre for the production of high quality goods and services;
- b) A green and pleasant region; and
- c) A region of first class links to Europe and the rest of the world.”

2.2.9 The important role to be played by Urban Regeneration in towns such as Barrow is set out in paragraph 3.2:

“Urban regeneration should continue to be central to land use policy and the conurbations should continue to be the prime focus for regeneration and environmental improvement. Urban regeneration should also be the priority for the large number of medium-sized towns through the Region that developed rapidly in the 19th Century, often around single industries such as chemicals, tourism, textiles, mining, engineering, shipbuilding and railways. This will require an holistic approach to creating safe and more attractive environments by re-using disused and derelict land and buildings, facilitating mixed patterns of land use, the management of traffic, greening, and ensuring quality of urban design.”

2.2.10 Sustainability - A preference is placed on meeting development requirements with reclaimed derelict and disused urban land, rather than greenfield sites. This would minimise encroachment into the open countryside or valuable urban open space, and make efficient use of our land resources.

2.2.11 Following national transport policy guidelines it is advised that these sites should be located where they can be served by existing or new public transport, rail freight or commercial waterway facilities.

2.2.12 Historic industrial land allocations may no longer be consistent with sustainable land use objectives and this advice calls for the reassessment of the appropriateness of industrial sites.

- 2.2.13 Strategic Regional Sites - This idea has been introduced by this guidance and is not found in similar guidance elsewhere. The three types of site identified are Regional Employment Sites, for major industrial and non-retail commercial development; Regional Warehouse and Distribution Parks; and Major Inward Investment Sites for uses such as high technology headquarters, business functions or large scale manufacturing which might otherwise be lost to the Region.
- 2.2.14 Criteria are set out to identify suitable sites for each of these types of allocation. For Major Inward Investment Sites, emphasis is placed on the location being within the cross-shaped development framework area, which consists of the North/South spine of the M6 and the East/West belt linking the Merseyside and Manchester conurbations. This excludes Barrow Borough as a locational option. Regional Employment sites and Warehouse and Distribution Parks, however, appear to be a possibility as they do not prioritise areas within the framework. The main criteria here are the use of recycled land, access to public transport and rail freight facilities and good road access, (specifically, 5 minutes distance from a motorway or major trunk road junction in the case of warehouses and distribution parks). Future improvements to the A590 would place Barrow clearly within this group, although accessibility may currently count against the area.
- 2.2.15 The Guidance states that there should be 3 or 4 Regional Employment Sites within each County. It is submitted that it is essential that Barrow should be the location for one of them because it fulfils the Guidance's criteria of being in a town in a priority urban regeneration area.
- 2.2.16 Policy 33 of the Cumbria and Lake District Joint Structure Plan (1995) identifies a need for a minimum five year supply of land in the Strategic Employment Site market sector in each district in the County. The District Council recognises the need to provide a choice of employment land for a range of market sectors and undertakes to carry out a review of the current provision of employment land in the district before the end of 2001.
- 2.2.17 A review of the Local Plan will follow taking into account the findings of the Joint Structure Plan Review and the priorities set out by the North West Development Agency. Particular importance will be placed on the study being carried out by the NWDA in association with the local authorities and relevant public bodies and other partners, to evolve a "New Vision for Furness and West Cumbria".
- 2.2.18 In the interim period, proposals for strategic employment will be directed to large sites, contained in the existing employment land portfolio.
- 2.2.19 With regard to rural industry, some commercial, light manufacturing and service industry uses may be appropriate in and around rural settlements if levels of disturbance are low.

2.2.20 Finally, the guidance encourages the consideration of the potential of small airfields for business as well as leisure use.

iv) Structure Plan Policy

2.2.21 Policy 8 of the Cumbria and Lake District Joint Structure Plan 1991 - 2006 sets out the overall context for the economic regeneration in the Furness area and the overall context for this Local Plan. The Strategic Planning Authority consider that, due to economic uncertainty, there is little merit in producing employment targets for each district but rather that land should be available to meet demands as they arise.

The relevant Structure Plan policies are reproduced below:

Policy 8: Furness and West Cumbria

Furness and West Cumbria's economic problems will be addressed through an enhanced priority to refurbishment of the town centres, environmental improvements, new industrial site development, tourism projects and improvements in road and rail communications.

Policy 33: Range of Employment Sites

Sufficient employment land will be provided to ensure that in each District there exists at any one time a minimum of a five year supply of readily available land in each of the following sectors:

- i) Business park
- ii) Strategic employment site
- iii) Local employment site

Policy 34: Protection of Employment Sites and Buildings

Permission will not normally be given for the redevelopment or use of other purposes of employment sites or buildings that already exist or are identified in Local Plans.

Policy 35: Expansion of Existing Industrial Premises

Expansion of existing industry on to land adjacent to existing industrial premises will normally be permitted subject to appropriate safeguarding of amenity, public safety and the environment.

Policy 37: Employment Development in Rural Towns

Employment land to meet local employment needs and to encourage the diversification of the rural economy should normally be available within or adjacent to all rural towns and be in sympathy with their scale and character.

Policy 38: Employment Development in Rural Areas

In rural areas, the development or conversion of premises for small scale employment uses will normally be permitted, except where there is a damaging impact on the local environment or in the case of new development where the proposal is in the undeveloped open countryside.

2.2.22 The Structure Plan's definition of the three categories of site referred to in Policy 33 is as follows:

Business Park

Sites classified as Business Parks are those which:

- are available for B1 uses only;
- are within 1 kilometre of the primary road network;
- have a high level of visual amenity including, where appropriate, structural landscaping and low building densities;
- are greenfield sites or have no unusual development costs; and
- are normally at least one hectare in area.

The variety of environments in Cumbria mean a flexible approach will be adopted with reference to accessibility and landscaping but the site must only accommodate B1 uses.

Strategic Estate

Sites classified as Strategic Estates are those which:

- are normally at least 8 hectares in size;
- are available for B1, B2 and B8 uses;
- are within one kilometre of the primary road network and have good access to the M6;
- will only be developed in large parcels;
- are not intended to accommodate small scale retail (including car showrooms) or other small scale commercial developments;
- will have a high standard of design and landscaping;
- have major services available to the site boundary;
- have no significant ground condition problems; and
- are normally adjacent to one of the main urban areas.

When considering these factors the most important are the overall size of the site, the quality and size of individual developments expected and accessibility.

Local Employment Site

The bulk of new industrial development is expected to take place on Local Employment Sites. Local Employment Sites are those which:

- are available principally for B1, B2 and B8 uses;
- have adequate access to the road network; and
- will accommodate a wide range of development.

The majority of the site should be available for general industrial and commercial development. However, a local employment site could accommodate other types of development as part of a mix of uses, e.g. commercial uses not in the “B” Use Classes or exceptionally, where it would assist in bringing the site forward for employment development, retail or residential uses. Other commercial uses will be excluded from the site area recorded.

v) Environment Agency Protection Policy

2.2.23 The Environment Agency’s ‘Policy and Practice for the Protection of Groundwater’ is their policy document setting out a national framework for the protection of both groundwater resources in general and sources (abstractions) in particular from the potential polluting affects of man's activities.

2.2.24 In mid 1994 the former National Rivers Authority produced a comprehensive report on the groundwater resources of the Barrow area for the Authority, entitled 'Summary Groundwater Vulnerability Map with Explanatory Notes (Strategic Development and Land Use Planning Constraints)'.

2.2.25 Whilst groundwaters occur widely across the Borough in a variety of geological strata, the St. Bees sandstone passing under Roosecote and much of Barrow is identified as being particularly important in this report because it is one of only a handful of Major Aquifers in all Cumbria. It is of course used for Public Water Supply because North West Water have boreholes off Schneider Road and Thorncliffe Road. The report observes that this aquifer generally contains high quality groundwater. In its southern part, i.e. around Roosecote, the presence of permeable cover and the higher water tables renders it particularly immediately vulnerable and the report states that considerable caution is demanded in assessing the suitability of potentially polluting developments.

2.2.26 The report advises the Authority that in the Major Aquifer area, activities involving the production or extensive storage and use of chemicals, which are potentially hazardous to groundwater or the introduction of processes involving the bulk handling of fuels, solvents, etc. or other similarly polluting activities, are likely to be strongly resisted. Similar constraints may apply to liquid pipeline routes. In areas of minor aquifer, e.g. Carboniferous Limestone, such activities may be acceptable in principle but nevertheless demand specially stringent measures to protect groundwaters where they are particularly vulnerable.

2.2.27 The report goes on to advise that whilst general industrial development with low polluting potential does not necessitate specific constraints, it must still be subject to adequately designed, constructed and operated environmental controls and appropriate site investigation. This general principle will apply to the whole of the Borough.

PART 3 : MAIN PRINCIPLES

2.3.1 The development of employment land in the Borough will, therefore, be guided by the following principles:

- a) That a range of sites and locations will be provided which will assist the broadening of the local economy and stimulate employment growth.
- b) That a five year supply of such land will be available at all times.
- c) That industrial development should minimise impact on the amenity of local residents.
- d) That development and expansion of employment opportunities, suitable in scale and character to the rural areas of the Borough, will be encouraged.
- e) That employment sites will be integrated with existing and proposed transport systems, both private and public and with cycle routes.
- f) In order to help achieve sustainability B1 uses should as far as possible be mixed with residential development.

PART 4 : NEW EMPLOYMENT LAND PROVISION

2.4.1 The County Council's Employment Land Availability Information for April 1997 shows the following amount of land to be currently available in the market categories:

Business Park	6.07ha
Strategic Estate	18.66**ha
Local Employment	<u>13.87ha</u>
Total	37.60ha

** Land owned by Cumbria County Council at Project Furness, Barrow.

- 2.4.2 The 1991 Local Plan aimed to meet the Structure Plan target of providing 90 hectares of industrial land through 55 hectares of new land, the remainder being defined as existing land with planning permission. In addition any proposals for hazardous uses or expansion of oil/gas related activities would be considered on the merits of each case. The land around Sowerby Lodge Farm to the west of Park Road, that had been earmarked for industry since the 1950s, would only be released for large scale industry should a specific demand arise.
- 2.4.3 Some of the sites that were allocated in 1991 remain undeveloped. Those remaining sites that are still likely to be attractive to developers have been carried through as allocations in the current plan.
- 2.4.4 Furness Enterprise have estimated that to meet the target of providing land to create 4,000 job opportunities, it will be necessary to have 97 hectares of land available for development. This amount of land should comprise one large, single user site over 40 hectares (100 acres) and several sites of between 4 and 20 hectares. The requirement assumes a density of 74 jobs per hectare floor space (P.A. Cambridge Consultants).
- 2.4.5 However, the Local Plan should make its allocations on the basis of the Structure Plan's methodology. This is by projecting forward over the Plan period recent trends in industrial land take-up in the Structure Plan's market sectors. It would also be appropriate to allow for a reasonable increase in demand, as a result of the various economic development initiatives now in operation in the area. This methodology is set out in Table 2.

TABLE 2 : EMPLOYMENT LAND - DEVELOPMENT SITES

	<u>Amount of land developed in each Market Sector over the 5 years up to April 1997</u>	<u>Projection of this amount of development to cover the period from April 1997 to April 2006</u>
	<u>Hectares</u>	<u>Hectares</u>
Business Park	0	0
Strategic Estate	16.07	29
Local Employment	7.66	14
Total	23.73	43

2.4.6 With the increased range of economic incentives for firms to locate in the area there will be a demand for Business Park and Strategic Estate developments considerably in excess of these basic trend projections. The Plan, therefore, allocates the following totals in each category:

Business Park	2.5 hectares
Strategic Estate	0 hectares (see paragraphs 2.2.16-2.2.18)
Local Employment	98.4 hectares

2.4.7 The Authority continues to be aware of the need to monitor demand to ensure that its employment land allocations are valid and in this respect is regularly advised by Furness Enterprise of the type of enquiries for size of sites and premises that they and other agencies have received. For instance in January 1997 they advised that over the past two years Inward and the Northern Development Company had handled as follows:

Sites	1-5 hectares	49%	} 40 enquiries
	6-19 hectares	37%	
Premises	1-20,000 sq. ft.	48%	97 enquiries
	21-100,000 sq. ft.	46%	94 enquiries

2.4.8 The Local Plan uses the County Council's threefold Market Category classification in its allocations under Policy A1 and A2, although not all sites will meet the above criteria exactly. The uses authorised on sites allocated are those under class B of the Use Classes Order 1987 including Business, General Industry, and Storage and Distribution. Other land uses, including retailing - even though they may result in employment - are excluded. Individual site constraints on uses are stated in the policies.

2.4.9 Most of the sites allocated in Policies A1 and A2 are not serviced or only partially serviced, though all are capable of being serviced. Many are brownfield sites in developed areas. Grant assistance may be available to reduce the cost of infrastructure provision as a result of the Borough's Intermediate Area Status and European Community Objective 2 Status.

2.4.10 Given the significant employment problems in the Borough it is important that the Local Plan ensures a supply of industrial land. This must not only be capable of being developed, but must also be attractive to inward investors, which usually means 'greenfield' sites on the edge of built up areas. At the same time it is fundamental to the Structure Plan and Local Plan strategy, in the interests of achieving sustainable development, that inner urban reclaimed sites are made available for re-use. The Local Plan allocations attempt to strike a balance between these two factors and identify a range of sites, both 'greenfield' and 'brownfield', with a range of potential end uses.

As a consequence all allocated sites are close to the urban area or will bring under used or derelict land back into effective use. In terms of accessibility for employees without access to a car all the allocated sites are within 10 minutes walk of a frequent bus service.

2.4.11 The Cumbria County Council 'Transport Policy Programme' has referred to the possibility of providing a rail halt in the Park Road area of the Cumbria Coast Railway Line. The Council would support such provision, as it would improve the level of accessibility to employment opportunities, and would help achieve environmental objectives.

2.4.12 In allocating sites other environmental considerations, including the need to protect areas of nature conservation value and agricultural land grade 3a and above have been taken into consideration.

POLICY A1 : LOCAL EMPLOYMENT SITES

The following land is allocated for the development of local employment sites:

TABLE 3 : Local Employment Sites

Location		Hectares	Acceptable Use
E1	Cavendish Dock Road	10.3	B1, B2
E2	Land west of Robert McBride, Park Road, Barrow	6.4	B1, B2, B8
E3	Land south of Kimberly Clark, Park Road, Barrow	5.4	B1, B2, B8
E4	Land west of County Park Industrial Estate, Park Road, Barrow	2.0	B1, B2, B8
E5	Land south of Ashley & Rock, Park Road, Barrow	2.7	B1
E6	ABP Land, Ramsden Dock Road, Barrow	58.2	B1, B2, B8
E7	Land adjacent to ADEB Building, Cavendish Dock Road, Barrow	13.7	B1, B2, B8
E8	Sowerby Woods, Park Road, Barrow	4.8	B1, B2, B8
E9	Phoenix Road, Barrow	4.3	B1, B2
E10	Crooklands Brow, Dalton	1.9	B1
E11	Land east of Ulverston Road, Dalton	2.5	B1, B2
Total		112.2	
Total, less Site 2, which would not be available for general occupation		105.8	

Development Requirements for Each Site

All sites: All planning applications for development of the major sites must be accompanied by Traffic Impact Assessments, the contents of which should be agreed with the Highways Agency.

Site 1: All contaminated material must be identified and removed from the site. The land will require considerable remedial treatment in association with English Partnerships and is not likely to be available until near the end of the plan period. The local planning authority will prepare a development brief. There must be no development within 20 metres of the boundary with the railway line in order to allow for the provision of sidings. The site is protected by the sea wall and, if breached, it would be liable to tidal inundation. Finished floor levels must be set at least 7.0 metres AOD to meet current advice on standards of flood protection, the site is a longer-term development opportunity and could form part of a mixed scheme for employment use and housing.

Site 2: Contains a pond that constitutes a good aquatic habitat and landscape feature and which should be retained if possible. No increased surface water discharges to the watercourses on the site would be permitted. The low-lying areas are liable to waterlogging/ponding during heavy rainfall conditions.

Sites 2, 3 & 4: Servicing will be required to be by means of a new road layout from Park Road.

Sites 2 & 3: There must be no development within 20 metres of the boundary with the railway line in order to allow for the provision of sidings. The maximum height of buildings will be dictated by the operational status of Walney Airport. Site 2 is likely to be required by the owners of Robert McBride for expansion of the existing premises. The development potential of these sites will be enhanced if the high voltage power line is diverted.

Site 3: Has a Park Road frontage. In any design scheme for the site, particular care should be taken to provide an attractive frontage in the form of additional landscaping. The site contains a small open watercourse. The low lying areas may be liable to waterlogging/ponding during periods of heavy rainfall.

Site 4: Additional landscaping is required along the southern boundary in order to preserve the setting of Ormsgill Farm, a Grade II* listed building. The site is poorly drained and liable to waterlogging during periods of heavy rainfall.

Site 5: The landscaping, access and layout of the site should minimise the disruption of amenity of the nearby residential properties on its eastern and southern boundaries and this may require a more restrictive permission. Additional landscaping is required to provide an attractive Park Road frontage. The maximum height of the buildings will be dictated by the operational status of Walney Airport and amenities of nearby residents. Proposals impacting on the trunk road will be subject to the Highways Agency's development control policy. All vehicular access must be from Bank Lane.

Site 6: *Development of over 1 hectare on this site should be of a type that requires a coastal location in accordance with advice in PPG 20, paragraphs 2.10 and 3.10 however development under 1 hectare should not prejudice the viability of the port's operations. There must be no foul drainage discharge to the Walney Channel. The site is adjacent to the Morecambe Bay Special Protection Area and candidate Special Area of Conservation and any development must result in no significant adverse effect on areas of importance for nature conservation interests. The site is protected by the sea wall and, if breached, it would be liable to tidal inundation. Finished floor levels must be set at least 7.0metres AOD to conform with the current advice on standards of flood protection.*

Site 7: *Development of over 1 hectare on this site should be of a type that requires a coastal location in accordance with advice in PPG 20, paragraphs 2.10 and 3.10 however development under 1 hectare should not prejudice the viability of the port's operations. There must be no foul drainage discharge to the Walney Channel. The site is adjacent to the Morecambe Bay Special Protection Area and candidate Special Area of Conservation and any development must result in no significant adverse effect on areas of importance for nature conservation interests. The site is protected by the sea wall and, if breached, it would be liable to tidal inundation. Finished floor levels must be set at least 7.0metres AOD to conform with the current advice on standards of flood protection.*

Site 8: *The site contains established woodland of nature conservation value. The woodland belts around the edges of the site should be retained. There are two watercourses on the site. The lower one is culverted in sections and must remain open above the main access road. The upper watercourse runs through a wooded gill that should be retained. There should be no building over new or existing culverts. The area is poorly drained and liable to waterlogging/ponding during periods of heavy rainfall.*

Site 9: *Landscaping and design to the same standard as the rest of Furness Business Park.*

Site 10: *All vehicular access must be from the present single access from Ulverston Road. The stone walls around the site boundaries must be retained.*

Site 11: *Landscaping to retain existing boundary feature as far as possible. All buildings to have manufacturer-applied dark coloured roofs, to Local Authority - approved colour. No advertising along the grass verge.*

POLICY A2 : BUSINESS PARK DEVELOPMENT

The following land is allocated for Business Park development:

TABLE 4 : Business Park Development

Location		Hectares	Acceptable Use
E12.	Cocken Pool, Project Furness Barrow	2.5	B1 only

Development Requirements

Site 12: Cocken Lake, its surrounding landscaping and sandstone walling along Walney Road, must be retained, protected and conserved in accordance with a management scheme to be agreed with the Authority. All vehicular access will be from Phoenix Road. A Traffic impact Assessment must be submitted with relevant applications for the development of the site, the contents of which should be agreed with the Highways Agency.

POLICY A3

At sites E2, 3, 4, 5, 8, 9, and 12 and any other sites within the St. Bees Sandstone Major Aquifer shown on the proposals map, development involving the production or extensive storage and use of chemicals which are potentially hazardous to groundwater, or the introduction of processes involving the bulk handling of fuels, solvents or other similarly potentially polluting activities will be refused, unless it can be demonstrated to the satisfaction of the Environment Agency and the Authority that adequate measures will be taken to ensure that there will be no potential for pollution of groundwater.

POLICY A4

Proposals for the development of sites allocated under policies A1 and A2 will be required to meet the following criteria:

- a) Site planning and layout should be carried out on a comprehensive basis demonstrating how the whole site will be developed (other than for Site E6);and*
- b) The road layout should provide a safe and attractive means of accessing the site from the nearest main road - for both vehicles and pedestrians and should be constructed to the standards required for adoption by the Highway Authority; and*
- c) There is adequate space for parking, loading and unloading in accordance with the planning authority's adopted guidelines; and*
- d) The buildings are well designed in terms of siting, scale, orientation, detailing and external finishes and take into account the characteristics of adjoining land uses and landscape; and*
- e) There is sufficient space to accommodate likely needs for outside storage; and*
- f) The development is sustainable in its energy usage, environmental impact, waste and transport implications.*

- 2.4.13 To ensure that development on allocated sites is carried out to a high standard, which allows a continuous supply of high quality industrial land, proposals will be considered against the criteria a) - f) above. Application of criteria d) and e) will be assessed against the market categorisation of sites, so for example, the design, detailing and external finishes of units on Business Park will be expected to be of a higher standard than that relating to Local Employment Sites.

POLICY A5

In the urban areas of Barrow and Dalton, outside the locations listed in Policies A1 and A2, industrial, storage and similar development (B1, B2 and B8 uses) will be allowed where proposals, in addition to criteria a) - f) inclusive, of Policy A4 do not conflict with other Local Plan policies and are conveniently accessible by public transport services and cycle routes. Where this involves conversions within town centres and conservation areas the Council will expect any conversion to respect the character of the building, particularly with respect to the treatment of doors and windows.

- 2.4.14 The urban area is defined as areas where land uses are of an urban nature. It does not include areas defined as green wedge.
- 2.4.15 Whilst most industrial development will be concentrated in Barrow and Dalton, employment related development is encouraged in villages and rural areas to support local enterprises and help diversify the economy. The policy is not intended to encourage extensive development in the open countryside and proposals will have to meet the requirements set out in the policy. However, successful industrial developments in the rural areas will be allowed to grow within the other policy constraints of the Local Plan. The best and most versatile agricultural land is considered to be grade 3a) and above.
- 2.4.16 This policy will also be used in assessing applications for agricultural buildings for conventional and intensive purposes. Further criteria with regard to new agricultural buildings are set out in Policy D21 of the Environment Chapter.
- 2.4.17 In relation to criteria f) septic tank drainage may be acceptable for small employment sites where public mains drainage is not available and where ground conditions are suitable for soak-away systems.
- 2.4.18 For proposals within areas of County Landscapes and Local Landscapes criterion (d) will be given additional weight.

POLICY A6

In the villages listed under Policy B11 and rural areas immediately adjacent to them and in the developed open countryside development for business or industrial use (B1 and B2 uses) will be permitted provided that:

- a) ***The use will not unreasonably disturb those living nearby because of noise, traffic, smells, hours of operation, vibration or airborne emissions; and***
- b) ***The site is served by a satisfactory access and would not give rise to unacceptable traffic generation; and***
- c) ***The site has adequate space for parking, loading and unloading on the site or nearby; and***
- d) ***The development would be in scale and keeping with its surroundings and would not detract from the character and appearance of the landscape or settlement; and***
- e) ***Services are readily available; and***
- f) ***The proposal does not use the best and most versatile agricultural land, or seriously affect the viability of farms through land severance or disturbance to the farm structure; and***
- g) ***The extent to which the settlement is served by public transport should be taken into account.***

Employment related development will not be encouraged in the open undeveloped countryside and will be subject to more stringent application of these criteria, with a requirement for a particular justification based on local need.

2.4.19 This confirms current practice

2.4.20 As well as providing the principal industrial route into the Borough, the re-routed A590 along Park Road will become the main access to the town for visitors and tourists. Currently the northern section of Park Road from the Dalton By-pass to Kimberly Clark is characterised by woodland with large industrial sites or estates. The site notes attached to Policy A1 demonstrate how this character will be maintained. From Kimberly Clarke to the Dock Museum improvement of the existing and new road frontage is required. For proposed developments fronting the A590 this will take the form of an enhanced standard of design and landscaping with plant species appropriate to the character of the area.

POLICY A7

Any proposals for development with frontage to the A590 into Barrow will be required to provide an attractive site frontage. This may be in the form of additional landscaping above the requirement of Policy D28, the conservation of existing on-site features and additional weight being given to criterion d) of Policy A4.

2.4.21 Hazardous installations are those notifiable to the Health and Safety Executive by virtue of the quantities of hazardous substance(s) present at the site (or pipeline). The Borough contains 5 notifiable installations, which are listed below and the policy sets out the additional criteria that will apply to proposals for new notifiable facilities. The Local Planning Authority will take advice from the Health and Safety Executive about the off-site risks to the public arising from any proposed development. Because of their stringent site requirements, notifiable installations are often located in the countryside at a distance from population centres, therefore, the visual impact of the proposal is also important.

Existing Notifiable Hazardous Installation Sites and Pipelines

BAE Systems
British Gas North and South Morecambe Terminals
LA Porte Wood (Sovereign Chemicals), Park Road, Barrow
British Gas, Hindpool Road, Barrow
British Gas Condensate Store, Barrow

POLICY A8

In determining applications for development in the vicinity of hazardous installations the Local Planning Authority will be guided by the Health and Safety Executive about risks to the proposed development from the hazardous installation and vice versa.

2.4.22 The Planning (Hazardous Substances) Act 1990, which came into force on 1st June, 1992, introduced specific planning control over the storage and use of hazardous substances, additional to controls over development. Hazardous substances consent is required for the presence of a hazardous substance in an amount at or above its controlled quantity. The purpose of these controls is to give hazardous substances authorities (normally District or London Borough Councils) the opportunity to consider whether the proposed storage or use of a significant quantity of a hazardous substance is appropriate in a particular location, having regard to the risks arising to people in the surrounding area.

POLICY A9

When considering applications for hazardous installations, the Local Planning Authority will take the following additional criteria into account:

- a) ***adequate separation distances from housing and other sensitive land uses;***
and

- b) *the risk to surrounding land uses; and*
- c) *the additional risk arising from the potential interaction with other hazardous installations in the vicinity; and*
- d) *the visual impact of the proposals; and*
- e) *the effect of the proposal on surrounding land uses.*

2.4.23 This Plan seeks to secure a range of employment sites in accordance with Structure Plan Policy 34, while in the interests of sustainability, occasionally allowing for diversification into the provision of housing sites in appropriate central locations. This is achieved by Policy B4 in the Housing Chapter (see below).

2.4.24 The employment land policies, in line with the Structure Plan, focus on the allocation of land in proximity to Barrow and Dalton. However, the Local Planning Authority recognises the need to assist the diversification of the rural economy, to achieve balanced communities through provision of employment opportunities. The policy sets out the criteria which proposals will be expected to meet.

POLICY A10

Outside the existing settlements of Dalton and Barrow, and outside the residential cordons outlined in Policy B11 of this Plan, conversions of rural buildings will be permitted where, other than those merely associated with construction, employment opportunities can be provided as a result of the development, subject to the property having a satisfactory access and the proposal not giving rise to an unacceptable loss of visual or residential amenity. It must be shown that the building is structurally sound and capable of conversion without major rebuilding, extensions or modifications to the existing structure.

2.4.25 Otherwise in the interests of sustainability, industrial development will be resisted on unallocated greenfield sites.

POLICY A11

Industrial development will not be allowed on an unallocated greenfield site, other than where it is found acceptable under Policy A6, unless it can be demonstrated to the Authority's satisfaction that a suitable brownfield site is not available.

2.4.26 Whilst the Health and Safety Executive, on their strict criteria, cannot advise against the bulk of likely development in the Roosecote to Rampside area, the unique character of the area justifies the planning authority in exercising a greater caution with regard to proposed developments that would attract concentrations of people. Proposals that would be detrimental to the energy generation and transmission potential of the area should be resisted. There is the possibility of more gas-related developments around the Gas Terminals; there may one day be expansion plans for Roosecote Power Station; Roosecote may be identified as a suitable area for wind farms; energy-generating schemes could spring from Salthouse Pool Wastewater Treatment Works; there could be a need for more power lines, either overground or underground, or pipelines. There should not, however, be an automatic presumption in favour of any of these; their merits would have to be assessed and most would require the submission of an Environmental Assessment.

POLICY A12

The area shown on the proposals map around the North and South Morecambe Gas Terminal is one of special character related to its suitability for the generation and transmission of energy. Development proposals that are not related to an energy industry in the area or are contrary to the interests of an energy industry in the area will be refused.

PART 5 : OFFICE DEVELOPMENT

Existing Activity

- 2.5.1 At the time of the original Local Plan there was some 45,000 square metres gross of commercial and civic office floorspace in the central area of Barrow. The large units are found close to Schneider Square and the smaller units mostly in Duke Street and Abbey Road (a number being in Listed Buildings). The smaller units comprise roughly two-thirds of the total floorspace. Since that time there has been an increase in the vacancy rate of central office space. On the other hand a certain amount of new office space has been created at the Trinity Enterprise Centre on Project Furness.
- 2.5.2 The larger units tend to be in modern buildings and have their own parking and servicing facilities. The smaller units are chiefly in the large terraced blocks sometimes mixed with other uses and relying on parking areas remote from their premises or parking on streets.
- 2.5.3 Parking is a problem for certain offices, especially in the Abbey Road area where there are few car parks and waiting restrictions apply to parking on neighbouring streets.

Single Regeneration Bid (SRB)

2.5.4 The Authority has been successful under the Government's Single Regeneration Bid in its 'Heart of Barrow' scheme. This aims for a general regeneration of Central Barrow so as to gain the maximum benefits from the new Town Centre Shopping Redevelopment (Portland Walk) which is now largely occupied. One of the main thrusts of the SRB Scheme is to facilitate the bringing back into use of the many large and fine Victorian and turn-of-the Century buildings along the areas of Duke Street and Abbey Road. This is an area of immense historical interest and architectural character.

2.5.5 The SRB scheme, therefore, in its Programme 2 for Commercial and Residential Rejuvenation states:

Strategic Objective

Halt and reverse the decline and dereliction in the Town's central spine and restore it as a strong and vibrant commercial centre.

Initiatives

All initiatives in this Programme are local area based.

5. Retail and Commercial Regeneration - infrastructure improvements and the creation of new or improved commercial and retail floorspace.
6. Refurbished Premises - restoration of key civic buildings providing accommodation for business, training, job and career guidance.

2.5.6 It is considered that B1 uses are important for reinforcing shopping uses in the town centre and efforts must be made to make more sites available for them in either existing buildings or new sites, together with adequate car parking provision, in order to maintain the vitality and viability of the centre and to satisfy the wider sustainability goals of the national, regional and local planning authorities.

POLICY A13

Office development will be required to undergo a sequential test whereby it must be located according to the following priority. Offices would only be permitted at one of the locations listed below where it is demonstrated that a site at a higher priority location is either unavailable or is unsuitable:

1. In a town centre;

2. An edge of centre site, defined as within 300 metres of a town centre;

3. Other areas acceptable for employment or non-town centre retailing as identified by other plan policy criteria for such uses.

PART 6 : WORKING FROM HOME AND TELEMATICS

- 2.6.1 With the job losses the area has experienced there is increased likelihood of pressure for individuals and small groups to want to work from dwellings. This trend will be fostered by the growth in the availability of information technology and of networking through telecommunication links - telematics.
- 2.6.2 In order to assist diversification of employment opportunities the Authority does not wish to resist this trend, other than where there is clear detriment to environment interests or residential amenity or any other interest of acknowledged importance.

POLICY A14

Proposals involving employment uses mixed with the continued residential use of dwellings will be considered acceptable if the following requirements are met:

- a) Initially no more than 4 part-time people or 2 full time people are employed;***
- b) The site provides sufficient adequate, well-landscaped parking space or there is insufficient on-street parking space available in locations that would not adversely affect other highway users;***
- c) The proposal does not involve excessive activity at anti-social hours;***
- d) The proportion of the dwelling space occupied is of such a scale that the property does not change in character from residential to a mixed hereditament;***
- e) The proposal does not cause an amount of traffic to be generated either by goods vehicles or visiting members of the public that would be detrimental to residential amenity or highway safety;***
- f) No bulk storage of goods takes place at the premises;***
- g) The external appearance of the property is not adversely affected by signage, telecommunications equipment or other additions or alterations.***

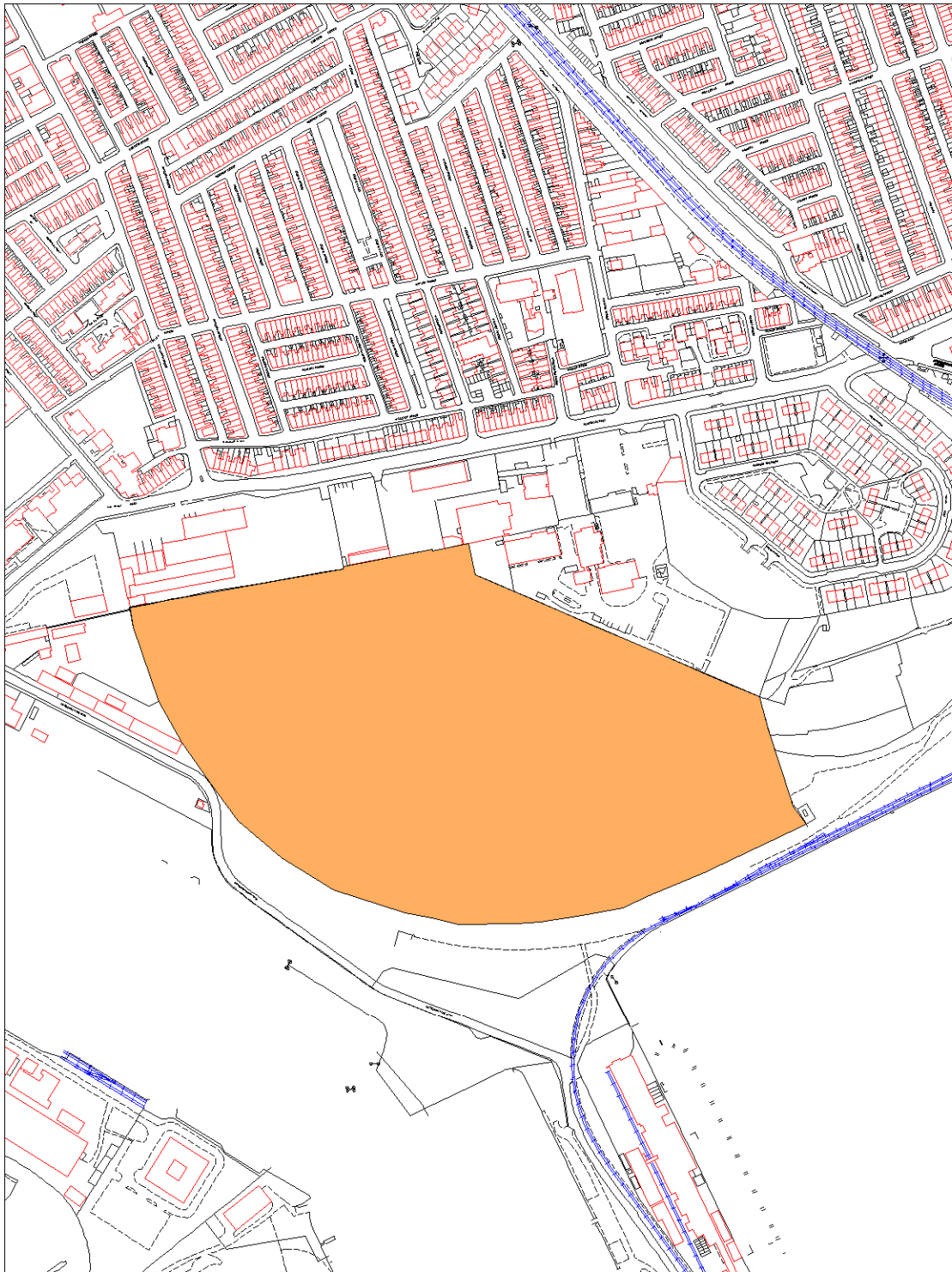
If any of these criteria is not fully satisfied the proposal will be considered in relation to any other compensatory benefits.

PART 7 : PORT RELATED POLICY FOR BARROW DOCKS

2.7.1. The local, regional and national economic and functional importance of the port of Barrow-in-Furness is acknowledged. The further development of the port area will be supported and encouraged. Most of the available land in the port area is likely to be developed for port related activities. The port area is within the control of Associated British Ports (ABP) which is a 'Statutory Undertaker' as defined by Section 262(i) of the Town & Country Planning Act 1990 and through the duties and powers vested in the company through the Transport Act 1981 (as amended). Under the provisions of Sections 57 & 59 of the 1990 Act planning permission is granted by virtue of the Town and Country Planning (General Permitted Development) Order 1995, Schedule 2, Part 17, Class B, for many of the ABP port related development activity for Barrow Docks.

POLICY A15

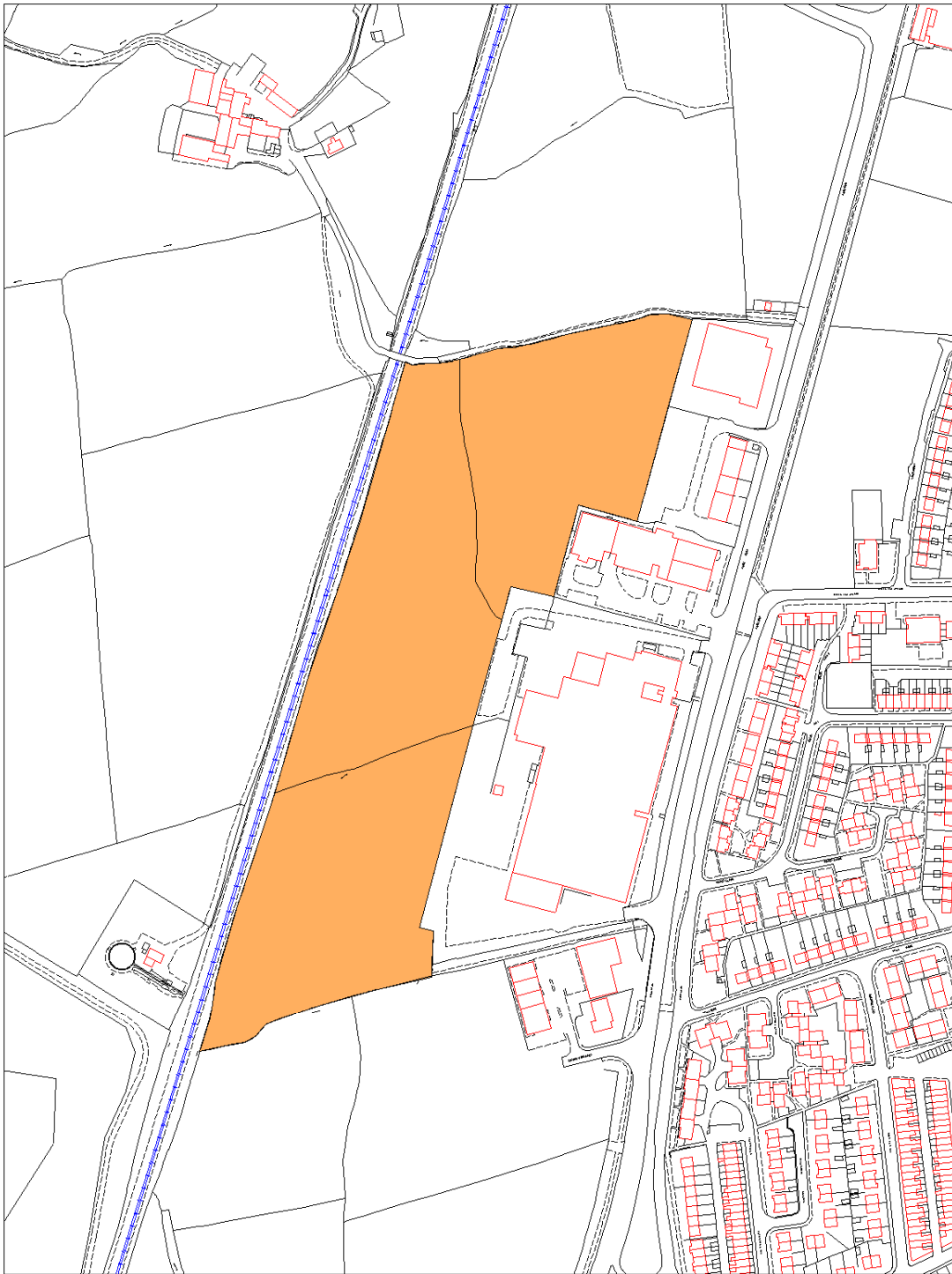
Land within the operational Barrow Docks, as indicated in Proposals Map No 2, will be retained for port related development.



BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 2: Local Employment Site E1: Cavendish Dock Road, Barrow Area: 10.32 Hectares

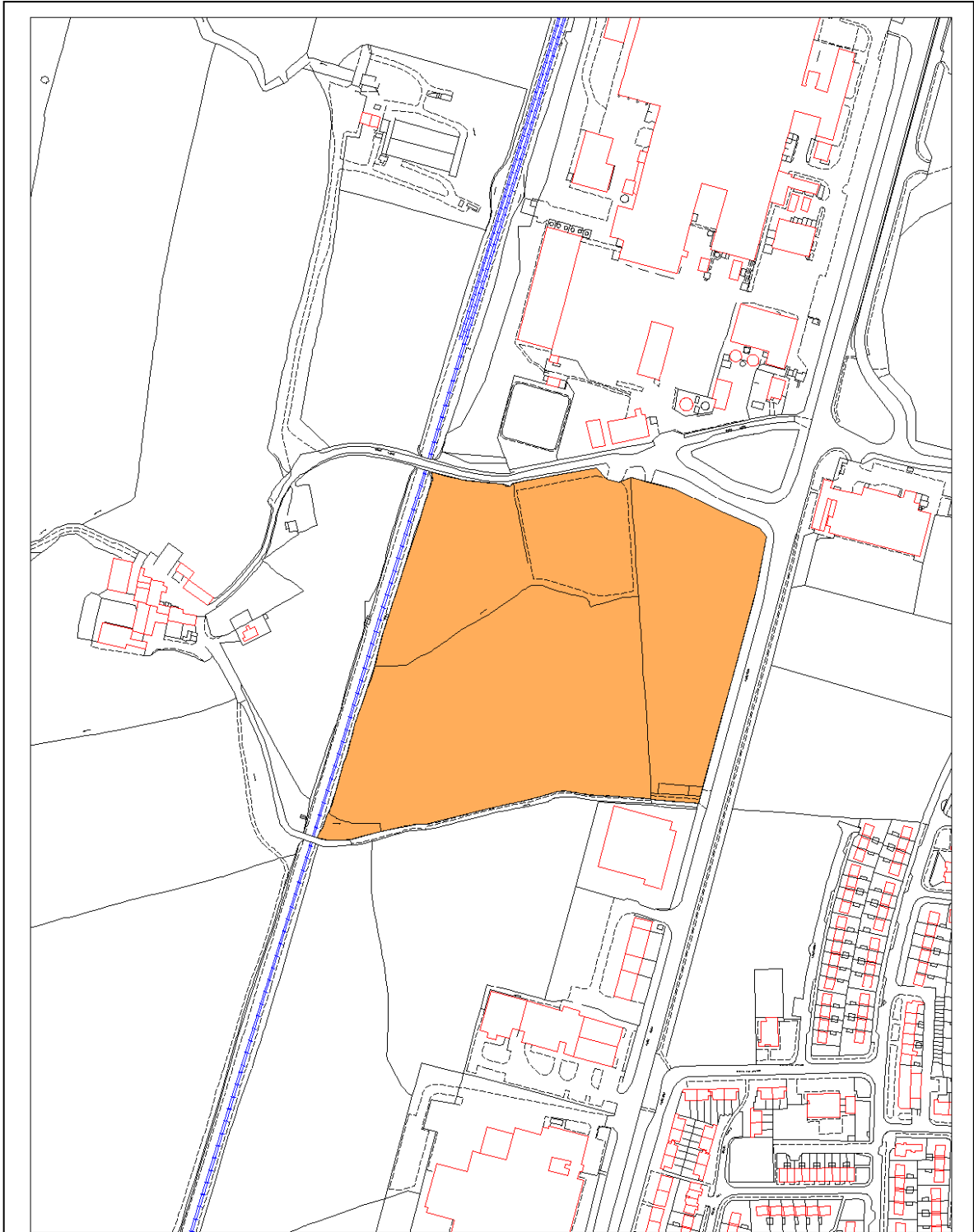
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 3: Local Employment Site E2: West of Robert McBrides Park Road, Barrow
Area: 6.39 Hectares

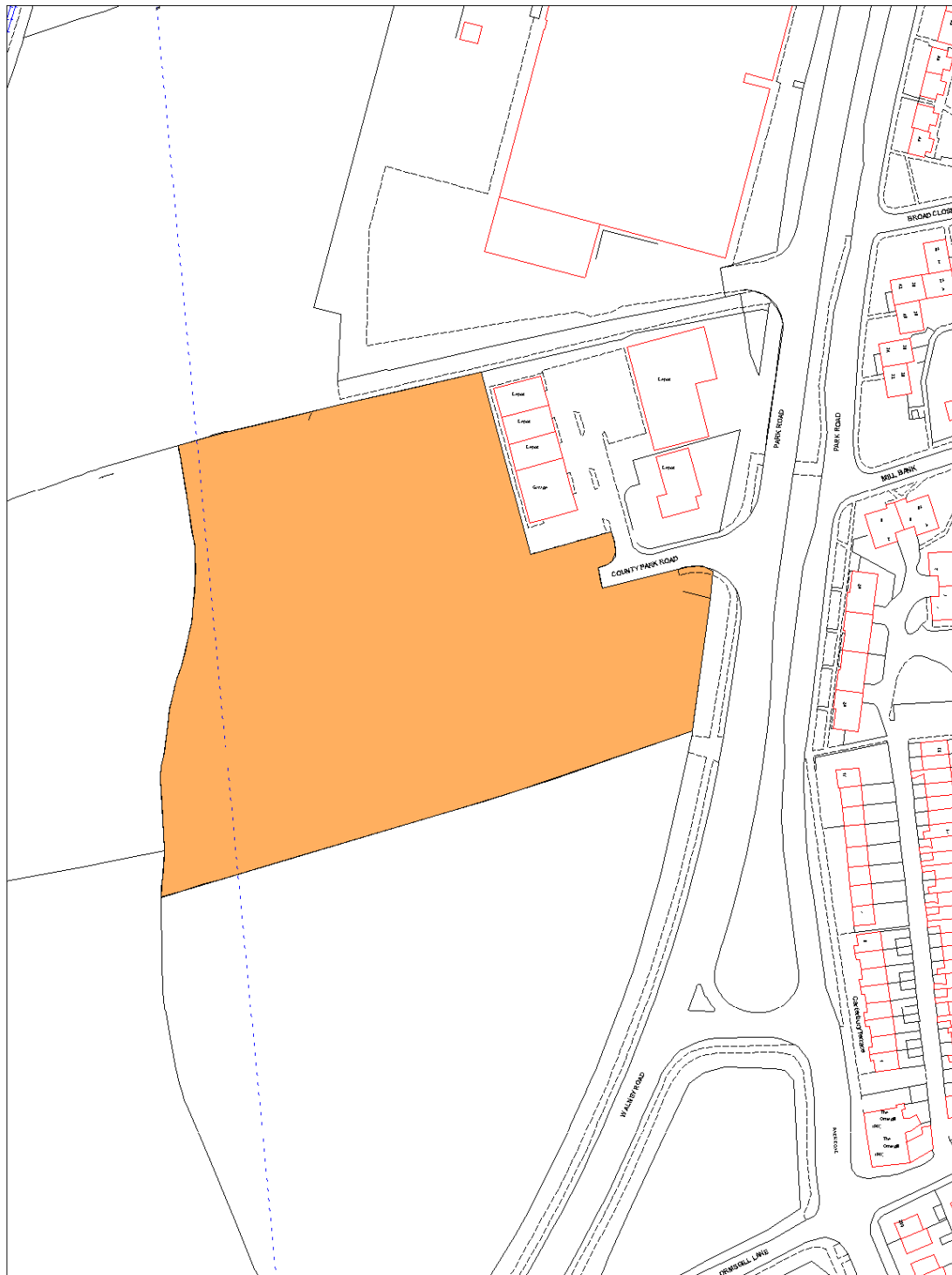
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 4: Local Employment Site E3: Land S of Kimberly Clark Park Rd Area 5.45 Hectares

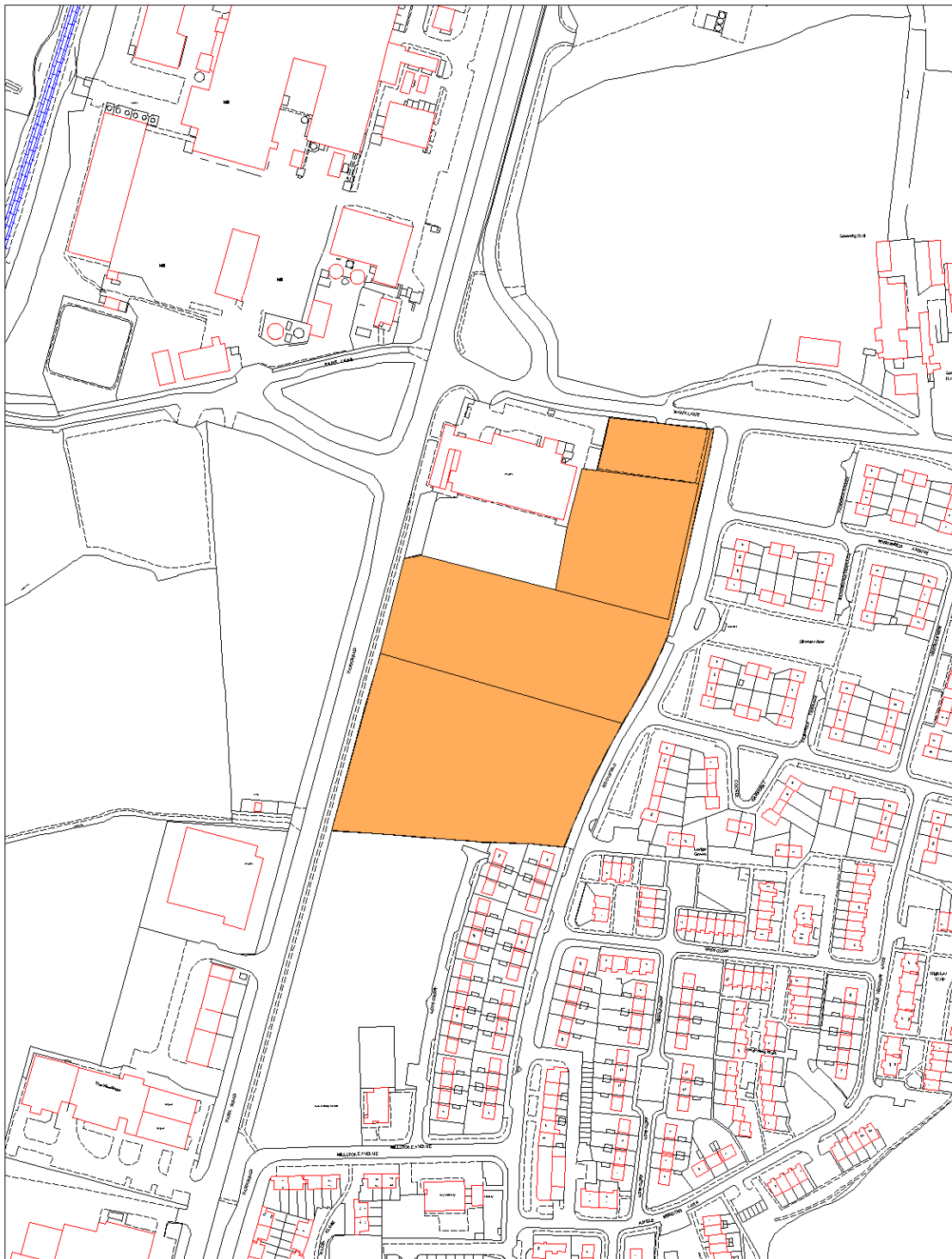
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 5: Local Employment Site E4: West of County Park Estate Park Road, Barrow
Area: 2.05 Hectares

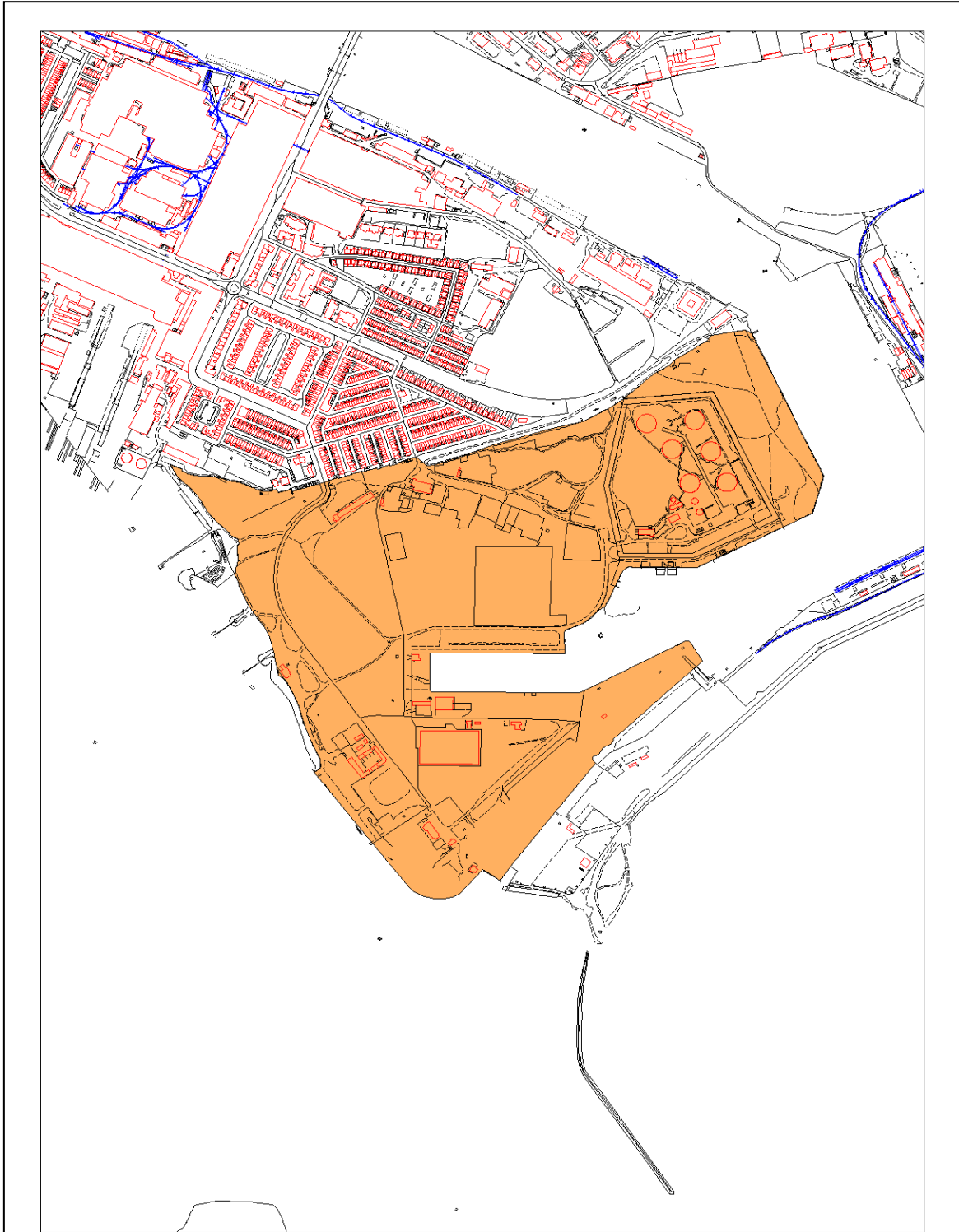
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Plan 6: Local Employment Site E5: South of Ashely & Rock Park Rd Area 2.74 Hectares

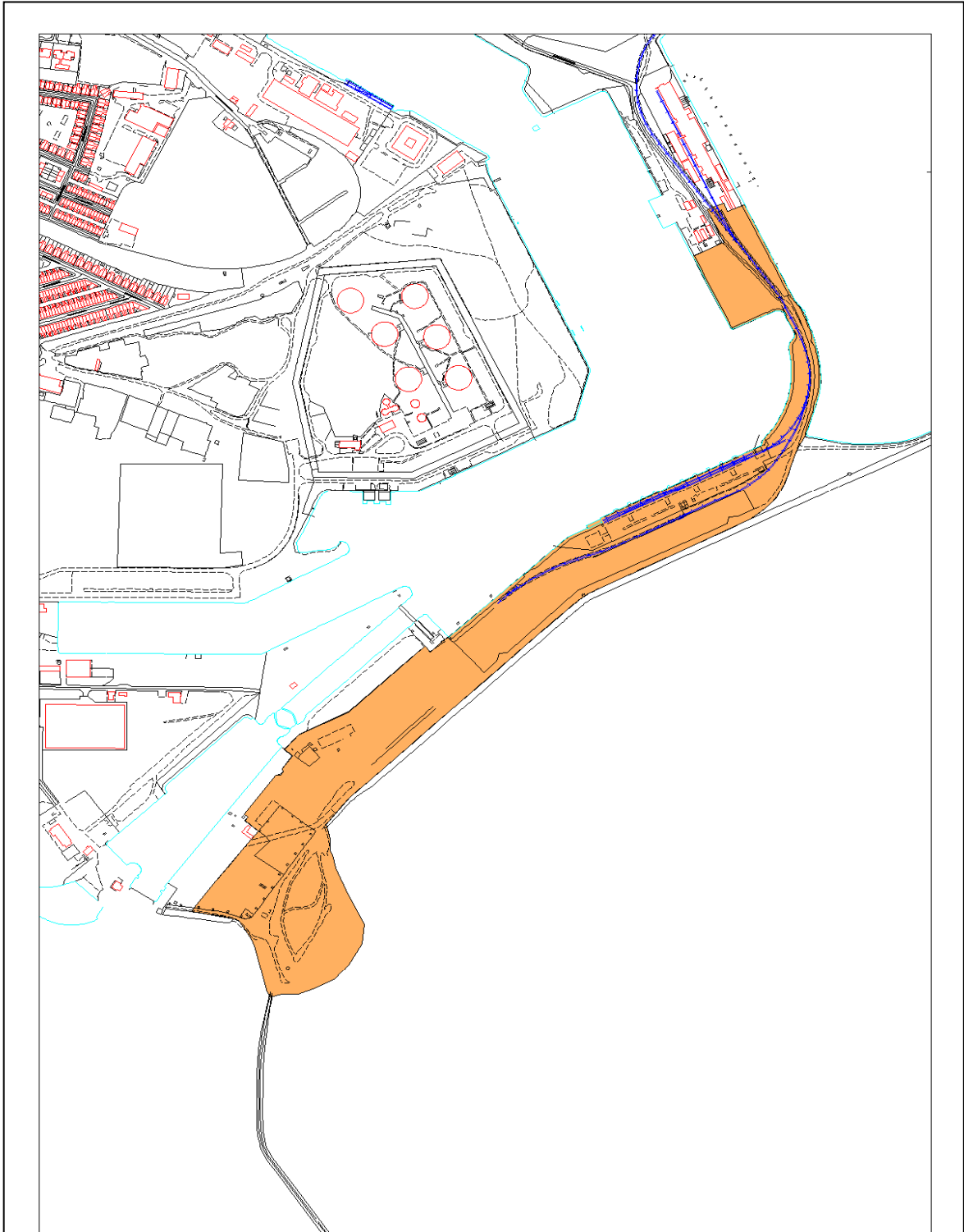
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 7: Local Employment Site E6: ABP Land Ramsden Dock Road Area 58.22 Hectares

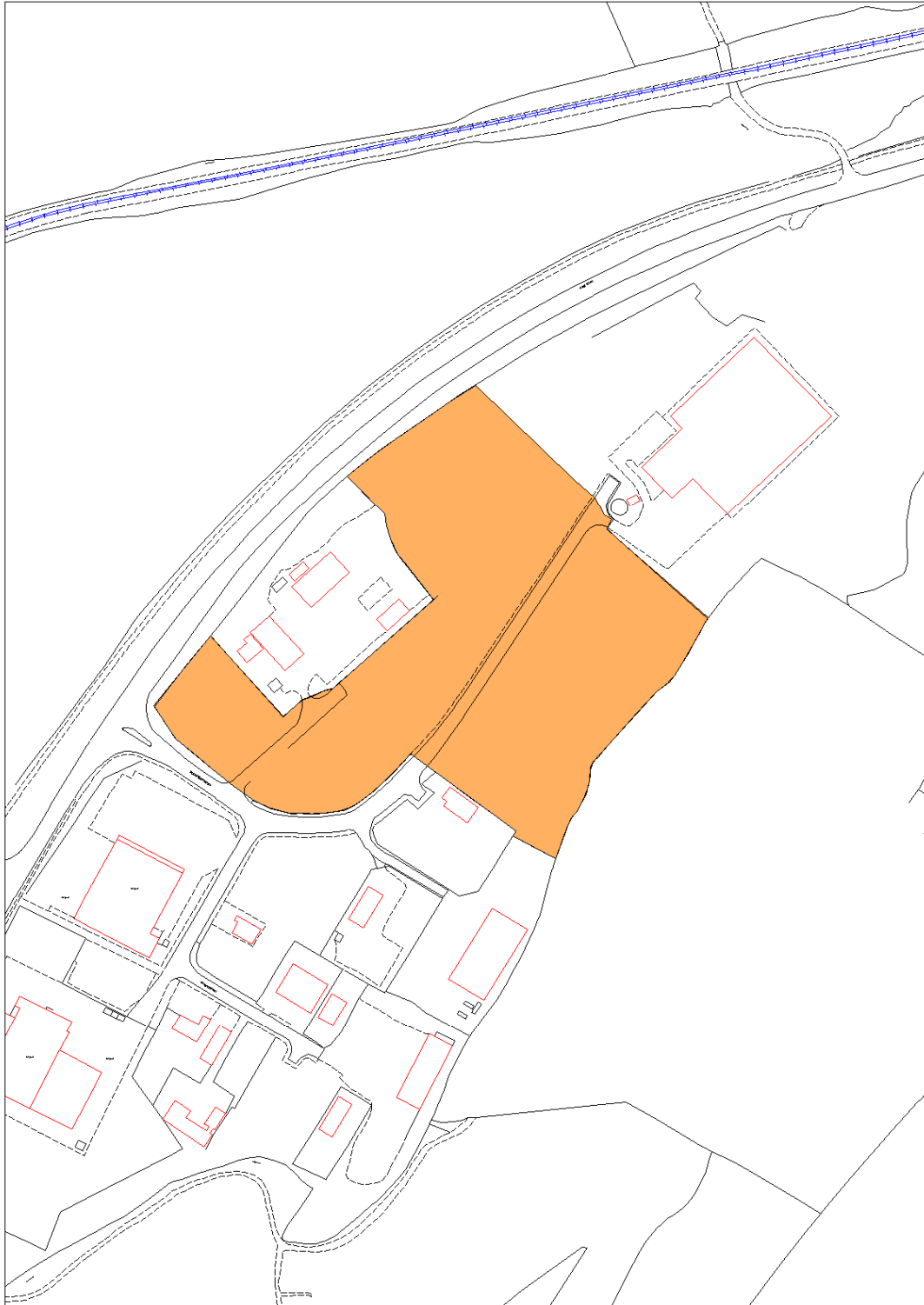
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Plan 8: Local Employment Site E7: ADEB Cavendish Dock Rd Area 13.70 Hectares

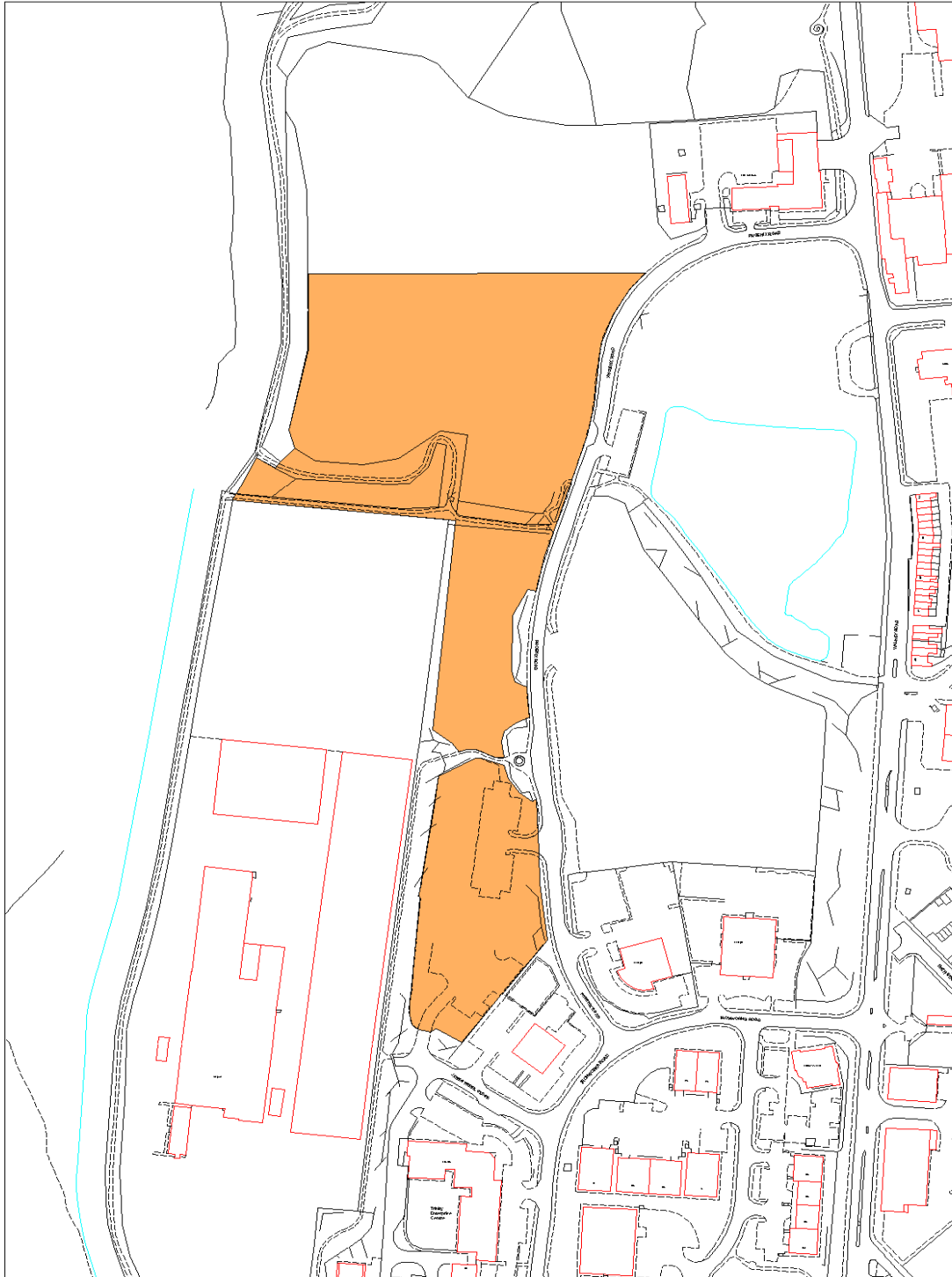
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 9: Local Employment Site E8: Sowerby Woods Park Road Barrow Area 4.18 Hectares

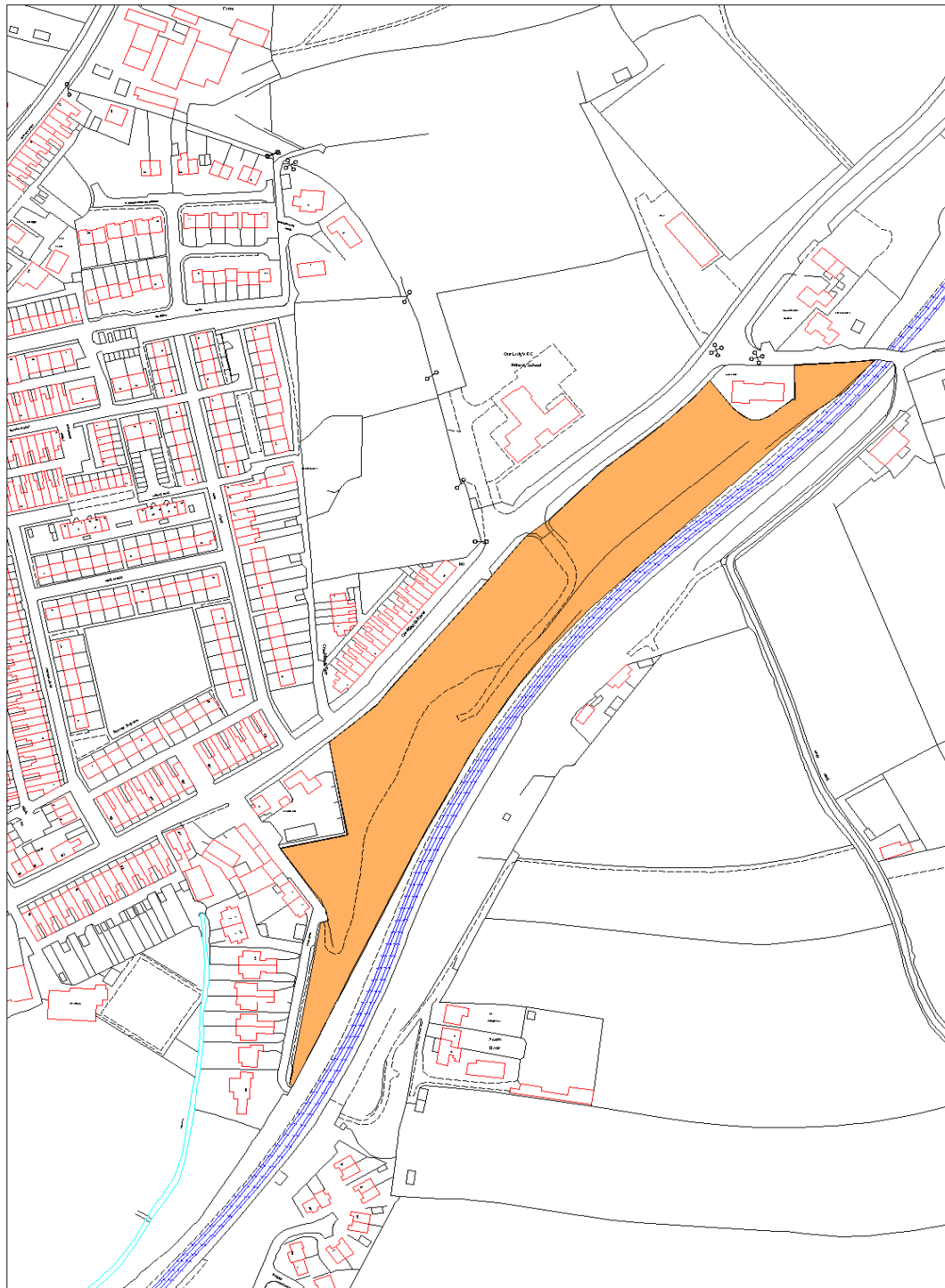
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 10: Local Employment Site E9: Phoenix Road Barrow Area 4.29 Hectares

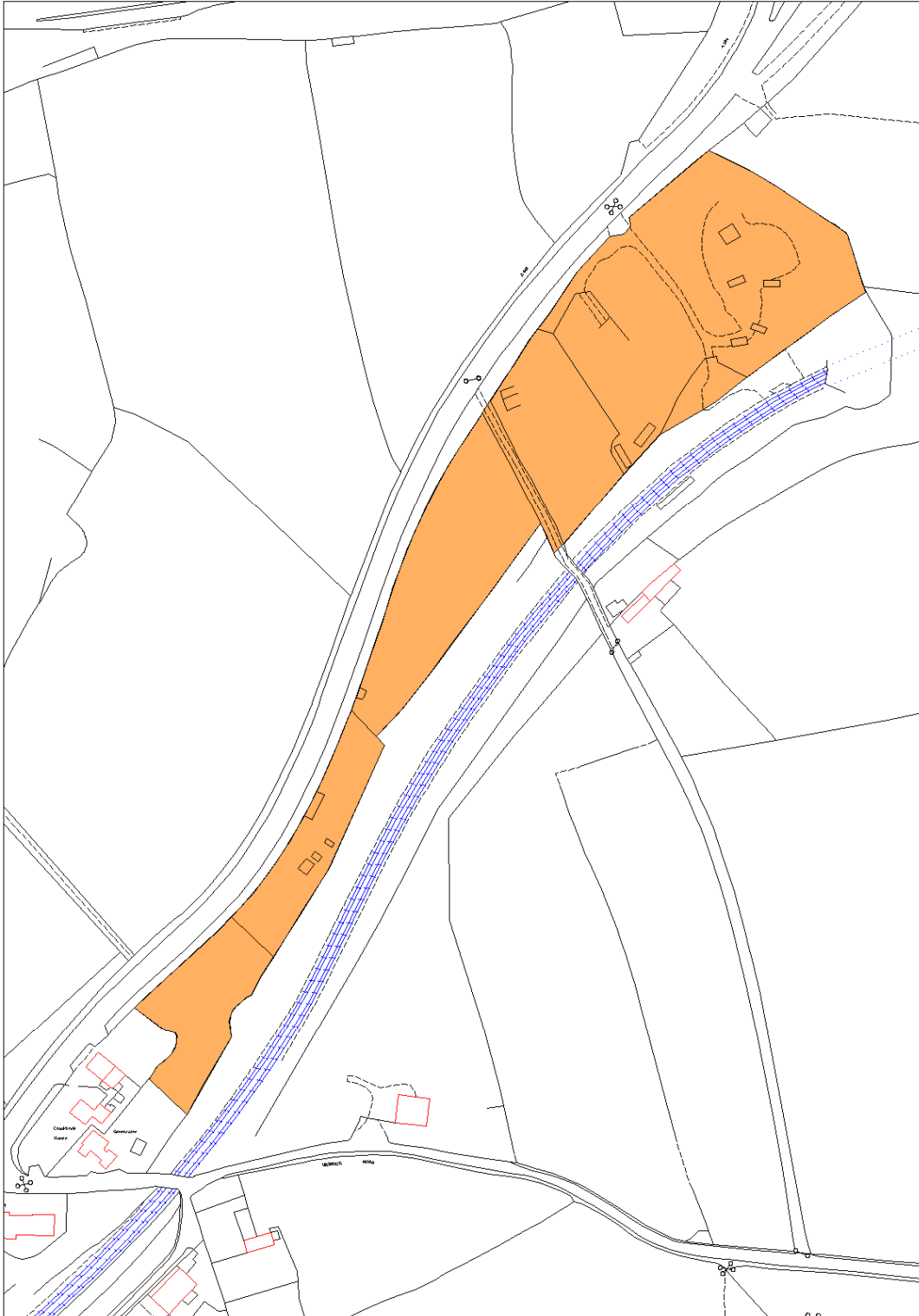
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 11: Local Employment Site E10: Crooklands Brow Dalton Area 1.92 Hectares

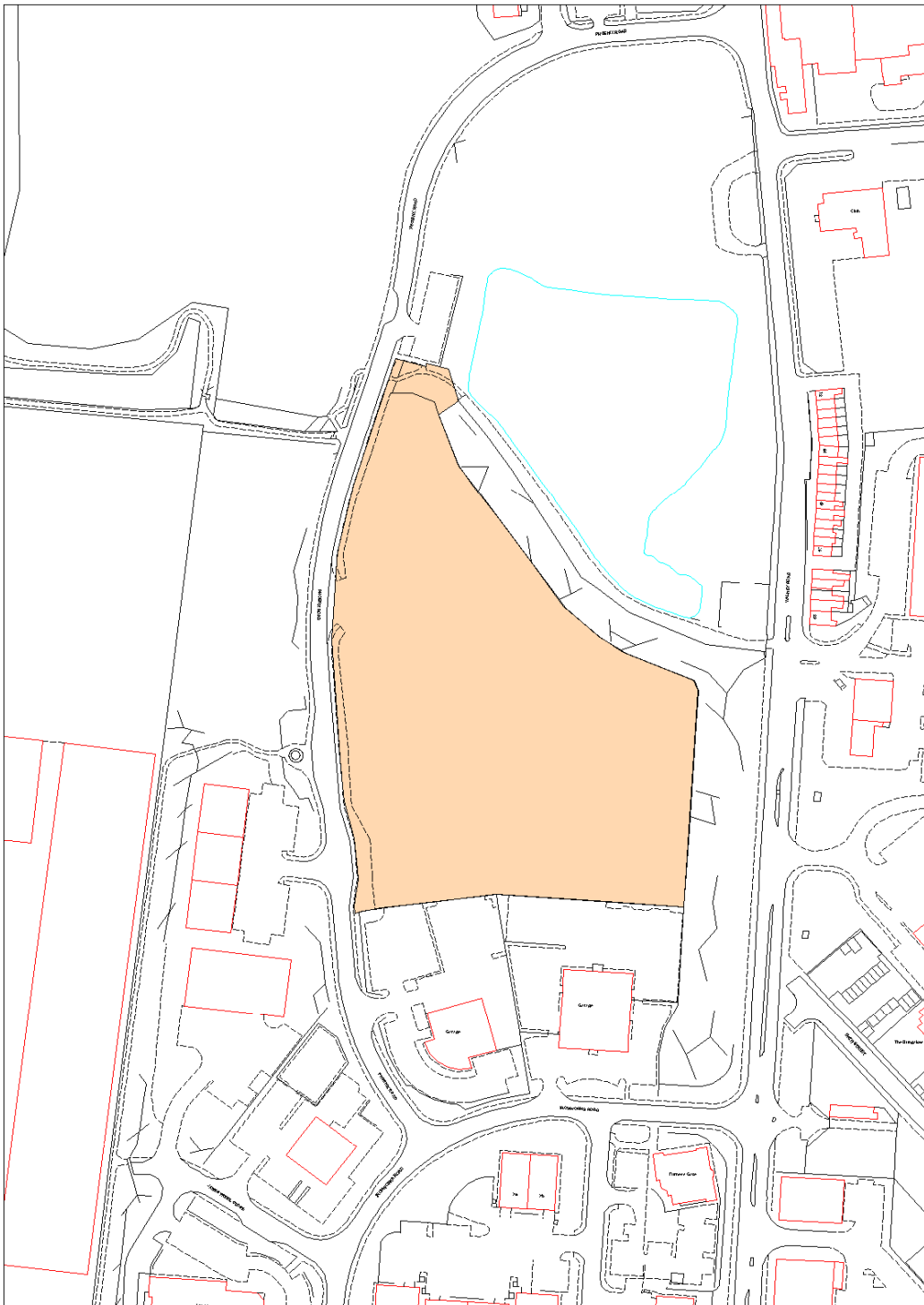
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 12: Local Employment Site E11: Ulverston Road Dalton Area 2.33 Hectares

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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 13: Business Park Site E12: Cocken Pool Project Furness Barrow Area 2.55 Hectares

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CHAPTER 3 : HOUSING

PART 1 : INTRODUCTION

- 3.1.1 One of the key functions of a Development Plan is to guide development in such a way that it provides for the needs of the local population. In particular, it must ensure that there is an adequate and continuous supply of housing land available, which is suitable for a range of residential market sectors.
- 3.1.2 In formulating the level of housing provision, population forecasts, local and national economic trends, changing household sizes, travel to work patterns, the tenure and condition of the existing stock and the provisions set out by both national guidance and relevant Structure Plan policies must be taken into account.

Population

- 3.1.3 The 1991 Census revealed that the total population of the Borough was 73,125, a fall of 1.3% since 1981 using a rebased 1991 Census figure. The uncertainties affecting the local economy resulting from the contraction of the V.S.E.L workforce, would suggest that this trend is likely to continue, as people leave the town to find work. However, there are a number of economic initiatives currently underway which, if successful will, in the medium term help to stop out migration. Over the plan period, therefore, it is assumed that the population will grow but only very slowly. The economic uncertainty of the area is obviously a key factor in such population forecasts, and given a less optimistic scenario on restructuring the local economy there could be a significant fall in population. Population levels will require careful monitoring over the plan period.

Local and National Economic Trends

- 3.1.4 Over recent years, the national housing market has become depressed, due to high interest rates and the impact of what is recognised as the worst post war recession. Generally, house prices have decreased over recent years across the North West Region but these decreases have been small when compared with areas such as the South East. House prices in Cumbria are generally 15% lower than those nationally (based on the average price of a three bedroomed semi-detached house).
- 3.1.5 Given the range of population growth scenarios outlined above, it would be reasonable to anticipate no increase in the demand for housing in the Borough in the Plan period. However, changes in household sizes, increased mobility and changes in lifestyles all create different expectations of houses and homes. It is, therefore, expected that, despite the current economic difficulties facing the area, the demand for housing will still express itself though this may be in specialised sectors of the housing market.

3.1.6 As part of the preparation of the Council’s Housing Strategy 1999-2004 considerable research was carried out to assess housing need in the Borough. Two rural housing needs surveys have been conducted covering Lindal, Marton, Askam and Ireleth. A comprehensive housing needs survey has also been conducted for the central wards of Barrow. A “Pathways” survey has been completed which addresses housing needs for older people and people with a mental health, learning or physical disability in South Cumbria. These surveys did not show a demonstrable demand for affordable housing within the Borough over the lifetime of the Plan and for this reason there will be no onus for developers to provide elements of affordable housing on the allocated sites within Policy B1.

Existing Stock

3.1.7 At the 1991 Census there were 30,727 dwellings in the Borough. During the 1980's the stock of dwellings was being added to at a rate of over 300 per year. However, during the 1990's this declined to less than 100. The housing market is characterised by an increasing contribution from the private sector and decreasing provision from the public, as Table 5 shows:

TABLE 5 : Housing Stock by Tenure 1981-1995

HOUSING STOCK BY TENURE 1981-1995		
	1981	1995
Owner Occupied	72%	79.3%
Private Rented Sector	8%	7.8%
Housing Association Rented	0.6%	1.5%
Local Authority Rented	19%	11.4%

Source: Borough of Barrow-in-Furness H.I.P. Statement 1996/97

3.1.8 Barrow's private sector is dominated by the high proportion of terraced housing built during the late 19th Century (approximately 50% of the housing stock is of this type).

3.1.9 A house condition survey of 1,000 properties in the private sector was completed in 1994. The survey was carried out by NURAS, one of the premier housing and urban regeneration consultants in the country. The sample surveyed represented just under 4% of the total of 26,800 private sector dwellings in the Borough. The findings of the survey estimate that 2,406 dwellings are unfit (9% of the total stock). A further 7,005 (26% of total stock) are fit but are in substantial disrepair. The study also identified a deteriorating situation with a greater number of dwellings about to become unfit when general states of repair are quickly arrested. In all 23,323 dwellings (87%) of the entire stock is in need of some works of repair or renovation.

3.1.10 There was, however, an improvement in the standard of amenities of the housing stock between the 1981 and 1991 Census. The lack of provision of amenities such as bath or shower and inside WC has decreased from 3% to 1.8% of the total housing stock since 1981 (Census 1991). However, there is still a substantial backlog of housing requiring repairs, and a Neighbourhood Renewal Area has been declared in central Barrow with other areas being considered for declaration in future.

3.1.11 Recent changes in Government policy have resulted in the public sector house building rates being significantly reduced from 37-38% to around 11% of completions nationally from the early 1980's to the early 1990's. In the Borough it has generally been replaced by provision through the Housing Associations, though this sector remains small and under developed.

3.1.12 In February 1997 the Council commissioned the Northern Consortium of Housing Authorities to conduct a housing needs survey in the Central Barrow Wards of Barrow Island, Central and Hindpool. Their conclusion was as follows:

“During the 1990s, there has been dramatic changes to the economic and housing attributes of Barrow-in-Furness' Central Wards. A thriving private rented sector has emerged especially in Central and Hindpool Wards, where the provision of private rented accommodation has more than doubled since 1991. This has been fuelled by economic uncertainty and a declining owner occupied market.

The central areas of Barrow are a popular place to live. Most residents are satisfied with their accommodation, despite repair problems evident with the ageing stock. Residential stability is also apparent, with over 50% of households residing in their homes for at least 5 years. More information on services is needed to support those with disabilities and illness.

Demand for accommodation in the central areas of Barrow is set to continue over the next 5 years, especially private rented accommodation reflecting both the changing tenure structure in the Wards, as well as the lack of social renting opportunities.

Demand for Housing Association accommodation is prevalent in Central Ward and most demand is from single person households, hence the need for smaller one and two bedroom accommodation. 41% of households are in receipt of benefit, therefore, more affordable accommodation is needed.”

- 3.1.13 The public sector stock of housing currently stands at 12.5% (1993) and has been reduced from 19% of the total stock since 1991. This has been caused by the restrictions on public sector house building and the Right to Buy policy. The Borough Council has improved its present stock through programmes of Planned Maintenance and Estate Action.
- 3.1.14 In the rural areas outside Barrow and Walney there is a significant presence of small inexpensive terraced houses associated with the former mining areas and it is not, therefore, considered necessary to make any specific provision for affordable housing outside existing settlements. Where it can be shown that there is housing need the Council will look favourably on accommodating such areas within the existing villages of the Borough or, though only in very exceptional circumstances, adjoining them.

Renewal Areas

- 3.1.15 In an attempt to try to address problems of unfit and a poor quality environment, the area bounded by Greengate Street, Rawlinson Street, Ramsden Street, the Strand, Salthouse Road and the railway line has been designated a 'Neighbourhood Renewal Area'.
- 3.1.16 A five stage approach has been taken, consisting of the landscape and enhancement works, aesthetic repair schemes, block repair schemes, clearance areas and normal grants policy areas. The aim is to improve residential amenity in the area, whilst building on its Victorian heritage. The proposals will also result in an increase in the level of Housing Association provision within the Borough.

National Planning Guidance and Structure Plan Policy

- 3.1.17 National Planning Policy Guidance is set by the Government to guide planning authorities with regard to policy formulation and the determination of planning applications. Planning Policy Guidance Note 3 (March 1992) relates to the provision of housing. The main guidelines from Government advice for the preparation of Local Plan policies can be summarised as follows:
- i) Full and effective use of land within urban areas for housing, especially for derelict sites, redevelopments and conversions;
 - ii) That rural housing is sensitively related to existing patterns of settlement;
 - iii) To ensure that all housing developments are designed in such a way that they reflect the surrounding locality, scale and density of development in that area;
 - iv) To ensure that there is an adequate supply of land; and

- v) To ensure a reasonable mix of house types and sizes to cater for a wide range of housing needs.

The Government has published '*Planning for the Communities of the Future*' and more recently PPG3 – Housing in March 2000.

3.1.18 PPG13 'Transport' states as follows:

"At the local level, through their local plans, local authorities should:

- Provide for housing development in central locations within existing urban areas or rural centres, including on vacant, derelict or underused land or through conversion, improvement or redevelopment of existing stock;
- Concentrate higher-density residential developments near public transport centres, or alongside corridors well served by public transport (or with the potential to be so served) and close to local facilities;
- Set standards to maintain existing densities and where appropriate increase them; and
- Juxtapose employment and residential uses, where feasible, through mixed-use development and by releasing adequate housing land on suitable sites within central urban areas to make it easier for people to live near their work."

3.1.19 "Development for the 1990's" (Cumbria and Lake District Joint Structure Plan) ensures that wherever possible development is provided within existing settlements and is in scale and character with the surrounding environment. In particular, the following policies are relevant:

Policy 30 - The Scale of Housing Development

Land will be made available outside the National Parks for the following scale of housing development between 1991-2006.

	<i>Dwellings</i>
Allerdale	about 5500
Barrow	about 2500
Carlisle	about 6000
Copeland	about 4000
Eden	about 4000
South Lakeland	about 6000

Policy 31 - Five Year Supply of Housing Land

Sufficient housing land should be provided outside the National Parks to ensure that, at any one time, there exists at least a five years supply of readily available land capable of accommodating building at a rate which will keep the supply of dwellings in line with the housing requirement for each district as set out in Policy 30.

Main Principles

3.1.20 The development of housing in the Borough's area will, therefore, be guided by the following principles:

- i)) That an adequate supply of land will be available for development, to meet with the requirement set out in Structure Plan Policy 30.
- ii) That development of housing is located within the urban centres and existing settlements, in locations that minimise traffic movements.
- iii) That housing sites provide for a range of house types and sizes to ensure that the supply meets with local market demands.
- iv) That regard is given to infrastructure and local service provision when considering the allocation of new housing sites.
- v) That the design of any new housing development does not detrimentally affect the scale and character of the development's surroundings.
- vi) That priority be given to the completion of existing housing sites and those allocated in the Local Plan.
- vii) The Authority will seek to secure an increased provision of affordable rented housing in the Central Barrow area.

PART 2 : NEW HOUSING PROVISION

3.2.1 Planning Policy Guidance Note 3 (March 1992) states that local authorities must provide an adequate and continuous supply of housing land and that this should be in such a way that it provides an acceptable choice of sites which are both suitable and available for housing. The Joint County Structure Plan through Policy 30 indicates the scale of the provision to be made in the area and the Local Plan identifies those sites that are suitable to provide that allocation.

3.2.2 Since 1981 the majority of new housing has been built in the urban areas of the Borough, meeting with the general Structure Plan policy of concentrating housing development within the towns and large settlements where it can meet the needs arising from the local workforce.

Structure Plan Requirement

3.2.3 Structure Plan Policy 30 indicates that within the Borough approximately 2,500 dwellings will be required between 1991 and 2006. This figure reflects the expected future requirements of the Borough after consideration of those factors mentioned in Part I above and it is judged to be within the environmental capacity of the Borough.

3.2.4 The allocations in this Review must take into account those sites that have planning permission and those sites where development has commenced.

3.2.5 The current position, as at 1st April, 1997, the base date for housing data in this Review, is as set out below in Table 6.

TABLE 6 : Structure Plan Housing Requirement (1991-1996) with Associated Completions (01/04/91 – 31/03/97)

Required 1991-2006	Completions 1/4/91 - 31/3/97	Residual Requirement	Sites with Planning Permission at 31/3/97	Windfall Sites	Total Units Required
2500	1195	1305	730	522	53

3.2.6 This produces a 'bald' figure on which to assess what land allocations the Local Plan Review will need to make in order to satisfy this requirement. It would of course not be necessary to allocate all the units on specific sites, as additional dwellings will result from small sites, from conversions of redundant buildings and changes of use. Based on average completions of this kind from the period 1985-90, it would have been assumed that 16% of the total requirement would occur on small sites (i.e. under 5 units). However, in recent times, as building work on the larger sites has declined the average figure has gone up to over 20%.

3.2.7 The 1994 Joint Study with the House Builders Federation also uses a Small Site Assumption of 20%. However the Council consider that if Windfall sites of any size, including those over five units, are taken into account then this figure increases to 40%. On that basis the number of units to be accommodated on windfall sites over the plan period becomes 522. The allocations in Policy B1 provide for 1092 units. These are essentially based on carrying over the uncommenced allocations from the 1991 Local Plan with the following variations:

- A. The strip of land along Solway Drive's eastern side was included within the urban area and excluded from the Green Wedge in the 1991 Local Plan, but not specifically allocated. In the interests of clarification the site is now given a definite allocation.
- B. Two small brownfield sites that are surplus to Local Authority requirements have been added at Rising Side, Newbarns and at Salthouse Road.
- C. A brownfield site has been added next to Netto, which has previously had planning permission for housing and a doctor's surgery.
- D. The whole area of the former Roose Hospital (brownfield) is now available for development.
- E. The 1991 Local Plan only had one small site allocated at Dalton, there being at that time a good supply of land with planning permission. Much of that has now been developed and it is felt that an additional site should, therefore, be allocated. A new brownfield site is identified at an employment site on the northern side of Hollygate Road that is about to be vacated.
- F. Duddon Heights, Ireleth is a small site for which no other use is really suitable, but where the planning permission has expired.
- G. The Beach Street/Sharp Street site has previously had planning permission, is very much infill in character and is currently the subject of discussion between the Parish Council and a developer over a scheme providing for local housing needs.
- H. Part of the former Lister's factory land south and west of Flass Lane and to the North of Flass Lane has been added on recommendation of the Planning Inspector.

3.2.8 The Authority's overall conclusion is that there is no need for this Local Plan Review to make any other new housing land allocation. This is reinforced by the following additional considerations:

- A. The Registrar Generals' Mid-year Population Estimates have shown a steady population decline in the Borough through the 1990's (Table 7):

TABLE 7 : Population

Census 1991	Registrar General Mid-Year Estimates				
	1992	1993	1994	1995	1996
73,125	75,543	73,299	72,100	71,800	71,647

- B. Small sites are forming an increasingly higher proportion of construction sites in the Borough.
- C. It is considered that more mixed-development inner area sites will come on stream during the Plan period.
- D. Given the uncertainty of current population trends the Council view the completion of existing sites as a priority, rather than the commencement of development on new sites.

3.2.9 For information the two pages from the 1995 Joint Study with the House Builders Federation which set out this land availability situation in Barrow is reproduced as Appendix 6. The 53 deficit figure on which it concludes will have been provided for in more recent planning permissions granted.

Allocation of Land

3.2.10 The selection of suitable sites for housing development has been based on the following criteria:

- To ensure full use is made of land within urban areas through conversion, improvements and redevelopment of under-used or derelict land;
- To ensure new housing sites are well located in scale and location to existing development and main employment opportunities;
- To make efficient use of existing services and ensure sites are capable of being developed economically. In particular, the provision of public transport in close proximity to the site will be given consideration;
- To protect land of good agricultural quality;
- To ensure that the countryside, natural habitats and areas of architectural or historical interest are protected; and

- To be free, or easily freed from planning, physical and land ownership constraints.

POLICY B1

The following sites are allocated for residential development:

TABLE 8 : Residential Development Sites

Site No.	Location	Site Area (Hectares)	No. of Units
H1	Land adjoining Netherleigh, Walney	1.2	40
H2	Wensum Lea/Solway Drive	1.8	50
H3	Chatsworth Street	1.1	45
H4	North Lonsdale Hospital	0.5	42
H5	Rising Side	0.1	10
H6	Macadam Street/Salthouse Road	0.1	10
H7	Flass Lane Smallholdings	4.8	150
H8	Risedale Road, Barrow	1.0	40
H9	Holbeck Farm	5.0	150
H10	Roose Hospital	2.7	120
H11	Dalton Gas Holder	0.4	25
H12	Hollygate Road, Dalton	1.2	20
H13	Duddon Heights, Ireleth	0.5	20
H14	Beach Street/Sharp Street, Askam	1.1	50
H15	Land to South & West of Flass Lane	2.8	120
H16	Land North of Flass Lane	4.4	200
Total		28.7	1092

All layouts for the allocated sites must accord with the best principles of Secure By Design (as promoted by Cumbria Constabulary) and of energy efficiency. Traffic Impact Assessments will be required for major sites, in accordance with the guidelines jointly adopted by Cumbria County Council and its six District Councils.

Site Notes

H1 Land Adjoining Netherleigh, Biggar Bank

Medium/High density; main vehicular access from Carr Lane; two storey dwellings along western edge, facing Biggar Bank; 20 metres wide belt of open space along Carr Lane, to be dedicated to Local Authority and handed over in satisfactory condition; publicly-adopted footway to be provided along Carr Lane; floor levels at least 7.0 metres AOD; the site is within a defined flood risk area for a predicted 1 in 200 year still tide (no wave action) flooding event; houses designed with grey roofs.

H2 Land at Solway Drive

Medium/High density; parts of the site would be suitable for sheltered housing; new hedgerow to be planted along the rear boundary; provision of play area; the low lying areas of the site may be liable to waterlogging/ponding during periods of heavy rainfall.

H3 Land North of Chatsworth Street

High density; terraced development strongly preferred, sited at right angles to street, so as to reduce impact of retail development to the rear; provision of play area.

H4 North Lonsdale Hospital

High density; red brick/grey roof finish; character design, possibly flats, on corner facing St. Georges' Square; suitable for sheltered housing.

H5 Rising Side

High Density; suitable for sheltered housing; design and layout must protect amenities of adjoining residents.

H6 Macadam Street/Salthouse Road

High Density; vehicles access from Macadam Street; floor levels at least 7.0 metres AOD, as the site is below the predicted tidal flood limits.

H7 Land at Flass Lane, Smallholdings

Medium/Low Density; part suitable for sheltered housing; retention of trees; provision of landscaping belt along Flass Lane, incorporating retention of hedgerow; provision of play area, post box and phone box.

H8 Land Adjacent to Netto, Risedale Road

Medium/High Density; suitable for sheltered housing; the provision of a footway along Worcester Street.

H9 Holbeck Farm

Medium/low density; site to be provided with play areas for all ages. Houses to be largely of red brick with natural slate roofs. Existing boundary hedges and tree belts to be retained; Traffic Impact Assessment.

H10 Roose Hospital

Low density; high quality landscaping; retain sandstone wall and trees; provision of play area; Traffic Impact Assessment. The development shall be phased in accordance with a scheme to be agreed with the Local Planning Authority.

H11 Gas Holder Site, Goose Green, Dalton

Medium/low density; all areas of potential contamination to be identified and treated; materials to be limestone or wet dash render blending with the Conservation Area and natural slate roofs; suitable for sheltered housing; a culverted watercourse may run across the site and will need investigating. There should be no building over existing or new culverts.

H12 Hollygate Road, Dalton

Medium/Low density; materials to be limestone or render to blend with character of Dalton; with grey roofs; provision of footway along Hollygate Road; retention of tree belt on hillside adjacent to railway tunnel; no development at southern end in vicinity of former mine shaft.

H13 Duddon Heights, Ireleth

Medium Density; materials to blend with earlier phase of Duddon Heights.

H14 Beach Street/Sharp Street

Medium/High density; Section 106 Obligation for provision of strip along rear of Beach Street and Sharp Street to allow amenity and washing line space for existing residents; development to take into account local needs survey carried out by Parish Council; provision of play area; Section 106 Obligation for developer to hand over to Parish Council land to the north east for provision of village green, which must then be managed for nature conservation purposes, bearing in mind its adjacency to an S.S.S.I; part suitable for sheltered housing.

H15 South and West of Flass Lane

Medium/Low Density; traffic impact assessment; floor levels at least 7.0 metres AOD, as the site is below the predicted tidal flood limits; provision of play area.

H16 Land North of Flass Lane

Medium/Low Density; links between Flass Lane and the open land to the north to be incorporated, including footpath, cycle and wildlife corridor routes; provision of adequate footway connections along Flass Lane; provision of play area; landscaping to be agreed between the proposed housing and the open land to the north; traffic impact assessment; floor levels at least 7.0 metres AOD, as the site is below the predicted tidal flood limits.

Windfall Sites

3.2.11 Given the uncertainties about future population levels, the level of existing housing commitments, the extent of out-migration and the high level of owner occupation in the existing housing stock, the Borough Council consider they should take a cautious view of the level of new housing permissions, as an oversupply of new housing may result in the following:

- i) Increasing dilapidation of the older housing stock as properties are left vacant.
- ii) Additional uncertainties for developers wishing to complete existing or allocated housing sites.
- iii) Lingering eyesores for the residents of partially-completed sites and for surrounding residents as a result of such adverse features as abandoned site compounds and house bases, bare soil, mounds of top soil, unfinished roads and inadequate landscaping.

3.2.12 It is, therefore, necessary to ensure that unallocated sites that will be brought forward for housing use are acceptable, particularly, in order to satisfy Government targets, where they are on urban, brownfield land rather than greenfield.

3.2.13 In considering proposals for residential development the local planning authority will take into account their own adopted parking guidelines, the Cumbria Design guide 'Layout of New Residential Development' and the criteria of Cumbria Constabulary advice note 'Secure by Design.'

POLICY B2

Applications for residential development on unallocated sites will be permitted where they satisfy the following criteria:

- i) The site is located within the built up area of existing settlements or the development cordons identified in Policy B11; and*
- ii) The development will not result in loss of the best and most versatile agricultural land; and*
- iii) The siting, layout and design (in the materials and form of the buildings) of the development is sensitive to the local environment and adequate parking provision is made; and*
- iv) Adequate service and access arrangements can be provided, including servicing of the site by the public transport network and by cycle routes; and*
- v) The development of the site will not result in the loss of open areas which are important to the character and appearance of housing areas or settlements, or that are used as amenity areas by the public; and*
- vi) The development is laid out in a way that maximises energy efficiency; and*
- vii) The development will not result in the loss of land which has nature conservation interest; and*
- viii) The development must not cause an undue increase in traffic passing through existing residential areas such as to be detrimental to residential amenity or highway safety.*

Density

3.2.14 An overall ruling density policy is set out below, with the intention of giving the maximum beneficial use from land within settlements and minimising eventual pressure on the countryside. However, the Authority will normally accept the density required by the market, if this is considered to be in the interests of the economic regeneration of the area. Within Central Barrow and Central Dalton higher densities will be appropriate to continue the character of the area and to reflect the smaller households likely to favour these areas. It would not mean that some lower density housing could not be built as part of the mix of dwelling types.

3.2.15 The policy suggested below broadly reflects the stance of the Authority in recent years of operating a general policy of not insisting on specific densities. As can be seen from Table 9 below the local housing market has over recent years produced a satisfactory range of densities in the sites granted planning permission.

TABLE 9 : Densities of Residential Sites Granted Planning Permission

<u>Site</u>	<u>Gross Density</u>
Former Co-op Dairy	114.6 dwellings per hectare
Nelson Street, Dalton	64.9 dwellings per hectare
Hesketh House site, Ormsgill	46.6 dwellings per hectare
Maidenlands, Dalton	40.7 dwellings per hectare
Broughton Road, Dalton	40.0 dwellings per hectare
High Duddon Close, Ireleth	29.4 dwellings per hectare
East of Rating Lane	24.8 dwellings per hectare
Estuary Park, Askam	23.1 dwellings per hectare
Abbotsmead	21.6 dwellings per hectare
West of Rating Lane	20.1 dwellings per hectare
Ireleth Court Road	15.4 dwellings per hectare
Dane Ghyll Park	7.4 dwellings per hectare

POLICY B3

For unallocated sites the Authority will expect a density of 30 dwellings per hectare though lower densities will be accepted where this is in the interest of the economic regeneration of the area. However, within the area covered by Central Barrow Inset and Dalton Conservation Area, fairly high overall net development densities (around 70 dwellings per hectare) will be favoured on residential sites, consistent with primarily two or three storey development and good standards of amenity.

Affordable Housing

3.2.16 As indicated above in this section, the Authority considers the area to be reasonably well provided with affordable housing in its existing stock. It is also envisaged that the market will continue to be able to provide for future needs from the variety of sites available. However, the Authority is aware of the need for continuous assessment of this position, particularly to ensure that the demands for alternative forms of tenure to private ownership are satisfied. There will, therefore, be continuing discussions with the Housing department of the Council, Housing Associations, the Parish Councils, landowners and landlords. In line with the advice in Circular 6/98 on Affordable Housing published by the D.O.E. in August 1996 these assessments will take account of factors such as local market house prices and rents, incomes, present supply, size and type of households in need and the types of houses best suited to meet local need. The first of these assessments for Central Barrow, is referred to above in Paragraph 3.1.12.

3.2.17 The Authority, through its Housing Investment Programme and Strategy is undertaking a series of initiatives for dealing with certain specific problems, such as:

1. An Empty Homes Strategy;
2. Houses in Multiple Occupation Registration Scheme;
3. Landlord Good Practice Notes; and
4. Self help building conversion projects for the young homeless.

PART 3 : SPECIFIC AREAS

Urban Areas

3.3.1 Planning Policy Guidance Note 3 and the County Structure Plan encourage the full and effective use of land within urban areas. This helps to reduce the pressure on the 'greenfield' sites on the edge of urban areas, it also assists urban regeneration and provides a more sustainable form of urban development.

3.3.2 The existing residential areas of Barrow and Dalton contain a number of small sites that will be suitable for housing. In particular, there has been an increasing trend in the redevelopment of derelict or unused properties such as barns and churches and the downward trend in the housing market has resulted in less bulk housing development and an increase in completions on small sites. Since 1989, there has been an increase of applications of this type from 14.4% to 42.6% (1993). It is impossible to identify all of these sites but proposals that are compatible with their surroundings will be acceptable, provided that this does not result in the loss of important amenity space forming a valuable part of the townscape.

POLICY B4

Within the urban boundaries of Barrow and Dalton applications for new dwellings or conversions of existing buildings on suitable sites in residential areas or on the peripheries thereof will be permitted provided the design, siting, layout and access arrangements are satisfactory. This means that the development must also satisfy the criteria of Policy B2. This Policy will also apply to land currently or last used for employment purposes or with planning permission for employment use where the proposal involves the provision of housing for which a specific need has been identified and where the location is considered suitable by the Authority, or such housing is mixed with employment uses, or the existing use is an un-neighbourly or non-conforming one by reason of excessive traffic generation, noise or disturbance to local amenity.

Subdivision and Backland Development

3.3.3 It has been recognised that infilling, redevelopment and conversion of existing buildings can make a useful contribution to the provision of new housing. However, particularly sensitive control is necessary to ensure that the cumulative effects of this do not damage the character and amenity of the established residential areas through town cramming.

3.3.4 In the older established residential areas, the changing pattern of housing demand may lead to changes in the type of housing required. The conversion and adaptation of the existing stock of houses to provide smaller units of accommodation must, however, be done in a way that does not prejudice the amenity of local residents. Whilst Policy B5 will generally apply to proposals for conversion, a property identified under the Authority's Empty Homes Strategy may be given priority for re-use and may not have to satisfy all the criteria of the Policy.

POLICY B5

Subdivision of existing residential properties to flats will be permitted provided the following can be met:

- i) There is no detriment to the residential amenity of neighbouring properties, especially with respect to the loss of privacy;*
- ii) Adequate car parking facilities can be produced without placing an unacceptable strain on the on-street parking facilities;*
- iii) The subdivision will not detract from the character of that area;*
- iv) Adequate external and internal amenity space is provided;*
- v) The conversion works retain the character of the building; and*
- vi) There is adequate access from the residential units to both the front and rear of the building.*

3.3.5 Homes with large back gardens are a common feature in parts of the Borough, such as Abbey Road in Barrow. Sometimes, it will be acceptable to subdivide these plots to provide new housing units. However, such developments need careful planning and the Borough Council would normally expect to see proposals containing a proper means of access, car parking provision and sufficient amenity space between the existing and proposed development. Good standards of design, reflecting the character of the area and surroundings will also be required.

POLICY B6

Backland development in residential areas will be permitted provided the following requirements can be met:

- 1. There is a proper means of access and adequate parking provision can be made in accordance with the Car Parking Guidelines;*

2. *The siting of the new development will not result in either property or the immediate neighbours having a level of amenity that is considered to be below that of the surrounding area; and*
3. *The design of the new property reflects the character of the area in which it is situated.*

Central Areas

- 3.3.6 Barrow is unusual in the fact that the town centre is characterised by a tight network of terraced streets accommodating both commercial and residential properties. The aims of Policy B7 and C6 of the previous Local Plan were to protect the already limited levels of residential amenity given to the housing in the town centre. It is considered that because of its character and its proximity to BAE Systems and the emerging commercial area around the Dock Museum, this Policy should be extended to the 'Ferry Road Triangle' area of Barrow Island. Also under the SRB scheme it is intended to provide commercial regeneration to Duke Street. This will put greater pressure on the St. Vincent Street area so this area is also now to be given Residential Protection Area Status. Similar considerations indicate that certain streets in Hindpool, which have so far remained entirely residential, will also merit this designation. The Authority will permit the provision of more housing in the often vacant space on the upper floors of commercial properties and will continue to work with relevant bodies to assist the Government's 'Living Over the Shop' initiative. This will be furthered by the use of Policies C6 and D66 from this Plan.
- 3.3.7 These policies have been successful in protecting the residential amenity of the area and in resisting commercial development from taking place, within, or even leapfrogging the protected areas and this policy has been successfully upheld at appeal.
- 3.3.8 It is envisaged that, given the current economic climate, it is unlikely that pressures for major commercial development within the town centre will grow. However, it is necessary to protect the amenities available for those living close to the centre. Policy B7 will be applied in all instances.

POLICY B7

Within the Residential Protection Areas, conversion from residential to retail or commercial uses will not be permitted where there is a perceived threat to amenity. Elsewhere, within predominantly residential areas, only shops and services not adversely affecting residential amenities will be permitted.

Neighbourhood Renewal Areas and Clearance Areas

- 3.3.9 A Neighbourhood Renewal Area has been designated in Central Ward and it is envisaged that over the plan period, further areas may receive such a designation

3.3.10 92 houses have been demolished in the present area and this will improve residential amenities for the remaining properties. Not all sites will be suitable for redevelopment and the following policy will be applied to those sites where demolition is recommended.

POLICY B8

In Neighbourhood Renewal Areas and Clearance Areas, redevelopment of cleared sites for residential use will be permitted, subject to satisfying the criteria of Policy B2.

Environmental or parking schemes that add to the residential amenity of surrounding residential areas will also be acceptable.

Rural Areas

3.3.11 Most housing developments over recent years have been centred in the urban areas of the Borough. Between 1981 and 1991, 90% of all housing completions were on urban sites. (Trends in Housing Development, Cumbria County Council).

3.3.12 However, the rural communities in the Borough need to be maintained both economically and socially and it is, therefore, likely that development proposals will come forward from these areas. Such development can help to sustain local communities but needs to be controlled in such a way that the provision of services within that community are not burdened, and also to ensure that areas of important countryside are not lost to development.

POLICY B9

Outside the settlements of Barrow, Dalton and the development cordons of villages listed in Policy B11, new residential development will only be permitted in exceptional circumstances, as stipulated in Annex I to Planning Policy Guidance Note No.7. Such an exception to this general presumption will be made in the case of those whose primary employment is in agriculture or forestry where a dwelling is essential for the working of a farm or woodland. However, the applicant must first demonstrate that a suitable building is not available which is capable of conversion to provide the dwelling. The applicant must also show that:

- a) ***There is a clearly established existing functional need;***
- b) ***The need relates to a full-time worker and not a part-time requirement;***
- c) ***The unit and the agricultural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound and have a clear prospect of remaining so. A financial test is necessary for this purpose and evidence must be provided of the size of dwelling that the unit can sustain. Novel or unusual farming activities will be carefully scrutinised as to their long term viability;***

- d) *The functional need could not be fulfilled by another dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned; and*
- e) *The dwelling should be closely related to other buildings associated with the agricultural holding.*

3.3.13 Both national and Structure Plan policies seek to prevent residential development in the undeveloped open countryside or extensions to small or isolated groups of dwellings beyond that required to meet the housing needs of an area. Such restrictions are aimed at protecting the landscape and farmland and encouraging the use of under-used or derelict land in the urban areas.

3.3.14 Exceptions may be made where it is essential for farm workers to live close to their workplace. In the case of agricultural dwellings, applicants will be expected to submit a farm appraisal from a recognised body to help the Borough Council assess the need for the dwelling.

3.3.15 The criteria for assessing proposals for new dwellings in the countryside are rigorous. Similar care should be taken in dealing with applications for the removal of occupancy conditions on such dwellings. Once an occupancy condition has been imposed, permission will not be given for its removal unless it can be shown that there is no long term need for the dwelling to serve the agricultural accommodation needs of the locality.

POLICY B10

In accordance with the advice in Annex I to Planning Policy Guidance Note No. 7, planning permission will not be given for the removal of an occupancy condition on a dwelling in the countryside, unless:

- a) *An appraisal is submitted with the application, which shows clearly that there is no longer any functional need for the dwelling on the holding or premises, nor likely to be within the foreseeable future;*
- b) *There is no foreseeable need for such dwellings elsewhere in the locality; and*
- c) *A genuine and sustained attempt has been made to market the property with its occupancy condition and at a realistic value.*

Development Cordons

3.3.16 It is accepted that the rural communities can absorb some growth without substantially affecting the character of that community. Policy B3 of the 1991 Local Plan showed cordons around the rural villages in order that development could be concentrated within the villages, that important areas of open land could be protected, and that ribbon development beyond the villages could be prevented.

3.3.17 The policy has been successful in achieving these aims and despite numerous developments taking place within the villages since the early 1980's, there still remain some small pockets of land suitable for development in the villages. However, there are open spaces within these villages which make an important contribution to their character and on which development would be resisted. These are shown on the proposal maps. Extensions to the cordons would not, therefore, be justified in the Local Plan.

POLICY B11

In the following villages, residential development and the conversion of existing buildings for residential purposes will be allowable within the residential cordon, especially if it contributes to the maintenance of that community, subject to conformity with the criteria of Policy B2:

<i>Askam</i>	<i>North Scale</i>	<i>Rampside</i>	<i>Lindal</i>	<i>Roa Island</i>
<i>Ireleth</i>	<i>Biggar Village</i>	<i>Newton</i>	<i>Marton</i>	

Agricultural Buildings

3.3.18 Changing trends and methods of agriculture over the last 30-40 years has left many vacant redundant agricultural buildings within the rural areas. Such buildings have seen an increasing trend towards their conversion, primarily for residential accommodation.

3.3.19 Whilst it is accepted that such conversions can make a valuable contribution to the provision of housing, such buildings also represent a valuable opportunity to provide employment opportunities within the rural area. Given the uncertain future of the local economy, the Borough Council will give preference to such conversions for employment uses, except within the existing settlements.

POLICY B12

Within the existing settlements of Barrow and Dalton and the residential cordons outlined in Policy B11 above, the conversion of buildings to residential accommodation will be permitted where the following criteria can be met:

- a) The building is structurally sound and capable of conversion without major rebuilding, extensions or modifications to the existing structure, as demonstrated by the submission of a satisfactory structural survey;*
- b) The building is served by a satisfactory access;*
- c) Services are readily available on site; and*

- d) *The scale of the conversion, both in terms of the number of units and their size and in terms of architectural detailing is appropriate to the buildings, their character and their location;*

POLICY B13

Outside the existing settlements of Barrow and Dalton and the residential cordons outlined in Policy B11, the conversion of agricultural and other rural buildings to residential accommodation will not be permitted, unless:

- a) *The accommodation is to be occupied by those whose primary employment is in agriculture or forestry where a dwelling is essential for the working of a farm or woodland and there is no other suitable accommodation already available at the holding; or*
- b) *The applicant has made every reasonable attempt to secure suitable business re-use and the application is supported by a statement of the efforts which have been made, the minimum of which must include the premises being advertised, at a realistic price, for a minimum of 12 months, that no reasonable offer has been refused and that evidence is provided to show the property has been advertised on the open market at least four times in local media at roughly equal periods over the year; or*
- c) *Residential conversion is a subordinate part of a scheme for business re-use; and*
- d) *The building is served by satisfactory access; and*
- e) *The scale of the conversion is appropriate to the building, its character and location.*

The building must be structurally sound and capable of conversion without major rebuilding, extensions or modifications to the existing structure, as demonstrated by the submission of a satisfactory structural survey.

PART 4 : HOUSEHOLDER DEVELOPMENT

House Extensions

- 3.4.1 A substantial proportion of the Borough's housing stock is in the form of terraced housing built predominately before 1919. Such properties are usually built in parallel rows and include a layout that is narrow in frontage but deep in plan. Projecting rear wings and limited curtilages are also typical with this form of housing. The result of this arrangement is that such properties have a limited aspect providing lower levels of both daylight and sunlight than in more modern houses. As a result the Local Planning Authority seeks to prevent the amenities being further eroded by the erection of two storey extensions. These by virtue of their height and proximity to neighbours have a major adverse impact upon the aspect and natural lighting of neighbouring properties.

- 3.4.2 The close proximity of these houses to neighbouring houses also makes it difficult to provide 1st floor windows without unacceptably impacting upon the privacy of others.

POLICY B14

Two storey extensions to the rear of terraced dwellings will not be permitted where they adversely affect the amenities of neighbouring properties by virtue of loss of sunlight or privacy or by creation of an overbearing impact.

- 3.4.3 Semi-detached and detached houses are built at lower densities than the older terraces. They usually incorporate more extensive curtilages giving improved aspect, and their wide frontage/shallow plan provides for higher levels of natural lighting. As a result such properties normally provides greater opportunity for enlargement without undue loss of amenity for neighbours. With this type of housing the Local Planning Authority will not normally resist two storey extensions purely on grounds of enclosure unless they are particularly long. Two storey extensions will normally only be resisted where they result in a significant loss of sunlight to a neighbour or neighbours.
- 3.4.4 Privacy is an additional factor. This can be provided by means of distance or design. Where distance is to be relied upon a minimum of 21 m is needed between the facing windows of habitable rooms. These rooms are defined as dining rooms, lounges, kitchen/diners and bedrooms for the purposes of this policy.

POLICY B15

Two storey extensions to semi-detached and detached properties will not be permitted where they would result in a significant loss of sunlight to a neighbour, or where privacy would be unacceptably eroded or where extensions are particularly long, resulting in an excessive level of enclosure. Where privacy is to be protected through distance, a minimum of 21 metres will be required between the facing windows of habitable rooms of different homes.

- 3.4.5 There is occasional pressure for the gap between detached and semi-detached houses to be filled in with two storey side extensions which, if repeated throughout a street would cause a 'terracing effect'. In order to maintain standards in the housing stocks and to protect residential amenity the authority will require the design of such extensions to overcome this effect. This is likely to take the form of requiring the front wall of the extension to be set back by at least 0.5 metres from the main facade or requiring the roof line to be lowered or both.

POLICY B16

For side extensions, either single or two storey, that would, if repeated in a street, convert a row of properties into a terrace, the Authority will require the design to overcome this effect.

- 3.4.6 Extensions on the sides of houses located on street corners or in other positions where they can be widely seen in the streetscene, can have a dominating and visually adverse effect on the appearance of the property and its setting or it can intrude unduly on a traditional feeling of spaciousness in the area. All of these effects can be detrimental to the character of an area. They are also not purely related to two storey extensions.

POLICY B17

Visually dominating side extensions on street corners or which otherwise intrude unacceptably on the streetscene will be refused if they are considered to be detrimental to the character or spaciousness of the area. If, however, this effect can be overcome by their re-design with a pitched roof or more matching materials the Authority will require the proposal to be amended accordingly.

- 3.4.7 Where there is limited space to extend the property it may be possible to extend into the roof space creating a dormer. These can have a significant effect on the appearance of the property, especially on the main frontage. The Borough Council will expect to see the proposed dormer extension to be well designed in order that they do not have a box-like appearance.

POLICY B18

Applications for dormer extension will be permitted where it is of a scale and appearance appropriate to the property and do not adversely impact on the overall streetscene. Dormer extensions supported directly from front/rear or gable walls and/or which are higher than the original ridge line will not be acceptable, unless the Authority feel that they can be acceptably absorbed into the streetscene.

- 3.4.8 The conversion of integral garages is also a frequent method of extending houses. However, this can sometimes result in clutter resulting from a large number of parked cars in driveways and garden areas, which detracts from the density and spaciousness of suburban areas.

POLICY B19

Applications involving the loss of garages or access thereto will only be permitted where it can be demonstrated that sufficient alternative parking space is available behind the building line or in such other position as will not have an adverse impact on the character of the area.

Exceptions may be made for terraced properties.

- 3.4.9 Garages are frequent additions to houses but their location can have a significant affect on highway and pedestrian safety, especially with vehicles waiting on the highway prior to garage doors being opened and vehicles reversing out 'blind' from the property.

POLICY B20

Applications for garages will be refused unless the proposed garage is located a minimum distance of six metres from the highway. Exceptions to this policy will be allowed only where the safety of people using the highway will not be unduly diminished such as along back streets.

3.4.10 The creation of patio areas with balconies on the roof of house extensions has been found to be unacceptable by the Authority, where they are in close proximity to neighbouring properties and the resultant overlooking of yards and habitable rooms, would represent an unacceptable loss of privacy for the occupiers of those properties. They are also unacceptable where they are in elevated, prominent positions and the paraphernalia associated with them represents an alien and intrusive feature that is detrimental to the street scene.

POLICY B21

The creation of patio areas and balconies over house extensions will be refused where they are considered to represent an unacceptable loss of privacy for the occupiers of neighbouring properties or to occupy a prominent position and be a detrimental intrusion into the street scene.

PART 5 : MOBILE HOMES AND RESIDENTIAL CARAVAN SITES

- 3.5.1 In assessing proposals for new residential caravan parks, consideration will be given to the number of units proposed, the ease of servicing the site, the suitability of the proposed access, the impact on adjoining occupiers and, particularly, the capability of the landscape to absorb the development. They will only be approved in areas where traditional residential development would be.
- 3.5.2 The mobile home park at West Shore has a capacity under current planning permission for 330 units, which has now been taken up. Any further extensions would be into protected land and, therefore, be unacceptable. They would also make a significant visual intrusion over the wind-swept landscape of North Walney. In recent years the site has been improved and marketed as a retirement site.
- 3.5.3 In 1990, Cumbria County Council, on evidence provided by Barrow-in-Furness Borough Council, stated that there was a need to provide accommodation for gypsies in the Barrow-in-Furness area. Since this date searches have been undertaken to find a suitable location for Local Authority gypsy site provision but these searches have proved inconclusive. An analysis of the Gypsy Count figures carried out in 1994 showed that there was a local need for 23 pitches for settled occupation and 9 pitches on temporary or transit sites. These figures were agreed with the National Gypsy Council.

3.5.4 A 17 unit residential caravan site has been approved and constructed on land at land at Schneider Road. In relation to the bi-annual gypsy surveys carried out on behalf of the DOE this is likely to provide sufficient capacity over the Plan period. Table 10 shows that the number of unauthorised sites has declined significantly in these surveys since the authorised Schneider Road site opened.

TABLE 10 : Total no. of unauthorised/authorised residential caravan sites (1992-97)

	Unauthorised Sites	Authorised Sites	Total
January 1997	1	17	18
July 1996	0	19	19
January 1996	2	19	21
July 1995	0	15	15
January 1995	7	11	18
July 1994	9	14	23
January 1994	12	20	32
July 1993	24	4	28
January 1993	23	0	23
July 1992	15	0	15
January 1992	23	0	23

POLICY B22

Proposals to extend the residential caravan park at West Shore beyond the area already benefiting from planning permission will not be permitted. Elsewhere, other than at sites acceptable for permanent residential development, new residential caravan sites will not be approved, whether permanent or temporary, unless the environmental capacity of the local landscape will sustain them.

POLICY B23

Individual residential caravans or mobile homes outside the urban areas and the village cordons will not be allowed. However, sympathetic consideration will be given to proposals involving special cases, for instance where the caravan is for a dependant relative or in establishing a new agricultural enterprise or during the construction of a permanent dwelling. Only temporary permissions will be granted in these circumstances and occupation of the caravan will be strictly limited to persons directly involved.

POLICY B24

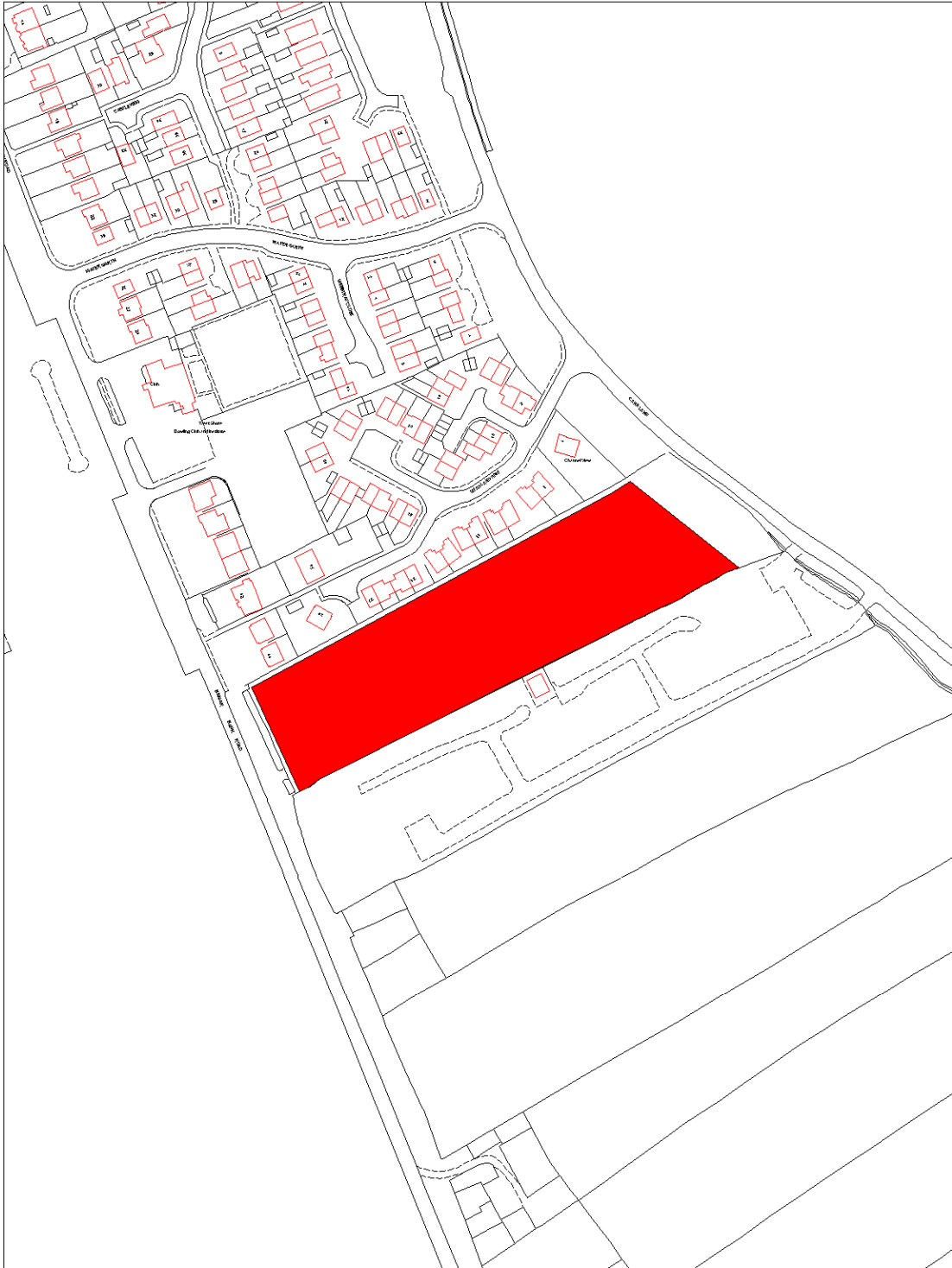
In assessing applications for the development of travellers/gypsy sites, the Authority will use the following locational criteria:

- a) Sites should not result in the loss of any land of nature conservation, agricultural or amenity value;*
- b) Sites should be within a reasonable distance of local services and facilities and within 10 minutes walk of a frequent public transport service;*
- c) Sites should not encroach on the undeveloped open countryside; and*
- d) Sites should be located in areas where there will be minimal disruption to residential amenity.*

POLICY B25

The Authority will expect the following standards of development on travellers/gypsy sites:

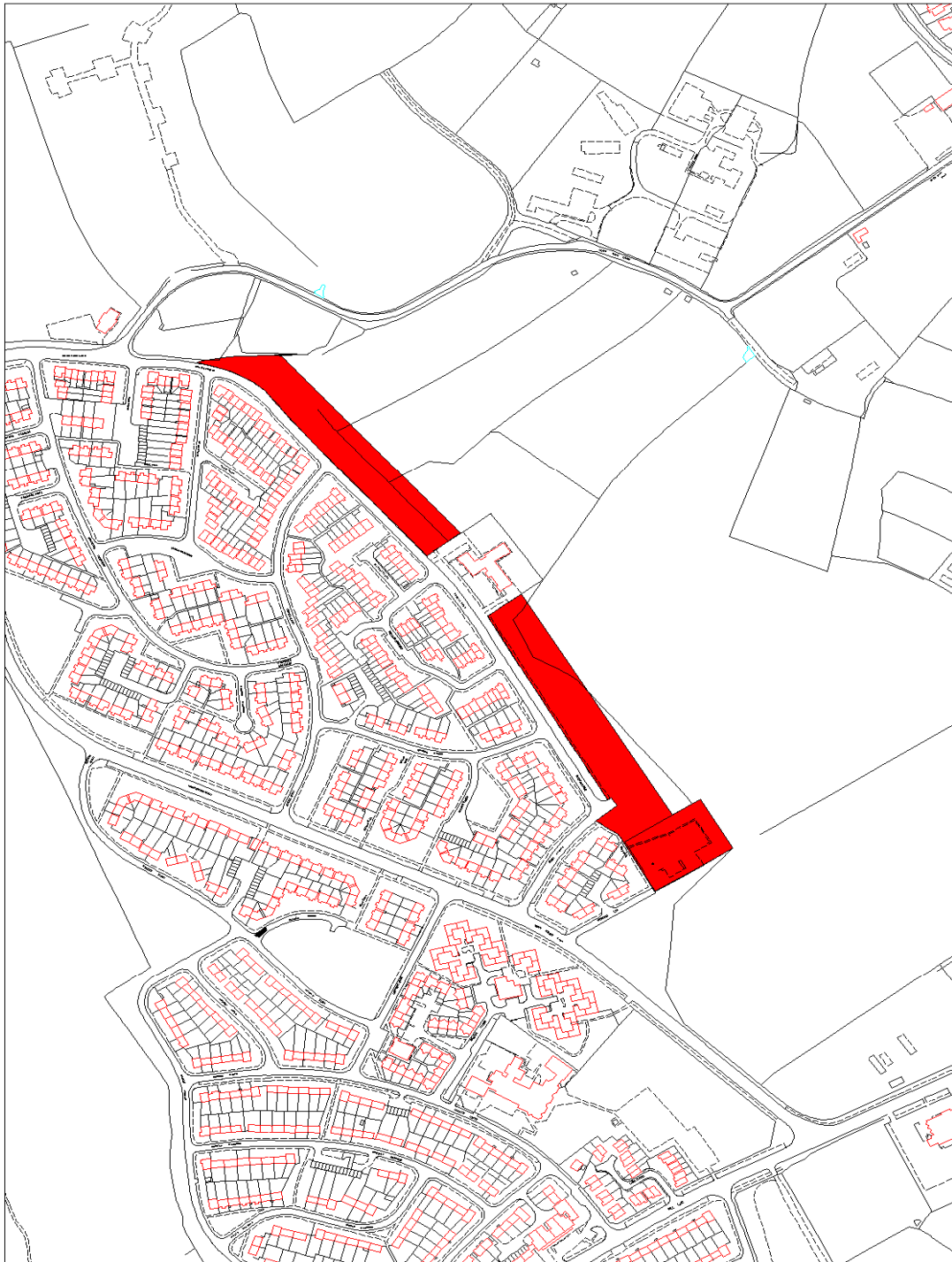
- a) Sites should be accessed from hard surfaced roads and should have satisfactory access, parking and servicing arrangements within the site;*
- b) There should be separate and safe areas for work, domestic functions and child's play;*
- c) Site boundaries should incorporate substantial barriers such as an embankment;*
- d) Sites should be landscaped in a professional manner;*
- e) Each pitch should have a hardstanding large enough to accommodate two caravans and two cars; and*
- f) Each pitch should have supplies of drinking water and electricity and means of sewage disposal and refuse collection.*



BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 14: Housing Site H1: Land adjoining Netherleigh, Walney Area 1.2

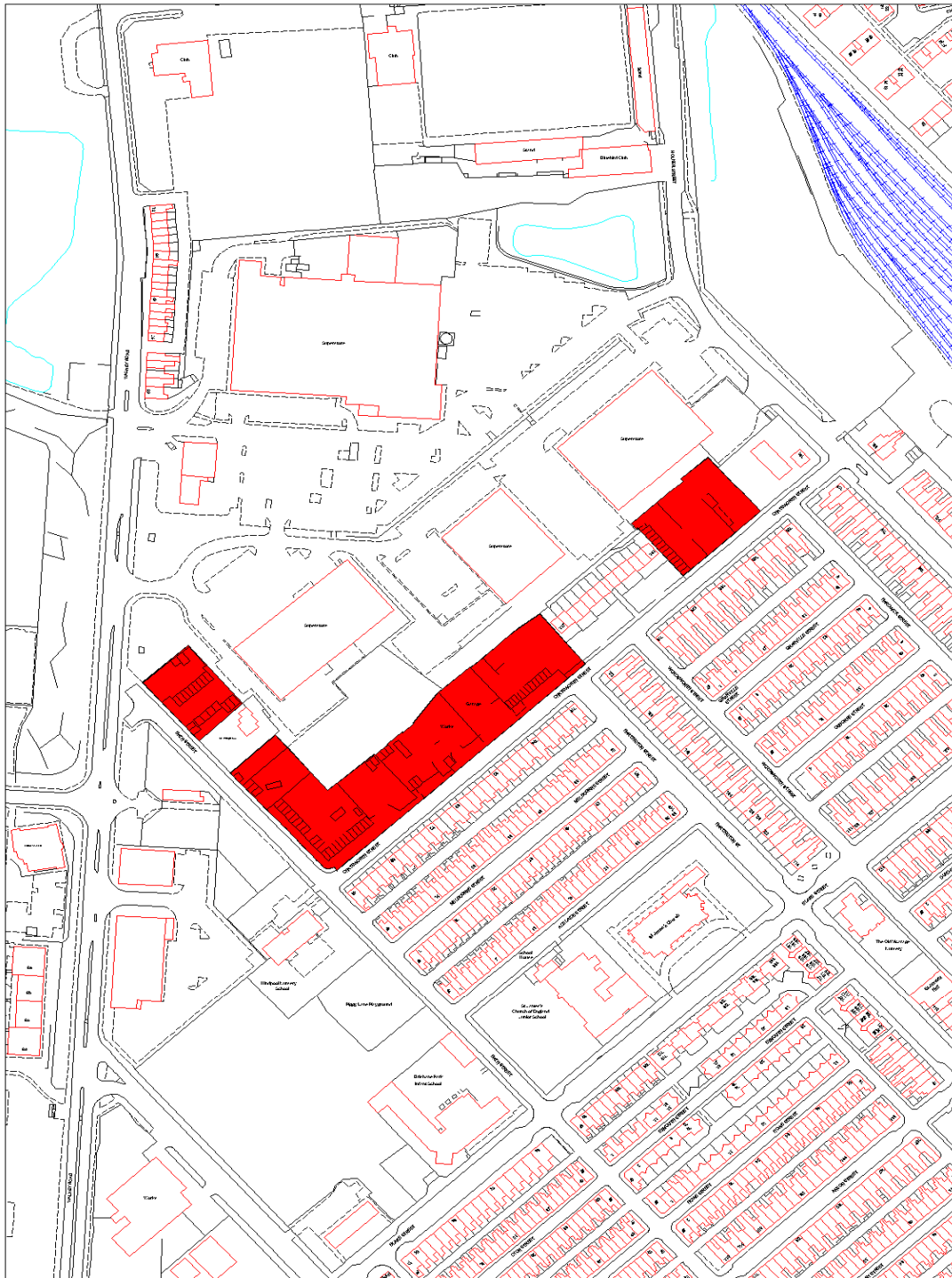
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 15: Housing Site H2: Wensum Lea/Solway Drive Area 1.75 Hectares

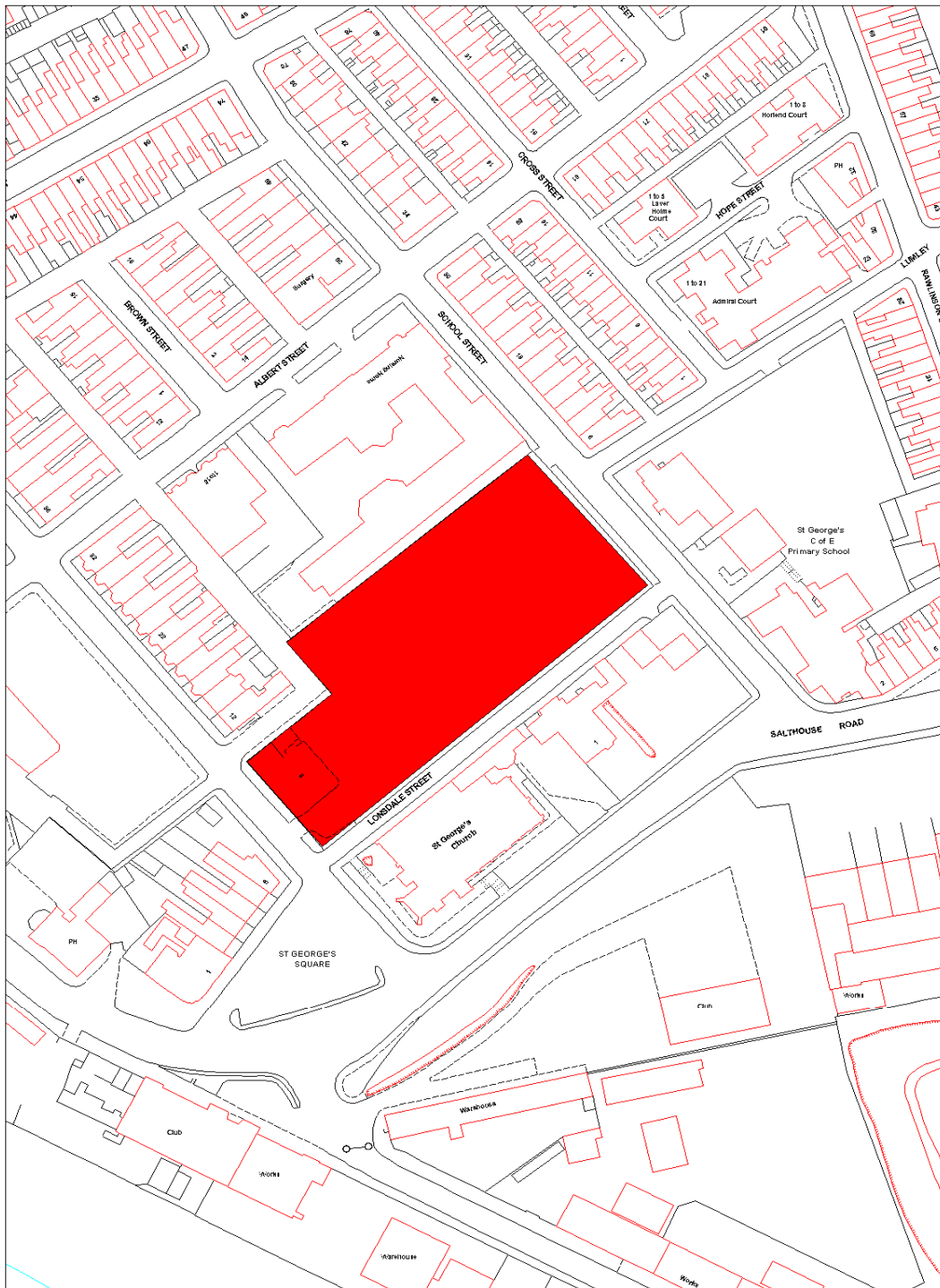
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 16: Housing Site H3: Chatsworth Street Area 1.1 Hectares

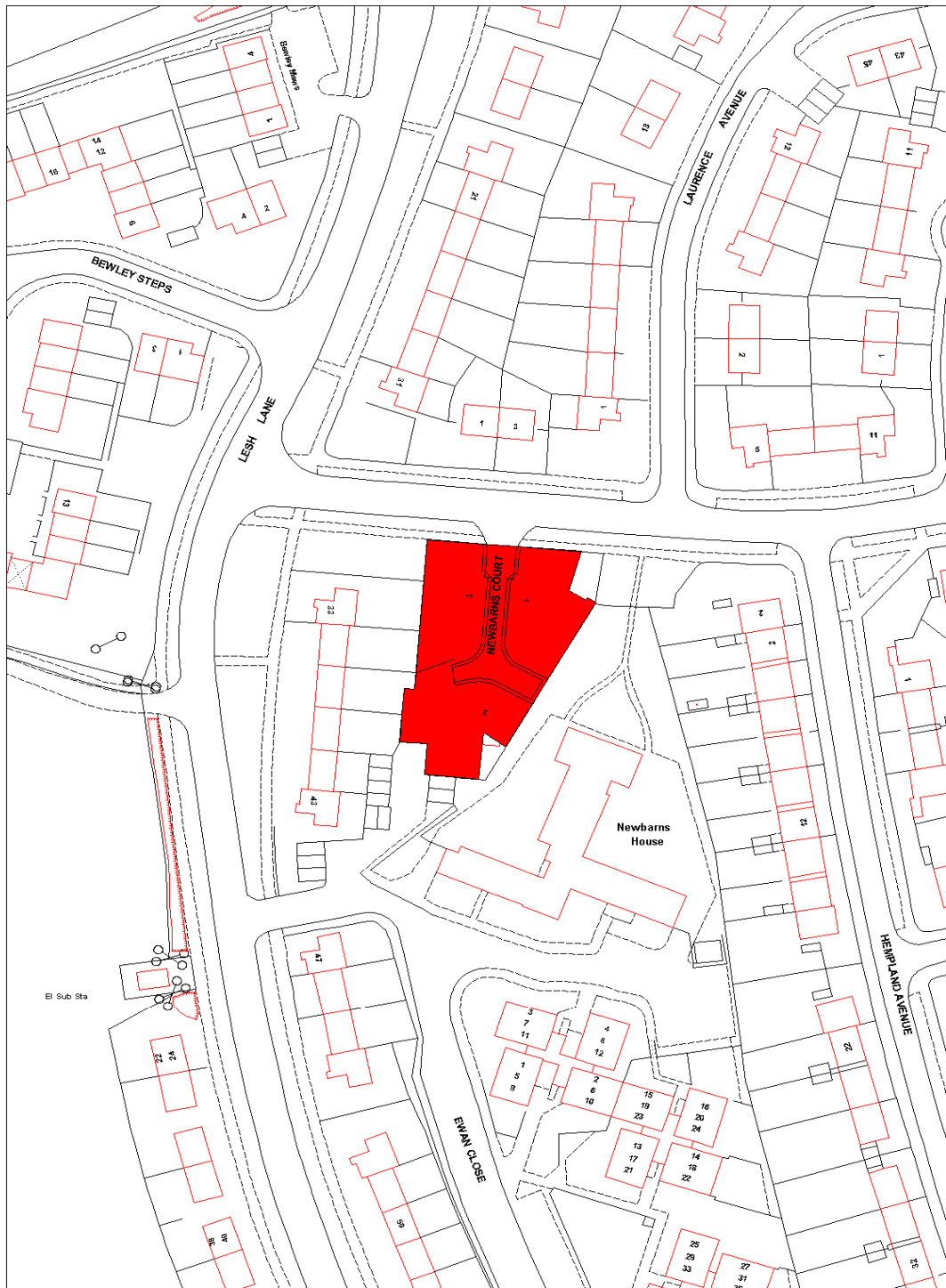
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 17: Housing Site H4: North Lonsdale Hospital Area 0.48 Hectares

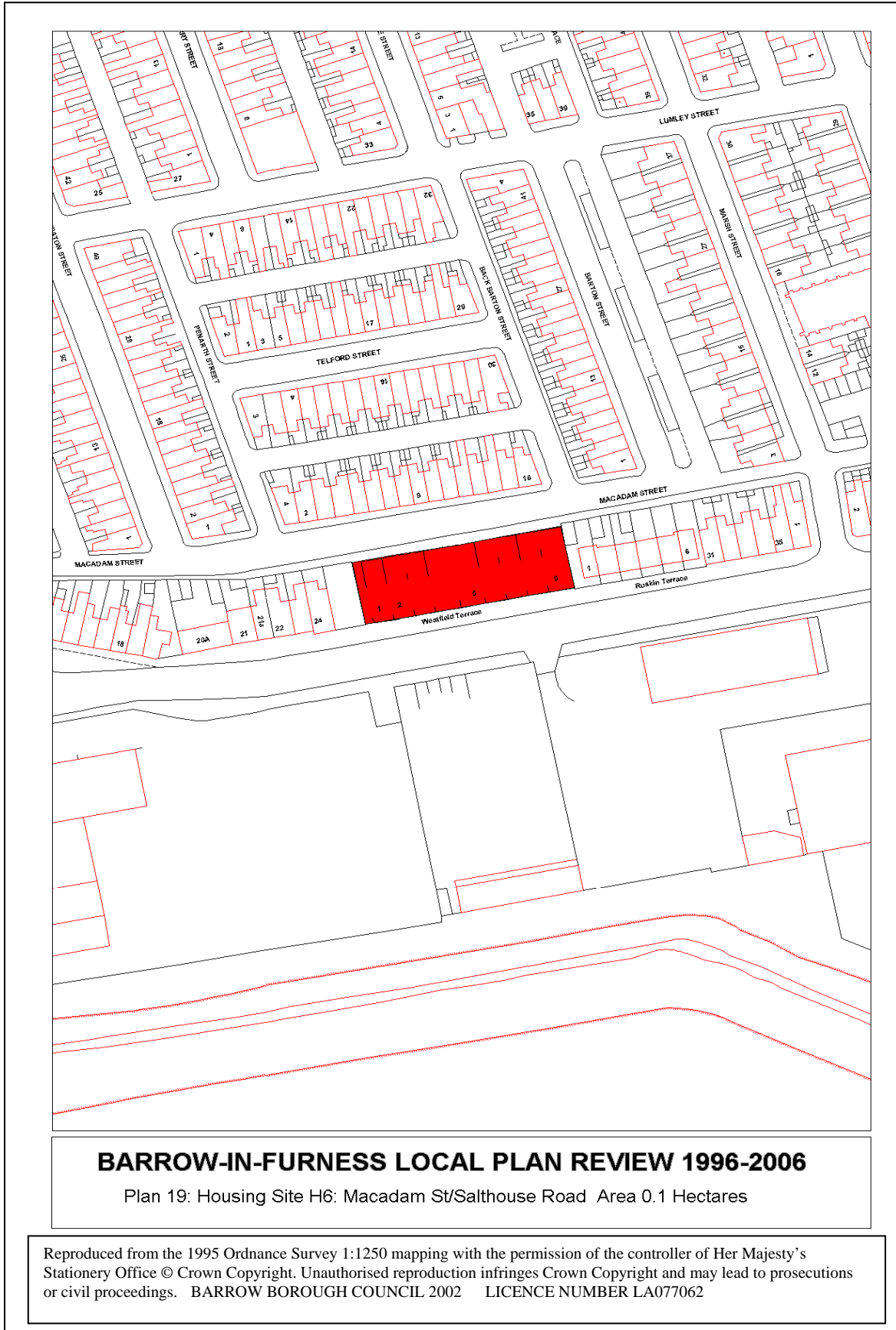
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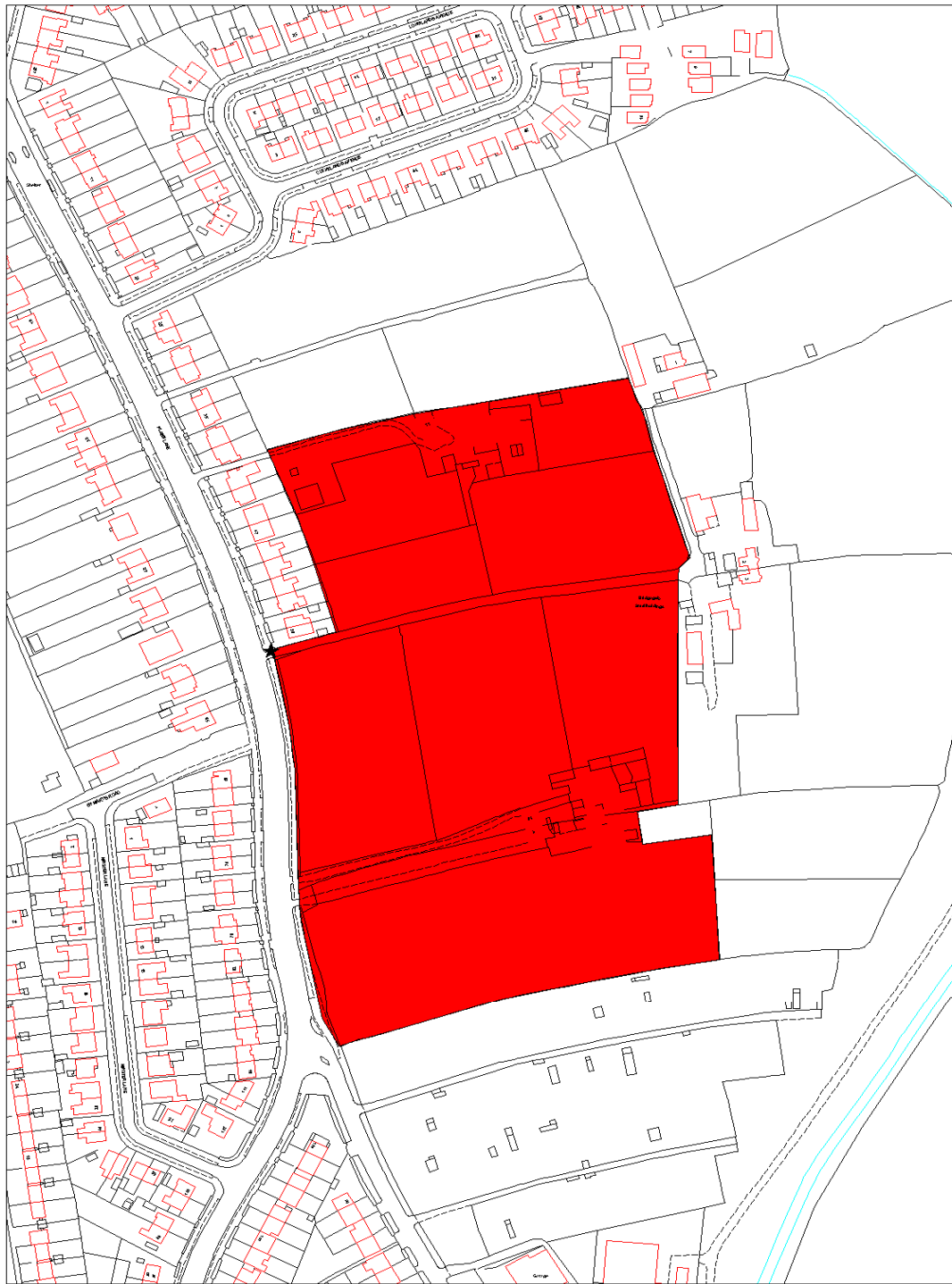


BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 18: Housing Site H5: Rising Side Barrow Area 0.13 Hectares

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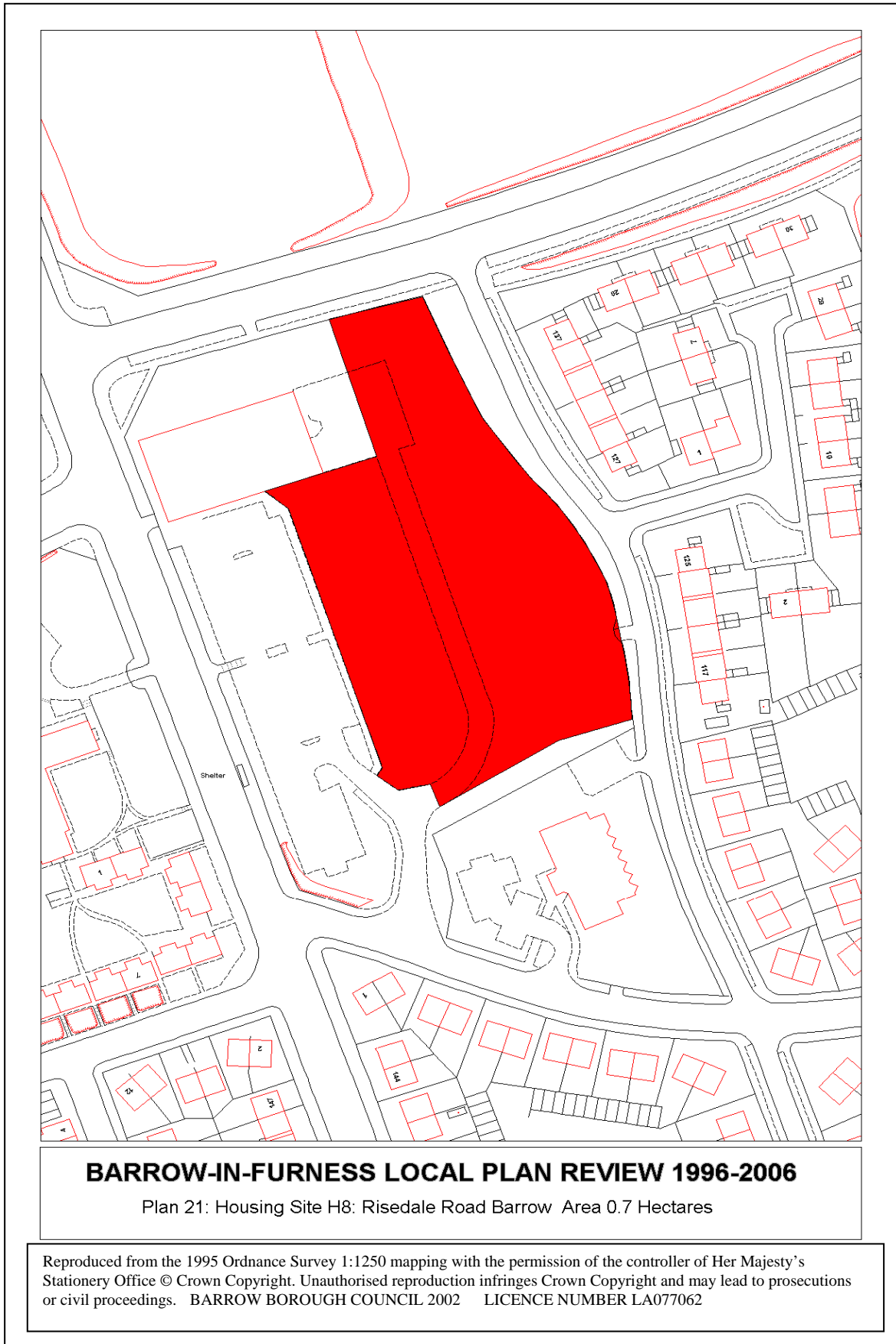


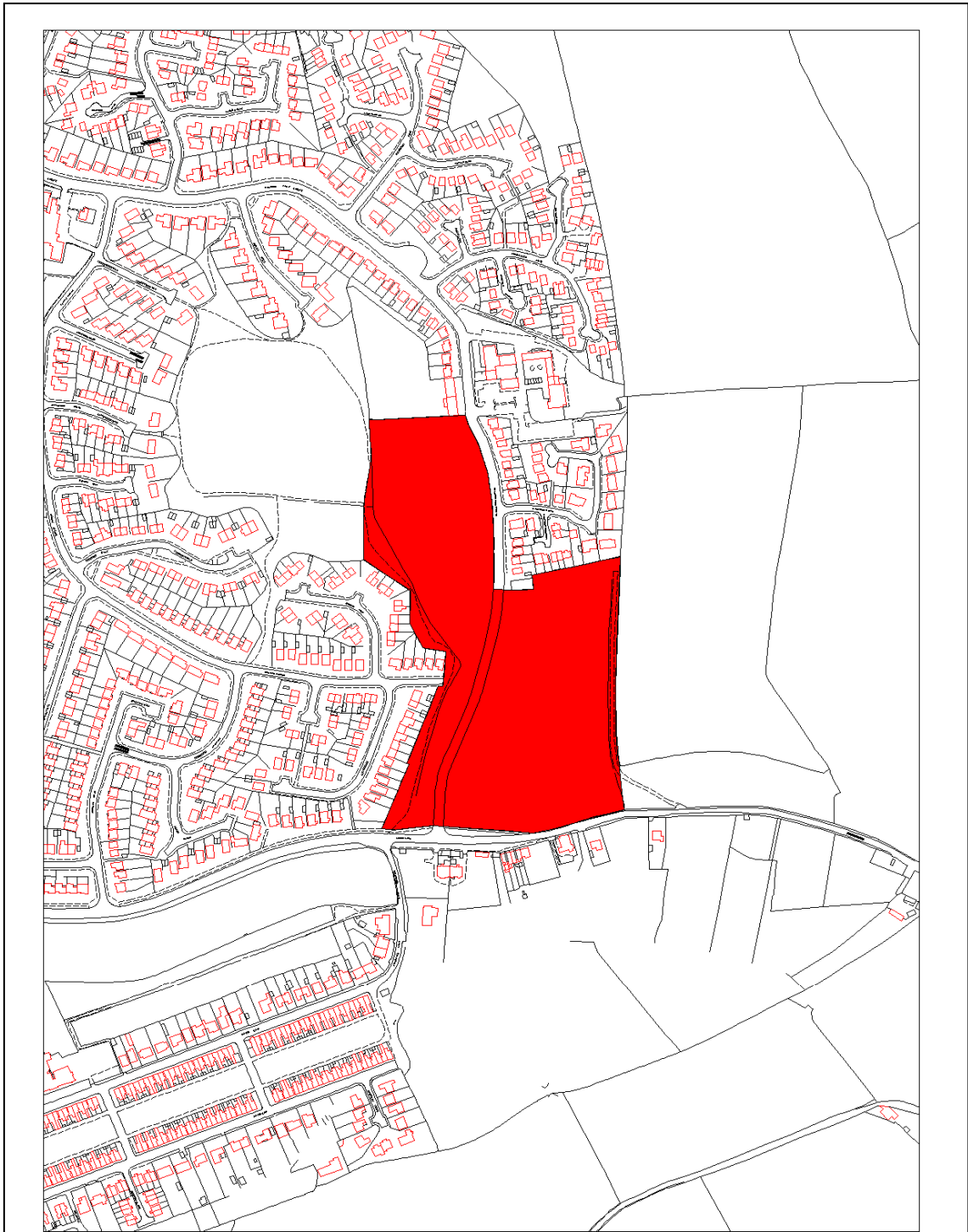


BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 20: Housing Site H7: Flasse Lane Small Holdings Area 4.77 Hectares

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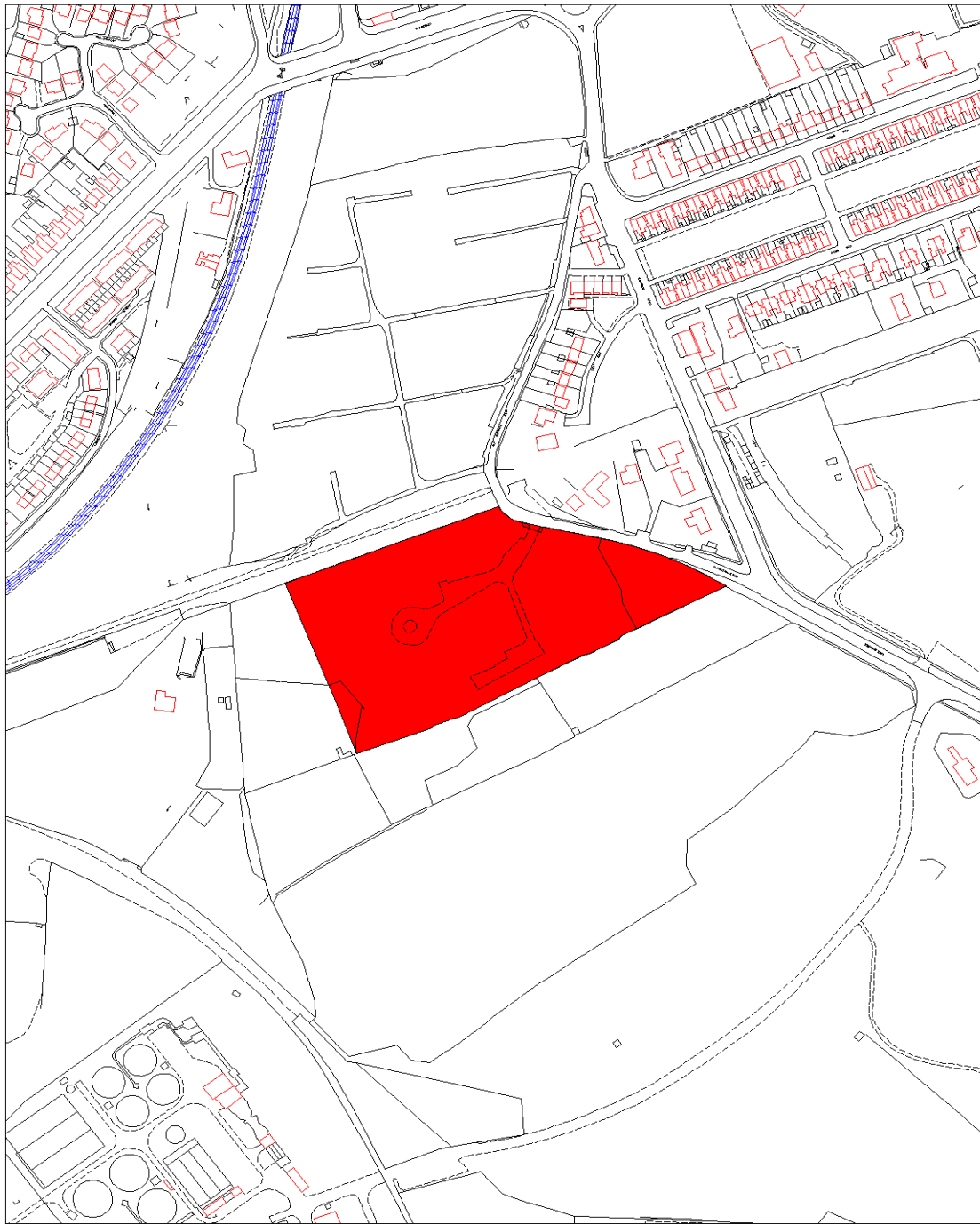




BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 22: Housing Site H9: Holbeck Barrow Area 6.26 Hectares

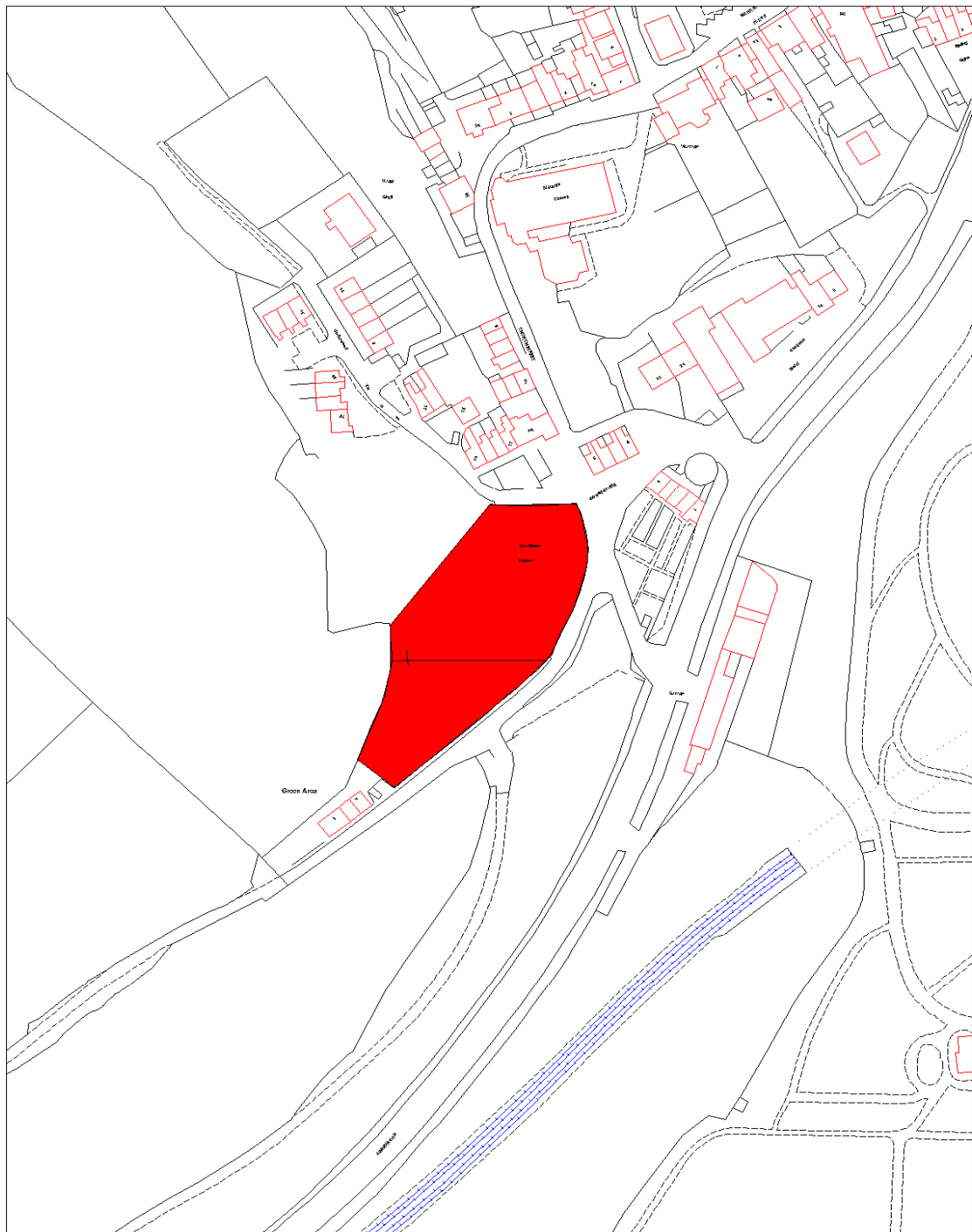
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 23: Housing Site H10: Roose Hospital Area 2.68 Hectares

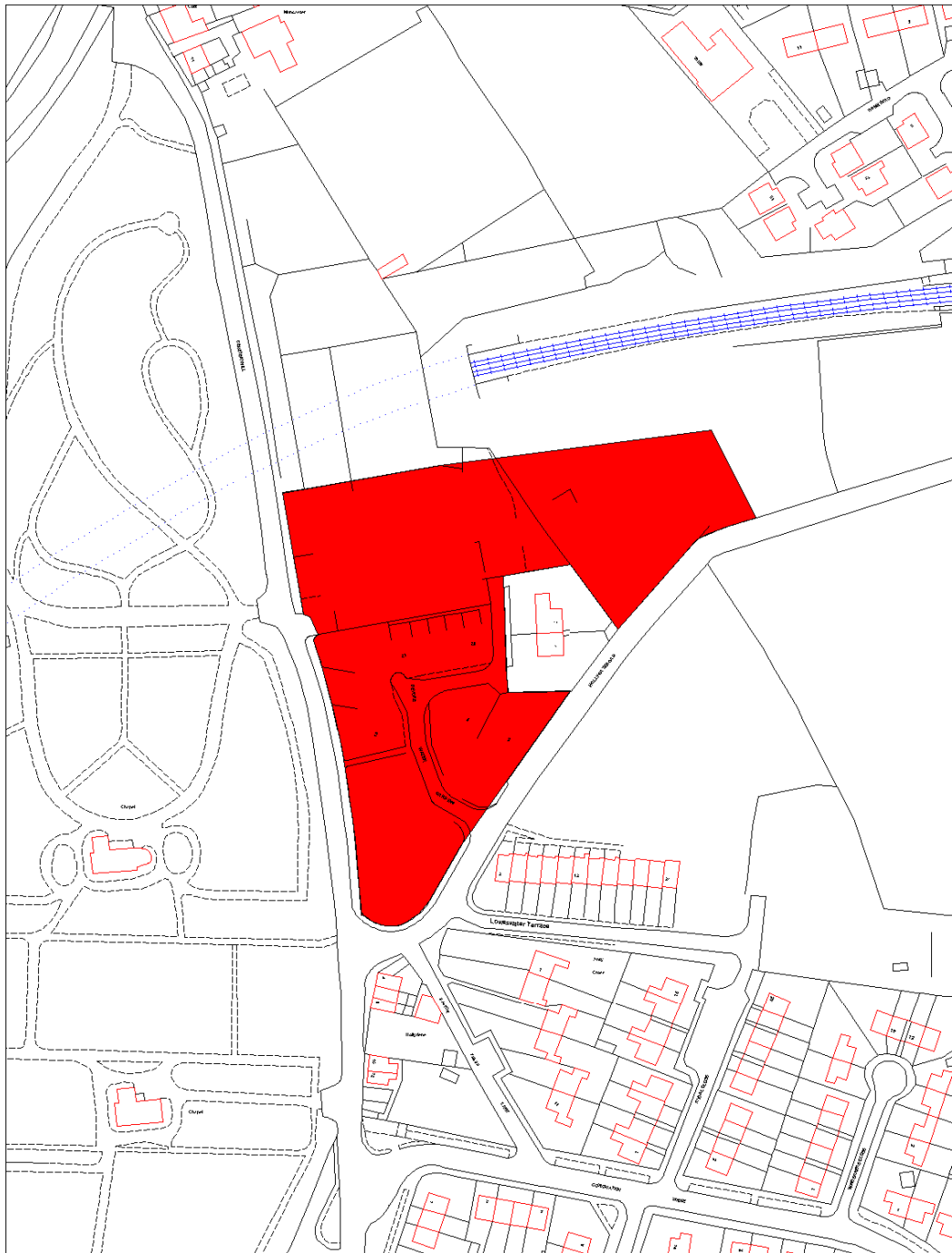
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 24: Housing Site H11: Dalton Gas Holder Area 0.39 Hectares

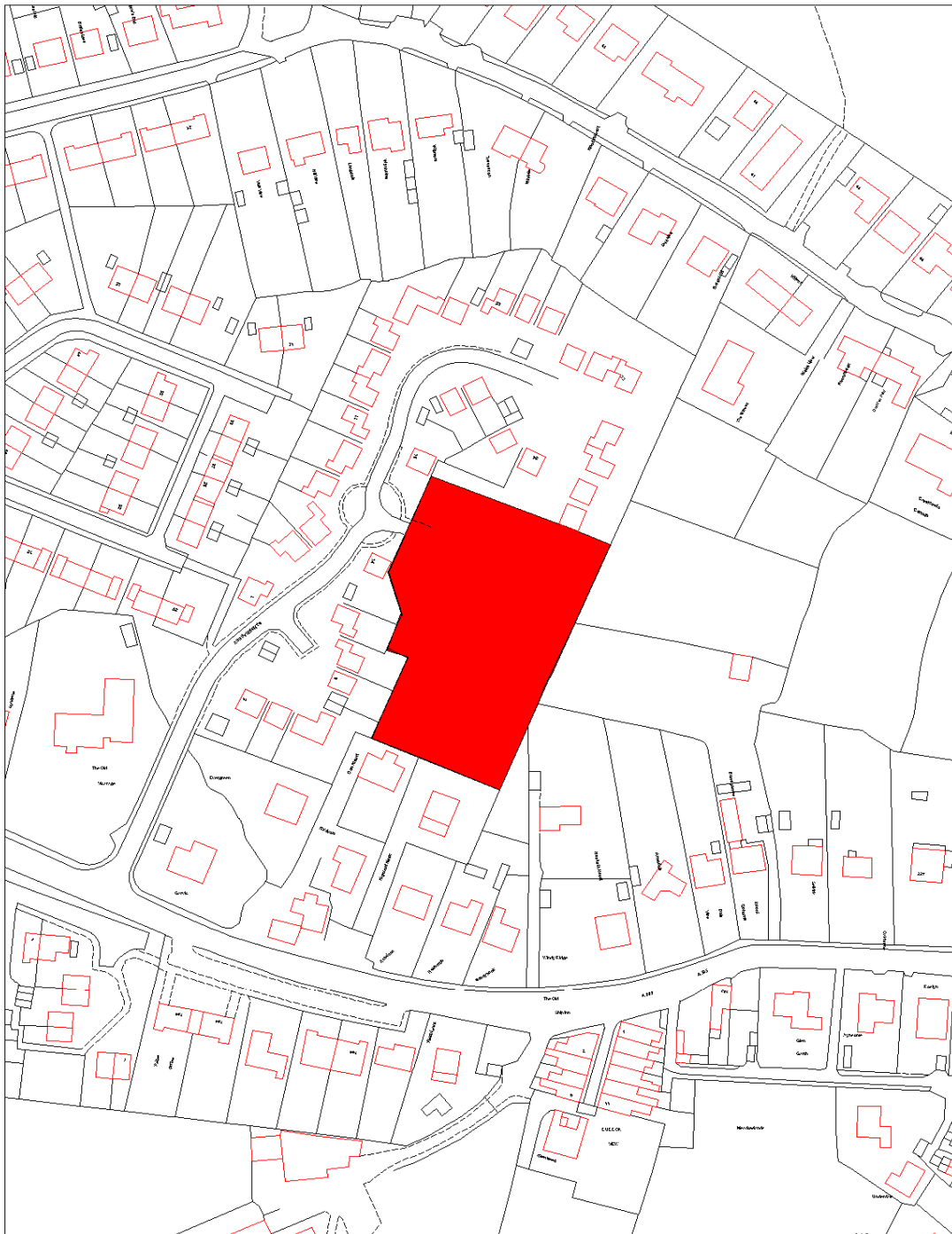
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 25: Housing Site H12: Hollygate Road Dalton Area 1.2 Hectares

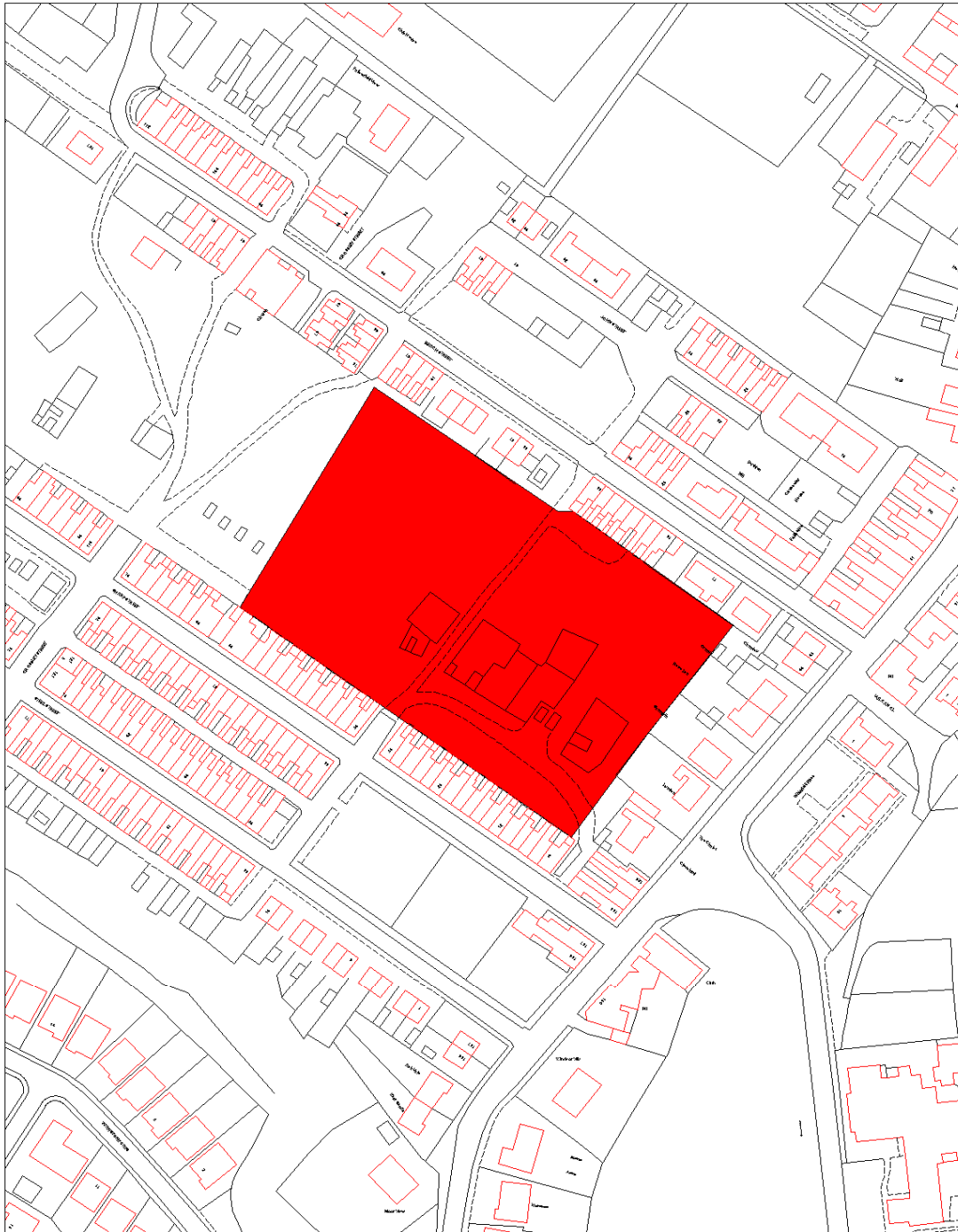
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 26: Housing Site H13: Duddon Heights Ireleth Area 0.46 Hectares

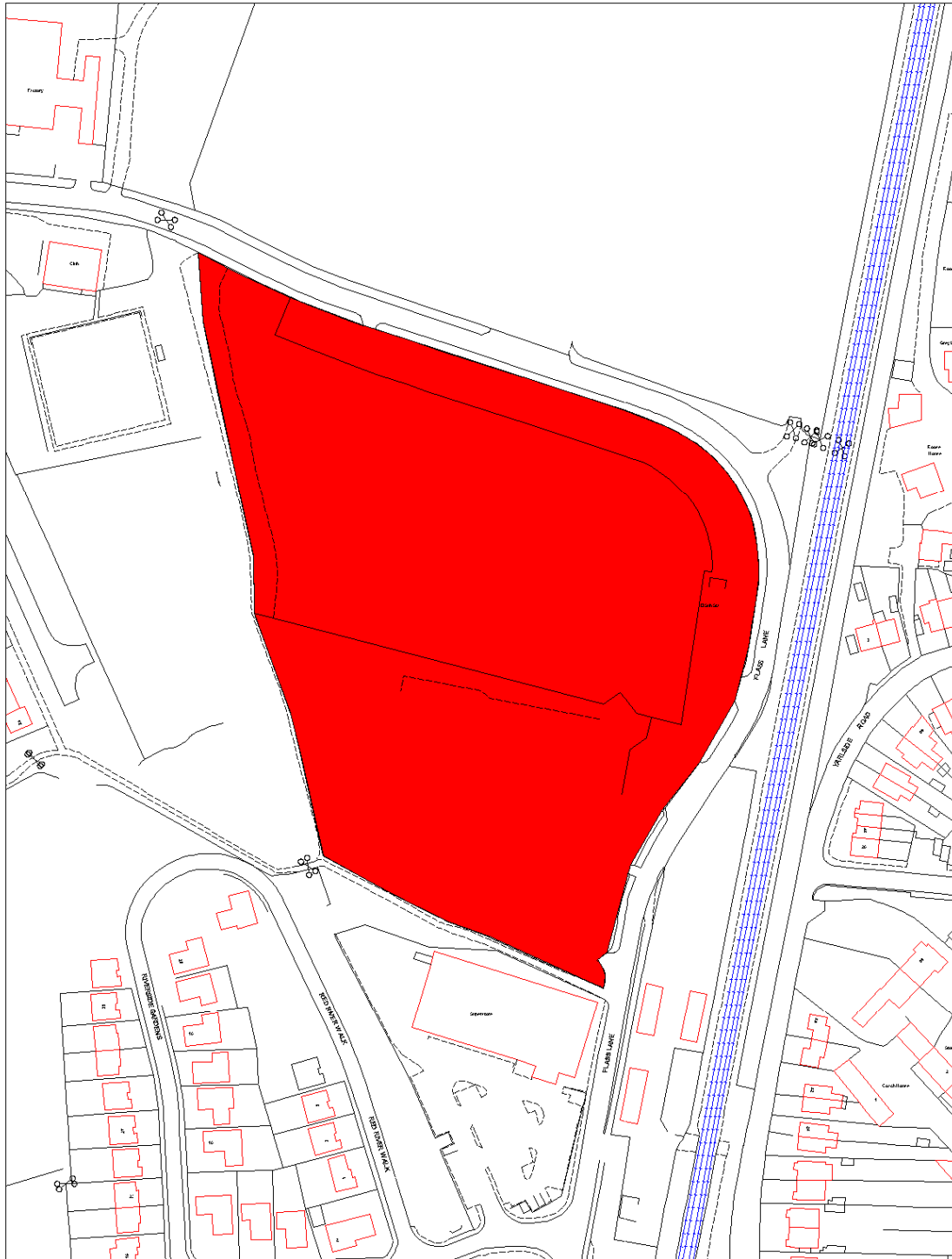
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Plan 27: Housing Site H14: Beach St/Sharp St Askam Area 1.11 Hectares

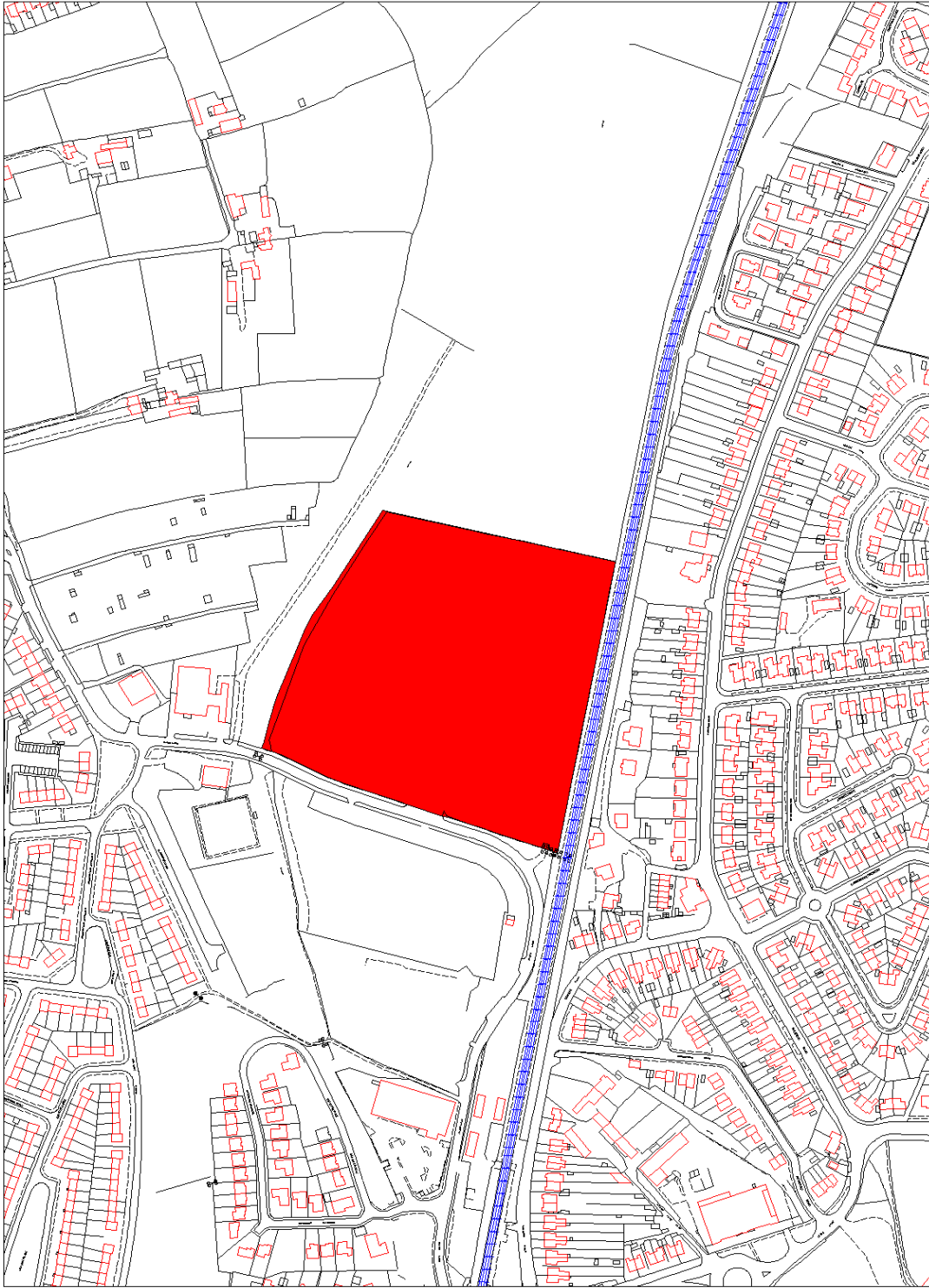
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 28: Housing Site H15: Land to South & West of Flass Lane Area 2.78 Hectares

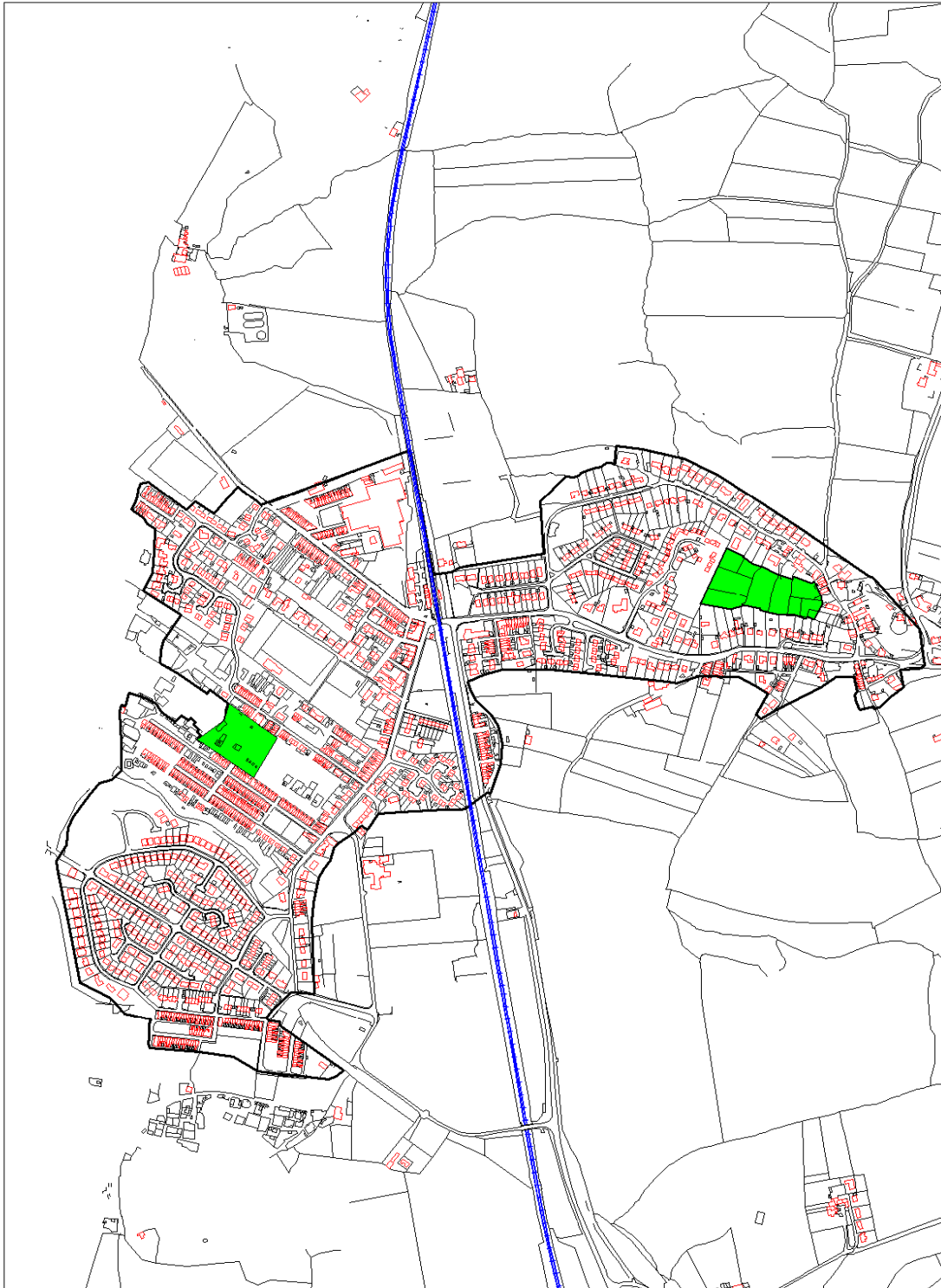
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 29: Housing Site H16: Land to the North of Flass Lane Area 4.38 Hectares

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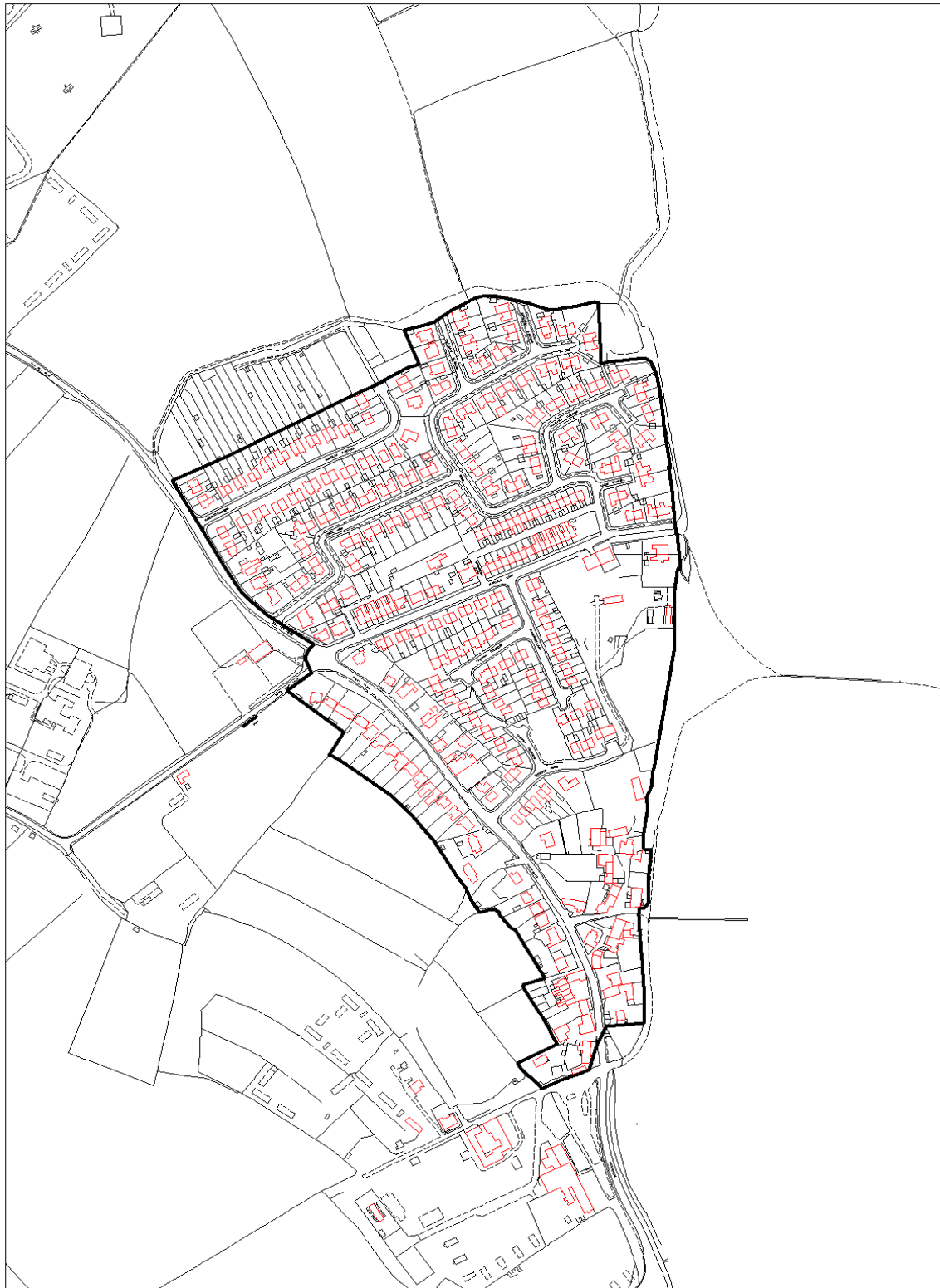
BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 30: Askam and Ireleth Residential Cordon



Amenity Area Covered By Policy D26

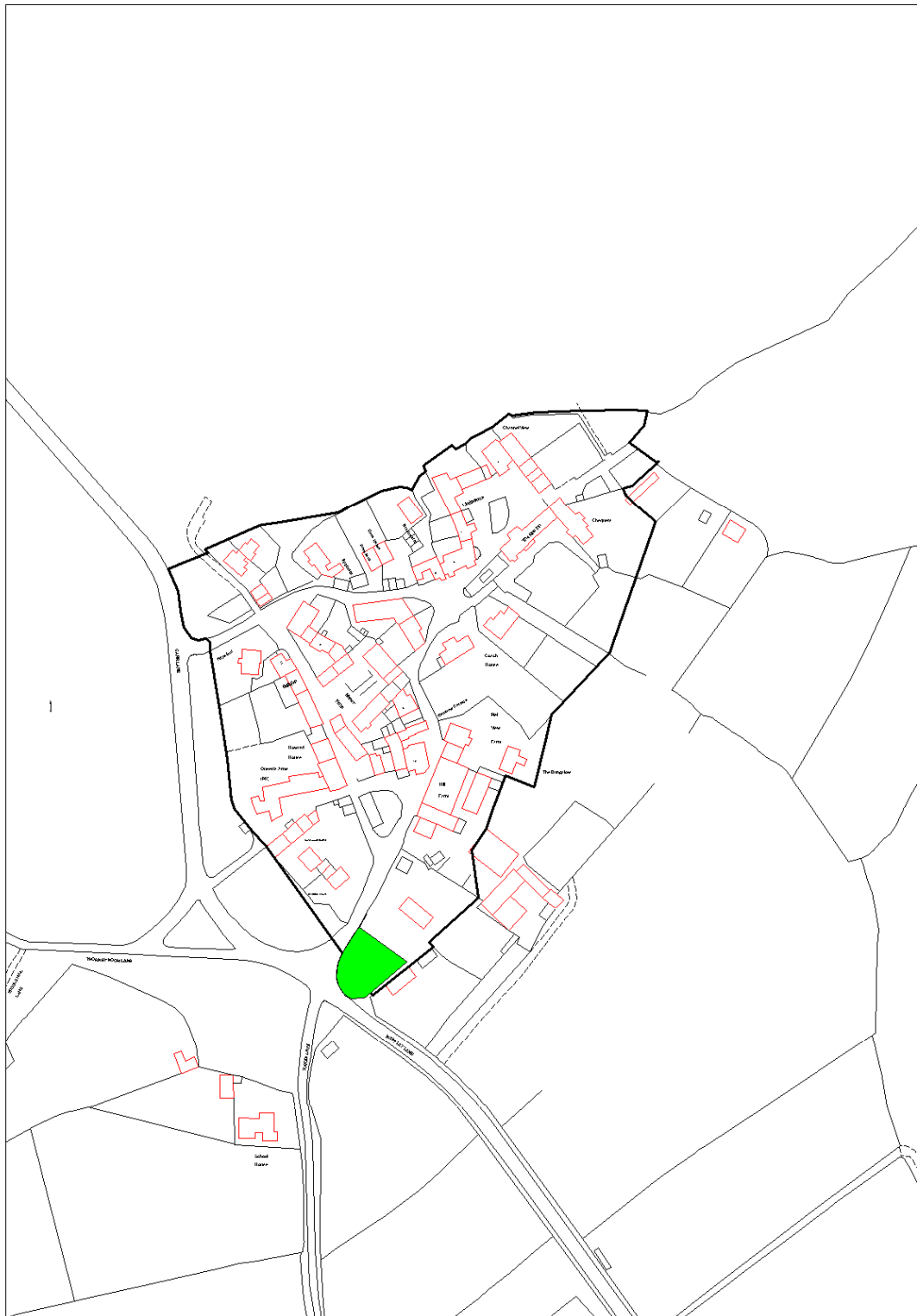
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 31: North Scale Residential Cordon

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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 32: Biggar Residential Cordon

 Amenity Area Covered By Policy D26

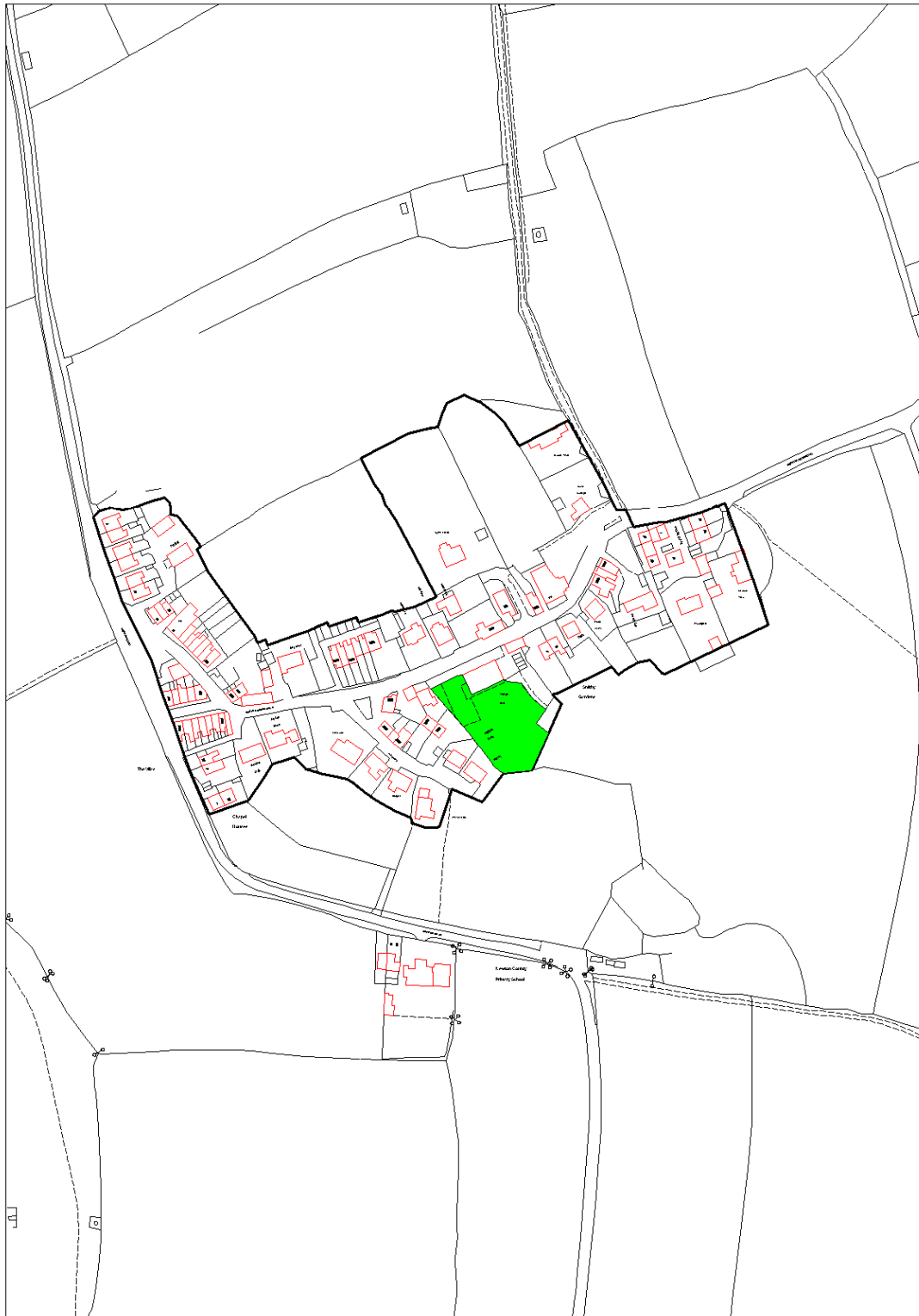
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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 33: Rampside Residential Cordon

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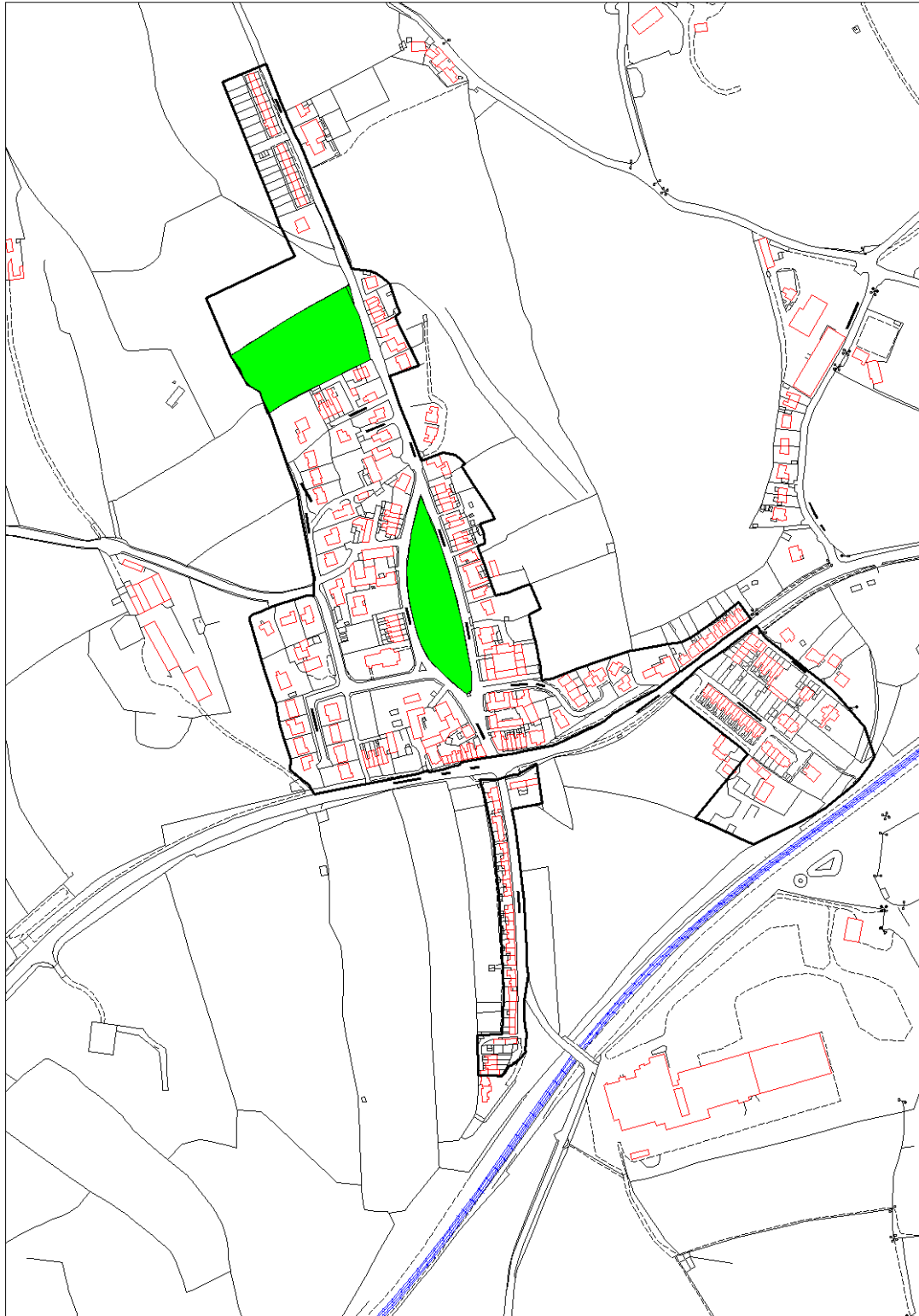
BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 34: Newton Residential Cordon



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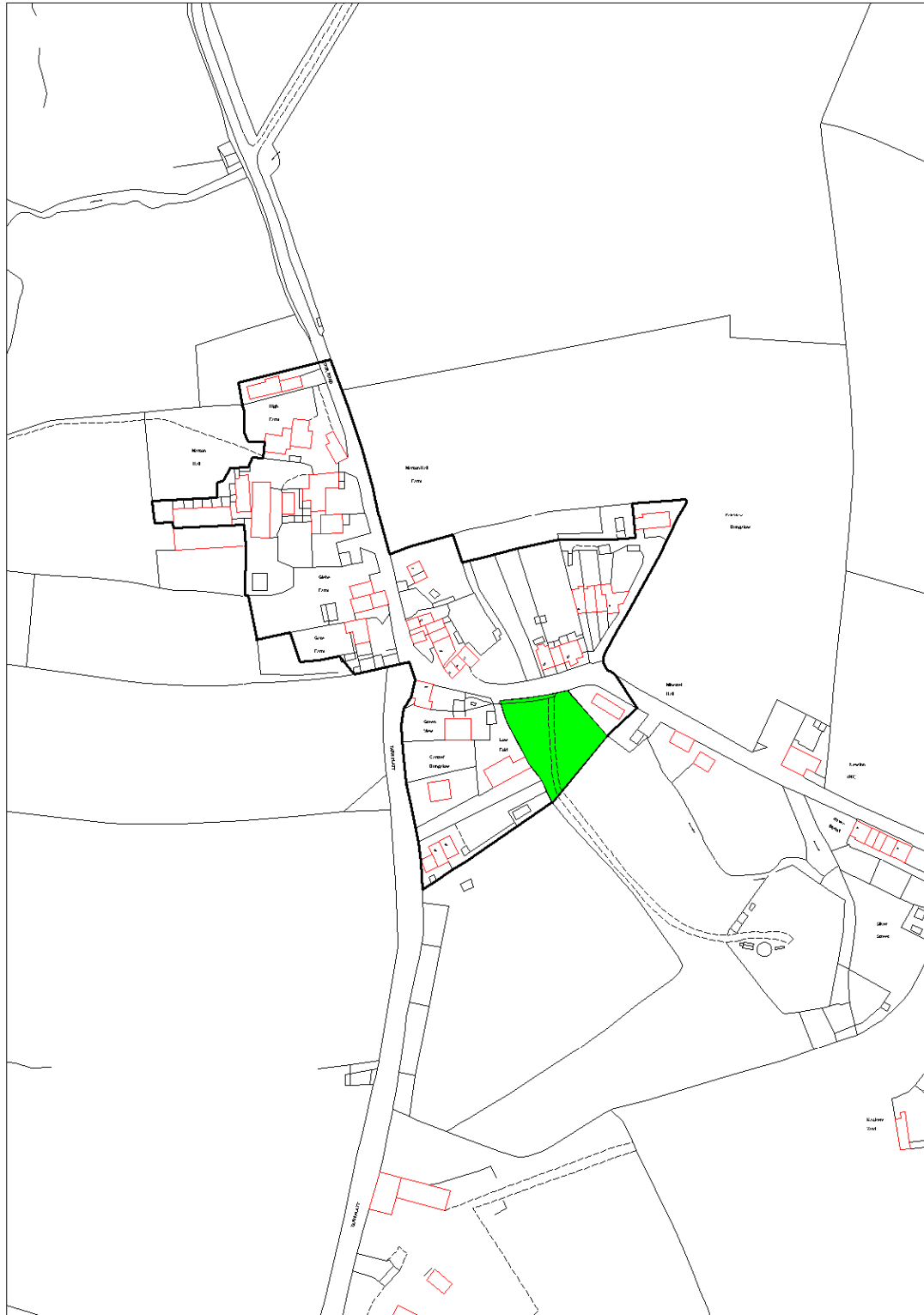
BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 35: Lindal-in-Furnes Residential Cordon



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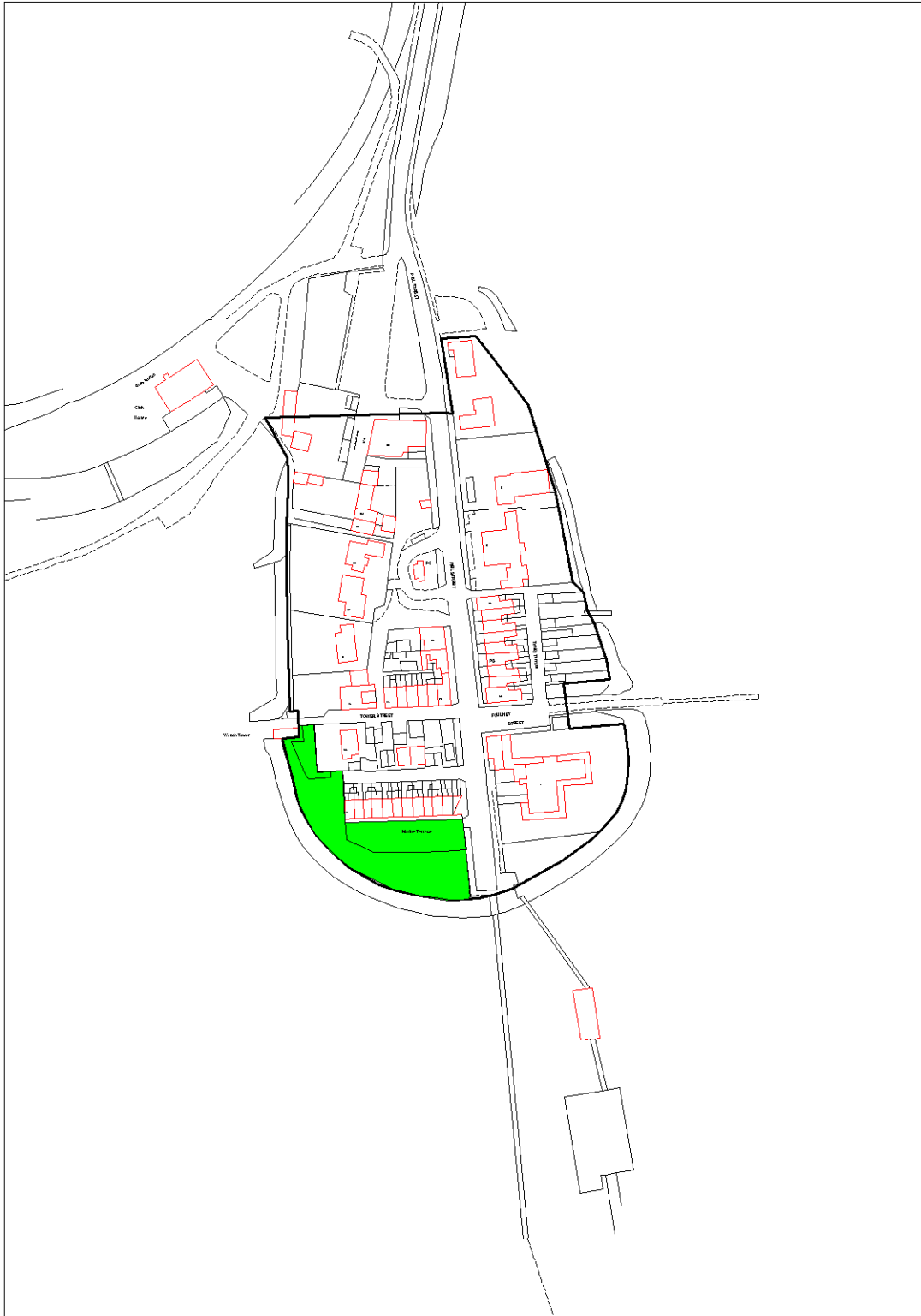
BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 36: Marton Residential Cordon



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BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 37: Roa Island Residential Cordon



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CHAPTER 4: RETAIL

PART 1 : CENTRAL GOVERNMENT POLICY

- 4.1.1 During the 1980s and the period running up to the formulation of the 1991 Plan the emphasis of government policy on retail was on allowing the economics of the sector to dictate its future. The main trend associated with this was an expansion of 'out of town' developments, and a decline in range and quality of facilities provided in traditional town centre locations. This was a national trend reflected in the Borough's retail sector. In 1993 with the publication of PPG6 'Town Centres and Retail Development' the direction of Government policy shifted towards the protection of town centres. This guidance was superseded by the 1996 PPG6 on town centres and retail development, which adds weight to the arguments for more sustainable town centre development.
- 4.1.2 The Government has seen fit to protect and promote town centres for several reasons, the main one being that they generally are, or can be made, the most accessible part of a settlement by a range of means of transport, while the wide variety of activities located there encourages people to make multi-purpose journeys. This can help the reduction of pollution by shortening and lowering the number of trips by private car while improving access to a wide range of shops and other functions to all people. Other benefits can be that with increased town centre activity day and night levels of personal safety will increase and other types of crime drop; while a more attractive town centre can be valuable in attracting visitors and as a stimulant to investment elsewhere in the town.
- 4.1.3 The Government's objectives for the retail sector are set out in PPG6 as:
- to sustain or enhance the vitality and viability of town centres;
 - to focus development, especially retail development in locations where the proximity of businesses facilitates competition from which all consumers are able to benefit and maximises the opportunity to use means of transport other than the car;
 - to maintain an efficient, competitive and innovative retail sector; and
 - to ensure the availability of a wide range of shops, employment, services and facilities to which people have easy access by a choice of means of transport.

PART 2 : GENERAL CHARACTERISTICS

- 4.2.1 Barrow town centre dominates retailing in the Borough. The only other centre which makes a significant contribution to retail provision is Dalton-in-Furness, which has limited convenience shopping provision.
- 4.2.2 The catchment area of Barrow town centre roughly equates with the Furness peninsula area. This has been the definition used in several retail studies carried out in Barrow. The first to use it was the 1987 Drivers Jonas study, which defined the area as within a 30 minutes drive time distance. However, despite the size of this catchment area, the potential total amount of expenditure in the town centre is not being achieved (i.e. spending leakage is occurring), leaving spare retail capacity to be filled by development in the period of the revised plan. The extent of the effect in the longer term of this on Portland Walk and the Heart of Barrow regeneration scheme will have an interesting bearing on future reviews of the Local Plan.
- 4.2.3 Dalton is home to 16% of the Borough's residents, yet it has very limited shopping provision, with only 14 largely convenience units, several of which are newsagents. The town's retail provision has been declining since the early 1970s. The main reasons for this appear to be competition from the dominant neighbouring centre of Barrow and intensive traffic use of the main street, which created an unpleasant and unsafe environment. Since the completion of the by-pass and associated traffic calming scheme, the second of these problems has been overcome, creating potential for the revival of the town's shopping facilities. This is most likely to be successful through the exploitation of niche markets as the main stream provision in Barrow will strengthen with the new town centre development.
- 4.2.4 As can be seen from the table below the total number of shops in Dalton town centre has decreased slightly, while the number of occupied shops has dropped significantly to only $\frac{3}{4}$ of the 1991 total.

TABLE 11 – DALTON AND NEIGHBOURHOOD SHOPPING CENTRES

		Convenience	Comparison	Service	Vacant	Total
Dalton	96	14	23	25	15	77
	91	20	27	34	0	81
Ainslie Street	96	6	4	8	0	18
	91	14	4	6	0	24
Risedale/Roose Road	96	11	4	8	0	19
	91	11	2	6	0	24
Anchor Road, Barrow Island	96	13	2	6	1	22
	91	15	0	3	0	18
Bath Street	96	6	3	4	5	18
	91	-	-	-	-	-
Mikasa Street	96	4	3	1	0	8
	91	-	-	-	-	-
Amphitrite Street, Walney	96	4	0	1	1	6
	91	6	1	1	0	8
Lakes Parade, Hawcoat	96	4	1	2	0	7
	91	4	1	1	0	6
Middlefield, Ormsgill	96	5	0	2	0	7
	91	-	-	-	-	-
Mill Lane, Walney	96	3	0	1	1	5
	91	-	-	-	-	-
Ruskin Avenue, Dalton	96	2	1	1	0	4
	91	-	-	-	-	-

- 4.2.5 Neighbourhood shopping centres appear, according to the totals shown in the table, to be faring somewhat better, although on closer inspection of the figures it can be seen (where comparisons with the 1991 situation are available) that convenience provision is in fact declining. This may be linked to the trend towards local needs supermarkets, such as Netto on Risedale Road and Kwiksave at Flass Lane.
- 4.2.6 Retail provision at a local scale is regarded as important for two reasons; it provides ease and convenience for those unable to visit the town centre or the out of centre superstores on a regular basis, whilst fulfilling the sustainability objective of reducing the need to travel.
- 4.2.7 Neighbourhood shopping centres are defined for the purposes of this plan as a group of shops comprising all, or most of the following; a convenience store; a service, such as a take-away or hairdressers; a Post Office; and a community function, such as a doctors surgery, a housing or advice office, or a community centre.
- 4.2.8 Away from these centres there are numerous corner shops in the urban areas, and in the villages the provision is as follows:

TABLE 12 : CORNER SHOP PROVISION IN THE OUTLYING VILLAGES
1991-1996

	<u>1996</u>	<u>1991</u>
Askam	13	12
Ireleth	1	1
Lindal	3	1
Newton	1	1
Roa Island	0	1

- 4.2.9 In Newton the shop/post office is open on three days in a week and located in the village pub. This is an example of a more diversified, unconventional approach to providing rural services and similar proposals will be supported in future if they increase provision.

PART 3 : POLICY SUCCESSES OF THE 1991 PLAN

- 4.3.1 A stated aim of the 1991 Plan was to "improve shopping amenities for the public". Two policies with a direct impact on this were C3, the pedestrianisation of Dalton Road in Barrow's prime shopping area, and C1, the comprehensive redevelopment of two areas in the town centre. Pedestrianisation has been completed, the area between Fell Street and Dalton Road has been partially redeveloped and the new Portland Walk shopping centre in the Forshaw Street/Preston Street area has been opened.
- 4.3.2 A third major project with a bearing on the retail facilities available in the Borough has been the completion of the Dalton By-pass and associated traffic calming scheme. This has had a dramatic impact on the environment and atmosphere of Dalton's main street creating potential for the regeneration of this declining shopping area. A new Co-op food store has been constructed.

PART 4 : RETAIL FLOORSPACE CHANGES

- 4.4.1 Floor space figures in the table below show that the main tendencies over the first five years of the plan period have been a) a major increase in both edge of and out of town centre developments, and b) after an initial loss of town centre floor space a substantial increase with the opening of Portland Walk. Out of Barrow town centre little significant change has occurred.

TABLE 13 – RETAIL FLOORSPACE, AS AT JANUARY 1997

1.	TOWN CENTRE FLOOR SPACE	
	1991	37581 sq. m. (gross)
	1995	33066
	1997	53552
2.	NON-TOWN CENTRE FLOORSPACE	
	Total	48844 sq.m. (gross)
	Total Out of Centre	25875
	Built Post 1991	11932
	Total Edge of Centre	22969
	Built Post 1991	8678

- 4.4.2 In the town centre the modern high quality retail units of Portland Walk are likely to provide a stimulus for further modernisation and redevelopment, which will be facilitated as part of the Heart of Barrow Single Regeneration Programme.
- 4.4.3 In terms of major retail developments out of the town centre, while the floor space total is considerable, it can be seen from the details in Table 13 that roughly half is in edge of centre locations, identified as preferable in PPG6. Town centres, however, are still preferable to edge of centre. Furthermore detailed examination also shows that two of the retail units which make up the out of centre total (Kwiksave, Flass Lane and Netto, Risedale Road) can be described as 'neighbourhood needs' supermarkets, which are not in direct competition with the town centre.
- 4.4.4 Therefore, the position of Barrow town centre at the time of this review is in fact quite a strong one. The upgrading of existing stock and the new developments are improving the overall quality of the retail facilities and thus taking up the spare spending capacity available in the catchment area, which the studies in the 1980's had indicated was going out of the area to other centres.

PART 5 : THE STRUCTURE PLAN CONTEXT

- 4.5.1 Five policies in the Joint Structure Plan are of relevance to the retail sector.
- 4.5.2 Policy 8 recognises the function of town centre refurbishment as an important part of the process of addressing the economic problems of the Furness area. This is linked to Policy 4 , which is concerned with upgrading the quality of the environment in towns for the benefit of residents, visitors and the economy.

- 4.5.3 Barrow town centre is considered to be one of Cumbria's major town centres. Securing the long-term vitality and viability of these centres is the subject of Policy 45, while Policy 46 deals with the other town centres where general improvements and development of an appropriate scale is to be encouraged.
- 4.5.4 It is recognised in policy 49 that large scale out of town retail stores are the most appropriate way to trade in certain circumstances, however, in line with government guidance it gives priority to town centre locations for new retail developments.

PART 6 : VISION FOR THE NEW PLAN PERIOD

- 4.6.1 Much activity is envisaged in retailing over the coming period, particularly in Barrow town centre, which is undergoing a substantial programme of regeneration.
- 4.6.2 The comprehensive redevelopment of the Preston Street/Forshaw Street area has provided around 20,000 sq. metres of modern, high quality, town centre floorspace, with the associated street environment. This is to be complemented by various schemes throughout the town centre to be funded through the town's successful Single Regeneration Budget Challenge Fund Bid. This focuses most development initiatives on the central core of Barrow, primarily along Abbey Road and Duke Street. Among its schemes are:

- the employment of a town centre manager
- installation of CCTV and Radio Link systems
- the development of a new Town Square and the associated refurbishment of the Forum 28
- creation of a short stay car park
- provision of improved street furniture, paving etc.
- provision of an improved 'Shopmobility' scheme
- improvement of town centre signage
- upgrading of shop fronts.

The intention is to implement these schemes over a three year period starting April 1996. A Town Centre Manager began work in the summer of 1997 and a Town Centre Strategy has since been produced and adopted by the Council.

- 4.6.3 Outside of Barrow town centre, the priority is to maintain and improve access to local shops and facilities in village and neighbourhood centres.

PART 7 : AIMS

4.7.1 The aims with regard to the retail sector, therefore, are:

- (A) To strengthen the role of Barrow town centre as the principle shopping centre serving South West Cumbria.
- (B) To strengthen the vitality and viability of Barrow town centre by encouraging a wide range of attractions and amenities for both residents and visitors.
- (C) To continue to upgrade the environment of Barrow town centre so as to provide an attractive, well designed, safe and vibrant shopping centre.
- (D) To ensure that good access to attractions and amenities in the town centre of Barrow is maintained and improved for all persons who depend on it by whatever mode of transport they use.
- (E) To maintain and enhance the provision of local shopping facilities throughout the Borough.
- (F) To continue to increase the provision of modern retail floorspace, to accommodate a wide range of types of shop in appropriate accessible locations.
- (G) To provide a compact shopping core which is sustainable for the future.
- (H) To continue to support investments in the development or refurbishment of existing buildings.
- (I) To maximise the opportunity to use means of transport other than the car.

PART 8 : GENERAL STANDARDS POLICY

4.8.1 Shopping is an activity carried out by all of us, out of necessity and for recreation. The shops themselves contribute to a location in various ways, not merely to the economy but to its character and appearance and attractiveness to residents, tourists and potential investors. For these reasons Policy C1 sets down the standards expected of new and redeveloped retailing facilities, to ensure they do not have a negative impact on their locality and hopefully contribute positively.

POLICY C1

All new and redeveloped retail facilities will be expected to:

- *achieve high design standards, taking into account the character of the surrounding area and the requirement to maintain or enhance Conservation Areas and their settings;*
- *where practicable, provide adequate access for people whose mobility is impaired;*
- *result in no loss of or detriment to: important areas of amenity open space; interests of wildlife, landscape or nature conservation importance; or trees or landmarks of importance to local character; and*
- *provide an acceptable level of car parking in accordance with the Cumbria Parking Guidelines, except in cases of redevelopment where present levels must at least be maintained.*

PART 9 : TOWN CENTRE PRIORITY

4.9.1 Town centres are generally the most accessible parts of a settlement to most people, as they tend to be the focus of the public, as well as the private transport systems. They tend to have the greatest diversity of facilities and choice and provide the benefits of competition to shoppers. In the Borough and for a wider catchment, Barrow town centre is the major shopping centre. Dalton also has sufficient range of facilities to be considered a town centre. In order to protect and enhance their vitality and viability as is emphasised in PPG6, a hierarchical approach will be taken towards the town centres. Where it can be shown, by the applicant that a central location is not appropriate and this is accepted by the Authority, the next option is an edge of centre location within a reasonable walking distance and where public transport access is still an option. The type of development, for which a central location is not appropriate, is likely to be one where the development or its servicing and car parking space requires a size of site that is not available in the town centre, or one which requires the transfer of bulky goods to customers' cars. Out of town locations will be the exceptional circumstance and will require a written justification from the applicant.

POLICY C2

New retail development will be permitted in town centres. Where it is demonstrated to be justified for any retail development to be located out of a town centre the first alternative should be an edge of centre site, defined as within 300 metres of the town centre, with an out of town site being the least preferred option. Any retail development outside the town centre, whether it be edge of centre or out of centre, must be justified by the applicant on grounds of need. In the case of Barrow an edge of centre area has been allocated under Policy C4 although other edge-of-centre developments will be permitted provided they comply with the criteria of Policy C3.

PART 10 : OUT OF TOWN CENTRE APPLICATIONS CRITERIA

4.10.1 A policy requiring pre-letting, to named retailers was introduced by the Planning and Environment Committee in 1989 to help prevent speculative applications in the retail sector. It is felt that the existence of vacant property or extant but undeveloped permissions may prejudice the successful renewal of the town centres. It continues to still be relevant in the light of the climate of Government opinion expressed in PPG6.

POLICY C3

Developments creating new retail floorspace (including conversions) outside the town centres that do not serve a local need or a special one, such as vehicle sales, that cannot be met in the town centre:

- a) Must be accompanied by a Retail Impact Assessment and a statement from the proposed retail operator of that development stating their firm intention to occupy that space subject to planning permission being granted;*
- b) Will be refused if they appear likely to prejudice the vitality or viability of the town centre as a whole; and*
- c) Subject to (b) will only be permitted if they are situated in a location which is, or can be made accessible by a range of means of transport other than the private car and which will not add excessively to the need to travel by private car, as well as satisfying other planning requirements, particularly with regard to the protection of residential amenity;*

PART 11 : BARROW TOWN CENTRE EDGE-OF-CENTRE AREA

4.11.1 Barrow town centre is a densely developed mix of retail, office, administrative, entertainment, industrial and residential uses. It is likely, therefore, that certain retail developments will not fit into its tight pattern and will, therefore, require an edge-of-centre site. In accordance with the advice in PPG6 it is considered prudent to allocate a specific area for such development. This will provide greater certainty to developers and will assist the channelling of public funds that are tied up in other initiatives for the substantial economic regeneration of the town.

4.11.2 The area considered appropriate is the one primarily characterised by industrial and warehousing uses at present along the western side of Walney Road, Hindpool Road and The Strand, to the north and south of the Cornerhouse Retail Park and Hindpool Retail Park. The Council will investigate the provision of assistance to land assembly in the area where the fragmented ownership currently limit the achievement of comprehensive development. Under the sequential test provided by PPG6 the area is also likely to prove suitable for leisure development.

POLICY C4

The area shown on the Proposals Map along Walney Road, Hindpool Road and the Strand is allocated as an 'Edge of Centre' area for retail developments, which for the purposes of Policy C2 are accepted by the Local Planning Authority as being incapable of being physically fitted into the town centre. The Highways Agency would consider any significant development of land along this length to have a material effect on the A590 trunk road and as such would require a Traffic Impact Assessment to be undertaken as part of any development proposal. This should be undertaken in accordance with current IHT guidelines and Highways Agency Policy. The TIA should identify any improvements to the trunk road and any other roads in the area that may be required in order to mitigate the effects of the development proposal, the costs of which would have to be met by the developer.

PART 12 : BARROW SHOPPING CORE

4.12.1 In order to maintain the vitality and viability of Barrow's centre it is important to identify its core area wherein an excess of non-A1 uses and frontages could have an adverse impact on its attractiveness as a centre. This area, after consideration of the types of retailing and size of units currently available and the pedestrian flows, are considered to be Portland Walk and the pedestrianised sections of Dalton Road.

4.12.2 Although some non-retail uses are acceptable in a shopping centre because they are used by shoppers on their shopping trips, a proliferation of such uses breaks up the shopping frontage rendering the centre less attractive to shoppers. They can be less attractive because they:

- a) Open at different hours from shops, e.g. banks and public houses.
- b) Offer a service rather than goods and for this reason do not need to be so close to car parks or bus services.
- c) Do not display goods for sale in their windows.
- d) Are not usually the motivation for a shopping trip but incidental to it.
- e) Offer a service restricted almost exclusively to account holders at that branch, e.g. banks and building societies.
- f) Attract only a minority of shoppers, e.g. betting offices, amusement arcades, insurance offices.
- g) Sometimes push up rents and property values to the point where smaller retailers are edged out from prime sites.

4.12.3 The terms ‘town centre for shopping purposes’ and ‘shopping centre’ refer to the areas allocated under Policies C5 - Barrow Shopping Core and C6 - Other Barrow Town Centre Shopping Areas.

POLICY C5

The area shown on the Proposals Map along Portland Walk and the pedestrianised section of Dalton Road is allocated as the Shopping Core. For proposals for non-retail (i.e. not A1) uses of the ground floors of properties to be acceptable, the Authority will require evidence from the developer that they will not be detrimental to the vitality and viability of the centre as a whole on the basis of the following criteria:

- a) The overall provision of non-retail uses within the Shopping Core and within the block in question and whether or not this has reached a level likely to damage the area’s character and vitality;*
- b) The number and proportion of vacant premises within the Shopping Core and the rest of the shopping centre;*
- c) An assessment of the need for the proposal to be sited in the area, as opposed to elsewhere;*
- d) The extent to which the non-retail use will attract significant numbers of customers to the Shopping Core;*
- e) The use of properties in the immediate vicinity of the application site; and*
- f) The size of the unit and its usefulness for Class A1 retailing.*

PART 13 : OTHER BARROW TOWN CENTRE SHOPPING AREAS AND MIXED AREAS AROUND THE TOWN CENTRE

4.13.1 The 1991 Local Plan divided the central area of Barrow into the Shopping Core, the Shopping Area, Mixed Areas and Transitional Areas, with varying degrees of tolerance of types of use and protection of residential amenity in each. This was primarily to deal with the period of transition and uncertainty until the major redevelopment in the Forshaw Street/Preston Street area had been carried out, which has now of course become Portland Walk.

4.13.2 Apart from the Shopping Core it is now proposed that there be two other areas: Other Barrow Town Centre Shopping Areas and Mixed Areas around Barrow Town Centre.

4.13.3 Within the other Barrow Town Centre Shopping Areas only uses appropriate in a shopping centre will be considered acceptable as other uses would break up the frontage rendering the centre less attractive to shoppers.

4.13.4 Within the Mixed Areas shopping and commercial uses will be allowed, within the Use Classes A1, A2, A3, B1, C1, D1 and D2 subject to the provisos stated in Policy C7. These Areas are intended to give flexibility in the growth of the town centre without harming other amenities and to encourage regeneration. There will also be flexibility to allow the conversions of commercial property to residential use where this assists the bringing back into beneficial use of a vacant property.

POLICY C6

On the ground floors of premises within the other Barrow Town Centre Shopping Areas only retail uses in Class A1, A2 and A3 will be permitted. Conversion of upper floors to residential use will be allowed where this will assist the regeneration of the area and will bring back into use a vacant property, subject to the application of the criteria contained in Policy B5 and the site being capable of providing an acceptable residential environment for future occupiers.

POLICY C7

Within the Mixed Areas around Barrow Town Centre the Authority will allow shopping or commercial uses where this does not adversely affect immediate residential neighbours and meets normal planning standards. The Authority will also allow conversions to residential schemes, particularly on upper floors, where this will assist the regeneration of the area and will bring back into use a vacant property, subject to the application of the criteria contained in Policy B6 and the site being capable of providing an acceptable residential environment for future occupiers.

PART 14 : DALTON TOWN CENTRE

4.14.1 The Authority believes that it is important to stabilise Dalton as a shopping centre. This is firstly because there is a sustainability argument in retaining as wide a variety as possible of facilities and commercial activities for local people and the rural hinterland. Secondly, there will be economic benefit from the diversification to the local economy that would result from the enhanced tourist potential of a range of shops and services appropriate to an historic market town.

4.14.2 Dalton is obviously a much smaller town than Barrow and in consequence the retail policies for its centre cannot be couched in the same way. The gradations imposed on Barrow under Policies C5-7 are not appropriate. Instead it is proposed that the broad town centre area be identified as such with a policy therein for the protection of existing Class A1 retail premises.

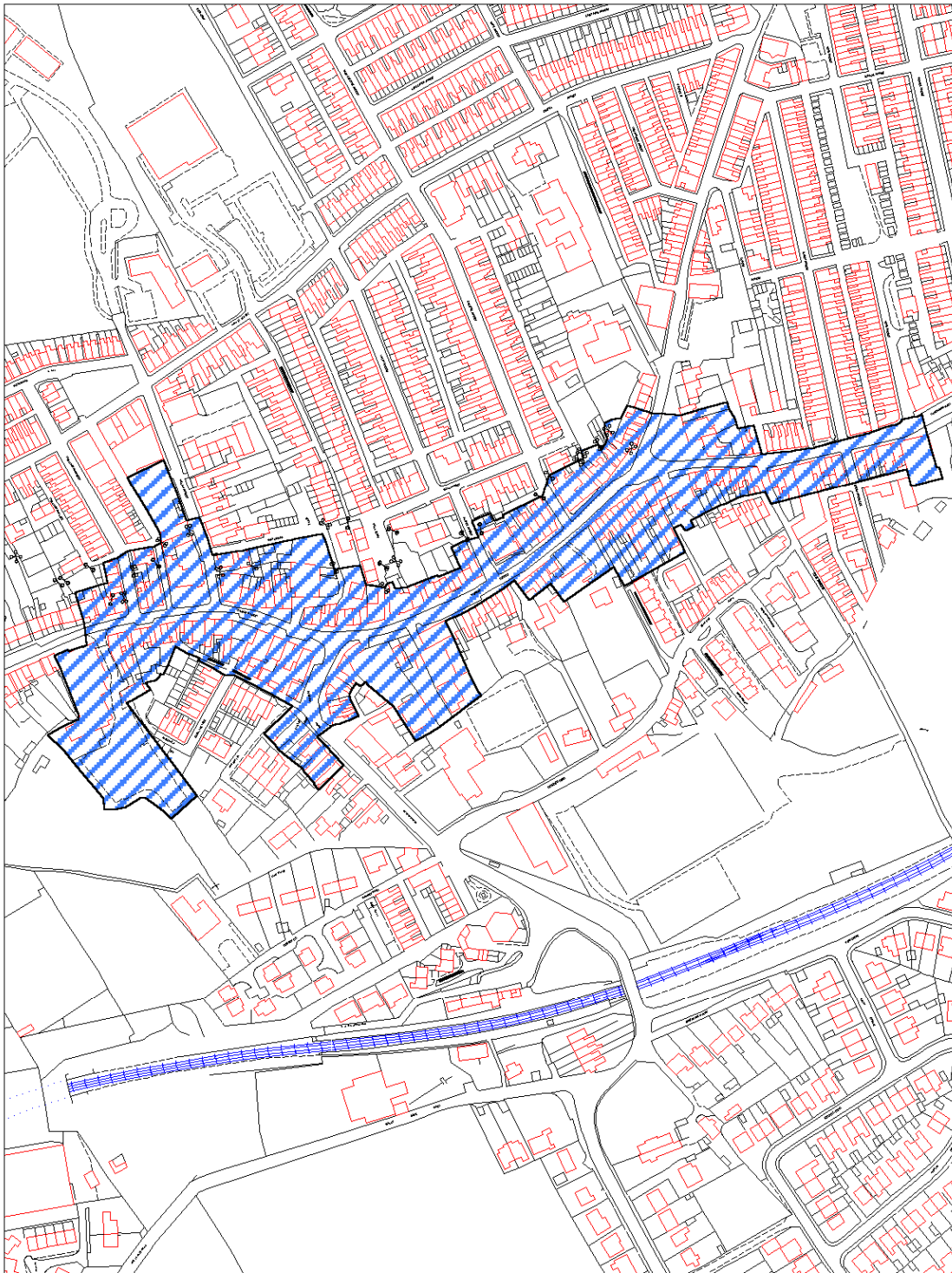
POLICY C8

For proposals for the change of use of Class A1 retail premises within the Dalton Town Centre Shopping Area to be acceptable, the Authority will require evidence from the developer that they will not be detrimental to the vitality and viability of the centre as a whole on the basis of the following criteria:

- a) The overall provision of non-retail uses within the centre and within the block in question and whether or not this has reached a level likely to damage the area's character and vitality;*
- b) The extent to which the non-retail use will attract significant numbers of customers to the centre;*
- c) The use of properties in the immediate vicinity of the application site;*
- d) The size of the unit and its usefulness for Class A1 retailing; and*
- e) The impact of the proposed use on residential amenity for the surrounding area.*

Any application must be accompanied by evidence to show that the retail use is no longer viable and that the premises have been advertised, at a realistic price, for a minimum of 12 months.

4.14.3 The Authority is concerned that commercial uses in the main shopping street of Dalton are interspersed with dwellings to an extent that any further hot food take-aways will be to the detriment of the residential amenity by virtue of night-time disturbance from customers and traffic, smells and litter.



BARROW-IN-FURNESS LOCAL PLAN REVIEW 1996-2006

Plan 38: Dalton Town Centre Shopping Area

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POLICY C9

The Authority will not allow any more hot food take-aways in Dalton Town Centre in locations adjacent to dwellinghouses or where there would otherwise be an adverse impact on the amenity of the area. Where a take-away is found acceptable it will be subject to a requirement that its opening hours be restricted to 0700 to 2300.

PART 15 : NEIGHBOURHOOD AND RURAL SHOPS

4.15.1 While the town centre of Barrow and the major edge and out of centre retail stores constitute the bulk of the Borough's retail provision, local neighbourhood shops have a vital role to play in rural areas and suburban residential areas. These provide a valued, convenient service to these groups in the community who have limited opportunity to use the town centre, for various reasons - elderly, those without access to a car, etc. Similarly post offices and public houses make important contributions to local community life.

4.15.2 In rural areas, as is set out in PPG7 and the recent White Paper 'Rural England', the Government is seeking to diversify and strengthen the rural economy, so that people can live and work in rural communities without being dependant on nearby towns for employment, social facilities and other functions including shops. As well as providing a more convenient lifestyle for all rural residents and a community focus, this can reduce the need to travel, thus reducing pollution, while contributing to the local economy. Therefore, the Council will seek to encourage and protect neighbourhood and rural shops.

POLICY C10

Small scale retail developments in rural villages and within the local centres shown in Table 12 will be permitted where it is shown to the Authority's satisfaction that they cater for a recognised local need, subject to Policy C1 and satisfying other planning requirements.

POLICY C11

Applications for the change of use of retail outlets, post offices and public houses that serve a recognised local need in rural areas and suburban residential neighbourhoods must include evidence that the retail use is no longer viable. This would include the premises being advertised, at a realistic price, for a minimum of 12 months, that no reasonable offer has been refused and that evidence is provided to show the property has been advertised on the open market at least four times in local media at roughly equal periods over the year.

PART 16 : FARM SHOPS

4.16.1 Farm shops can make a valuable contribution to the level of services available in rural areas, and are an element of agricultural diversification, as such the Council wishes to encourage their development. Where the shop is ancillary to the agricultural use of the property, no change of use application is required as a material change has not taken place. If a significant amount of the produce sold is imported to the shop (or bought in from separate units of the same agricultural business), or has undergone any processing either on or off the property, then a change of use is required. One illustration of the reasoning behind this is that where produce is imported to a farm shop, a notable increase in traffic flow will occur.

POLICY C12

Proposals for farm shop developments will be considered acceptable provided that they are primarily concerned with the sale of fresh local produce, that the enterprise does not threaten the viability of a nearby village shop and that there will not be an adverse increase in the traffic flow along the local highway network.

PART 17 : TAKE-AWAYS AND RESTAURANTS

4.17.1 Hot food take-aways and restaurants in the Borough are a valued and popular recreational resource providing a service to both residents, business visitors and tourists. They are an asset to the town centre contributing significantly to the vitality and viability of the centre as is emphasised through PPG6. Unfortunately, due to the smells, fumes and late night demand, they can be a particularly anti-social development when in close proximity to residential properties. The opening time limitations set out in these policies seek to protect the amenity of residential areas, while catering for demand in the town centre where late night uses are well established and there will be minimal additional residential disruption.

4.17.2 The policies below are in line with those from the previous Local Plan which have consistently been successfully defended on appeal.

4.17.3 The Authority has been successful in recent years in concentrating late night activity along Cornwallis Street and it is now considered reasonable to also allow restaurants and take-aways there to operate on the same hours as the nightclubs.

POLICY C13

Within the Barrow Shopping Core and Other Barrow Town Centre Shopping Areas, as allocated under Policies C5 and C6, applications for hot food take-aways and restaurants will be subject to a requirement that their opening hours be restricted to 0600 to midnight.

POLICY C14

Within the Mixed Areas around Barrow Town Centre, as allocated under Policy C7, hot food take-aways and restaurants will, subject to their impact on neighbouring residential properties being considered acceptable and to other planning policies, be subject to a requirement that their opening hours be restricted to 0700 to 2300 hours. An exception will be made for Cornwallis Street where restaurants and take-aways will be allowed to operate on the basis that customers can be admitted until 0200.

POLICY C15

Within established neighbourhood centres, other than the town centre shopping area of Dalton, applications for hot food take-aways and restaurants will be judged against the following criteria:

- a) There must be no neighbouring purely residential property and their general impact on surrounding residential properties must be considered acceptable; and*
- b) Adequate parking space must be available nearby.*

They will be subject to a requirement that their opening hours will be restricted to 0700 to 2300 hours.

POLICY C16

Outside established shopping centres applications for hot food take-aways and restaurants will be refused, other than where a special need case can be made to the Authority's satisfaction and the site is on a busy through road, within a concentration of commercial property and with adequate parking space available nearby.

PART 18 : PETROL FILLING STATIONS AND ROADSIDE FACILITIES ALONG THE A590

4.18.1 In the 1991 Local Plan the area around the proposed Elliscales roundabout on the Dalton By-pass was allocated for a stand-alone petrol filling station, though without being site specific. Since no applications have come forward either prior to or since the opening of the By-pass it seems that demand is not as strong as envisaged at the time of that Plan.

4.18.2 The Authority, therefore, feel that there is no need to break with the general policies protecting the open, undeveloped countryside from development for this type of facility. Instead it favours their provision within the more urbanised section of the A590, to the west of the roundabout where the by-pass meets Park Road, preferably inside the 40 mph speed limit. Hot food outlets, well separated from any residential development, are expected to be an integral part of any large scale, edge-of-centre retail or leisure development with associated car parking.

POLICY C17

24 hour operation of roadside facilities including hot food outlets that satisfy all other criteria of this Plan will be considered in urban locations along the A590 where there is minimal impact on residential amenity, subject to the submission of a Traffic Impact Assessment and the funding by the developer of any highway improvements identified as necessary by the TIA. Such facilities must be of a scale whereby the Authority are satisfied that they will not threaten the vitality and viability of a town or neighbourhood centre.

PART 19 : USE OF BUILDINGS FOR ONE DAY SALES

4.19.1 The use of non-Use Class A1 premises such as hotels and public halls in locations outside town centres for the sale of similar goods on a regular basis could have an adverse effect on the vitality and viability of those centres. They could also cause a lack of support for the markets that form integral parts of those centres.

POLICY C18

Applications for the holding of one-day sales in non-retail premises will be permitted provided that:

- (a) the premises are in a town centre;*
- (b) unacceptable nuisance is not caused to neighbouring residential properties;*
- (c) adequate car parking is available in the vicinity; and*
- (d) the temporary use does not constitute the main use of the building.*

PART 20 : CAR BOOT SALES

4.20.1 In May 1997 the Authority adopted a policy with regard to car boot sales held at schools. The criteria it set out have been reviewed and found to be appropriate for general applications.

POLICY C19

Applications for the holding of car boot sales on land for more than 14 days per year will be permitted provided that:

- (a) the site is on a main distributor road, with access taken directly from it, and with enough on-site car parking to accommodate the needs of both traders and customers;*
- (b) there would be no harm to the living conditions of nearby residents; and*
- (c) the use would not harm the vitality and viability of a town centre.*

PART 21 : REAR SERVICING

4.21.1 Whether in a pedestrianised area or not it is better to segregate delivery lorries from the shopping public for safety reasons and to improve shopping amenity. Such provision can also help to improve the efficiency of retail units as they can receive deliveries directly into their storage areas.

POLICY C20

The Authority will expect the provision of rear serving for any new or substantially refurbished retail units where feasible.

CHAPTER 5: ENVIRONMENT

PART 1 : GENERAL INTRODUCTION

5.1.1 The general context for this section is provided by the Sustainability Strategy, which was set out in the Introduction. This section is divided into four main categories:

- Landscape Conservation
- Nature Conservation
- Urban Design and Visual Amenity/Townscape and Conservation/Archaeology/Open Space and Landscaping/Advertisements and Shop Fronts
- Other Environmental Considerations (Energy and Telecommunications, Pollution, Remaining Sustainability Issues).

5.1.2 Most of these matters were dealt with in Sections F, Townscape and Conservation and H, Conservation and Recreation, of the 1991 Local Plan. Since then interest in the environment and green issues has grown considerably and expressed itself in a general desire to ensure that development is sustainable. This interest resulted in the Rio Earth Summit and the Government White Paper “This Common Inheritance” and has led to the gradual dawning of the Local Agenda 21 process and growing emphasis on environmental conservation. For planning it has caused an explosion of advice expressed in a series of PPGs that have to be taken account of in the Local Plan process:

PPG 7 The Countryside - Environmental Quality and Economic and Social Development

PPG9 Nature Conservation

PPG15 Planning and the Historic Environment

PPG16 Archaeology and Planning

PPG17 Sport and Recreation

PPG19 Outdoor Advertisement Control

PPG20 Coastal Planning

PPG22 Renewable Energy

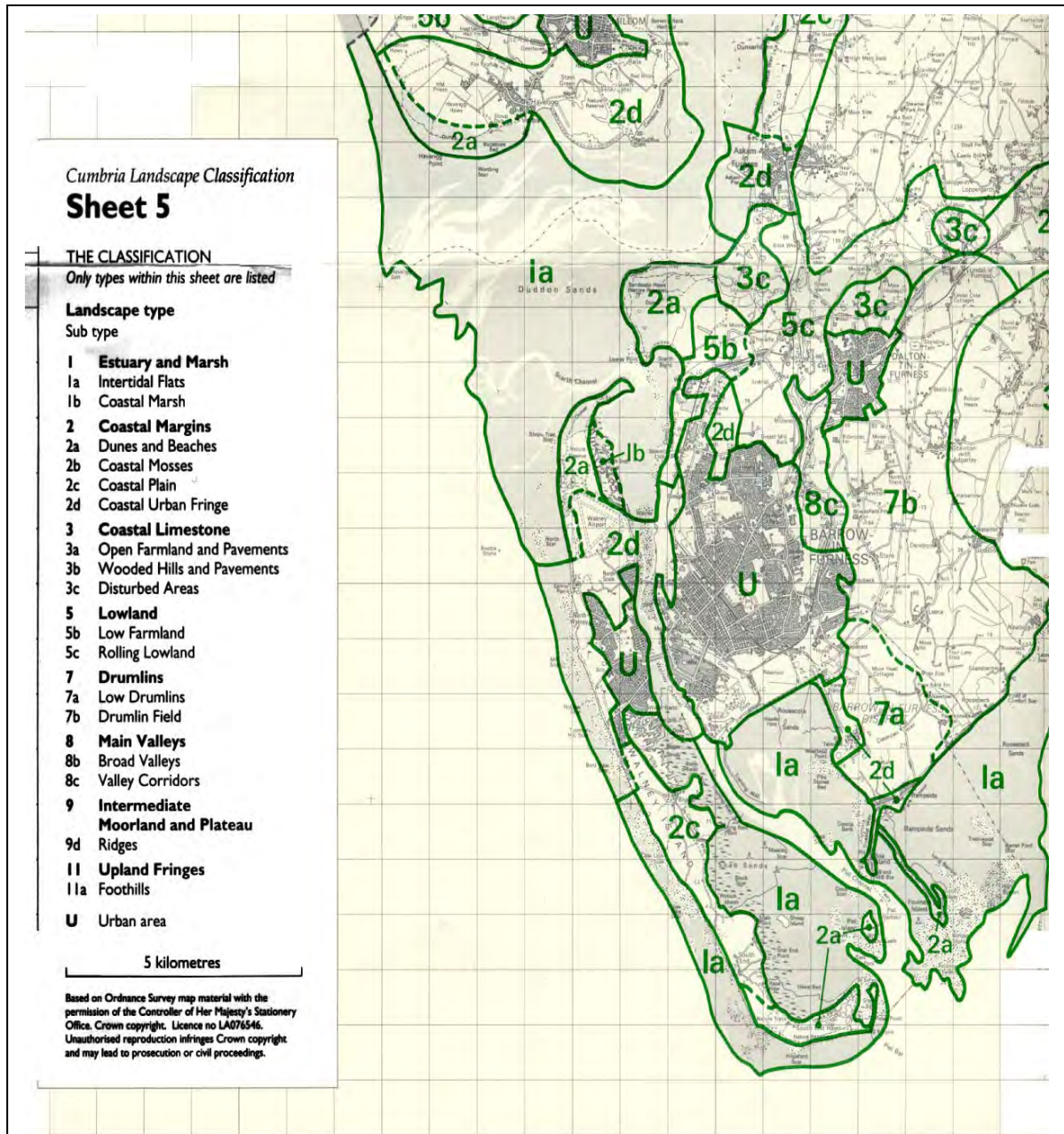
PPG23 Planning and Pollution Control

PPG24 Planning and Noise

PART 2 : LANDSCAPE CONSERVATION

A. The Countryside in General

5.2.1 The quality of the rural landscape is partly what attracts people to venture out of towns. The Borough is fortunate in having a variety of landscapes ranging from coastal scenery to moorland. A landscape appraisal of the Borough was commissioned from Cumbria County Council at the time of the original Local Plan to provide guidance on the quality of local landscapes, proposals for the protection of the



Plan 39 : Extract For the Borough From 'Cumbria Landscape Classification.' Cumbria County Council, October 1995

most important areas and identification of areas where landscape improvements should be a priority. The County Council has also now taken this type of work forward into a County-wide Landscape Strategy, produced in association with the District Councils, landowners and other bodies with an interest in the landscape. The guidance in this Strategy will relate to the various landscape types identified in the County Council's Landscape Classification published in October 1995. The classifications for the Borough area feature in Plan 39. The Authority will also, when considering development proposals, have reference to Countryside Character as defined in the Countryside Commission's policy statement 'Planning for Countryside Quality.'

Main Aims

5.2.2 The priority principles with regard to landscape conservation are:

- a) To identify areas where the needs of nature conservation, recreation and landscape conservation will be major considerations in conflicts over land use;
- b) To protect the most important areas for nature and landscape conservation from development;
- c) To identify priority areas for landscape enhancement;
- d) To provide guidance for the location of recreational activities in the countryside; and
- e) To protect, increase and enhance the Borough's limited areas of woodland.

5.2.3 Central Government guidance to local planning authorities and the policies in the Structure Plan seek to control development in the countryside for a number of reasons:

- to protect the landscape from intrusive and sporadic development;
- to conserve the best and most versatile agricultural land;
- to prevent towns and villages extending beyond acceptable limits;
- to avoid and reduce the need to travel;
- to avoid the need for costly infrastructure to serve isolated development, and
- to protect valued countryside for its own intrinsic qualities.

- 5.2.4 Any exceptions to these restrictions will be made in accordance with other Structure and Local Plan policies concerning housing, diversification of the rural economy, employment, tourism, etc. or where development is essential in the interests of agriculture. Proposals that may also come forward which would be of major benefit will be assessed against the criteria of Policy 54 of the Structure Plan, as these provide a good test for developments of both national and regional importance;

Structure Plan Policy 54 – Major Projects

Major developments that are more national than local in character and have significant environmental effects will only be permitted where:

- (a) The sum of national, regional and local benefits is shown to clearly outweigh any harm or risks to the local or wider environment;
- (b) The proposed scheme will be carried out in such a manner as to cause the least practicable harm;
- (c) Direct and indirect adverse impacts during construction and during operation (including those from the winning and working of construction materials, the disposal of waste and their transportation) are minimised; and
- (d) They do not harm areas or features of national conservation importance where it can be demonstrated that the benefits that would arise clearly outweigh the international or national conservation value of the interest affected.

- 5.2.5 Government advice in PPG7 *The Countryside - Environmental Quality and Economic & Social Development* is that the countryside should be safeguarded for its own sake and non-renewable and natural resources should be afforded protection. The term "countryside" is defined as including open fields, woodland and water areas, as well as isolated buildings, small rural settlements and groups of buildings outside the "residential cordons" of villages. Some of the latter categories would be classed as the developed countryside in the Structure Plan and, therefore, not subject to the same degree of protection. The Authority feel that a different line is appropriate to the Borough as its countryside areas are closely intermingled with urban areas and urban influences and thus subject to greater pressure. Furthermore the developed countryside in consequence enjoys an accessibility to towns and villages that allows development to be concentrated more easily into those towns and villages than elsewhere in Cumbria. This was the interpretation placed in the 1991 Borough Local Plan's comparable Policy (H1) and it has been successfully defended at appeal on a number of occasions, with some of the sites being in what the County Council would have classed as 'the developed countryside'.

POLICY D1

The Borough's countryside will be safeguarded for its own sake and non-renewable and natural resources afforded protection. Development will be permitted in the countryside only where there is a demonstrable need that cannot be met elsewhere. Where necessary development is permitted any adverse effect on the rural character of the surroundings should be minimised subject to the development's operational requirements.

B. County Landscapes

5.2.6 These areas are designated in the Structure Plan as a recognition of their distinctive features and of their topographical, visual, cultural or historic importance. This designation replaces the Areas of Great Landscape Value in the 1991 Plan. The Structure Plan policy concerned with County Landscapes (Policy 12) states that:

“Development and other land use changes detrimental to the distinctive character of designated County Landscapes will not normally be permitted. Development required to meet local infrastructure needs which cannot be located elsewhere, will normally be permitted, provided it is sited to minimise environmental impacts and meets high design standards.”

POLICY D2

Development harmful to the distinctive character of designated County Landscapes, as indicated in the Proposals Maps, will not be permitted. Development justified on grounds of need that cannot be located elsewhere will be permitted provided that it is sited to minimise environmental impacts and meets high standards of design.

C. Local Landscapes

5.2.7 These areas are not designated at County level because their size is of a more local significance. However, this does not diminish the value of their character and environmental quality, and their need for protection. For details of the specific aspects of the landscape character that this policy seeks to protect, reference should be made to the Borough Landscape Appraisal document produced by the Cumbria County Planning Department in 1988. These areas are based on the Areas of Special Landscape Value in the 1991 Local Plan. They have, however, been varied by deletion of the sections of the valleys through which the Dalton By-pass now passes. This was based on a re-appraisal of the area that forms Appendix 7.

POLICY D3

The following areas are designated as Local Landscapes:

- a) *Furness Abbey and Mill Beck Valley;*
- b) *Goldmire and Hagg Gills Valley; and*
- c) *Poaka Beck Valley, north of Dalton.*

In these areas priority will be given to landscape conservation and, therefore, development or land use changes detrimental to their distinctive character as Local Landscapes will not be allowed. Where development proposals are of major economic, social or environmental benefit and cannot be located elsewhere they will be considered, provided the siting minimises adverse environmental impacts and that it meets high standards of design.

These areas are also covered by Policy D1.

D. Green Wedges

5.2.8 This policy is carried forward from the 1991 Plan as it has proved successful in keeping important green spaces in the Borough's urban areas for formal and informal recreation, providing visually open areas and separating areas of development. The boundaries of the Green Wedges have undergone some adjustments to reflect the changing patterns of development since the previous Plan was devised.

5.2.9 For the Mill Beck Valley the area has been extended westwards to Flass Lane and the land to the north of the allocated housing site under Policy B1 has been included. At Dalton the whole area south of the By-pass, between Askam Road and Ulverston Road is now included. The Authority consider that this approach is preferable, in the local context, to that adopted by other authorities in Cumbria and favoured by the CPRE, of placing strict development cordons around urban areas. The justification for this is set out in Appendix 8 on Development Cordons.

5.2.10 The aim of Policy D4 is not to prevent all development but to ensure that any necessary development does not detract from the purpose of the green wedge. Should existing buildings become surplus to requirements they would be considered as a brownfield development opportunity within an otherwise open area. Redevelopment of existing buildings would be permitted provided that it did not increase the scale of existing built development or harm the green wedge setting. And, subject to satisfying any other policy criteria in the plan. In defining the boundaries of green wedges, built development at the edges has generally been excluded. In the case of buildings set within the open area it would be inappropriate to exclude such buildings as isolated 'holes' in the designation.

POLICY D4

The following areas have been designated as Green Wedges:

- a) *Mill Beck Valley*
- b) *Roosegate*
- c) *Land separating Ormsgill and Hawcoat*
- d) *Land north of Dalton*
- e) *Land between North Walney Estate and North Vickerstown*
- f) *Land at Anticross*
- g) *Land north of Flass Lane*
- h) *Land at Clovelly Terrace*

Development within Green Wedges that would detract from their value as a setting for recreation, providing important urban space and visual relief and contrast between residential areas would not be permitted.

E. Dalton / Barrow Separation

5.2.11 Structure Plan Policy 14 on the coalescence of settlements states that:

“Development will not normally be permitted which would result in an unacceptable reduction in the separation of towns and their surrounding settlements.”

5.2.12 This is particularly pertinent to the area between Barrow and Dalton, where there are neither, limits to development cordons or a green belt policy in place. This area is dominated by the Furness Abbey Local Landscape area, which as well as providing a valuable recreational and environmental resource assists with maintaining the settlement separation. There has also been a policy in place introduced in Committee minutes in 1986 prohibiting development between Newton Road and Long Lane on the basis of preventing settlement coalescence. However, it is felt that a comprehensive policy with this explicit purpose would provide a stronger basis for development control decisions.

POLICY D5

Land will not be released for development where this would result in a reduction in the clear separation of the settlements of Barrow and Dalton, unless:

- a) *It is essential for the needs of agriculture, forestry, local infrastructure or appropriate open air recreation and cannot be located elsewhere; and*
- b) *It does not significantly harm the rural character of the landscape.*

F. **Park Road Gateway Strategy**

- 5.2.13 In any town, the first impression made on visitors, whether they be shoppers, tourists or potential investors is the appearance of its main approach routes. Due to Barrow's location at the end of the Furness Peninsula, there is only one main road, the A590(T), providing great potential for creating and controlling the impression presented to all our visitors.
- 5.2.14 Following the completion of the Dalton bypass, the main route into Barrow has shifted from Abbey Road to Park Road. Along the Bypass the visitor is faced with the spectacular panoramic view of the town and the surrounding countryside, however, the town is then let down by the neglected appearance of Park Road.
- 5.2.15 These issues are dealt with in the Channelside Enhancement Strategy, the proposals of which are fully supported here.

POLICY D6

Development along Park Road and Walney Road will be required to provide for:-

- a) The co-ordination of commercial signage to present information in a clearer, more professional manner*
- b) The implementation of a comprehensive landscaping scheme;*
- c) Maintenance of verges to a high standard; and*
- d) The shielding of unsightly views and vacant sites.*

G. **The Coast**

- 5.2.16 PPG 20 provides guidance on the coastal zone. It advises that local authorities should recognise the need to protect remaining areas of nature conservation value within the developed coast. The PPG states that where the coastal zone is only a small part of the territory of the local authority, it is reasonable to expect the provision of land for housing and industry to be made elsewhere, and that the undeveloped coast should not be expected to accommodate new development which could be located inland or in existing developed areas. However, in the Borough of Barrow-in-Furness, a very large proportion of land is within the coastal zone and for this reason, should exceptional demand arise, an area of the undeveloped coast may be released for development, and any development will require the submission of an environmental impact assessment prior to any possible release of land.
- 5.2.17 Much of the length of the coast is in fact already afforded extra protection due to the presence of the extensive SSSI designations of international and national nature conservation importance.

5.2.18 Because almost all of the Borough's coast is of importance to local, national or international nature conservation interests, development will be resisted that does not respect the natural processes at work in the area. The Shoreline Management Plans (SMP) being prepared for Rossall Point to St. Bees head (Duddon Estuary) will provide a strategic framework for the development of sustainable policies for coastal defences, based upon the natural coastal processes. The SMPs will guide this Plan and developments that are not consistent with the SMP policies will be resisted.

POLICY D7

The coastal zone will be protected from development, unless that development is considered to provide significant economic, social or other benefits to the area and it could not be accommodated as satisfactorily elsewhere. Development will not be permitted in the coastal zone that would be likely to:

- 1. Increase the risk of flooding, coastal erosion or instability through its impact on natural coastal process; or*
- 2. Prejudice the capacity of the coast to form a natural sea defence or adjust to changes in conditions without risk to life or property; or*
- 3. Increase the need for additional sea walls or other civil engineering works for coastal protection purposes except where necessary to protect existing investment (or achieve the Council's strategic planning objectives); or*
- 4. Be prejudicial to local fisheries; or*
- 5. Have an unacceptable adverse effect on natural landscape character or be prejudicial to people's enjoyment and understanding thereof; or*
- 6. Have an unacceptable adverse effect on area of historic, conservation or wildlife importance; or*
- 7. Have an adverse effect on the recreation activities of the coastal zone.*

5.2.19 Access and Recreation - Where suitable development occurs in the coastal zone, this may provide an opportunity for the improvement of recreational use of the coast through the opening up of previously inaccessible land.

POLICY D8

Where practicable and where this does not conflict with the interests of nature conservation and agriculture, the Authority will seek, through the use of Section 106 Obligations, to arrange opportunities for public recreational access to the coast, particularly in order to provide walking/cycling routes.

PART 3 : NATURE CONSERVATION

- 5.3.1 Nature Conservation is an important part of putting the concept of sustainability into practice. Its aim is to ensure that our heritage of plants and animals, their habitats and natural features remain as large and diverse as possible. English Nature is the agency responsible in England for advising Central and Local Government on all aspects of nature conservation. In particular the agency is responsible for designating statutory sites of international and national importance and providing supportive statements on locally important sites, including statutory and non statutory designations.
- 5.3.2 Planning Policy Guidance Note 9 states that Local Plans should identify relevant international, national and local nature conservation interests and ensure that the protection and enhancement of those interests is properly provided for in development and land use policies.
- 5.3.3 The aim of the plan is to identify all nature conservation sites of importance in the Borough and provide a policy framework which enables any prospective development to conserve or enhance the nature conservation value of the Borough as a whole.
- 5.3.4 While the Council seeks to protect areas of nature conservation value, it should be recognised that this may not always be achievable. When situations come about which, under the policies of this plan, merit the approval of developments or land use changes which adversely affect the nature conservation value of a site the Council will seek to minimise the damage to the site.
- 5.3.5 Whilst affording protection to land with nature conservation value there are a number of sites within the Borough that have become derelict, vacant or under-used in previous years. Priority will be given to any developments on derelict, vacant or under-used land that include measures to improve the nature conservation value of a site.

A. Internationally Important Sites

- 5.3.6 Sites of international importance are recognised by Governments throughout the world as important sites for nature conservation. There are three main categories including as follows:

Ramsar Sites: Listed under the Convention on Wetlands of International Importance.
(Statutory designation is SSSI, Site of Special Scientific Interest)

Special Protection Areas (SPA's): Classified under the EC Directive on the Conservation of Wild Birds

Special Areas of Conservation (SAC's): These are to be designated under the EC Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora.

- 5.3.7 In October 1996 Morecambe Bay was classified as an SPA and listed as a ‘Ramsar’ site, as was the Duddon Estuary in March 1998.
- 5.3.8 Morecambe Bay, including part of the Duddon Estuary S.S.S.I is additionally a candidate 'Special Area of Conservation' (SAC) under the European Directive 92/43/EEC for the Conservation of Natural Habitats and of Wild Fauna and Flora. This means that it is still afforded the same level of protection as a designated site, to protect it from damaging development activities and land use changes in the interim period prior to possible designation.
- 5.3.9 Development and land use changes affecting sites of International importance will be subject to the most rigorous examination, reflecting the hierarchy of significance of the various types of designation as required in PPG 9. Proposals will be dealt with on the basis of Structure Plan Policy 18, which states:

“Development and other land use changes which are detrimental to nature conservation interests of international importance will not normally be permitted. Exceptions will be made only:

- a) Where an overriding public interest can be demonstrated to outweigh the international conservation interest; and
- b) Where the need for the development or land use change cannot be met in other locations where they would be less damaging or by reasonable alternative means.”

POLICY D9

Proposals for development or land use which may affect a European site, a proposed site or a Ramsar site will be subject to the most rigorous examination. Development or land use change not directly connected with or necessary to the management of the site, that is likely to have significant adverse effects on the site (either individually or in combination with other plans or projects), and which would affect the integrity of the site will not be permitted unless the authority is satisfied that:

- ***There is no alternative solution; and***
- ***There are imperative reasons of overriding public interest for the development or land use change.***

B. Nationally Important Sites

5.3.10 These sites are recognised by Central Government as having special nature conservation value in the interests of the nation and include the following categories :

National Nature Reserves (NNR) designated as SSSI's
Sites of Special Scientific Interest

Bird Sanctuaries

5.3.11 There are a number of nationally important sites in the Borough and these are:

National Nature Reserve (NNR)	- North Walney
Bird Sanctuary	- Foulney Island
Sites of Special Scientific Interest (SSSI)	- Morecambe Bay
	- Duddon Estuary
	- South Walney and Piel Channel Flats
	- Elliscales Quarry

POLICY D10

Proposals for development or land use changes affecting nationally important nature conservation interests will be subject to special scrutiny. Where development may have a significant adverse effect on the nature conservation interest or integrity of an SSSI it will not be permitted unless the need for development outweighs both the value of the site itself and considerations of the national policy to safeguard the intrinsic nature conservation value of the national network of such sites. In the National Nature Reserve and Foulney Island Bird Sanctuary particular regard will be paid to the individual site's importance.

In exceptional circumstances where development is permitted the council will use planning conditions and obligations to ensure the protection and enhancement of the site's nature conservation interest.

C. Sites of Regional, County or Local Importance

5.3.12 As well as international and nationally important interest in the Borough there are a number of other sites that have been identified as having nature conservation value. English Nature and other interest groups such as Cumbria Wildlife Trust and Cumbria Rigs group have an interest in these matters on a more local scale.

5.3.13 Locally designated sites must be of substantive conservation value to merit protection in this fashion in order to prevent the imposition of strict controls on development in too many locations and thus unduly stifle reasonable development.

The sites identified in this Plan are:

Local Nature Reserves (Proposed LNR)	- Ormsgill Reservoir
Regionally Important Geological/ Geomorphological Sites (Non statutory RIGS)	- Sandscale Haws - Hawcoat Quarry - Rampside Marsh - Dunnerholme Point - Greenscoe Quarry - Mouzell Mines - Greenhaume Road Cutting

POLICY D11

Development and land use changes which may have a significant adverse effect on an interest of local importance (i.e. Proposed and Statutory Local Nature Reserves and Regionally Important Geological/Geomorphological Sites and the Wildlife Sites set out in Para. 5.3.16) will not be approved unless the need for the development clearly outweighs the nature conservation value of the site.

D. Wildlife Sites

5.3.14 Outside the four sites of special scientific interest there were seventeen areas of Local Natural History interest shown in the 1991 Borough Local Plan, as follows

- a) Wet meadow, Sandscale Haws
- b) Reservoir and the hillock to the north, Project Furness
- c) Lower Ormsgill Reservoir
- d) Hawcoat Quarry
- e) Goldmire Valley
- f) Greenscoe Quarry
- g) Dalton Railway Cutting
- h) Marton Quarry
- i) Roosecote Moss
- j) Dalton/ Lindal mining area
- k) Walney Grasslands
- l) Sowerby and Park Road Woods

- m) Burlington Pits
- n) Abbotswood
- o) Stone Dyke
- p) Land at north-west corner of “Parklands” Estate, Askam
- q) The Pier, Askam

5.3.15 The Council recognises there remain areas outside the four designated SSSIs in the Borough that require special protection due to their ecological habitats. Whilst these areas of Local Natural History Interest have no statutory designation, they do, however, provide a valuable contribution to the natural environment, harbouring a diversity of wildlife and plants. To ensure the survival of these areas, the Council will continue to protect this rich wildlife heritage and resist development that is seen to be detrimental to their conservation interest.

5.3.16 In order to identify these areas, the Council commissioned Cumbria Wildlife Trust to carry out a new survey reviewing the above sites (5.3.14) and assessing others considered suitable, as part of the Trust’s Wildlife Sites Project. The Wildlife Sites Project is part of a nation-wide Wildlife Sites System. It is a Partnership Project in Cumbria with support from a wide range of organisations including English Nature, Cumbria County Council, the Environment Agency, WWF and local authorities. Liaison with landowners is a key part of the project. Advice on management and grants is offered as part of the project. Wildlife Sites are assessed against an agreed set of Wildlife Site Selection Criteria by a Selection Panel of ecologists in the county. Since the initial survey carried out at the time of the 1991 Borough Local Plan, three sites have been recognised to be of national importance to warrant SSSI status, (Wet meadow, Sandscale Haws, land at north west corner of “Parklands” Estate, Askam and The Pier, Askam) and two are now categorised by English Nature as Regionally Important Geological Sites (RIGS), namely Greenscoe and Hawcoat Quarries. In addition a further seven sites have been included. The completed revised list is as follows:

- a) Lower Ormsgill Reservoir & Cocken Pool
- b) Goldmire Valley (Excluding Millwood)
- c) Dalton Railway Cutting
- d) Stank and Roosecote Moss
- e) Dalton & Lindal Mining Area
- f) Walney Airfield Heath Walney Grasslands
- g) Sowerby & Park Road Woods
- h) Roanhead Mines
- i) Abbotswood
- j) Stone Dyke
- k) Askam Wood*
- l) Cragg Wood*
- m) Lots Pools*
- n) Rampside Golf Course*

- o) Hillock Whins*
- p) Willow Woods, Lenny Hill*
- q) Furness Golf Links*
- r) Salthouse Pool
- s) Millwood+
- t) Park Road Woods, East of Oak Lea Road+
- u) Biggar Bank+

* New sites recommended by Cumbria Wildlife Trust, following Wildlife Sites Project.

+ Sites classed as Local Natural History Interest in the 1991 Local Plan which the Authority still consider to be of wildlife interest but which are not now felt by the Wildlife Trust to conform to their Site Selection Criteria.

E. **Protected Species**

5.3.17 Many rare or vulnerable species are not restricted to habitats of high nature conservation interest. As protected species are a material consideration in making decisions on development it is important that a policy is included to prevent unnecessary loss of species diversity. Whilst badgers and seals are protected by separate legislation, the requirements of Articles 12-16 of the Habitats and Species Directive 92/43 EEC relate to the Conservation of Natural Habitats and of Wildlife and Flora. There is a need for the Local Planning Authority to consult with English Nature on any planning application affecting a protected species.

POLICY D12

Development or demolition that would significantly adversely affect animal or plant species protected by Schedules 1, 5 & 8 of the Wildlife & Countryside Act 1981 (as amended) will not be permitted. If planning permission is granted which may have an adverse effect on protected species the local planning authority will, where appropriate, impose conditions and/or will use its powers to enter into Section 106 Obligations to;

- i) Safeguard the survival of individual members of the species;*
- ii) Reduce habitat disturbance to a minimum; and/or*
- iii) Provide suitable alternative habitats.*

F. **Wildlife Corridors**

5.3.18 While the areas of particular importance for their individual characteristics receive recognition and protection through the designations above, this does not mean that no other areas merit some level of protection. Wildlife Corridors provide cover and a network of routes along which wildlife can travel, in relative safety, with access to relevant food sources and areas to shelter, linking a variety of habitats, and being perhaps more valuable in terms of sustainability and biodiversity than a series of isolated sites. These areas not only provide nature conservation benefits, but can also make positive contributions to the landscape, to recreation, education and the quality of life of local residents in a way that some of the designated areas above cannot due to their sensitive structures and rarity. The ecological benefit in maintaining the continuity of these areas would be enhanced by locating positive schemes for wildlife in them. The precise location of the Wildlife Corridors is identified on the Proposals Map.

POLICY D13

Proposals for developments or land use changes which adversely affect, direct or indirectly, the integrity of wildlife and landscape features such as hedgerows, ponds, woodland or continuity of the Wildlife Corridors will only be approved if the development cannot be accommodated elsewhere and the need for the development clearly outweighs the need to retain that particular section of the wildlife network. Where the development will result in the loss of trees or woodland or other wildlife features, the Authority will require the developer to submit a detailed landscaping scheme with the planning application, which must be completed as part of the development, and which must provide for the replacement of trees or other wildlife features lost as a result of the development.

G. **Community Woodland**

5.3.19 A major habitat creation project to be carried out over the plan period is the development of Walney Community Woodland as part of the Borough's overall Woodland Strategy. The woodland will provide a variety of benefits for local residents, maintaining the separation of the built up areas of North Vickerstown/North Scale and West Shore, serving as an educational resource and creating opportunities for a variety of recreational activities such as walking, cycling and riding. A similar scheme has been implemented on vacant land between Hawcoat Quarry and Cliffe Lane. These schemes and others will be evolved in partnership with the Forestry Commission, the Woodland Trust and other relevant bodies in order to promote and enhance countryside character.

POLICY D14

Land on North Walney and Hawcoat identified on the Proposals Map is designated as a Community Woodland. This will include the provision of recreational facilities for walking, cycling and horse riding to promote recreational activity and enhance the environment generally.

PART 4 : URBAN DESIGN AND VISUAL AMENITY

Townscape and Conservation

5.4.1 The Local Plan area contains a diverse range of residential suburbs, industrial areas, a small town and several villages. Each has its own character created by the buildings, the spaces between them and very often the interest shown by people in their community. The Local Plan aims to improve the environment of the Borough by conserving the heritage of the area and promoting and encouraging the 'greening' of the towns and villages.

Conservation Areas

5.4.2 The Local Plan area contains nine conservation areas and around 700 buildings listed for their historical or architectural importance. The conservation areas range from the Victorian modified landscape of the Furness Abbey area to the workers' suburbs of North and South Vickerstown. North Scale and Biggar conservation areas cover the original settlements on Walney Island; also designated are the rigid street layouts of the Town Centre influenced by Ramsden's plan for the town and the older parts of the villages of Lindal and Ireleth. Dalton is the ancient capital of Furness and the conservation area takes in the old centre based on the Castle and the Market Place.

5.4.3 The conservation areas contain mainly residential properties and the demand for housing has ensured that there are few problems of empty properties and dereliction, though this is a matter that will have to be reviewed over the Plan period. That is not to say, however, that there are no problems.

5.4.4 Since the time of the last Local Plan there have been a number of developments affecting conservation areas:

- a) A new conservation area was declared in 1993 based on the tenement blocks of Barrow Island.
- b) In Dalton there has been an Article Four Direction providing increased control over alterations to residential property (such a measure of control may also be considered to be justifiable by the Authority in other Conservation Areas in due course).

- c) Also in Dalton a Conservation Area Partnership Scheme with English Heritage ran from April 1995 to March 1998, with an enhanced grants package available.
- d) A Conservation Area Partnership for Central Barrow has been agreed in principle with English Heritage and the Heritage Lottery Fund, to run for three years from April 1998.

5.4.5 As part of the preparation for this Review the Authority has undertaken an analysis and review of its current conservation areas and of another that has potential to be considered for designation (Mount Pleasant/Storey Square, Barrow). This review forms an appendix, see appendix 9. The Authority intend to publicise a thorough review of its conservation areas, which will identify those which it believes should be extended, those amended and those deleted. This will also analyse additional areas, which have historic character and may merit designation, such as Mount Pleasant/Storey Square and the old villages of Hawcoat and Newbarns. It will also be subject to full public consultation. The Authority will then undertake the necessary formal designation process. The criteria to be taken into account will include their present historic interest and architectural character of their built elements, the quality of their overall environment, and the ability to interpret and appreciate these characteristics from the spaces within and outside them.

Listed Buildings and Ancient Monuments

- 5.4.6 The majority of the Listed Buildings in the plan area are concentrated in the conservation areas. They vary from houses to castles and include many farms and farm buildings. Grant aid from the Borough Council and English Heritage has been an important incentive in ensuring repairs respect the character of the building by the use of traditional materials and it is vital that such help continues to be available. An updated list was published by the Department of National Heritage in 1993.
- 5.4.7 There are four scheduled Ancient Monuments in the Local Plan area - Furness Abbey and precinct wall, Bow Bridge, Piel Castle and Dalton Castle. There are also a number of sites of local archaeological interest that require some protection.

Landscaping and Open Space

- 5.4.8 Barrow and Dalton are very tightly developed compared to many other towns. There are relatively few areas of open space and 'soft landscaping' (i.e. trees, shrubs and grass), particularly in housing areas built before the last War.

5.4.9 Various opportunities could be taken to remedy the lack of landscaping in the central area. There are many sites on Walney Road which would benefit from planting although due regard should be given to the security aspects of landscaping around industrial premises. This road will be of increasing importance as it now forms the main entrance into the town. Much of the town centre is tightly developed restricting the growth of mature trees but the space available on car parks (both public and private) gives the scope for trees to achieve full growth without causing significant problems. In the residential areas the impact of existing green sites can be increased by denser planting, new developments can incorporate planting and sites for planting can be found within existing housing areas and conservation areas.

Good Design

5.4.10 Since the original Local Plan considerable encouragement has been given to local authorities by Government and semi-Government bodies towards the inclusion in Local Plans of policies encouraging good design, in both town and country.

5.4.11 A keynote was provided by the publication of the Secretary of State's document "Quality in Town and Country" in 1994. This set out how the nation, as it emerges from recession, can expect to enjoy greater wealth through an improved quality of life.

5.4.12 In the preface there are three key phrases about Quality:

“1. Quality affects us all

Architecture is the only art form which is inescapable. Good urban design can reinforce a sense of community, whereas a depressing environment destroys local pride, attracts crime, deters investment and leaves people feeling powerless. Quality attracts quality, good design attracts life and investment and a strong community stands out against crime. So improvement of our buildings and the streets and spaces which they define will surely improve the quality of all our lives.

2. Quality is sustainable

Sustainable development is about how we develop in this generation without stealing from the next. It is about how we use the wealth from growth to build a better world - built to last. Sustainable development means a war on waste - of land, of energy and of travel time. Our urban areas cannot accommodate unlimited growth in road transport. Nor can our environment tolerate it. We need to find ways in the longer term of containing our dependence on the motor car and managing its impact on urban life.

3. Quality pays

Good quality is good economics. A quality building and environment will last. Short term costs must be faced and accepted in order to avoid greater long term costs of maintenance and replacement.”

- 5.4.13 The document promotes collective responsibility in order to achieve its aims. The quality of our surroundings depends not only on Government and developers, but upon companies, the professions, local authorities and individuals, “The responsibility for what is built, and where, is shared, as are the rewards which good quality bestows”.
- 5.4.14 Whilst the document is concerned with the quality of the entire built environment, including buildings in the countryside, its main focus is on urban areas, as this is where most people live and work, where most development takes place and where the greatest opportunities for improvement lie.
- 5.4.15 In terms of building design the document stipulated that quality should be sought both in buildings where the setting demanded a more conservation - related approach and in cases where a more innovative approach was appropriate:

“A new building is rarely viewed in isolation: people both see and use a building in context. It is important that new development recognises that context, which may mean the immediate neighbours, the street or square, or the building traditions of the wider area. Successful new buildings are often those that unselfconsciously integrate into their context, borrowing from local building techniques and using local materials. Yet there are always instances where something different is required. We should ensure that the planning system does not stifle responsible innovation and originality.”

- 5.4.16 In PPG1, General Policy and Principles, published in March, 1992, the Government re-emphasised that design was a material consideration for planning authorities and gave a broad overview in Annex A of the best principles for designers and authorities to achieve good design. New development should respect the character of their surroundings. The appearance and treatment of the spaces between and around buildings is of great importance and planning authorities should reject obviously poor designs which are out of scale or character with their surroundings. Development plans and guidance for particular areas or sites should provide applicants with clear indications of planning authorities design expectations. This advice has been reinforced by the inclusion of a fuller section on Design in the revised PPG1 published in February 1997 (Paragraphs 13-20). This new advice emphasises that the design of buildings and urban design are material considerations and in Paragraph 14 it gives a full definition of the concept of urban design.

5.4.17 Further encouragement to the achievement of good design, particularly in the countryside, was also given in 1996 by the instigation of the Countryside Commission's national programme, 'Design in the Countryside', which focuses on regional diversity, local distinctiveness and the harmony between buildings, settlements and landscape. For planning authorities the Commission want them to produce Countryside Design Summaries on a district basis as Supplementary Planning Guidance, to enable links to be made between building design and countryside character, and to identify principles that can be applied to the design of new buildings. They also wish to encourage community groups to produce Village Design Statements for their own villages.

Main Aims

5.4.18 The Authority's main aims are:

- a) To restore and improve the townscape, especially in the Conservation Areas.
- b) To encourage the full use of Listed Buildings and ensure that proposals to alter or change their use are not detrimental to their character or special interest.
- c) To encourage good design and quality developments.
- d) To encourage "hard" landscaping and the planting of trees and shrubs in suitable locations.

A. Listed Buildings, Conservation Areas and Design

5.4.19 Listed Buildings and Conservation Areas within the Borough have been designated as a result of their special architectural or historic interest being worthy of protection. This, however, does not mean that development cannot take place within them, rather that new development, where justified, should contribute to the special character of the building or area. Local planning authorities must consider whether the new development does this and in order to do this, full details will be required when planning applications are to be made.

5.4.20 The open spaces within conservation areas make a strong visual contribution to the character of the areas. The quality of the environment in these places often influences the public perception of the whole conservation areas. This is particularly relevant in the cases of:

Market Place and Tudor Square, Dalton;
The Green, Lindal;
Ramsden Square and Schneider Square, Barrow; and
St. Georges' Square, Barrow

Through the Bypass Demonstration Project, the environments of Market Place and Tudor Square have been upgraded. The other conservation area focal points will be enhanced through regeneration and planning initiatives as funding opportunities arise.

POLICY D15

Development within or affecting the setting of Conservation Areas will only be permitted where it preserves or enhances the character or appearance of the Area. In particular it should:

- 1. Respect the character of existing architecture and any historical associations by having due regard to positioning and grouping of buildings, form, scale, enclosure, detailing and use of traditional materials;*
- 2. Respect existing hard and soft landscape features including open space, trees, walls and surfacing;*
- 3. Respect traditional plot boundaries and frontage widths; and*
- 4. Respect significant views into or out of the Areas.*

Applications for:

- a) Listed Building Consent; or*
- b) Planning consent for alterations to un-listed buildings within Conservation Areas or new buildings affecting the setting of a Listed Building*

must show full details unless otherwise agreed with the Planning Authority.

5.4.21 In considering applications for demolition or part-demolition of listed buildings or buildings in conservation areas, the Local Authority must give consideration to the desirability of preserving the building in its setting and the effect of such a proposal in a conservation area. In certain circumstances the Local Authority may consider making a Section 106 Agreement with the applicant to ensure the after-use of such sites.

POLICY D16

The total or substantial demolition of a Listed Building or similar treatment to an un-Listed Building in a Conservation Area will only be permitted if:

- a) Every reasonable effort has been made to continue the present use or to find a suitable alternative use for the building;*

- b) *The demolition will not result in the loss of a building which is important to the setting of the Listed Building or another nearby Listed Building or the Conservation Area; and*
- c) *A detailed scheme for redevelopment of the site has previously been granted planning permission and a contract for the erection of a new building entered into, or the Local Authority is otherwise satisfied that the scheme will be implemented. Exceptionally, consideration of the importance of the building, the condition and the importance of any alternative use of the site following demolition may lead to consent.*

5.4.22 There are certain buildings within conservation areas, especially central Barrow and Dalton, which have been empty for some time and there are others in these and other conservation areas that may become empty over the Plan Period. It is important to ensure that they are kept in use and well maintained. The Council seeks to conserve these buildings and where necessary it will adopt a flexible attitude towards their use.

POLICY D17

Applications for the re-use of empty Listed Buildings or prominent buildings in Conservation Areas will be given favourable consideration provided the redevelopment will not result in the significant loss of the property's special architectural details or its historic fabric.

5.4.23 Alterations and additions to Listed Buildings should respect the scale, materials and form of the building. The Local Planning Authority would normally expect applications for Listed Building Consent to specify materials and detailing to be used in proposed development. Similar considerations would apply to the properties in the Dalton Conservation Area that are subject to the Article Four Direction.

POLICY D18

Alterations and additions to a Listed Building or those properties affected by the Article Four Direction will not be permitted if they adversely affect its character and setting or its architectural or historic features. In particular, the following alterations are likely to be unacceptable, particularly where they pose a conflict with the traditions of the building type or the area;

- a) *The use of non-traditional roofing materials;*
- b) *The use of uPVC or aluminium or other non-traditional materials or styles for windows and doors;*
- c) *Pebble-dashing, or rendering of any type where this would result in the loss of features such as stone-work or ornamental brickwork;*

d) *The removal of any special features such as ornamental ironwork, carved stonework or brickwork, etc; and*

e) *The use of uPVC gutters and downspouts.*

5.4.24 Whilst the implementation of this policy will result in an increased cost to property owners, the Borough Council will encourage those owners to apply for the relevant grants. Design guidance will be produced for the benefit of property owners.

5.4.25 The Town Hall is a major focal point in the town centre. Its present surroundings of a car park to the west and concrete market and halls building directly opposite to the east do not enhance it. The opportunity to create attractive open civic space should be seized in redevelopment. This would also help to make good the shortfall in open space in the town centre and give more of a sense of focus.

POLICY D19

Development in and around the area between the Town Hall and Lawson Street and between the Town Hall and Forum 28 should, if possible, create open civic spaces and enhance the setting of the Town Hall. The publicly owned and accessible open areas at the core of these areas are formally designated hereby as Civic Open Space.

5.4.26 In the 1991 Borough Local Plan certain gap sites were identified as detrimental to the townscape and having development potential. Alas they still remain as gap sites and the same considerations apply.

POLICY D20

The following sites in the Central Barrow Conservation Area are particularly identified as suitable for infill with buildings at a scale and design to complement adjoining buildings (subject to other planning criteria) -

- *Site of 116-118 Duke Street, Barrow (former Franchi building);*
- *Site of 57 Duke Street, Barrow;*
- *Site of 80-82 Duke Street, Barrow; and*
- *The Ramsden Square Bus Lay-by Area, Barrow.*

5.4.27 The importance given by PPG1 to design as a material consideration now merits the introduction of policies to ensure that development and infrastructure changes are carried out with adequate sensitivity to their surroundings. Development will therefore, be required to be related to the General Design Code, as follows:

Setting: the setting of any building should be carefully considered, whether in the countryside or in a built-up area. Attention should be paid to its impact on public views into, over, and out of the site. Those views should not be significantly harmed, and opportunities should be taken to enhance them or open up new views. In the countryside, or on the edge of towns and villages, buildings should be located to sit comfortably in the landscape. Buildings on the skyline should be avoided, unless local circumstances deem this to be appropriate for the site.

Harmony and street scene: new buildings should be in harmony with others around them. They can add interest and variety but should not be out of keeping overall. They should be visually well-mannered towards their neighbours. Where buildings are arranged in gentle curves, irregular building lines, or sit on or close to the rear of the footpath, these local characteristics should be emulated in new development. New roofs should fit in with the roofscape of the area. Dormers that break up an unrelieved roof plane, where this is important to the character of a building, or rooflights that would spoil an unbroken vista of roofs, will not be permitted.

Proportion: new buildings should be well proportioned and relate to the human scale. All extensions should be in scale and character with the building to which they are added. Elevations should be in proportion with one another and with surrounding buildings. Excessive bulk should be avoided. The size, spacing, and location of openings should be in proportion and related to the function of the building and harmonious with its architectural style. Shop fronts should reflect the character and architectural style of the upper floors and the distinction between separate buildings; they should be of materials and colours appropriate to the building, and be well proportioned in themselves.

Simplicity, detail, and decoration: as a general principle, the design of new buildings should be simple, avoiding over-fussy detailing. Within this principle, opportunities should be taken to add interesting details, ornamentation, and expressions of local craftsmanship. The nature and colour of external woodwork, cladding and rainwater goods, should harmonise or successfully contrast with the colour of the walling materials. Large new buildings on the edge of towns or villages or in the open countryside should be constructed in vernacular or traditional materials or finished or clad in colours that complement their surroundings.

Materials: new buildings should be constructed of materials typical of, and used in similar proportions to, those traditionally used in the immediate surroundings. In certain circumstances the Council will require the construction of sample panels on-site, to be approved before building work commences, and to be kept for reference throughout the work.

POLICY D21

In determining all applications submitted to it the local planning authority will have regard to the General Design Code set out in paragraph 5.4.27 of this plan.

In towns and villages, proposals shall relate to the context provided by buildings, street and plot patterns, building frontages, topography, established public views, landmark buildings and other townscape elements. Proposals that do not respect the local context and street pattern or the scale, height, proportions and materials of surrounding buildings and development which constitutes over development of the site by virtue of scale, height or bulk will not be permitted, unless there is specific justification, such as interests of sustainability, energy efficiency or crime prevention.

Development proposals in the countryside shall respect the diversity and distinctiveness of local landscape character. New farm buildings will, in general, be required to be sited within or adjacent to an existing farm building complex or in other well screened locations and to be subject to a complementary design and use of materials, with, where necessary, a 'planting' scheme.

B. Archaeology and Sites of Historic Importance

5.4.28 Archaeological remains are a physical record of our past, sometimes able to provide us with vast quantities of information if they are dealt with in an appropriate manner. They are a finite and non-renewable resource, which is part of our national and local heritage and culture, valuable for both its own sake and for its role in education, leisure and tourism. PPG16 considers issues of archaeology in planning and expresses a strong preference for the preservation of remains 'in situ'. If full excavations take place much of the information contained is destroyed in the process, with only the removable artefacts surviving. This leaves nothing for the future when improved technology may enable us to discover more than we could now.

5.4.29 The Planning and Compensation Act 1991 placed an increased emphasis on the development plan as the basis for development control. The Council is greatly in favour of a presumption against proposals that significantly alter, or have an adverse impact of sites or settings of scheduled ancient monuments and other nationally important remains, while emphasising that preservation must be assessed on the merits of the individual case. The scheduled ancient monuments at present are listed above in Paragraph 5.4.7.

POLICY D22

There is a presumption in favour of the physical preservation of scheduled ancient monuments and other nationally important remains and their settings. Development proposals that would unacceptably adversely affect the site or setting of remains of archaeological or historic importance will not be permitted.

POLICY D23

Where the importance of known remains, or the archaeological potential of a site is not adequately understood, applications for development will only be accepted when accompanied by an evaluation of the archaeological importance of the site. Planning permission will not be granted without adequate assessment of the nature, extent and significance of the remains present and the degree to which the proposed development is likely to affect them.

- 5.4.30 Permission may be subject to conditions requiring an appropriate programme of archaeological work to be carried out in advance of, or during any, subsequent development.
- 5.4.31 At present the County Archaeologist produces lists of sites which may have archaeological or historical importance. Such sites will be afforded special consideration when dealing with proposals for development.
- 5.4.32 On greenfield sites where nothing may be known but where the topography and setting may be such as to have attracted earlier human activity, an evaluation of the archaeological potential of the site must accompany an application for development.

POLICY D24

Other sites of potential local historical and archaeological importance will be protected. Where an assessment/field evaluation demonstrates that development affecting such sites is acceptable in principle, the use of planning conditions and/or legal agreement will ensure the mitigation of damage through preservation of the remains in situ: when insitu preservation is not justified the developer will be required to make adequate provision for excavation and recording before or during development

C. Open Space and Landscaping

POLICY D25

The Council will require major developments to incorporate or provide amenity space of benefit to the public or occupiers wherever possible. This policy will apply to developments that are considered to be important within a neighbourhood.

- 5.4.33 The policy below is aimed at redressing the shortage of amenity space in the Borough. Amenity space is defined here as hard or soft landscaped areas either with access to the public for informal recreation, e.g. sitting out or providing visual relief within an area lacking in landscaped areas. The Council will specify arrangements for these areas remaining in the public realm by Section 106 Obligation. In new housing areas amenity space can also be combined with the provision of a playground.

POLICY D26

Open areas will be protected from development where they:

- a) Are important to the appearance and character of housing areas or settlements; or***
- b) Are used as amenity areas by the public***

5.4.34 Open areas make a valuable contribution to the character of settlements and residential areas and in some cases have been provided as 'public open spaces' for residents to enjoy. It would be undesirable for all open spaces to be built upon and the Borough Council will seek to retain areas that contribute to the amenities of the area.

5.4.35 Whilst this is a Plan area-wide policy, particular importance is attached to maintaining publicly accessible or visual amenity open spaces in Barrow Island, Central and Hindpool Wards as these have the highest average density of development.

5.4.36 The maps showing residential cordons indicate amenity areas that will be protected from development in villages. Certain larger belts of urban open space have also been identified under this Policy as follows:

Dalton

King Street
Dalton Cricket and Football Grounds

Barrow

Skelwith Drive
Land at Elterwater Crescent
Dunmail Raise
Land at Portland Crescent
Park Road and Bank Lane frontage to Ormsgill Estate
North West Yard
Cavendish Park
Barrow Slag Bank
Newby Terrace
East Mount Triangle
Leith Flat Brow
Fairfield Lane Triangle
Barrow Park
Land between Lesh Lane and Park Drive
Bridgegate Avenue
Holbeck Hill
Land between North and South Row and adjacent to West Row, Roose

Land between Newbarns and Croslands Park
Avon Street
Carr Lane
Furness Golf Course/Sandy Gap/Tummerhill/Biggar Bank

Askam

Land between Beach Street and Sharp Street

POLICY D27

Development proposals which result in the unacceptable loss of existing trees on development sites will not be permitted unless their loss is unavoidable, when the developer will be required to provide replacement trees on site or at other suitable sites nearby.

POLICY D28

Development proposals will be expected to include a survey of existing landscape features and a landscaping scheme of a professional standard must be submitted with applications where deemed appropriate.

5.4.37 This is a policy to avoid loss of greenery in the Borough. In considering proposed development, the Borough Council will use the Arboricultural Association guide "Trees on Development Sites". Conditions requiring landscaping schemes, showing new planting and measures for its protection maintenance and renewal, where necessary, will be imposed where appropriate.

5.4.38 The landscaping around buildings can contribute much to the character of an area, providing screening, shelter or an attractive setting and should use appropriate native species whenever possible. Landscaping, both hard and soft, can help integrate a new development into a sensitive environmental setting. It will usually be appropriate for landscaping to retain and augment existing landscape features, whether natural or man-made (such as woods and hedges). Landscaping should be carried out as early as possible to maximise its impact.

POLICY D29

A high standard of landscaping will be required of appropriate new development, both for the initial scheme and its long-term maintenance. Where possible, existing landscape features shall be integrated into landscape schemes. Where the District Council intends to adopt an area of landscaping, a commuted payment will be required to meet the cost of 10 years maintenance. The requirements of this policy will be implemented as a condition of planning consent, or by planning obligation as appropriate.

POLICY D30

Development proposals which may cause significant damage or destruction to a tree or woodland protected by a Tree Preservation Order, or within a Conservation Area, will only be permitted where;

- a) ***No alternative site is available; or***
- b) ***There is an overriding need for the proposal which outweighs the need to preserve the tree or woodland; or***
- c) ***Mitigating measures are available to minimise damage and secure worthwhile replacement planting.***

5.4.39 Whilst trees greatly enhance many urban and rural settings their close proximity to buildings can cause problems. Tree roots spread at least as far as the canopy above and are close to the ground surface. New development can easily damage existing trees, through changes in ground level, soil compaction, and root severance during construction of buildings or services. Trees may also affect buildings if they become unstable or where roots block service ducts.

POLICY D31

The location, layout and detailed design of all new development must pay regard to existing trees and their future growth potential and any landscaping scheme needs to balance the relationship between trees and buildings to avoid damaging effects from one to the other.

5.4.40 Trees make a valuable and widely recognised contribution to our urban and rural landscape. Statutory provision for the protection of trees exists through the use of Tree Preservation Orders and in a slightly more limited fashion, through the designation of Conservation Areas. However, this does not mean that any other trees are of no value and one of the greatest risks to all trees is damage or felling during new development.

POLICY D32

In order to protect trees from damage during development, planning conditions will be imposed to ensure that adequate measures are taken to preserve and protect all trees identified, to be retained in any development.

5.4.41 The Council have adopted a strategy for Art in Public Places in November 1996 which seeks to provide unique, diverse and high quality artwork in the Borough's public spaces. Public art can be incorporated into a wide variety of contexts and the Council has taken a lead in implementing schemes. While public art is particularly appropriate for major town centre and commercial schemes, there is also a place for smaller, appropriate works of art on much smaller local schemes, which can provide opportunities for local imagination, enjoyment and craftsmanship. However, in this area, because of the need not to unduly hamper developments there will not be a fixed contribution requirement from developers, as many developments require public subsidy and contribution. In any developments with public involvement the Borough Council will promote collaboration between artists, landscape architects, engineers and other design professionals in order to achieve works of public art and will co-operate in securing funding for such schemes.

POLICY D33

In development schemes over one hectare in size involving public and private funding partnerships a contribution from the developer will be required towards the provision of new works of art to be incorporated into the scheme.

D. Advertisements and Shop Fronts

5.4.42 Outdoor advertisements are a method of conveying a message and promoting a company or service, as such they aim to be as prominent and noticeable as possible. While adverts act in the public interest through this provision of information, there can be certain drawbacks. Firstly, they can adversely affect local amenity by conflicting with the rural, historic or otherwise important character of an area. Secondly, where they are positioned on the roadside or in proximity to other transport routes advertisements can cause a distraction and result in accidents involving vehicles, property and at worst, lives. For these reasons the planning authority is afforded control over adverts on the grounds of visual amenity and public safety.

POLICY D34

The Council will require the removal of existing clutters of unauthorised adverts not related to the premises on which they are displayed where these are considered detrimental to visual amenity and/or highway safety.

Advert Hoardings

5.4.43 These large hoardings can have a major impact on visual amenity, dominating or disrupting views in urban as well as more rural areas. However, they can also serve a valuable purpose, where otherwise they would be unacceptable, in shielding unsightly views.

POLICY D35

Consent will be given for advertisement hoardings where they would be assimilated into the urban fabric without harm to the interests of visual amenity or highway safety.

Furthermore, hoardings must be sited so that their rear faces are not exposed to general public view and, where appropriate, will be required to provide a landscape setting.

A590(T)

5.4.44 Since the completion of the Dalton bypass, the A590(T) has become the main vehicular route into Barrow town. Due to its situation flanked by industrial and commercial properties, the verges have become a prime advertising site and a proliferation of uncoordinated adverts have sprung up. This has produced a cluttered effect and particular concern for public safety has been expressed by the Highways Agency regarding illuminated signs in close proximity to the carriageway.

5.4.45 One solution to the problem of reconciling the advertising needs of local companies and the question of public safety suggested in PPG19 is the use of combined signs by companies in the same general location. This is also the Council's preferred option. As well as improving safety, these 'menu board' type adverts present a more uniform, professional image. A policy was introduced on 29th November, 1994 in Committee to deal with the unacceptable proliferation of individual adverts when these menu boards are not in place. Following the success of that policy, it is introduced into the Local Plan here.

POLICY D36

At the entrance to industrial premises along the frontage of the A590(T) where combined 'menu board' type signage is not in use, all commercial advertisements will only be permitted if they relate to premises or land on which they are displayed.

Adverts in Rural Areas

5.4.46 These areas are particularly sensitive to the proliferation or poor design of adverts on amenity grounds. At present most of the rural areas of the Borough are protected as an Area of Special Control. When it is reviewed the inclusion of the Dalton and Barrow Town Centre Conservation Areas will be seriously considered. One of the biggest problems of adverts in rural areas is the use of 'advance' signs, the cumulative effect of which can be to commercialise our countryside and detract from the quiet enjoyment of these areas.

POLICY D37

In non-urban areas adverts will only be permitted if they relate to premises on which they are located unless:

- a) There is no nearer location on a public road;***
- b) The sign advertises businesses in a nearby community and is of a design approved by the council;***
- c) There is evidence of an overriding need; and***
- d) They are in scale with the premises being advertised and of a size, colouring and position that does not intrude on the setting.***

Adverts in Urban Areas

5.4.47 There are several areas throughout the Borough that are used by a mixture of residential and commercial concerns and the Council has designated several as residential protection areas. Illuminated signs can be particularly disturbing to residential properties and, where they would cause substantial loss of amenity they will be refused.

POLICY D38

Applications for consent to display advertisements that would be detrimental by nature of their scale, height or amount or type of illumination to the amenities of residential properties in those areas with a mixture of commercial and residential uses will be refused.

5.4.48 There are many sites in Barrow where commercial and retail uses have flanking walls of properties which though part of the principal building do not have any elevations used for retail or commercial use, or as the main entrances to buildings for the public. Signs in such locations should be strictly controlled, as they are often highly prominent and intrusive in the street scene. To allow them would cause a proliferation of advertisements, as owners would continually try to outdo their competitors with ever larger and more intrusive advertisements. This control should be particularly strict in conservation areas and near listed buildings.

POLICY D39

Consent for advertisements fixed to the principal public entrance of a building, or to a building elevation not used as a commercial frontage, will be permitted provided that they would not harm the street scene by nature of their scale, height or amount of illumination.

5.4.50 Signs fixed in positions above ground floor level are particularly intrusive and would quickly dominate the views along a street if they were to be extensively used. However, some traditional signs, such as hanging pictorial signs for Public houses, could be used without affecting the street scene adversely even though they are commonly fixed at a higher level. Normally the Local Planning Authority will expect advertisements to be located at or near fascia level.

POLICY D40

Advertising signs above the ground floor level of buildings will be granted consent provided that they are well designed, relate well to the architectural features of the property and do not harm the street scene by being overbearing or over intrusive.

5.4.50 Appeal decisions have indicated that the extent to which an advertisement is architecturally related to a building and the degree to which it disrupts or obscures features such as decorative string courses, ornate door canopies or window heads or hides blemishes are important factors in determining its acceptability. Control of Advertisements for this reason is clearly most important with regard to buildings that are listed but this is not the only consideration. The building's prominence and the degree to which architectural features add to its character will also be considered.

POLICY D41

Applications for consent to display adverts which obscure or disrupt important architectural features of a building, whether the building is listed or not, will not be permitted. On Listed Buildings and within Conservation Areas, shop fronts shall be of a traditional design and use traditional materials except where there are buildings of an architectural style where such treatment would be inappropriate. Shopfronts in Conservation Areas should be of a suitable scale, design, materials and proportion that reflect the traditional character of the application building and the Conservation Area. Well designed signage should be an integral part of the design.

5.4.51 There is clearly a point at which advertising of any premises becomes excessive. Multiple advertisements are particularly objectionable as they have a dramatic effect on the overall street scene and tend to dominate the frontage of the premises. It is also normally counter productive as advertisements tend to be lost in the general clutter of the frontage.

POLICY D42

Applications for advertisement consent which would constitute or result in an excessive scale of advertising on any premises beyond that required to reasonably advertise the business premises will not be permitted.

Illuminated Advertisements

5.4.52 The Council has previously adopted a policy to control the brightness of illuminated advertisements by application of the standards recommended by the Association of Public Lighting Engineers (APLE). These are important for ensuring that adverts do not by their brightness give rise to adverse impacts on amenity or highway safety.

POLICY D43

Proposals for illuminated advertisements will be granted consent provided that they would not harm the interests of visual amenity, including sky darkness pollution, or highway safety by nature of their scale, height, amount or hours of illumination.

Security

5.4.53 The Borough Council recognises the need to provide security for shopfronts and this can be achieved by the use of grilles, which are available in a range of colours to match the shopfront. The housing for such grilles shall be incorporated within the shopfront and not within a housing unit attached to the external wall of the shopfront. Solid shutters are very unattractive and shopping areas become uninviting places outside shopping hours when there is a proliferation of such screens. Grilles allow for the display to remain visible and allow light into the street, which provides more attractive and inviting areas.

POLICY D44

Security shutters or grilles and their storage arrangements should not adversely affect the shopfront, building or street scene. External solid shutters and those requiring a permanent bulky housing attached to the shopfront or fascia will not be permitted where they adversely affect the appearance of the building or its setting.

PART 5 : OTHER ENVIRONMENTAL CONSIDERATIONS

Energy and Telecommunications

- 5.5.1 Energy production is already a major characteristic of the Borough and the extent to which this sector may change or grow over the Plan period poses important environmental issues.
- 5.5.2 The Roosecote area on the south-eastern side of Barrow is the focus for these activities. Roosecote Power Station started as a coal-fired station in the early 1950s, one of the main reasons for its siting being the availability of a supply of cooling water in Cavendish Dock. It was closed by CEGB in the mid 1980s but then re-opened in 1991 as a combined cycle gas turbine installation, using gas from the adjacent Morecambe Bay Gas Terminal. The latter comprises the two Terminals developed by British Gas (South opened in 1982, North opened in 1994), for the landing, treatment and transmission to the national grid of natural gas from the Morecambe Bay field, which lies offshore between Barrow and the Isle of Man.
- 5.5.3 Both the Power Station and Gas Terminal have land adjacent to them where there is potential for their expansion or for the development of other industries that would utilise their energy. A policy relating to this forms part of the Employment Section above.

5.5.4 In the interests of sustainability and concern for protection of the environment of future generations the Government is now encouraging as much energy as possible to be produced from renewable sources. For planning authorities this expresses itself in PPG22 'Renewable Energy'. The Government have indicated that by the end of the Plan period 10% of the nation's energy needs will have to have been generated from renewables. The Authority will look to see how this could be applied locally.

A. **Renewable Energy**

5.5.5 When work began on this review there were no significant renewable energy developments within the Borough although the wind farm at Kirkby Moor in South Lakeland lies immediately to the North and is clearly visible from much of the area around Askam; as is the wind farm at Haverigg. There is also now a small cluster of 5 turbines at Harlock Hill, which is just inside the South Lakeland part of the Furness Fells. This is clearly visible from the A590 but is generally enclosed within the surrounding landscape.

5.5.6 Further pressure for wind energy development in the Furness Peninsula is possible as it has a generally high wind resource but is outside nationally recognised protected landscapes, being outside the Lake District National Park and having no AONB designation. Planning permission was granted in November 1997 at appeal for a 7 turbine installation on the hill above Far Old Park Farm, Ireleth and this is now operational. Occasional studies of the feasibility of a tidal barrage across the Duddon have been carried out but it is not considered likely that during the life of the Plan such a scheme will come to fruition.

The County Structure Plan

5.5.7 County Structure Plan Policy 56 states as follows:

“Renewable energy developments which have no significant adverse impact on the environment, landscape or local communities will normally be permitted.

Renewable energy developments which will have significant adverse impacts will only be permitted if this impact is outweighed by the energy contribution and other benefits including reducing pollution.

Large scale proposals for renewable energy developments within or affecting the National Parks and other areas and features of international or national conservation importance will be considered under Policy 54.

Any proposal for a tidal barrage will only be acceptable if it can be demonstrated that there are such substantial economic or other benefits that they clearly outweigh damage to internationally or nationally designated habitats and to the landscape of the affected estuary.”

5.5.8 The positive note of this policy reflects Government advice in PPG22, which promotes the use of renewable energy in places where it would be environmentally acceptable. This general support is reflected in the Local Plan policies.

What Form of Energy

5.5.9 Renewables covers a wide range of different energy sources and technologies but only some of these will have any potential within the Borough. These have been identified as:

- Tidal
- Wind
- Bio fuels
- Solar
- Pyrolysis

5.5.10 In view of the current stage of development it is difficult to add value to the strategic policy concerning a tidal barrage across the Duddon. Much work remains to be carried out before any firm proposal for landfall sites and routes could be advanced. It would be difficult, therefore, to incorporate a Local Plan policy covering tidal energy developments.

5.5.11 Of the remaining technologies all have potential in the Borough but wind energy is the most visibly intrusive technology that requires specific policies to guide its location to those areas of the Borough where this would be acceptable. Many sources of renewable energy arising from man's activities, such as bio gas and waste gasification or incineration can be set within an urban or industrial context.

Wind Energy

5.5.12 The Wind Resource: Wind resource areas have generally been taken to be areas where the average wind speed is above 6.5 m/s. Although the 6.5 m/s minimum is seen as a reasonable level it cannot be seen as an absolute limit on the location of wind energy proposals for a number of reasons. Firstly, the number of turbines and advances in technology may reduce the average wind speed required to generate power cost-effectively. Secondly, the ETSU maps are merely computer generated models; actual measurements from any site may be substantially higher (or lower) than predicted. Finally, local topographic features may substantially limit the wind resource in areas of apparently high average wind speed.

5.5.13 Therefore, given the long term nature of this policy, all the Borough area can be considered to have potential for the generation of power by wind energy.

5.5.14 Nonetheless, the amount of energy that can be generated by a wind turbine is sensitive to wind speed. For example, a turbine located on a site with an average wind speed of 8 m/s will typically generate twice as much power as one located on a site with an average speed of 6 m/s. The areas of the Borough enjoying the highest wind speeds will, therefore, be most attractive to developers. There are five discrete areas where wind speeds are estimated to be between 7.0 m/s and 8.0 m/s:

- i) South Walney
- ii) The Coastal Fringe North of Hillock Whins
- iii) Roa Island, Rampside, Foulney island
- iv) The ridge running north-south from Scarbarrow to Longlands
- v) Rakesmoor

and one area with average speeds in excess of 8.0 m/s covering the high moorland at Mean Moor on the Borough's northern fringe.

5.5.15 Landscape Issues: The Borough occupies the end of the Furness Peninsula. Its predominant landscape, therefore, is an extensive, partly developed coastal plain rising gradually towards a central spine of moorland that runs into South Lakeland and the Central Lake District. The Coastal Fringe in the west of the Peninsula is narrower than the east, which has a much more extensive area of rolling lowland - a result of glacial deposition.

5.5.16 Parts of the coastal plain are designated as County Landscapes, where development and change of land use detrimental to the distinctive character of the area would not normally be permitted. Most of the upland areas are also within this designation. The rest of the landscape is of only average quality, with large areas, particularly between Barrow, Dalton and Askam, being disfigured as a result of past mining activity.

5.5.17 Although not nationally recognised, County Landscapes are important and form part of the hierarchy of landscape protection developed in the County Structure Plan. This designation should not be discarded lightly, particularly when, as is the case within the Borough, the areas are highly visible and accessible to large numbers of people.

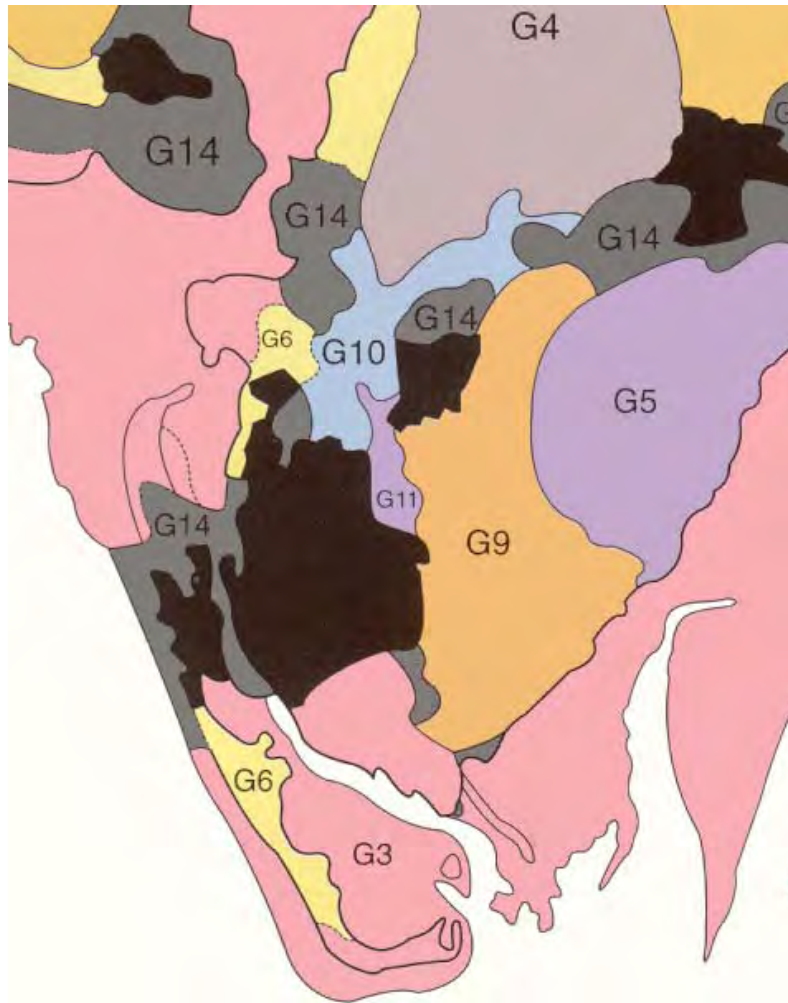
5.5.18 Because of growing concern among the planning authorities of Cumbria at the proliferation of planning applications for wind energy and NFFO Grants and their potential cumulative visual impact on sensitive landscapes across District Council boundaries, a joint study was carried out resulting in the adoption in Cumbria of a volume of Supplementary Planning Guidance in 1997. This provides criteria for judging the amount of wind energy development visually acceptable in the various landscape designation areas that the County have previously defined and which are shown in Plan 40. It also provides guidance on how to assess cumulative impact and gives specifications for various detailed matters affecting appearance of individual installations, once the broad landscape and siting criteria have been established.

It is intended to assist in the assessment of landscape and visual harm, if any, to be weighed against other factors. It is endorsed as giving good general guidance by this Authority.

- 5.5.19 Sites of Nature Conservation Interest: Sites of International Importance for Nature Conservation largely coincide with the coastal fringe County Landscapes. Wind turbines will be permitted provided they would not unacceptably harm sites of nature conservation importance. The effect of wind turbines on sites of nature conservation importance will depend upon the reasons for their designation. There may be little difficulty siting turbines in areas whose primary protected interest is land or water based creatures or plants but they may be less acceptable in areas whose primary interest is ornithological (although studies indicate that bird disturbance and death due to turbines is limited).
- 5.5.20 There is a need to minimise the lengths and widths of new roads and tracks for construction and servicing purposes. In cases where new access tracks are cut for a temporary period these should be reclaimed to their former condition. This should be detailed in method statements provided by the developer and agreed by a competent landscape and nature conservation authority indicating working practices during the construction period. In cases of new tracks required permanently to service the site these should be laid down in accordance with conditions to be agreed with the planning authority and expert consultees and reclaimed at surface level to conceal the new trackway.
- 5.5.21 Separation Distances from Urban Areas, Villages and Dwellings: The characteristics of turbines may lead to the creation of nuisance arising from several different sources, principally noise, electromagnetic interference and shadow flicker. The Authority's experience at the Far Old Park Farm inquiry leads it to the view that a 400 metre separation distance is appropriate, though it is recognised this process is at best a coarse sieve and the circumstances of individual applications may extend separation distances required from residential property.
- 5.5.22 Other factors to be taken into account are as follows:
- The need to demonstrate that developments, will not result in significant increase in risk or nuisance to the public arising from highway safety considerations, shadow flicker or machine failure.
 - The need to consider electromagnetic effects produced on both generating and receiving telecommunications apparatus. This is usually significantly reduced if the turbine locations are sited well separated from either the generating or receiving equipment. The presence of turbines in a line of sight relationship between such stations is not necessarily a fundamental objection.

5.5.23 Detailed Topography: There is a need to direct development away from sensitive skylines, hilltops, summits and popular landmarks.

5.5.24 Grid Connection Constraints: In addition to the above Walney Island is constrained by lack of capacity in the grid system.



Range of Potential Development Type By Guidance Area

Guidance Statement	Compressed Guidance (Conclusions)	Size – Range
G10	Exceptionally up to large cluster	Domestic – large cluster
G14	Urban Fringe, perhaps up to large cluster	Domestic – large cluster
G6	In extensive areas; up to large cluster. More contained areas ; up to small cluster Rest perhaps domestic	Domestic – large cluster Domestic – small cluster Domestic
G7}	Up to small cluster where	Domestic – small
G9}	containing topography	cluster
G15 (Solid Black)	Urban, perhaps up to small cluster	Domestic – small cluster
G3	Any development likely to be significantly adverse	-----

Plan 40: Extract for the Borough from ‘Wind Energy Development in Cumbria’ Supplementary Planning Guidance Produced By Cumbria County Council and Its Constituent District Planning Authorities, Jul 1997.

5.5.25 Area of Least Constraint: The Local Plan, as identified above, has to respect the tone of Government advice and, therefore, be supportive of wind energy, where other constraints and reasonable policy criteria have been overcome. To this end it has proved possible to identify an area of least constraint where wind energy could be considered acceptable. This is the area shown on the Proposals Map to the east and south of the Morecambe Bay Gas Terminal and to the north of the village of Rampside.

5.5.26 Cumulative Effect of Proposals

The cumulative visual effect of proposed sites in addition to existing sites is an important consideration. Cumulative impact will be most critical from centres of population, footpaths, popular landmarks and viewpoints and major roads. Consideration of the cumulative effects of development may lead to the refusal of applications notwithstanding their location within an area of least constraint. Broad criteria for assessing cumulative impact are set out in the Supplementary Planning Guidance. The Authority will also need to assess the impact of any additional overhead power lines on the landscape and will, therefore, require details to be submitted as part of the planning application for the turbines.

5.5.27 Offshore Installations

The Council recognise that its area is unlikely to have a large number of suitable locations for wind energy schemes because of the close mesh within the Borough's relatively small land area of urban development with areas of good landscape character. It feels, therefore, that encouragement should be given to further studies into the potential for offshore locations in the Irish Sea. It believes that a potentially very significant wind resource could be enhanced without visual or other environmental impacts that would be of the same significance as at many onshore locations. Whilst the Authority recognises that it has no jurisdiction in this area it feels that its views should be made clear to potential developers and to the relevant authorities.

5.5.28 To dovetail with national and strategic policy the plan has a positive policy stance towards renewable energy developments. However, of the various renewables technologies available only wind, bio fuels (principally bio-gas), pyrolysis of waste and solar energy have any significant potential in the Borough.

POLICY D45

Proposals for energy generation projects that rely on renewable resources will be approved within the Local Plan area where they meet established best practice criteria and the energy generation and other benefits outweigh the environmental impact, particularly if they help to meet the Authority's target for the proportion of its energy needs to be generated from renewable sources.

5.5.29 The area of least constraint has been defined by reference to wind potential, landscape and nature conservation issues and separation distances from settlements and detailed assessment of topography. It defines the area within which wind energy proposals are broadly acceptable.

POLICY D46

Development of wind turbines in the Borough will be permitted in the Area of Least Constraint defined on the Proposals Map, subject to details of the number, scale, design and location being acceptable.

POLICY D47

The acceptability of wind energy installations will be judged according to whether the number, location, siting, size and design of proposals can be shown to satisfy the following criteria:

- a) *An Environmental Impact Assessment is undertaken where the proposal is considered by the Authority to be significant in relation to its environmental impact. This must be adequate to assist the Authority to assess whether the energy contribution and other benefits outweigh any significant adverse effect on;*
 - 1. *The character and appearance of the landscape, nature conservation, archaeological or geological interests;*
 - 2. *The amenity of residential properties by reason of visual impact, noise, shadow flicker or reflected light;*
- b) *The proposal would not unduly dominate the appearance or visual amenities or setting of a settlement or part thereof, or intrude on the enjoyment of publicly accessible spaces within it;*
- c) *The proposal would not cause significant damage to a site of international, national or local nature conservation importance;*
- d) *Effective measures are available to overcome any significant electromagnetic interference to transmitting or receiving equipment;*
- e) *All associated power lines, both on-site and off-site, are placed underground or do not appear prominent in the landscape;*
- f) *Adequate access for construction traffic is available or could be provided without harm to highway safety, visual amenity or nature conservation interests;*

- g) The proposal, when assessed in the context of existing, proposed or permitted wind energy schemes, would not result in a cumulative visual effect which would have a significant adverse impact on the character and appearance of the area; and*
- h) Realistic proposals are in place for the removal of redundant wind turbines and the restoration of the site.*

In assessing the proposals against the requirements of this policy, full account will be taken of proposed mitigating measures, and of the County-wide Supplementary Planning Guidance “Wind Energy Development in Cumbria”.

5.5.30 The potential for energy generation using farm derived slurries is, to a large extent, an unknown quantity but with the encouragement of farm diversification it is likely to become increasingly attractive. The technology involved in exploiting bio-gas such as digesters and containment systems can be very prominent in the landscape, particularly if detached from the group of existing farm buildings and structures.

POLICY D48

Proposals for the installation of plant and equipment to generate energy or heat from processing farm slurries will be approved providing the scale of the equipment proposed and its location and appearance is appropriate to the existing farming enterprise, the landscape and the landscape setting of the farm and the character of the farm buildings and there must be no development such that the amenities of nearby residents are significantly adversely affected.

5.5.31 The principle of passive solar heating is supported by the Borough Council, subject to normal development control standards being applied. The installation of active solar or photovoltaic arrays on roof slopes can have an impact on the appearance of a dwelling house or building. The Borough Council will be concerned that the scale and profile of an installation is appropriate for the location, particularly where it affects the character or appearance of a listed building, or other building in a conservation area.

POLICY D49

Applications for active solar or photovoltaic cells will be approved, provided that the installation:

- a) Is substantially flush with the plane of the roof; and*
- b) Does not result in undue harm to the character of the building; and*
- c) Does not have an adverse effect on the character, appearance or setting of listed buildings, or other buildings within conservation areas.*

Energy Conservation

5.5.32 In the interests of sustainability the Council wishes to ensure that developments are carried out in ways that conserve energy use. Indeed it may occasionally feel that a development will be unacceptable if it places a high energy demand, by virtue of its location or the type of development involved, and that demand cannot reasonably be ameliorated.

POLICY D50

Developments that satisfy the other criteria of this Plan will be approved if they show that reduction in energy consumption is being optimised by means of layout, design, construction or alternative technology. Development will be refused where the Council is satisfied that by virtue of its location or layout or the type of development the amount of energy consumed is not justified by other benefits.

Overhead Power and Communication Lines

5.5.33 The Council will require new residential, employment, retail and other areas to be planned and designed so that all low voltage power lines (132kV and below) or communication lines are provided underground. Elsewhere it recognises that new lines to some individual new development will generally have to be provided overground. It will encourage, however, in cases where this poses a conflict with amenity - such as in an area with a County or Local Landscape designation, a conservation area or in an area close to dwellings or business premises - that they be laid underground. However, in view of the substantial practical, technical and cost disadvantages involved, the undergrounding of high voltage power lines (275kV and above) will only be sought in exceptional circumstances.

POLICY D51

All low voltage power lines (132kV and below) or communication lines within and connecting to new development areas shall be sited underground.

POLICY D52

Where a proposed or diverted low voltage (132kV and below) or communication line is considered by the Council to pose a conflict with interests of visual amenity it will encourage that it is laid underground, subject to there being no adverse impact on nature conservation or archaeological interests.

5.5.34 The Council will also be opposed to new developments where their siting would involve a proximity to an existing overhead line that would be detrimental to the amenity interests of potential occupiers, by virtue of the visual impact.

POLICY D53

New development will be required to take account of existing overhead power or communication lines to protect the visual amenity interests of potential occupiers.

Telecommunications

5.5.35 In PPG8 the Government expresses its commitment to the growth of new and existing telecommunications systems, whilst also expressing a need for continuing protection of the countryside.

POLICY D54

Where the District Council has control over the erection of new telecommunication masts and equipment, proposals will be permitted provided that the following criteria are satisfied;

- a) *The proposed mast and equipment would not be unduly prominent in the landscape, subject to technical and operational considerations;*
- b) *The need for the proposed facility cannot be adequately met by the shared use of the existing masts or antenna or on other appropriate structures or buildings;*
- c) *The design, appearance and materials of the masts, aerials and ancillary equipment are appropriate to the locality;*
- d) *Where appropriate any new mast should include additional structural capacity to take account of possible future needs from other operators wishing to site share subject to technical and operational considerations; and*
- e) *The proposal will not have an unacceptable impact on areas or buildings of historic or architectural interest or areas of nature conservation or archaeological importance subject to technical and operational considerations.*

Where such structures are permitted, approval will be subject to a time limited condition, requiring their removal and the reinstatement of the land.

Pollution

5.5.36 The planning system controls the development and use of land in the public interest including the location of developments that may give rise to pollution.

- 5.5.37 The inter-relation between planning and pollution controls has not always been well understood and the roles of the relevant agencies involved may have overlapped in the past. However, in July 1994 the DOE published PPG23 'Planning and Pollution Control', which has sought to clarify the relationship between the two control regimes.
- 5.5.38 The planning system should not duplicate controls that are the statutory responsibility of other bodies (including local authorities in their non-planning functions, such as, primarily, environmental health). As determined in the Court of Appeals' judgement in Gateshead MBC v The Secretary of State for the Environment and Northumbria Water Group plc, planning controls are not an appropriate means of regulating the detailed characteristics of potentially polluting activities.
- 5.5.39 PPG23 is concerned with how the possibility of polluting substances arising from development is to be taken into account in the planning system. It advises that the planning interest must focus on any potential for pollution but only to the extent that it may affect the current and future uses of land.
- 5.5.40 In paragraph 2.18 it advises of the following factors which planning authorities should take into account in preparing Local Plan policies:
- The constraints on development as a result of the need to comply with any statutory environmental quality standards or objectives;
 - The need to identify land, or establish criteria, for the location of those types of development which may have the potential to pollute, in a particular industry within the special industrial use classes and power stations;
 - The need to separate potentially polluting and other land uses to reduce conflicts, for example by identifying areas around polluting land uses in which other developments should be subject to special consideration;
 - The possible impact of potentially polluting development on land use, including the effects on health, the natural environment, or general amenity, resulting from releases to water, land or air, or of noise, dust, vibration, light or heat;
 - The environmental consequences, where known, of former land uses, manifested for example by contaminated land;

- Completed landfill sites that would be suitable for development or other use (see section 4); the plan may make clear the types of development that would be appropriate and, where possible, the minimum time lapse between the completion of the landfill and the start of different types of development, taking into account the potential for pollution in relation to the types and quantities of waste deposited;
- The need to secure restoration and pollution controls to standards sufficient to ensure that land is capable of an acceptable after use;
- The need to protect natural resources and improve the physical environment; and
- The economic and wider social need for potentially polluting development and the requirement to identify appropriate locations for such developments.

5.5.41 Locally there are four sites that are regulated by the Environment Agency under the system of Integrated Pollution Control (IPC). The system of IPC was established by the Environmental Protection Act, 1990. The sites are:

1. Hydrocarbon Resources Limited (the gas terminal);
2. Lakeland Power Limited (Roosecote Power Station);
3. Kimberly Clark Limited; and
4. BAE Systems (this site is also authorised under the Radioactive Substances Act 1993 for discharges.)

5.5.42 There are consultation zones around each of these that have been agreed with the Environment Agency. Development within these zones will, therefore, continue to be strictly controlled in consultation with the Agency.

5.5.43 The presence of the Major Aquifer identified by the Environment Agency in the St. Bees sandstone belt that passes under the town of Barrow and the more rural land on its northern and southern sides has already been referred to in the Employment Chapter. There is a need, therefore, as identified by the Environment Agency to provide particular protection of this resource, although it should be recognised that groundwaters occur widely across the Borough in a variety of other geological strata which also demand protection.

5.5.44 Maintaining and enhancing the water quality of coastal waters, rivers, lakes, ponds and other water bodies is important in order to protect their wide range of users. The Environment Agency has asked local planning authorities to restrict development that threatens surface water quality and will generally encourage initiatives that result in an improvement in surface water quality. The Government, the Environment Agency and local authorities are also all currently investigating and evolving measures by which air quality levels can be improved.

5.5.45 Development that disturbs contaminated land, unless carefully designed and implemented, can cause pollution of surface waters. Contaminated sites should, therefore, be adequately sealed against the leakage of polluted matter, while surface drainage should be directed away from the source of contamination, and attention must be paid to the possible impact on proposed development by landfill gas. However, it is also recognised that the development of contaminated sites can offer opportunities for improvements in surface water quality, for instance by the restoration of sites that have been poorly infilled in the past.

5.5.46 In order to prevent the pollution of groundwater it is important to control activities such as the disposal of effluent in soakaways, landfilling of unsealed sites over permeable bedrock, or inappropriate storage of chemicals. Guidance on considerations affecting the acceptability of development from a groundwater protection viewpoint has been published by the Environment Agency as its "Policy and Practice for the Protection of Groundwater".

5.5.47 There follows a series of policies evolved in consultation with the Environment Agency.

POLICY D55

The Council will not permit development that is likely to cause unacceptable harm to an interest of significant environmental importance by increasing levels of pollution through emissions into the air or adversely increasing odour levels.

POLICY D56

The Council will refuse permission for development that in its opinion is likely to adversely affect the quality of surface, underground or coastal water as a result of the nature of the surface or waste water discharge, or give rise to pollution problems resulting from the disturbance of contaminated land. The Authority will support initiatives that lead to improvement in surface water quality.

POLICY D57

Developments will not be permitted which in the opinion of the Council pose an unacceptable risk to the quality of groundwater. Areas subject to different levels of risk and protection are shown on the Proposals Map.

Noise

5.5.48 Noise pollution generally is an increasingly important issue and noise has become recognised as a material consideration in the determination of planning applications. Noise affects all aspects of life but most significantly the comfort and convenience of home. It is the aim of the planning system to ensure that, wherever possible, noise sensitive developments are separated from major sources of noise. Such major sources of noise include roads, railways, air transport and certain types of industrial development. The policies that follow have been evolved in discussion with the Council's Chief Environmental Health Officer.

POLICY D58

New development within the vicinity of residential areas, schools, hospitals and offices must not generate noise above the existing background levels, as measured in accordance with the positions, times and methods agreed beforehand with the Authority.

POLICY D59

Noise sensitive development such as housing, schools and care homes will not be permitted in locations where it is likely that exposure to high noise levels would occur, both at present and in the future.

POLICY D60

Developments giving rise to occasional noise levels above background, which are permissible under the other policy criteria of this Plan, will be required to show to the planning authority's satisfaction that adequate measures have been taken to provide reasonable noise attenuation by design and/or screening and that adequate publicity is given beforehand of when noisy activities may occur.

POLICY D61

The Council will take into account, when determining applications for fast food restaurants, discos, nightclubs, social clubs, public houses and taxi offices, the extent to which noise from customers and the use of vehicles at night will adversely affect the amenities of residents in the area.

POLICY D62

New developments in the urban fringe that are in the vicinity of public access routes on foot to the countryside will be required to maintain noise levels below speech interference levels along those routes (typically 55 dB(A) Leq).

Light

5.5.49 Artificial lighting is desirable in certain circumstances for security reasons, pedestrian and traffic safety, recreation and for enhancing historic and architecturally important buildings. Poor and/or insensitive design and installation of lighting schemes, however, can result in light pollution. This can occur as:

- **sky glow** - the orange glow seen around urban areas caused by a scattering of artificial light by dust particles and water droplets in the sky;
- **glare** - the uncomfortable brightness of a light source when viewed against a darker background; and
- **light trespass** - light spilling beyond the boundary of the property on which a light is located.

5.5.50 Light pollution can affect both urban and rural areas but it is a particular problem in the countryside where dark skies at night are one of the special and intrinsic qualities of the rural landscape. Artificial lighting can obscure our vision of the stars; it can destroy local character by introducing a suburban feel into rural areas; it can intrude on residential amenity; it can impact upon the ecology and wildlife of an area; and it can cause stress and anxiety for people affected. In addition, light pollution represents a waste of energy, resources and money. In operating the policy below the Authority will have regard to the advice contained in the Institution of Lighting Engineers publication on Environmental Zones.

5.5.51 There has been growing concern locally over the impact of lighting schemes at supermarkets and sports grounds.

5.5.52 The Department of the Environment Circular 5/94 Planning Out Crime states (paragraph A9):

“Those installing security lighting need to strike a balance between their desire to increase the security of their properties and the possible effect that unnecessarily obtrusive and glaring light, due to badly installed or designed lighting fixtures, may have on neighbours. Care should be taken to ensure that the intensity and focus of security lighting respects the amenity of others.”

POLICY D63

The Council will seek to minimise light pollution. Details of any external lighting scheme required as part of any new development should be submitted as part of the planning application. Applicants will be expected to demonstrate to the Authority that the scheme proposed is the minimum needed for security and working purposes and that it minimises the potential pollution from glare and light spillage, particularly to residential and

commercial areas, areas of nature conservation importance and areas whose open and remote landscape qualities would be affected. Lighting will be required to be directed to the part of the site where it is needed and the Authority will require measures to be taken to seek to ensure that it does not spread beyond the site boundaries or upwards into the sky. Any approved scheme, once installed, will have to meet the parameters agreed in the submitted details.

POLICY D64

The lighting of development occupying prominent sites on the landscape or an elevated topography will be looked at particularly carefully by the Authority and will be refused if considered unduly visible in the wider landscape.

Remaining Sustainability Issues

5.5.52 As indicated in the Sustainability Strategy in the Introduction Chapter the Council wishes to promote sustainability by ensuring that, as far as possible, land is available for recycling initiatives and the upper floors of buildings do not remain vacant for long periods.

POLICY D65

Proposals for the collection, sorting and use of bottles, paper, aluminium, plastics, oil and other recyclable materials will be approved, subject to there being reasonable protection of residential and visual amenity and adequate access.

5.5.53 There are a number of vacant buildings and upper floors, particularly in central areas, which could be used to reduce pressure for development elsewhere and to revitalise buildings of townscape merit. Many would be particularly appropriate for conveniently located residential accommodation or small scale employment creating uses. The removal of access to upper floors or carrying out of other works that would reduce the possibility of their being brought into beneficial use will not be permitted.

POLICY D66

The Council will favour the active re-use of upper floors and proposals that would prejudice the active use of vacant and under-used buildings or parts thereof will be refused.

5.5.54 In order to avoid long-term dereliction and landscape degeneration it is important that installations which by their nature have a limited life - such as energy or telecommunications - should be required to be removed upon the cessation of their function and the site should then be restored to a condition satisfactory to the Authority.

POLICY D67

Permissions for installations having a finite life will be subject to planning conditions requiring their removal and the reasonable restoration of the site at the end of that finite period, with a further requirement that Section 106 Obligations for the lodging of bonds be sought where necessary.

CHAPTER 6 : TRANSPORT

PART 1 : THE NEW SUSTAINABILITY AGENDA

6.1.1 This is a key Chapter because since the 1991 Local Plan one of the principal issues for the planning system has been how it can deliver development that is sustainable. One of the chief characteristics of sustainable development is that it can be accessed by walking, public transport and cycling so that potential users do not have to rely on private cars, by the achievement of an integrated transport system.

6.1.2 This has resulted in PPG13 'Transport' where the Government gives clear advice for development plan authorities in general and on the preparation of Local Plans in particular, the broad principles of which are as follows:

“Development plans should be aimed at reducing the need to travel by car by:

- Influencing the location of development.
- Fostering development which encourages, walking, cycling and public transport.

Policies should:

- Promote development within urban areas accessible by means other than the car.
- Protect and enhance viability and vitality of shops in towns and villages.
- Maintain and improve choice for people to walk, cycle or catch public transport rather than drive between homes and facilities which they need to visit regularly.
- Limit parking provision for developments and other on or off-street parking provision to discourage reliance on the car for work and other journeys.
- Public transport needs to be cheaper, quicker and more environmentally friendly.

With regard to Local Plans:

- They should set out a range of maximum and operational minimum amounts of parking for broad classes of development and location.

- Authorities should encourage re-use of existing private parking facilities to bring them down to revised standards and refuse planning permission for public and private car parks which do not meet the strategic aims of the plan.
- Local Plans should indicate routes where measures will be encouraged to make cycling safer and more attractive and any specific new cycling provision.
- Such measures include separation of cyclists from other road traffic, shared pedestrian/cycle routes, facilities to cross roads carrying a heavy traffic flow, restrictions on parking and speed control facilities to slow motorists where separation is impossible.
- Authorities should encourage secure cycle parking at public transport inter-changes, including railway stations and park and ride facilities.”

In October 1999 the Government issued a draft revision consultation document of PPG13. It is likely that a new replacement PPG13 will be issued during the plan-period and this will need to be considered alongside plan policies.

- 6.1.3 The Authority, whilst clearly seeking to embody these principles in this Review, also recognises that in the interests of the economic development of the area, it is important that there are good links by road, sea, rail and air from the Borough to the rest of Cumbria and the country, though it must be emphasised that these in themselves must not be at the expense of the environmental quality of the area, as this could equally impair the economic development of the area.
- 6.1.4 The Borough Council works closely with all relevant bodies involved in the provision of integrated local transport - the County Council, the DETR, Highways Agency, bus, rail, dock and air operators.
- 6.1.5 The location and nature of land uses and new development affect the amount and method of travel and these in turn are influenced by the nature of the transport network and transport policies. It is logical, therefore, to plan land use and transport together and to do this with the aim of reducing the need to travel by car, by:
- The planned location of development so that it gives encouragement to other modes of travel, particularly public transport, cycling and walking;
 - Setting out clear guidelines for developing a network of cycle routes and improving safety and ease of movement on foot; and
 - Working in particular with developers to secure public transport improvement.

6.1.6 However, despite all the pious hopes for society to cut down on its private transport use there is still a very powerful car manufacturing industry with associated vigorous lobbying from a variety of bodies married with a natural reluctance from the public to use any other means of transport.

6.1.7 The Government's latest message is, though, that a new approach is needed. Its July 1998 publication 'A New Deal for Transport: Better for Everyone' advises as follows:

"We face an enormous challenge to deliver our vision of a transport system that supports sustainable development. We need a new approach, bringing together the public and private sectors in a partnership that benefits everyone. We want to ensure that companies have incentives to provide new services and raise standards, that taxpayers money is spent wisely to make public transport available for all and that services are properly regulated in the public interest.

We have not put everything on hold until this White Paper. We are already working to extend the range of transport choices across the country and are investing more in public transport to improve its quantity and quality. We have secured new and imaginative ways of funding to modernise our transport system. We are giving high priority to maintaining and managing the nation's transport structure. Taken together, this public and private investment represents a substantial increase in resources for transport. More investment in public transport and more people using it will work together to create a virtuous circle, generating more revenues, further investment and even better services.

We want transport to contribute to our quality of life and not detract from it. The way forward is through an **integrated transport policy**. By this we mean:

Integration **within and between different types of transport** – so that each contributes its full potential and people can move easily between them;

Integration **with the environment** – so that our transport choices support a better environment;

Integration **with land use planning** – at national, regional and local level, so that transport and planning work together to support more sustainable travel choices and reduce the need to travel; and

Integration **with our policies for education, health and wealth creation** – so that transport helps to make a fairer, more inclusive society.'

6.1.8 There are a series of Structure Plan Policies referring to Transport: Policies 9, 47, 48, 63, 64, 65, 67, 68, 69 and 70.

Policy 9 - Inter Urban Transport

Inter urban communications will be improved by upgrading the road network to meet economic development needs and to bring environmental benefits to bypassed towns and by encouraging the movement of passengers by bus and rail and bulk commodities by rail to reduce the environmental impact of road traffic. New road building or significant upgrading of existing roads, affecting areas and features of international and national conservation importance will only be carried out in exceptional circumstances.

Policy 47 - Traffic Management and Public Transport

In towns the adverse impact of traffic on the environment and on amenity will be reduced through the introduction or extension of measures to reduce, restrict and control traffic, including traffic calming and by giving higher priority to public transport, the pedestrian and the cyclist, while respecting the need for access by disabled persons.

Policy 48 - Road Improvements in Towns

New road building and other road improvements will not normally be undertaken in or around towns except where essential for desirable new development or in the interests of road safety or to secure significant environmental benefits.

Policy 63 - Inter-Urban Roads

Key routes that provide for long distance inter-urban road transport should be improved by the year 2006. The improvement of each route should be comprehensively planned and rigorously assessed against the environmental and other relevant policies in the Plan.

The key routes to be improved are:

- Between the M6 and the West Cumbria and Furness areas (A590, A66, A595/A596/A5092);
- Between Cumbria and the North East and West Yorkshire (A66, A69, A65);
and
- Between Cumbria and Scotland (A74, A7).

Policy 64 - Major Road Construction Programme

It is the policy of the Department of Transport and the County Council that during the first part of the plan period a programme of major road improvement schemes are expected to be constructed. Where and when known the lines of routes will be safeguarded from development.

Policy 65 - Design of New Roads

New and improved roads will be integrated into their surroundings by means of:

- i) A choice of route which minimises the impact on the environment and property;
- ii) A standard of design appropriate to the principal function and environment of the road in question, and
- iii) The use of materials and planting appropriate to the character of the surrounding area, and
- iv) Keeping permanent land take to the minimum consistent with good landscape design.

Policy 67 - Roadside Service Facilities

Roadside service facilities on the Primary Road Network will normally be permitted where:

- i) They are outside the National Parks and AONBs; and
- ii) They are complimentary to existing on-route facilities and those in by-passed settlements on the route; and
- iii) They are spaced at appropriate intervals along each route; and
- iv) They do not harm local amenity or environment or the visual character of the area.

Policy 68 - Port and Airport Facilities

Development proposals that enhance the viability of ports and airports in the County will normally be permitted. Improvements will be made to road access, particularly to the ports of Workington and Barrow-in-Furness and to Carlisle airport.

Policy 69 - Public Passenger Transport

Long distance and commuter passenger flows should be handled by rail and road public transport services wherever possible and appropriate in order to minimise growth in road traffic. The transfer of traffic to and between these modes will be encouraged by supporting proposals for improved services, infrastructure and passenger facilities and for more and better interchange arrangements.

Policy 70 - Rail Freight

Large flows of bulk commodities and all dangerous material should be transported by rail wherever possible in order to reduce the growth in heavy goods haulage by road and to reduce the possibility of serious damage to the environment. Steps to facilitate this should include;

- i) The location of new development generating such movements on sites where this traffic can be handled by rail freight services; and
- ii) The favourable consideration of proposals for interchange facilities between road and rail and for the rail freight servicing of existing industry.

PART 2 : ROADS

6.2.1 During the period of the 1991 Local Plan the local major roads system has undergone considerable transformation, with the completion of:-

- A. The Dalton By-pass and the associated trunking and improvement of Park Road and Walney Road.
- B. Dalton Market Street Environmental Improvements (By-pass Demonstration Scheme).
- C. A595 Greenhaume to Askam Improvement.

6.2.2 No major new roads are planned over the life of the Review Plan. The only significant road improvement identified and safeguarded is the widening of Lots Road, Askam.

POLICY E1

The widening of Lots Road, Askam will be safeguarded.

6.2.3 The Authority will continue to require that all new residential roads and footpaths are constructed to an adoptable standard, where this is needed. Development will be required to conform to the guidelines adopted by the Authority in 'Layout of New Residential Developments' which was jointly produced by Cumbria County Council and its constituent District Councils.

POLICY E2

Highways proposed in housing developments must be designed and constructed to adoptable standards.

6.2.4 One of the reasons for the insistence on roads to be of a publicly - maintainable standard, which began in the 1991 Plan, has been the problems experienced by residents in certain parts of the Borough where un-made roads have been an unfortunate legacy of the past, notably Askam. In Askam local residents, the Parish Council, the Borough Council and the County Council are currently working together to find ways to fund the making-up of further roads. However, where the roads are still un-made the planning authority feels that they should continue to resist development.

POLICY E3

Where development is proposed which is considered will cause an increase in traffic on an unadopted or unsatisfactory section of road such development will be refused. If the developer can secure the making up of the road to adoption standards and providing all other criteria of this Plan have been satisfied, permission will be granted.

6.2.5 There is emerging interest from various bodies representing interests on either side of the Duddon Estuary in the possible benefits of providing a bridge from Millom to Askam. It would appear that the primary interest is from the Millom side because of the tortuous routes by both road and rail by which people have to use to get from Millom to Barrow. The Authority recognises that such a scheme would have great economic benefits for both sides of the Estuary. To this end, therefore, it would not wish to prejudice the availability of the landfall site for a crossing on the Furness side of the river, when it is chosen.

POLICY E4

The Council will refuse development that it considers will prejudice the chosen landfall site or access route of a bridge or other crossing of the Duddon Estuary between the Borough and Millom, should an environmentally acceptable and economically viable scheme for such a proposal come forward.

PART 3 : TRAFFIC MANAGEMENT AND CALMING

- 6.3.1 To achieve maximum effect, traffic management needs to involve a comprehensive package of measures which will reduce non-essential traffic in town centres and residential areas, improve the environment for pedestrians and cyclists and control goods deliveries and access by heavy vehicles. Ideally this would lead to increased use of public transport and so access should be improved for buses so as to reduce journey times and foster a reduction in the use of the private car.

POLICY E5

Proposals for new developments at unallocated sites which are likely to generate significant volumes of road traffic, particularly involving the regular movement of heavy goods vehicles, will only be permitted where the development site has direct access to an appropriate standard of road and/or where the applicant agrees to a routing plan acceptable to the highways authority for traffic generated by the development or to finance the improvement of the highway network to accommodate that traffic, or to instigate measures to control the transport demand and/or provide for greater use of public transport. Proposals impacting on trunk roads will be subject to the Highways Agency's development control policy.

- 6.3.2 With the completion of the Town Square there has been an increase in traffic passing along Hindpool Road. It will, therefore, be important to ensure that any proposals for new vehicular access along it are carefully considered in relation to their impact on traffic flows.

POLICY E6

Any proposals for new vehicular access onto Hindpool Road (A5087) or that which will result in intensified use of existing accesses will be carefully examined by the Authority and if they are considered to have an adverse impact on the safety and free flow of traffic will be refused.

- 6.3.3 Since April 1996 an agreement has been in place between the planning and highway authorities in Cumbria whereby developers would be required to submit Traffic Impact Assessments with applications for developments over certain thresholds for local roads, e.g. 30 new dwellings. The framework of the advice is based on guidelines published by the Institution of Highways and Transportation. This has proved beneficial for all parties in bringing the highway impact issues relevant to development to the fore at an early stage and providing a commonality of important information for developers and authorities on which to make their decisions. It is, therefore, advisable that it be formally endorsed by this Plan. The text of the agreement relating to Traffic Impact Assessments, with the various thresholds, forms Appendix 10. With regard to the A590 Trunk Road, the Highways Agency's development control policy, on behalf of the Department of the Environment, Transport and the Regions applies. The Policy is as follows:

“On All Purpose Trunk Roads it is clearly necessary in general to restrict the formation of new accesses to them if they are to continue to perform their function as routes for the safe and expeditious movement of long distance through traffic. A particularly strict policy is appropriate to high quality stretches of rural trunk roads and to trunk roads of near motorway standard inside and outside urban areas.

Where a development is likely to generate a material increase in traffic (as defined in PPG13) either via an existing access (whether direct or indirect via a local road) or via an otherwise acceptable new access to a trunk road, which would result in the access, or the main line of the trunk road, becoming overloaded, the Secretary of State would normally advise (but if necessary, direct) the LPA to refuse the planning application. Alternatively, if improvements to the existing or proposed new access could be designed, consistent with the Secretary of State’s 15 year design horizon to provide the additional capacity and trunk road conditions up and down stream of that access are left no worse off than if the development hadn’t taken place, the Secretary of State could advise (or again, if necessary, direct) the LPA to impose conditions on any planning permission that the development should not occur unless and until those improvements have been carried out.

The Highways Agency would thus not expect to object to developments consistent with the proposals in the local plan, subject to the completion of any highway works which are considered necessary and acceptable in relation to the trunk road network.”

The necessity for and scope of a Traffic Impact Assessment should be discussed at an early stage with the Highways Agency.

POLICY E7

The Council will continue to implement the Traffic Impact Assessment requirements for local roads operated in association with the County Highway Authority and Department of Transport for relevant developments, as based on the recommendation of the Institute of Highways and Transportation.

- 6.3.4 The Countryside Commission have, in recent years, been recommending that roads which provide popular access routes into the countryside from settlements for walkers and cyclists should be considered for lower speed limits and other traffic calming measures in order to make them safer and more attractive for such recreational users.
- 6.3.5 The Proposals Map shows a series of such roads that the Authority will examine in order to consider their suitability for such measures. The Authority will seek the County Council’s support in this. Any roads that are so designated would then be subject to strict limitations on the type and amount of development allowed along them.

POLICY E8

The Proposals Map shows a number of roads which the Authority, in association with the County Council, will consider as possible Green Routes, where lower speed limits would be imposed and other traffic calming measures implemented. Along any route so designated the Authority will limit development to that for which there is an economic and social justification, which would override the importance of the route for leisure uses.

PART 4 : PARKING

6.4.1 The Authority's parking requirements on development sites are clearly set out in 'Parking Guidelines in Cumbria', as updated in 1997, which was formally adopted by this Authority in July 1997.

POLICY E9

All development should provide for its car parking requirements. However, within the Barrow town centre block (indicated in Proposals map 4 and where A13, B7, C5, C6 & C7 apply) private parking provision will not be required on-site for residential or commercial development. Parking within that area will only be available on-street or within publicly provided off-street areas. This may require the payment of commuted sums towards the cost of publicly provided parking in lieu of on-site parking provision. Development proposals in the Barrow town centre block will further be considered having regard to the level of public transport provision in the area and any improvements to that provision proposed by developers.

6.4.2 At the time of preparation of this Review, Barrow's town centre is in a state of flux and the direction of the Council's parking strategy has not been finalised. The 1991 Local Plan gave extensive coverage to the matters of short-term and long-term parking and identified priorities for provision in each category. The Council's future strategy for car parking provision and charging policy in and around Barrow Town Centre, including adjacent residential areas has now been incorporated in the Cumbria Local Transport Plan, of which the relevant extract forms an Appendix, see appendix 11.

6.4.3 Since the 1991 Plan, Portland Walk has been completed and its roof top parking provided. Partly as a result there are currently some empty shops in Dalton Road but it is considered likely that they will be reoccupied or redeveloped in due course. The parking needs of the town centre cannot, therefore, be firmly established. It is hoped also that the Single Regeneration Budget scheme will bring about more commercial re-use of properties along Abbey Road and Duke Street.

6.4.4 The effect of all these developments is likely to be that more parking spaces have to be provided. This will also link in with the Authority's overall strategy of promoting Barrow as a wet weather destination for tourists in the Lakes, as well as a shopping

centre for people living in the southern Lake District. The Council recognises that PPG13 is opposed to there being increased travel to town centres by car for shopping purposes. However, the Authority feel that in more global terms it would be more sustainable for people living just beyond Barrow's present half hour drive time catchment to travel to Barrow, rather than Lancaster or Preston, where Barrow is the closest centre to them and has least traffic problems.

PART 5 : PUBLIC TRANSPORT AND NON-MOTORISED TRANSPORT

- 6.5.1 An important indicator of sustainability is the extent to which encouragement and promotion is given to public transport. However, the degree to which a Local Planning Authority can influence this is limited as the level of rail and bus service is largely dictated by the relevant operators.
- 6.5.2 With regard to rail, three possible additional station sites have been identified:-
- A. Park Road. This Plan has a considerable allocation for more employment sites along Park Road. As these become developed, the Authority will seek to enter discussions with developers over a funding package for the provision of a station or halt to serve the area, when it is considered that there will be sufficient traffic to justify such a scheme.
 - B. Furness Abbey. Various tourism and other studies over the years have identified that there could be considerable interest in having a station or halt to serve the Furness Abbey area. This would not only benefit visitors to the Abbey but it could also serve other nearby sites such as Furness General Hospital and the 6th Form College. It is, however, only considered feasible if the area is made into a more enhanced visitor attraction by measures such as linking Furness Abbey into Abbotswood or the provision of enhanced catering facilities in the immediate vicinity of the Abbey. Also, for safety reasons, a site would have to be found away from the curve of the original station site. A policy covering a possible Furness Abbey Station was a feature of the original Local Plan.
 - C. Lindal. Lindal Station closed in the 1950s. However, with the development of the Colony Candle visitor attraction there is increased justification for its reopening.

POLICY E10

Development will be refused if it is considered to prejudice the ability to develop in due course the possible station sites at:-

1. *Park Road;*
2. *Furness Abbey; and*
3. *Lindal.*

POLICY E11

The Authority will wish to enter into discussions with developers whose schemes are in the vicinity of these sites and considered likely to generate additional passenger traffic with a view to establishing partnerships for the funding of the stations and for the provision of sidings where there is also potential for freight traffic.

6.5.3 The following policies (E12 to E20) are justified by the need to encourage the greater use of public transport, as part of the Authority's sustainability strategy and in furtherance of the Government White Paper 'A New Deal for Transport : Better for Everyone.'

POLICY E12

The Authority will protect parking facilities and space suitable for parking at station sites, both existing and proposed, from development.

POLICY E13

The expansion of freight handling facilities by rail and sea will be approved provided the increase in traffic generated by the development does not have a significantly adverse effect on the amenities of residential areas or on other environmental resources.

6.5.4 The Council is keen to support the transfer of freight traffic to rail wherever possible. To this end the sites allocated for employment use next to the railway along Park Road are required to reserve a strip of land next to the railway to allow rail sidings to be constructed.

POLICY E14

Proposals involving the transfer of freight traffic to railways and proposals for new development likely to have high rail dependency will be approved, subject to the Authority being satisfied that the other policy criteria of this Plan have been met.

Cycling and Walking

6.5.5 Increased use of cycles can play an important role in the shift towards a transport system less dependent on the car. The Government is calling for:

- A. Local authorities to consider cycling from the outset in planning and traffic management;
- B. Secure cycle parking to be made available near offices, shopping centres and public transport stations;

- C. Employers to make cycle parking, changing and shower facilities available; and
 - D. Cycling to be seen as a sensible means of transport offering a realistic alternative to the car, both in local and composite journeys.
- 6.5.6 The Government's 'National Cycling Strategy' commits it and local authorities to the doubling of bicycle use by the year 2002 (from a base of 1996 levels) and to double it again by 2012. Under this Strategy local authorities are also asked to produce their own Green Transport Plans and this is currently being investigated by the Authority.
- 6.5.7 Cycling is a healthy and pollution-free means of travel but cyclists are at risk on busy roads and separate routes are needed to provide safe alternatives to the main routes both in and out of town.
- 6.5.8 The Proposals Map shows a network of possible cycle routes, some of which would be within the highway, some not, with a particular emphasis on improving accessibility by safer routes to schools, town centres, local centres, leisure attractions and employment areas.

POLICY E15

Provision for cyclists will be improved, with dedicated cycle routes and paths being identified and developed within and between settlements, with a particular emphasis on schools, town centres, other centres and leisure facilities. The Proposals Map shows a framework of 'desire line' routes, which will be the subject of further joint studies with the County Council, in association with the Local Transport Plan process. Development considered likely to generate significant numbers of cycle users within the vicinity of a proposed or possible cycle route will be the subject of discussions with the developers in order to secure Section 106 Obligations for the making of contributions towards their provision. Cycleways should be provided to standards acceptable to all users and as required by the County Highway Authority, to ensure their long term adoption and maintenance by the County Council.

POLICY E16

Secure cycle parking provision, in accordance with the Council's adopted guidelines, will be required in all new car parks, particularly those associated with employment, retail, leisure and educational developments. Also the Authority will favour the provision of shower facilities at employment-generating developments.

6.5.9 The creation of better conditions for pedestrians can encourage people to leave their cars at home and generally ensure healthier lifestyles. Improved and well publicised pedestrian and cycle routes from residential areas to town and local centres, traffic calming, environmental improvements, pedestrianised streets, wider pavements and narrower carriageways can all help to shift the balance in favour of the pedestrian. To this end the Authority is now working jointly with South Lakeland District Council, Cumbria County Council, the Countryside Commission and others on a pilot study into the provision of Greenways in the Furness Area.

POLICY E17

Where feasible the Council will require new development schemes to contribute to an improvement in conditions for pedestrians, with the objective of increasing journeys on foot, reducing car dependence and improving the environment. The facilities that are created must provide quick, direct routes, that are adequately lit and properly surfaced to ensure the safety of users.

POLICY E18

All rail routes, whether currently in use or disused, will be considered as possible walking or cycling routes and protected from development where the Authority have identified that their long term protection for this purpose or for possible reopening overrides any short term economic or other benefits. This Policy will also apply to other areas of land which the Authority have identified as being suitable for inclusion in a programme for the provision of Greenways.

PART 6 : TAXIS

6.6.1 The Council has, since 1989, operated a policy that taxi businesses should be located in suitable premises in the commercial sector of the town centre, with adequate off-street parking facilities nearby and the office not being adjacent to residential properties. The Authority allows up to two taxis/private hire vehicles to be operated from a dwelling, provided they are only operated by occupiers of that dwelling. This is in order to help to reduce the use of the private car.

POLICY E19

The Council will only allow taxi businesses in commercial areas, where there is adequate off-street parking space, either at the site or within the vicinity and the office is not adjacent to residential property.

POLICY E20

Up to two taxis/private hire vehicles will be allowed to operate from a dwelling without the need for planning permission, provided they are only operated by occupiers of that dwelling and their parking does not cause undue congestion or an adverse impact on residential amenity.

CHAPTER 7 : COMMUNITY FACILITIES AND STANDARDS FOR NEW DEVELOPMENT

PART 1 : INTRODUCTION

7.1.1 This Chapter covers a variety of topics related to the community's interface with development. It deals with developments that are needed by the community as well as the infrastructure and other community considerations involved in development.

PART 2 : COMMUNITY FACILITIES

7.2.1 The period since the adoption of the original Local Plan in 1991 has generally seen a rationalisation of community facilities and no major new allocations in the health, welfare, cultural and education sectors are considered necessary in this Review. The only specific allocation is the reservation of the land on the Abbey Road side of Furness General Hospital for health related purposes, in order to secure the maximum benefit from the investment made in the Hospital.

POLICY F1

The land shown on the Proposals Map on the Abbey Road side of Furness General Hospital is allocated for health related purposes, linked in to the use of the Hospital.

7.2.2 Applications have been received in recent years for medical and dental practices in residential areas where the parking facilities are becoming strained.

POLICY F2

Health centres, welfare buildings and doctors, dentists and other surgeries should be located within, or on the edge, of town, neighbourhood or village centres. They will only be allowed in residential areas if;

- a) They occupy large properties or former commercial properties which are not capable of being readily converted to residential use and which have been vacant and on the market for at least a year; and*
- b) They provide adequate on-site parking space or there is adequate on-street space in the immediate area without their use causing undue congestion or loss of amenity; and*
- c) Their hours of use will not cause a significant loss of residential amenity.*

- 7.2.3 In June 1992 the Council adopted a policy for development control purposes with regard to childrens' nurseries. It had considered a report that recognised that there was a social need for promoting nursery facilities but that residential amenities also had to be preserved. It was judged that internal noise nuisance could be effectively controlled by sound insulation and that the major disturbance was likely to occur through noise nuisance outside the nursery, particularly in a garden play area; disturbance could also be caused by increased traffic activity.
- 7.2.4 The Planning and Environment Committee felt that it was appropriate to devise a policy which made a distinction between smaller nurseries, which were more in scale with family use of properties and those larger nurseries which would be more in keeping with such accommodation as schools, church halls and community centres.
- 7.2.5 The working policy that was evolved has been found to be broadly acceptable in practice and is, therefore, partly incorporated in this Review. It has been amended to take account of the Planning and Environment Committee's experience of it and of an advisory letter from the Department of the Environment to all planning authorities, dated 29th March, 1996.

POLICY F3

Childrens' nurseries catering for more than six children at a time will not be allowed if they are considered to bring undue harm to the residential amenity of an area by virtue of the amount of traffic generated or the amount of disturbance from play areas. Play areas must either not adjoin the curtilages of other dwellings or, where there is reasonable separation from other curtilages, must be provided with adequate screening either by acoustic fencing or as a result of the presence of substantial landscaping.

PART 3 : STANDARDS FOR NEW DEVELOPMENT

A. Drainage and Water Supply

- 7.3.1 The bulk of the waste water from the developed area of the Borough now drains to the Salthouse Pool Waste Water Treatment Works.
- 7.3.2 Throughout the area the Authority and the Environment Agency are keen to ensure that development does not cause pollution or public health problems by virtue of inadequate drainage arrangements and that developers give careful consideration to ways of ensuring the efficient use of water.
- 7.3.3 The area enjoys a plentiful local water supply. There is, however, one water supply concern for the area, which relates to the Major Aquifer in the St. Bees Sandstone under Barrow and has been identified as an issue in the Environment Agency's "South Cumbria Local Environment Agency Plan", which states as follows:

“Heavy abstraction of groundwater for industrial and public supply from the sandstone aquifer around Barrow has exceeded natural recharge. This has resulted in a fall in water levels to well below sea level in areas near the coast. There is a risk of deterioration in groundwater quality from saline water intrusion from the sea.

Abstractors in the affected area are operating within their licensed quantities.

To ensure sustainable use of groundwater the only realistic option open to the Agency is to refuse applications for further abstractions within the Furness aquifer. Developers wishing to utilise mains water will not be affected by this embargo.”

POLICY F4

New development will be permitted if foul sewers and sewage treatment works of adequate capacity and design are available or will be provided in time to serve the development. The proliferation of small private package sewage treatment plants and other types of discharge direct to watercourses within sewered areas will not be allowed. The use of septic tanks will, in consideration with the Environment Agency, only be considered if connection to the mains sewerage is not feasible and only then if ground conditions are satisfactory and the plot of land is of sufficient size to provide an adequate subsoil drainage system.

POLICY F5

In all new housing developments the Council will require all foul and surface water drainage works and water conservation and recycling measures such as water meters and rain water butts to be completed in accordance with approved details before any dwelling is occupied. The Authority will require, where appropriate, drainage to be provided on a separate system.

POLICY F6

Proposals for new development involving sites in excess of 0.4 ha must be accompanied by details of all land drainage arrangements. These must be designed so as to ensure that there is no deleterious effect on adjoining occupiers of land, important wildlife habitats or watercourses in the vicinity.

POLICY F7

Other than for already allocated housing sites, development which increases the requirement for water supply will be permitted only where an adequate water supply either exists or can be provided without detriment to river flows, water quality or nature conservation interests.

B. Flooding

- 7.3.4 There are areas that can flood along Mill Beck/Poaka Beck, as well as other pockets locally where there are impedances to natural drainage. There are also parts of Walney, Salthouse and Askam that could, in certain circumstances, be inundated from the sea. The Council and the Environment Agency agrees, therefore, that cautious policies are needed for such areas. Until the early 1990's, the Authority had required development to have floor levels at least 6.7 metres Above Ordnance Datum. In development control decisions since it has increased this to 7.0 metres in order to take account of the estimated effect of global warming. This is now embodied in the relevant Policy below.

POLICY F8

Within the identified floodplain or in the areas at unacceptable risk from flooding the Authority will not accept new development, the intensification of existing development or land raising, unless it is decided that development in such areas should be permitted for social or economic reasons. In these cases appropriate flood protection and mitigation measures, including measures to restore floodplain or provide adequate storage, will be required to compensate for the impact of development. At sites suspected of being at unacceptable risk from flooding but for which adequate flood risk information is unavailable, developers will be required to carry out detailed technical investigations to evaluate the extent of the risk. In all cases, developers will be required to identify, implement and cover the costs of any necessary measures and to submit full technical information with their planning applications.

POLICY F9

The Authority will refuse development that would result in adverse impact on the water environment due to additional surface water run-off, unless appropriate alleviation or mitigation measures, as agreed with the Authority in consultation with the Environment Agency, are provided. Developers will be expected to cover the costs of assessing surface water drainage impacts and of any appropriate mitigation works.

POLICY F10

Development will not be permitted which would adversely affect the integrity and continuity of tidal and fluvial defences. Access to existing and future tidal and fluvial defences for maintenance and emergency purposes will be protected and where appropriate, improved. Where development relating to tidal and fluvial defences is permitted, the Authority will, in consultation with appropriate bodies including the Environment Agency, require appropriate measures to be incorporated in order to ensure that the stability and continuity of the defences is maintained. Developers will be expected to cover the costs of any appropriate enhancement and mitigation works, including their long-term monitoring and management. In appropriate cases the Council will seek public access to new and reconstructed tidal and fluvial defences.

POLICY F11

The floor levels of all new development must be at least 7 metres above Ordnance Datum.

C. Crime Prevention

7.3.5 It is now increasingly recognised that the way in which development is located, designed and laid out can have an influence on crime prevention in a number of ways, including;

1. Not siting incompatible uses close to one another;
2. Creating interesting and varied environments that are well used;
3. Ensuring roads and parks are overlooked by surrounding properties;
4. Designing housing layouts, to encourage “ownership” by residents of the areas close by;
5. Provision of sporting, recreational and leisure opportunities;
6. Designing, landscaping and lighting roads, footways and cycleways to avoid isolated or hidden stretches; and
7. Designing and equipping car parks to avoid ‘hidden’ areas.

7.3.6 Circular 5/94 provides detailed advice to planning authorities and indicates that crime prevention may be a material consideration, when planning applications are considered. Applicants are advised to consult the Cumbria Constabulary’s Architectural Liaison Officer at an early stage on relevant schemes where good design may help deter criminal activity. Schemes considered suitable by the Cumbria Constabulary can bear the approved title, “Secured by Design”.

POLICY F12

The design, lighting, layout and location of new development will be carefully examined by the Authority, in consultation with Cumbria Constabulary, to ensure that it is not contrary to the interests of the prevention of crime and development will be refused if it is considered that it will give rise to an increased likelihood of crime.

D. **Access for People With Disabilities**

- 7.3.7 It is essential that the needs of people with disabilities are acknowledged and provided for in the layout and design of any new development. Those with disabilities deserve careful consideration in the layout and design of development, including wheelchair users, those who are able to walk but with difficulty, those who are wholly or partially deaf or blind and others for whom movement to and within buildings is not easy.
- 7.3.8 When a new building is proposed or when planning permission is required for the alteration or change of use of an existing building the Authority will negotiate with the developer to ensure that the needs of people with disabilities are met at an early stage in the design process.
- 7.3.9 The extent to which access for the disabled is a material consideration in the planning process is now set out in Paragraphs 33 and 34 of PPG1. Developers are now, therefore, advised that there are relevant considerations within the Disability Discrimination Act which they would be well advised to consult preparatory to developing plans for their schemes.
- 7.3.10 The policy below is an extension of one that the Council successfully adopted for development control purposes in 1986. The Authority commends the Centre for Accessible Environment's publication "Designing for Accessibility" in providing good advice and practice with regard to those issues, particularly on interpretation of Part M of the Building Regulations.

POLICY F13

The Authority will provide advice to and negotiate with developers for the provision of satisfactory access for people with disabilities whenever alterations are made to the access arrangements of any building to which the public have access.

POLICY F14

Permission will be refused for development where the layout does not adequately provide for the reasonable access needs of people with disabilities, unless such access is prevented by local topography.

E. **Planning Obligations (Section 106 of the 1990 Planning Act)**

- 7.3.11 Circular 16/91 advises that local planning authorities should make it clear in Local Plan policy "where planning obligations are to be sought regularly in connection with certain types of development". This requirement is reiterated in PPG12. Other PPGs refer to the potential for planning obligations to secure various legitimate planning

objectives including affordable housing (PPG3), infrastructure provision (PPG12) and the provision of “public” open space and sporting, recreational, social and community facilities as part of a larger mixed development, including contributions to nearby or off-site facilities (PPG17).

7.3.12 References to where certain types of development or their infrastructure needs or other public impacts will require a Section 106 Obligation appear in various parts of this Plan.

7.3.13 It is not possible to be prescriptive as to particular types of development or levels of threshold where they will automatically be required as this will depend on the circumstances and merits of particular proposals or their location. However, the main areas and considerations are likely to be related to:-

1. Road improvements, sewage treatment and other services and infrastructure.
2. The provision of public transport facilities or services or routes for non-motorised transport, such as greenways and cycleways.
3. The provision of play areas and other recreational facilities, both indoor and outdoor.
4. Treatment of contamination or instability.
5. Limitations on the amounts of development on parts of sites or on its timing.
6. Contributions toward the provision of public art.
7. Provision of nature reserves or other facilities for the management or interpretation of natural history interests.
8. Works to listed buildings or for the preservation or enhancement of conservation areas or the physical preservation and/or excavation and recording of archaeological remains.
9. The provision of commuted payments for such aspects as car parking on sites of limited size.
10. The provision of community facilities and services.
11. The lodging of bonds with the Authority for installations likely to have a finite life.

POLICY F15

In the case of new housing, commercial, industrial and other development on significant sites, where appropriate, the Council will seek, by planning condition or planning obligation under Section 106 of the 1990 Act, to provide for infrastructure requirements and new social, recreational and community facilities, where the need for these is fairly and reasonably related to the development concerned. The types of facilities which may be required, are listed in paragraph 7.3.13 and elsewhere in this Local Plan. Provision may be made on site, or commuted payments may be negotiated to provide facilities elsewhere if their location can adequately serve the development site, or needs generated by it.

F. Personal Circumstances

7.3.14 In the Town and Country Planning (General Development Procedure) Order 1995, all local authorities are obliged to publicise planning applications. In Barrow, the Authority has gone further, by allowing people to speak directly to Committee. The procedure adopted is as follows:

1. If an objector has asked to speak, that objector, together with the applicant, is invited to speak at the meeting.
2. If an applicant has asked to speak, the applicant, together with all objectors to the proposal, are invited to speak to the meeting. (However, if there are many objectors, they are asked to appoint two or three representatives to speak on their behalf).
3. If requests are made less than a week before the Committee date, the Committee Clerk decides whether the necessary arrangements could be put in place. If not, the Committee are asked if they wished to defer consideration of the report.
4. All people invited to speak to Committee are allowed five minutes to make their points. Councillors can ask questions of them for clarification but no further submissions are otherwise allowed.
5. Following representations, if the application was then deferred for some reason, say a site visit, people are not given the opportunity to speak again at the next meeting. (It is preferable for the Committee to ask for a site visit in advance of listening to representations).

This procedure of allowing representations has stood the test of time and not led to any significant problems in practice. However, one aspect that could be problematic related to public presentations regarding personal circumstances. Some details of personal circumstances were more appropriately dealt with in Part Two of the Agenda, where the press and public were excluded. This obviously led to the difficulty of

objectors being present when dealing with confidential matters. In reality, personal circumstances have often related to medical and health reasons and to new residential property outside the designated urban area. The Government's guidance has been firm and clear - personal circumstances should be not used to justify permanent development when it is counter to strong planning policy. The Committee has reaffirmed its intention to follow this advice on future applications, therefore, many such personal circumstance applications would not be submitted in the first case, as applicants would not wish to waste the cost of submitting a planning application if they were already aware of the firm intention to follow Government advice.

POLICY F16

Personal circumstances are, exceptionally, a material planning consideration but they will seldom justify permanent new development contrary to the policies and proposals of the plan since such development will remain long after the personal circumstances of the applicant have ceased to be material.

G. Development in Accordance With Approved Plans

7.3.15 The Authority is keen to see that the policies of this Plan are carried out in development control decisions and that they are followed through to the implementation of development.

7.3.16 It has been occasional practice for developers to fail to carry out every part of a layout shown on an approved plan, such as a footway, or verge or fence. It is not always possible to enforce their provision unless a suitable condition has been imposed on the consent.

POLICY F17

The Authority will attach conditions in all appropriate planning permissions to require the essential elements of the development to be carried out and completed in accordance with the planning permission, including any agreed phasing programme.

CHAPTER 8 : LEISURE AND TOURISM

PART 1 : CENTRAL GOVERNMENT POLICY

- 8.1.1 Sport and recreation are important components of civilised life. Participation can help improve individual's health and sense of well being; promotion of sporting excellence can help foster civic and national pride. During the 1980's there was a general decline in the school age population that has led to a fall in the 16-24 age group, while 24-44 and 45-59 age groups are growing. The consequence of this has been in the growth of health related activities such as jogging, running and sports such as bowls, badminton, swimming, etc. whilst team based sports have declined.
- 8.1.2 PPG17 published in 1992 stresses the importance of balancing the competing claims of different land users for leisure purposes. The Borough has adopted this approach throughout the 1990's and now offers a diverse and wide range of leisure and recreation facilities for its citizens, both in terms of outdoor and indoor leisure facilities.
- 8.1.3 The Government's objectives for sport and recreation as set out in PPG17 are:
- To meet the specific needs for both mainstream and specialist sports facilities.
 - To meet the recreational needs of the elderly, disabled and other disadvantaged groups.
 - To sustain and enhance the availability of public rights of way.
 - To ensure that playing fields are protected for their recreational and amenity value, except where no effective contribution is made by the site.
 - To improve access to open space which has recreational value.

Other Interested Bodies

- 8.1.4 The Sports Council identified a shortfall in the provision of indoor facilities in the Borough in its document, "A Strategy for Sport in the Northern Region 1994-1999". Financial assistance has been gained through the Sports Council for the development of indoor facilities in the Borough. The Park Leisure Centre has been a major example of commitment from the Sports Council. The policies contained in the Local Plan reflect as far as possible the priorities for sport contained in the document, by including policies on play areas, artificial pitches, indoor bowling centres and major sports facilities.

- 8.1.5 The National Playing Fields Association (NPFA) advises on the standards to be adopted for open space and play space by local authorities. In particular they recommend between 0.6 hectares and 0.8 hectares of childrens' play space per 1,000 population. The policies contained within this section adopt the advice given by the NPFA on childrens' playgrounds in the context of the local area.

PART 2 : GENERAL CHARACTERISTICS

- 8.2.1 Outdoor sports facilities are provided by the Borough Council, the Education Department of Cumbria County Council and by private clubs and organisations. They consist of winter sports pitches, golf courses, driving ranges, bowling greens, tennis courts, cricket pitches and athletic tracks.
- 8.2.2 On the whole, Barrow is well provided for most outdoor sports but there are problems with the condition of winter sports pitches and tennis courts. The Park Leisure Centre provides full sized all weather pitches catering for football, hockey and other team sports for use by the whole community. This should not, however, rule out the possibility of more being provided, especially in Dalton if funding from the Sports Council becomes available.
- 8.2.3 At present the Borough is heavily reliant on Education Authority pitches. However, the increased threats to sports pitches due to cuts in Education Authorities' budgets has not affected the "dual role" of schools in meeting the demand for outdoor sports, as was feared in the 1991 Local Plan. In fact the opposite has occurred where schools have extended the use of their facilities to the community in order to supplement decreasing budgets, although the recession and lack of development interest may have forced this position. It is generally expected that schools will continue to provide for outdoor sport activity with the possibility of obtaining Lottery funding for the improvement of facilities.

Indoor Sports

- 8.2.4 The 1991 Local Plan identified a general sporting deficiency in indoor facilities, including swimming baths. The opening of the Park Leisure Centre and Park Vale Centre have reduced the overall deficit of indoor facilities to an acceptable level and it is the intention of the Authority to continue to upgrade and maintain existing facilities to a high standard, such as the new fitness studio at the Park Leisure Centre. Major improvements have also been taking place and are likely to continue to do so at local schools. Centres of Excellence have been developed for Table Tennis at Park View and for Netball at Chetwynde and there is now a Basketball Centre at Thorncliffe. A Tennis Centre of Excellence has also been mooted for land at Park View.
- 8.2.5 Dalton town centre has been identified as deficient in its sports hall provision. An area to the rear of Dalton Leisure Centre provides an opportunity for a new sports hall to be provided and planning permission has now been granted for this.

Playgrounds

8.2.6 There are now 34 childrens' playgrounds in the Borough, compared to 26 playgrounds identified in the 1991 Local Plan. There have been ten new playgrounds installed, notably at Barrow Park and the Dock Museum, with two closures at Kirkstone Crescent and Macadam Street for safety reasons. As predicted the playgrounds are larger with a wider range and number of equipment.

The National Playing Fields Association defines three types of playground:

1. A NEAP - Neighbourhood Equipped Area for Play. An unsupervised site serving a substantial residential area, with a minimum of eight types of play equipment for children ages 8-14 and within 15 minutes walking distance.

There are currently seven in the Borough.

2. A LEAP - Local Equipped Area for Play. An unsupervised play area equipped for children of early school age, with at least five types of play equipment and within 5 minutes walking time of home.

There are currently 19 in the Borough.

3. A LAP - Local Area for Play. A small, unsupervised open space, specifically designated for young children for play activities close to where they live. A local area for play may not be equipped but seating for adults and space for childrens' games and play with toys is essential. They would typically be within 1 minute of home.

There are currently 8 in the Borough.

Despite improvements, however, the following areas have been identified as deficient in playground provision, four of which have been carried over from the last Plan period:

North Scale - Possible LEAP at Teasdale Road
North Walney - Possible LEAP at Severn Road*
Lower Ormsgill and surrounding area
Yarlside - Possible LEAP at Chestnut Walk
North Parkside
South Newbarns/Bridgegate
South Vickerstown*
Lower Hindpool*
Town Centre*

* Denotes those carried over from previous Plan.

8.2.7 Allotments

The number of allotments has declined considerably over the last 40 years, although the number of houses without gardens has remained almost the same. Whilst demand for allotments is steady and there would not appear to be any need to allocate land for this purpose, the further loss of allotments for development needs to be carefully monitored.

PART 3 : POLICY SUCCESS OF THE 1991 LOCAL PLAN

- 8.3.1 A stated aim of the 1991 Plan was “to provide play facilities for children in the areas of greatest need”. Policy G10 identified areas of greatest need as Hawcoat, Schneider Road, South Dalton and the Vulcan estate, which now have play facilities. Policy G11 also proved successful in providing new play equipment where housing development was taking place.
- 8.3.2 The 1991 Plan identified a lack of indoor sports facilities. There was no policy directly related to this but there have been two new indoor sports facilities, at the Park Leisure Centre and Park Vale Centre on Walney, as well as the improvements at schools cited above (Para 8.2.4). Indoor leisure facilities have also been built at the Hollywood Park complex at the corner of North Road and Walney Road.

PART 4 : STRUCTURE PLAN CONTEXT

- 8.4.1 Policy 53 of the Structure Plan recognises the importance of providing a framework that enables playing space to be provided to an appropriate standard. It also states that the Local Plan should identify shortfalls in play space and consider making good the deficiency, particularly where new development is to take place.

PART 5 : VISION FOR THE NEW PLAN PERIOD

- 8.5.1 Much activity is envisaged in leisure and recreation over the plan period, particularly within the built up areas of towns.
- 8.5.2 As indicated above an important development of recent years has been the edge of centre Hollywood Park scheme at the junction of North Road and Walney Road, incorporating a multi-screen cinema, bowling alley, bingo hall, fitness centre/swimming pool and three restaurants. This development aims to make Barrow Cumbria’s top entertainment centre, boosting the number of occasional visits to the Borough, particularly from tourists visiting the Lake District. It is hoped that Barrow can accommodate the needs of occasional tourist visitors through its modern shopping facilities and all day entertainment facilities as well as through existing tourist attractions.
- 8.5.3 Public indoor sports facilities such as the Park Leisure Centre will continue to be maintained to a high standard so that health benefits incurred from its use can grow.

- 8.5.4 By the end of the Plan period it is envisaged that Barrow will provide a childrens' play area for all resident Wards, both old and new and to acceptable standards, as set out in this Section below.
- 8.5.5 The various public rights of way including Cistercian Way, Haematite Trail and Cumbria Coastal Way will be protected for the enjoyment of walkers throughout the Plan period and beyond.

PART 6 : AIMS

- 8.6.1 The aims with regard to the Leisure section are to provide for the sporting and recreational needs of the residents of the Borough and in particular to:
- A) Provide for enhanced leisure activities to take place within built up areas in locations that are accessible by public transport.
 - B) Provide play facilities for children in the areas of greatest need and in new housing developments, by the use of Planning Obligations.
 - C) Protect existing sports and recreation facilities as far as possible from development that instead could preferably be accommodated on vacant, underused or other suitable land.
 - D) Promote the use of public rights of way and protect them from development.

PART 7 : GENERAL POLICIES FOR LEISURE USES

- 8.7.1 Most indoor leisure takes place within town centres, as they are easily accessible by public transport and private car, and where noise disturbance to neighbours is minimal. In certain circumstances, however, it may be appropriate to locate in an edge of centre area where the development is of a larger size and cannot be accommodated in a town centre. Such applications will be best placed on the edge of the town centre, where land is accessible by public transport and preferably vacant or underused. If no site within the built up area of town is suitable, then an out of town centre location will become appropriate. Such development will not be favoured where an alternative site could be found within a built up area. Development will not normally be permitted in the open countryside. This policy is in line with the guidance contained within PPG6 and PPG13 on retail and transport, which states that the sequential test should be applied to all developments. It includes indoor leisure uses such as bowling alleys, bingo halls, multiplex cinemas, fun pools, sport halls and standard pools.

8.7.2 In some circumstances it might be necessary to develop a parcel of land adjoining an existing housing development. Where the parcel of land is used for sports or recreation purposes it should normally be protected except where the facilities can best be retained and enhanced through the redevelopment of a small part of the site, or where alternative provision of equivalent community benefit is made available.

8.7.3 The Local Playing Field Users Association have advised as follows:

- “1. The level of provision in Barrow-in-Furness is possibly in 1997 adequate for the number of participating teams. There is no provision at all in Dalton-in-Furness and this puts extra strain on the facilities provided in Barrow-in-Furness. This is an area that needs urgent attention. If an increase in interest in amateur football was to take place there is no adequate room for expansion, in other words no extra areas to play on!
2. As stated in the above answer, Dalton-in-Furness needs at least two football pitches plus changing accommodation.
3. There may be need in the future, if the area picks up again regarding work. At one time during the 80's there was need for 18 playing surfaces, whereas only 15 are available at the present time. Extra money means that people's interest in leisure activities increases. The loss of Croft Park, Rating Lane and the Abbey areas have not been replaced.
4. No possible areas that could accommodate leisure facilities should be sold. If the sale of such areas was to go ahead, it should only be for leisure facilities. The biggest example of this, is the former Risedale School Fields, which could be brought back into use as playing pitches and the all weather changing facilities could be utilised for this or alternatively changing facilities could be provided. The land to the rear of Victoria School, Oxford Street, should also be retained and possible extensions to the Thorncliffe changing accommodation be done or again changing facilities provided.”

The Authority, in association with the English Sports Council North, will continue to monitor and survey the local situation and this work will feed into future reviews of this plan.

8.7.4 The vacant land between the Dock Museum and Furness College, along the Channelside has now emerged as a sustainable and suitable site for a mixed leisure/public house/restaurant development. this would be compatible with the surrounding land uses and would enhance the area's attractiveness to visitors.

POLICY G1

The vacant land along the Walney Channel frontage between the Dock Museum and Furness College is allocated as an area for mixed use leisure development, encompassing uses within Classes A3 and D2.

POLICY G2

Applications for the development of stand alone (i.e. not related to a particular school) indoor leisure facilities will be permitted in the following order of priority, whereby permission will only be granted for a site in a lower category if the Authority are satisfied that there is no site available in a higher category;

- a) *In a redundant or vacant unit in a town centre location accessible by public transport;*
- b) *Where another suitable location exists in a town centre and is accessible by public transport;*
- c) *In an edge of centre location where a town centre location is inappropriate or unavailable; or*
- d) *Where it has been demonstrated that no appropriate town centre or edge of centre location exists to accommodate the development and where served by public transport and in conjunction with other Plan policy criteria contained in the Plan.*

POLICY G3

Development proposals involving the loss of existing or former public or private recreation and community facilities such as parks, play areas, sports fields, school playing fields, allotments, sports halls and village halls will be permitted provided it can be demonstrated that either;

- a) *There is no shortfall of provision in the area for all existing and likely future users of that lost facility; or*
- b) *An alternative site is to be provided, at the developer's expense, of comparable size and quality, with any necessary associated changing facilities, and at a comparable location with the lost facility.*

PART 8 : ENTERTAINMENT

8.8.1 The Authority believes that it is appropriate to concentrate late night activities such as clubs, dance halls, discotheques, etc. in areas which will cause least disturbance to town centre residents, away from the most important retail outlets and avoiding the possibility of vandalism taking place. For the purposes of this policy a late night activity is one closing after 11.00 p.m.

POLICY G4

Late night entertainment activities will be considered on their merits within the areas identified on the Proposals Map as Other Barrow Town Centre Shopping Areas (Policy

C6) and Mixed Areas around Barrow Town Centre (Policy C7), excluding the Shopping Core (Policy C5). Outside these areas applications for late night activities will have to demonstrate;

- a) A special requirement to be located inside the area; and*
- b) Minimum disturbance to nearby properties.*

Late night activity will not be allowed in the same building as or directly adjoining a dwelling where noise might be transmitted directly.

PART 9 : TOWN CENTRE AMENITY OPEN SPACE - RAMSDEN SQUARE

8.9.1 Although this space is not ideal, it represents a scarce commodity in central Barrow. Opportunities for replacement may arise as part of development proposals for large sites.

POLICY G5

Applications for development on open space at Ramsden Square will be refused unless the building is of a scale and design which complements the other buildings facing the Square and provides a similar degree of enclosure. Any development must be considered by the Authority to preserve and enhance the character of the Central Barrow Conservation Area.

PART 10 : OUTDOOR SPORTS

8.10.1 The Borough Council is keen to encourage clubs and organisations to provide their own facilities to supplement those provided by Local Authorities. Proposals will be considered against the criteria shown to ensure that they do not detract from residential amenities and, where possible, make use of under-used land.

8.10.2 Kick-about areas and multi-use games areas provide useful recreational areas for all ages, particularly with floodlighting. Ideally, each neighbourhood should have a kick-about area.

8.10.3 Proposals for golf courses on special landscape areas, parks, green wedges, nature conservation areas, open space, playing fields and sites of historic and archaeological importance will be permitted when they are compatible with any other policies and related designations contained in other sections of the Plan.

POLICY G6

Proposals for the provision of outdoor sports facilities with their related buildings and structures, or for the replacement of existing facilities, including those facilities whose location requirements cannot be accommodated within existing built-up areas, will be permitted provided that;

- a) The proposal would not result in visual harm to the character and appearance of the surroundings, the countryside or the coast;*
- b) Residents' living conditions would not be harmed;*
- c) Site access and parking arrangements would not harm the interests of traffic flow or road safety;*
- d) The proposal would not result in the loss of the best and most versatile agricultural land; and*
- e) The proposal would not harm any site of identified nature conservation interest.*

POLICY G7

Proposals for multi-use games areas or all-weather kick-about areas with floodlighting will be approved where they are situated in the built up areas of towns and villages and residential amenities would not be adversely affected.

POLICY G8

New golf courses, or extensions to existing courses, or driving ranges that form part of a golf course will be permitted where;

- They will not adversely affect the character and appearance of the surrounding area;*
- They make provision for the retention of important landscape features and appropriate landscaping is provided as part of the course construction, matching the species in its immediate surroundings;*
- They will not adversely affect sites of nature conservation value or archaeological or historic importance or the best and most versatile agricultural land;*
- Any new buildings essential to the function of the course are of a high standard of design;*
- They maintain the public footpath network in the area;*

- *They will not adversely affect the amenity of residents in the vicinity; and*
- *Satisfactory access and car parking arrangements are made to adopted standards.*

Proposals for free-standing driving ranges, not related to another recreation use on the land, will not be accepted in the open countryside or in Green Wedge.

PART 11 : PLAY AREAS

- 8.11.1 Where all of a new housing development above 50 units is within 400 metres safe walking distance of an existing play area with at least five types of play equipment, only a play area without equipment should be provided of the first type described below. A safe walk is one that does not cross a busy road. A housing scheme designed mainly for households without children would not normally be appropriate for a play area.
- 8.11.2 There are areas that currently have no playgrounds within 500 metres safe walking distance and limited prospects of new development. The cumulative effect of small residential developments can increase the demand for formal sport pitches within an area over time. There is a need for smaller development sites to contribute towards the provision of formal playing pitches.
- 8.11.3 Recreation space will be required on the Holbeck housing estate in accordance with the provisions of Policy G9.

POLICY G9

New housing development will be required to include, as a minimum, childrens' play space in accordance with the standards set out below, which are hereby adopted by the Authority and based on the recommendations of the National Playing Field Association:

- *Development sites over 15 units or 0.4 hectares in size should provide a play area of no less than 100 metres², within 100 metres or 1 minutes safe walking distance of the new dwellings.*
- *Development sites over 50 units or 0.8 hectares in size should provide a play area of no less than 400 metres², with at least five types of play equipment within 500 metres or 5 minutes safe walking distance of the new dwellings.*
- *Development sites over 100 units should also provide a kick-about space for older children of no less than 400 metres².*

POLICY G10

The following areas are identified for new childrens' play areas:

<i>North Scale</i>	<i>North Walney</i>
<i>Lower Ormsgill</i>	<i>South Yarlside</i>
<i>North Parkside</i>	<i>South Newbarns</i>
<i>South Vickerstown</i>	<i>Lower Hindpool</i>
<i>Town Centre</i>	

POLICY G11

The developer will be required to provide children's play areas in accordance with the criteria of Policy G9 on the allocated land at Site H9 or on the vacant land behind 26-50 Holbeck Park Avenue.

PART 12 : ALLOTMENTS

8.12.1 The need for new allotment land is not sufficient to warrant land being allocated for this purpose in the Local Plan. However, private provision would be encouraged and this policy is included to ensure any future allotments are well located.

POLICY G12

Proposals for new allotments will be approved where they are within or adjacent to housing areas and their development is not likely to detract from the visual amenities of nearby housing. Proposals for allotments/leisure plots will not be approved where they are considered to represent an unacceptable visual intrusion into the countryside.

PART 13 : OTHER AMENITIES

8.13.1 The Council wishes to see community centres throughout the Borough. At present there is no provision in Central Barrow.

PART 14 : RECREATION

8.14.1 The Borough Council has been actively involved with the enhancement of long distance footpaths such as the Cumbria Coastal Way and Cistercian Way where they pass through the Borough (see proposals map) and will continue to improve access to these and other routes.

8.14.2 Through involvement by Cumbria County Council, Parish Councils and voluntary organisations it is hoped that there can be scope for improvements to the rights of way network through possible additions via old railway tracks and farmland depending on negotiations with landowners and resources permitting. The Council will encourage voluntary organisations to be actively involved in creating new routes, as they may obtain resources through Lottery funding.

8.14.3 There is an increasing demand for countryside recreation. This can best be met by improving existing footpath provision from the urban areas to the wider countryside and the creation of permissive rights.

POLICY G13

For the quiet enjoyment of recreation activities such as walking, cycling and horse riding the Borough Council will protect the following designated routes from development taking place on; or in the immediate surroundings where an interesting or visually pleasing view would be adversely affected:-

The Cistercian Way

Haematite Trail

Cumbria Coastal Way

Public Footpaths

Any existing right of way joining the rights of way network

POLICY G14

The Borough Council will seek to protect and enhance all public footpaths where new development is to take place and will encourage the linking of footpaths into housing development to provide easy access to the countryside.

PART 15 : HORSE RELATED DEVELOPMENTS

8.15.1 Horse riding is a popular activity but one which can have a considerable impact on the landscape. This policy is designed to ensure proposals cause minimal intrusion. Permission will not be given for additional residential accommodation in association with stables. Where continuous supervision is required for riding schools these will need to be located in association with existing residential accommodation.

POLICY G15

Change of use from agriculture to leisure related horse grazing and other horse related development such as riding schools and stabling will only be permitted where it can be shown that proposals would not;

a) *Be visually intrusive or detrimental to the character of the area;*

- b) *Use non-traditional or otherwise visually unacceptable buildings or fencing materials or other semi-permanent equipment;*
- c) *Be likely to lead to unacceptable erosion of bridleways, woodlands, commons or any other ecologically sensitive area; and*
- d) *Involve an unacceptable loss of productive farmland, nuisance to residents, pollution of sub soil or water courses, or conflict with vehicular or pedestrian traffic.*

In order to assess fully the impact of proposals for riding schools, the Council will require, as part of the planning application, details of the areas and routes that are intended to be used for horse riding activities.

PART 16 : INFORMAL RECREATIONAL USE OF DESPOILED LANDSCAPES

8.16.1 The Authority is aware that it has several areas which have lain derelict as a result of previous, now abandoned industrial activity and which have become popular informal recreation areas, particularly for motorised uses. Concern has been expressed to the Council by those involved in the countryside that reclamation and redevelopment of these sites can throw pressure from those displaced from them onto more fragile habitats and areas such as beaches and dunes. The Authority agrees, therefore, that this is a consideration that must be taken into account when considering relevant schemes.

POLICY G16

Proposals for the reclamation, restoration, enhancement or development of despoiled landscapes will be permitted provided that they would not result in the harmful loss of any informal recreation value of the land.

PART 17 : TOURISM - CENTRAL GOVERNMENT POLICY

8.17.1 Tourism makes a major contribution to the national economy and to the prosperity of towns and rural areas. A healthy growth in tourism related development can generate new economic activity and provide new job opportunities, both temporary and permanent. The Government's policy which is emphasised in PPG21 is that the tourism industry should flourish in response to the market, whilst respecting the environment. The central objective is to achieve "sustainable development" that serves the interests of both economic growth and conservation of the environment.

PART 18 : TOURISM - GENERAL CHARACTERISTICS

- 8.18.1 Since economic forecasts predicted a loss of some 7,000 jobs from Barrow's traditional shipbuilding industries over a three year period, tourism development is now considered an important part of the local economy of the Borough. The number of jobs directly and indirectly sustained by tourism in the Borough is approximately 1,500, which represents a significant proportion of the estimated 4,000 plus jobs in the Furness and Cartmel Peninsulas.
- 8.18.2 Tourism in Barrow has traditionally depended on the business market and visits to friends and relatives. However, with the continued improvements and developments to the shopping centre, visitor attractions such as the Dock Museum and the recently built Hollywood leisure park incorporating a multiplex, Barrow is likely to become an increasingly important day visitor destination.
- 8.18.3 A number of new visitor attractions opened during the last Plan period including the Dock Museum, Colony Country Store and Park House Animal Farm. These attractions have arisen through the Borough being part of the Furness and Cartmel Objective 2 Programme and designation as a tourist priority area.

PART 19 : TOURISM - STRUCTURE PLAN CONTEXT

- 8.19.1 There are two policies in the Joint Structure Plan of relevance to the tourism sector.
- 8.19.2 Policy 10 supports tourism development proposals based on visitors' enjoyment and understanding of the County's distinctive scenic, cultural and historic character, that would help meet a particular economic need, providing the County's environmental quality would not be affected. The policies contained in this section and links with the environment, retail and recreation sections reflect this.
- 8.19.3 Policy 52 stresses the importance, in order to diversify the local economy, of favouring tourism development which is sensitive in design to the character of townscapes and landscapes; development that will not have an impact on existing amenities and does not create nuisance through increases in traffic congestion, noise, etc. Policy G19 specifically addresses the new tourism development in relation to standards expected for new accommodation.

PART 20 : TOURISM - VISION FOR THE NEW PLAN PERIOD

- 8.20.1 Improvements that have been made to retail provision in Barrow town centre will increasingly make the Borough more attractive to holiday makers visiting the Lake District. With the likelihood of a new major leisure and entertainment facility occurring, the prospects for Barrow to become a "wet weather" centre for the Lake District is becoming more a reality than a vision.

8.20.2 Expected increases in visitor numbers during the Summer months will boost existing attractions and increase the demand for further tourist facilities. It is increasingly likely that there will be pressure for the provision of caravan and camping facilities to cater for over night stays. There may also be an increase in the number of guest houses and bed and breakfast required for overnight purposes, as well as farm based holiday accommodation.

8.20.3 Through grant funding for the Objective 2 Programme priority will be given to the following:

- Wildlife and the coast
- Retail and cultural facilities
- Recreation from the railway
- Environmental improvements

PART 21 : TOURISM - FUNDING OPPORTUNITIES FOR TOURIST RELATED DEVELOPMENT

8.21.1 The Furness and Cartmel area falls within the Objective 2 area and qualifies for European Union funding support. Grants and loans are available for tourism related development under the “Heart of Barrow” Challenge Fund Programme. Grants of up to £2,000 are available for the creation of permanent jobs for tourism related development. Arts Lottery funding has been awarded to the Dock Museum and there is further scope for Heritage Lottery funding. Grant money received has also been spent on marketing, promotion and visitor management, which are of key importance in developing the tourism potential of the Borough. Tourism initiatives locally are promoted through the Furness Tourism partnership, which is jointly funded by a number of bodies, including the Council.

8.21.2 Planning has an important part to play in encouraging the provision of high quality accommodation of all types. The impact of tourism has to be carefully managed. Many of the areas with potential for developing as tourist attractions, such as Furness Abbey are sensitive environments. Infrastructure problems are also evident. The increasing numbers of visitors to Roa Island are creating car parking difficulties for local residents.

Main Aims

- a) To increase the range and type of visitor and business accommodation in the Borough.
- b) To encourage high quality in the provision of tourist accommodation and facilities.
- c) To ensure that the infrastructure is available to meet the needs of visitors, particularly in respect of parking facilities.

- d) To strike a balance between the impact of tourism on the environment and the benefits to the local economy.

PART 22 : TOURISM - POLICIES AND PROPOSALS

Accommodation

- 8.22.1 The Borough has very few sites that can accommodate touring caravans and campers. In general, they have less impact on the landscape than static holiday caravans but proposals should be of a scale and in locations that allow the landscape to absorb them without detracting from the appearance of the area. Planning applications should normally include landscape assessments and a proposed landscaping scheme.
- 8.22.2 There are few sites in the Borough that would be likely to be able to accommodate this form of development.
- 8.22.3 The Council will use Policy G19 to strike a balance between the need to encourage the provision of self catering accommodation and the need to avoid sporadic development in the open countryside. It is vital to the economy of the area that its tourism facilities are boosted and that existing resources are only lost as a last resort.

POLICY G17

Touring caravan and camping sites will be permitted provided that;

- a) *Suitable access is available from primary or district distributor roads and the proposal would not result in harmful additional traffic generation;*
- b) *The landscape can absorb the proposal without detracting from its overall character;*
- c) *The proposal would not result in unacceptable problems or nuisance to neighbouring uses; and*
- d) *No acceptable harm would be caused to areas of importance for nature conservation.*

POLICY G18

Proposals for permanent caravan sites will be permitted provided that;

- a) *Suitable access is available from primary or district distributor roads and the proposal would not result in harmful additional traffic generation;*

- b) *The landscape can absorb the proposal without detracting from its overall character;*
- c) *The proposal would not result in unacceptable problems or nuisance to neighbouring uses;*
- d) *No unacceptable access from a main road to the site; and*
- e) *A permanent on-site building supplies clean water, a sanitary disposal unit and other essential facilities.*

POLICY G19

Proposals for self catering holiday accommodation will be approved within the urban area of Barrow and Dalton and within the village cordons provided the design, siting, layout and access are satisfactory.

In urban fringe and rural areas proposals for the conversion of existing rural buildings to self catering accommodation will be judged against the following criteria;

- a) *The building is structurally sound and capable of conversion without major rebuilding, extensions or modifications to the existing structure;*
- b) *The building is served by a satisfactory access;*
- c) *Services are readily available on site; and*
- d) *The number of units proposed is appropriate to the surroundings.*

New development in rural areas will be refused if it is unrelated to existing buildings or uses on the site.

Applications for the change of use of properties providing self-catering accommodation must include evidence that that use is no longer viable. This would include the premises being advertised on the open market, at a realistic price, for a minimum of 12 months, that no reasonable offer has been refused and that evidence is provided to show the property has been advertised at least four times at roughly equal periods over the year in relevant media.

Tourism Promotion and Infrastructure

8.22.4 Whilst the Council is keen to encourage sustainable tourism facilities throughout the Borough, due to the sensitive nature of much of the Borough's environment, great care is needed in assessing proposals.

8.22.5 Adequate hotel space of a good standard for business and tourist use is seen as important for the prosperity of the town.

8.22.6 Other aspects which the Council would encourage are:

- a) Bedrooms with en-suite bathrooms.
- b) Other facilities attractive to visitors.
- c) Work which helps to preserve a Listed Building.

POLICY G20

Applications to provide improved or additional good quality hotel/visitor accommodation or new visitor attractions will be approved where;

- a) The landscape can absorb the proposal without detracting from its overall character;*
- b) They would be unlikely to cause serious disturbance to nearby residents;*
- c) They meet the Authority's adopted Parking Guidelines and are served by roads of adequate capacity, will not generate significant, unacceptable additional traffic and are capable of being served by public transport; and*
- d) They meet all the other Policy criteria of this Plan.*

LIST OF APPENDICES

1. Extract from Barrow Borough Council Strategic Plan “Realising Opportunities for the New Millennium” - Factors which influence the Plan.
2. Environmental Impact Assessment Matrix.
3. Monitoring Information.
4. Extract from Pidea “Furness 2010” report - Furness Area: Estimated Changes in Employment and Economic Activity 1990 to 1995.
5. Extract from Pidea “Furness 2010” report - Action Plan for Opportunity Areas.
6. Extract from 1995 Joint Land Availability Study with House Builders Federation.
7. Extract from 1993 Review of the areas designated Area of Special Landscape Value in the 1991 Local Plan.
8. Development Cordons.
9. Conservation Area Review.
10. Traffic Impact Assessments
11. Extract from Local Transport Plan.
12. Preliminary Urban Capacity Study.
13. List of policies, showing those that are new and those retained from the 1991 Local Plan.
14. Index of policies

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

External

- o Borough Local Plan
- 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

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: EMPLOYMENT	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 A1															
Site1	/	/	/?	•	•	•	?	•	/	?	/	•	•	•	•
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	/	/	•	•	•	•	•	•	•	•	•	/	•	•	/

ENVIRONMENTAL APPRAISAL MATRIX

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

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: HOUSING	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 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	•
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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ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: HOUSING	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 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	•	/	•	•	•	/	•	•	•	•	/	/?	•	/	•

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: HOUSING	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 B25	•	•	•	•	•	•	•	/	•	•	/	•	•	•	•

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: RETAIL	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 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	•	•	•	•	•	•	•	•	?	•	•	?	•

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: RETAIL	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 C18	/	/	•	•	•	•	•	•	•	•	•	?	•	•	/
POLICY C19	?	X	•	•	•	•	•	•	•	•	•	?	•	•	•
POLICY C20	•	•	•	•	•	•	•	•	•	•	•	/	•	•	/

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 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	•	?	•	•	•	•	?	•	/	•	•

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 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	•	•	/?	•	•	•	•	•	•	/?	•	/	/	•	/

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 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: ENVIRONME NT	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	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•
P0LICY 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	•	•	•	•	•	•	•	•	•	•	•	/	•	•	•

POLICY F17	/	.	.	.
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ENVIRONMENTAL APPRAISAL MATRIX

ENVIRONMENTAL APPRAISAL MATRIX

CHAPTER: LEISURE & TOURISM	GLOBAL SUSTAINABILITY						NATURAL RESOURCES				LOCAL ENV QUALITY				
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
POLICY NO.	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
<p>Global Sustainability <i>- primarily concerned with atmospheric and climatic stability and with the conservation of biodiversity</i></p>	
<p>1. TRANSPORT ENERGY: EFFICIENCY – TRIPS:</p> <p>2. TRANSPORT ENERGY: EFFICIENCY – MODES:</p> <p>3. BUILT ENVIRONMENT ENERGY – EFFICIENCY:</p> <p>4. RENEWABLE ENERGY POTENTIAL:</p> <p>5. RATE OF CO² “FIXING”:</p> <p>6. WILDLIFE HABITATS</p>	<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)
<p>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></p>	
<p>7. AIR QUALITY:</p> <p>8. WATER CONSERVATION AND QUALITY:</p> <p>9. LAND AND SOIL QUALITY:</p> <p>10. MINERALS CONSERVATION:</p>	<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
<p>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></p>	
<p>11. LANDSCAPE AND OPEN LAND:</p> <p>12. URBAN ENVIRONMENT “LIVEABILITY”:</p>	<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

<p>13. CULTURAL HERITAGE</p> <p>14. PUBLIC ACCESS OPEN SPACE:</p> <p>15. BUILDING QUALITY:</p>	<ul style="list-style-type: none">▪ 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
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APPENDIX 3

APPENDIX 3

Monitoring Information

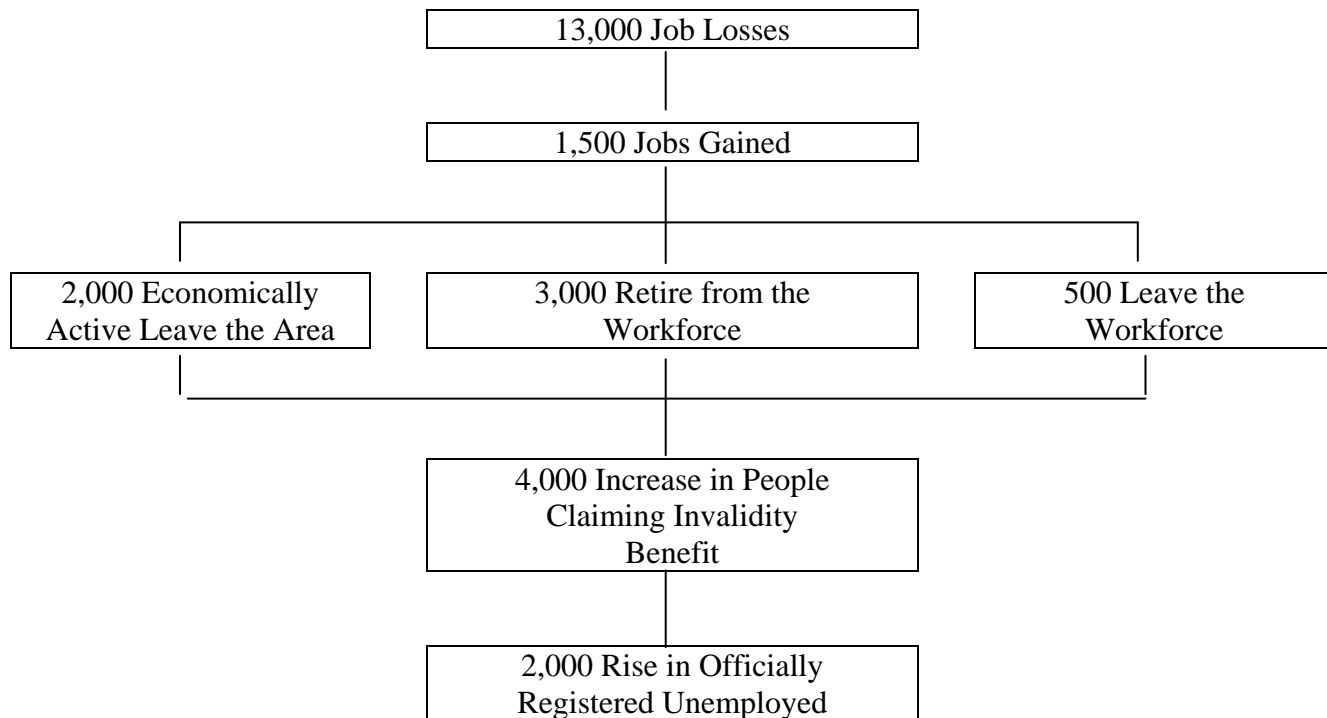
- a) Monitoring planning permissions to assess:
- rates of permission and completions of residential, industrial and commercial development (half yearly)
 - achievements of planning gain
 - number of employees
 - rates of development for redundant farm buildings (annual)
 - car parking provision
 - number 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	= $\frac{\text{Large Site Requirement} \times 5}{\text{Years Remaining}}$
i.e.	= $\frac{1388 \times 5}{12} = 580$

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 : MEANS 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 in 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 clarify 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.

TIAs 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.

TIAs 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

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.

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

➤ 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

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

endeavour of the District Council.

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 liaise 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/Bucleuch 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.

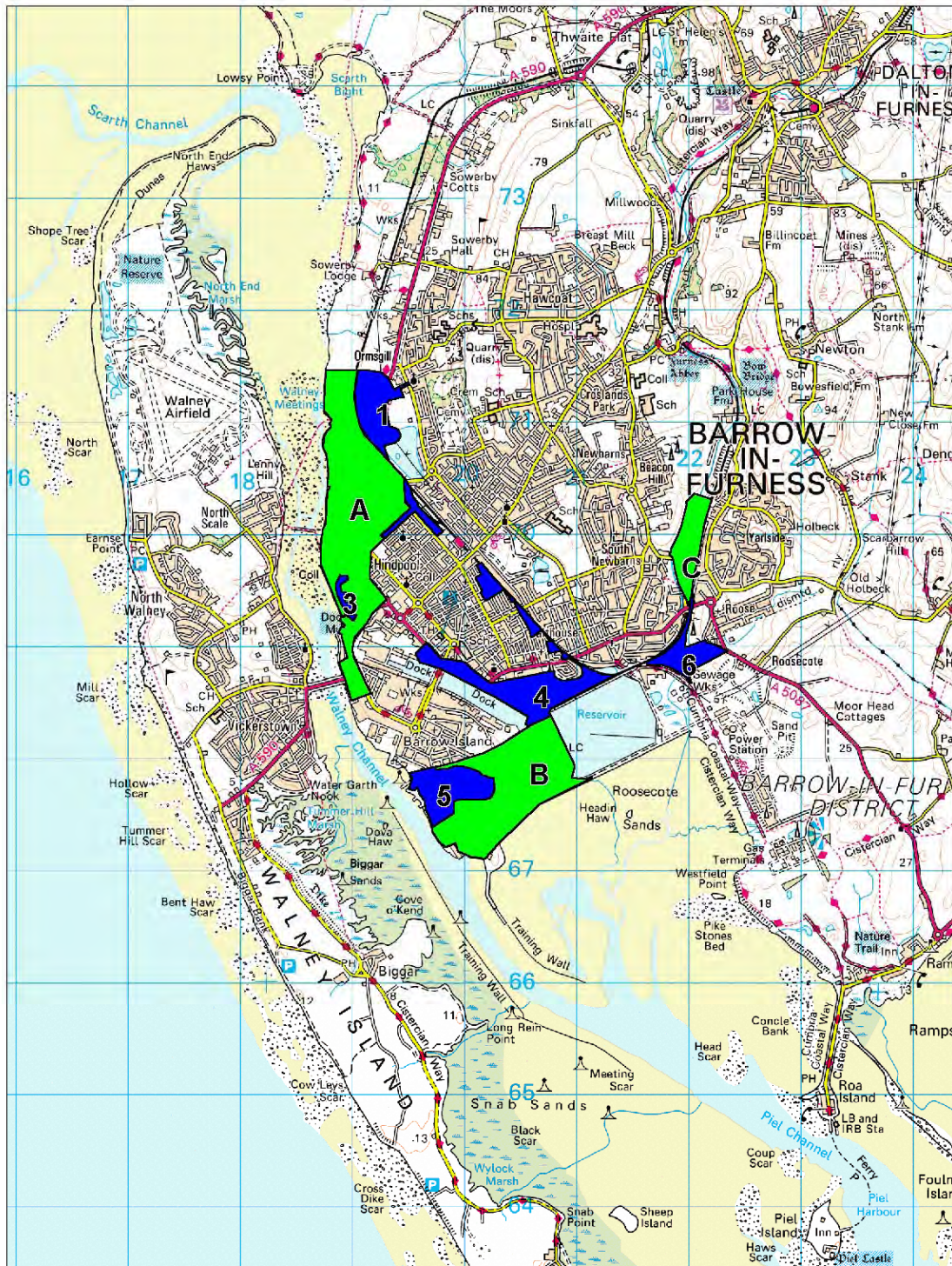
6. **Rampside Road**

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/Bucleuch 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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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	*		
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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	*		
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F17	Approved Plans	*		
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G2	Sequential Test	*		
G3	Recreational Facilities	*		
G4	Late Night Entertainment		*	G3
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G8	Golf Facilities	*		
G9	Childrens Play Spaces		*	G11

	<u>Policy</u>	<u>New Proposal</u>	<u>Retained Proposal</u>	<u>1991 Plan Reference</u>
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G12	New Allotments		*	G12
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G14	Footpaths Provision	*		
G15	Horse Related Development		*	H6
		*		
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		*		
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APPENDIX 14

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