

Cumbria Sub Regional Spatial Strategy 2008 to 2028



CUMBRIA STRATEGIC PARTNERSHIP
THE PARTNERSHIP VOICE FOR CUMBRIA

The challenge is to secure a sustainable level and pattern of development that creates balanced communities and meets need including the need for jobs throughout Cumbria

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The Community Strategy for Cumbria seeks to energise the county's communities, health, economy, connections and environment over the next 10 – 20 years. Cumbria's Sub Regional Spatial Strategy sets out the spatial planning framework. This enables actions that affect specific areas and locations to achieve the delivery of the Community Strategy and provide the sub regional spatial framework for local development frameworks in Cumbria. This enables them to align to the Community Strategy.

The challenge is to secure a sustainable level and pattern of development that creates balanced communities and meets need - including the need for jobs throughout Cumbria¹. This will require private and public investment, in appropriate locations, to bring about a transformational change to the Cumbrian economy. In the interests of sustainable development, housing is also necessary at a level to complement economic growth and ensure local housing needs are met through the achievement of balanced housing markets. There is a need to enhance environmental assets and for the impacts of climate change to be addressed.

Development will support the roles of Barrow and Carlisle and provide a range of facilities and services to improve health, reduce crime and enhance education and skills attainment within communities.

In rural and sparse rural areas the character of individual areas will be respected and development will strengthen the economy and support rural communities.

Key service centres will accommodate development appropriate to the size and role of the centre as indicated in para 3.6. Small scale development will take place in local service centres and other locations as identified in the local development frameworks.

To achieve more balanced communities and reduce inequality in Cumbria, three spatial objectives have been identified:

- To reduce the dependency for high level services/jobs on towns outside Cumbria
- To increase the viability and complementary nature of towns and villages throughout Cumbria
- To develop and maintain high quality modern and integrated transport networks

The development emphasis is for:

Major development to take place in Barrow, Carlisle, Workington and Whitehaven. Significant development is to take place in Kendal, Penrith, Ulverston and Maryport but with greater consideration as to the scale and the capacity for development.

Moderate development to take place in Dalton-in-Furness, Aspatria, Cockermouth, Brampton, Longtown, Wigton, Cleator Moor, Egremont, Millom, Silloth, Alston, Appleby, Grange-over-Sands, Kirkby Lonsdale, Kirkby Stephen, Milnthorpe and Sedbergh.

Small scale development to take place in local service centres and other locations as identified in the local development frameworks. In open countryside development will take place only in exceptional circumstances.

In the Lake District National Park rural service centres and other sustainable communities will accommodate development to meet locally generated needs.

In order to achieve the Cumbria Sub Regional Spatial Strategy the following measures need to be implemented in accord with the county's accessibility principles.

- All parts of Cumbria need to be within a reasonable distance of high quality inward investment opportunities
- Sites for high value businesses to be available at:
 - Barrow Port, Barrow
 - Eden Business Park (Gilwilly, Penrith)
 - Kendal
 - Ulverston
 - Carlisle (including Kingmoor)
 - Lillyhall (Workington)²
 - West Lakes Science and Technology Park (Whitehaven)²
- Provision of additional and improved Higher and Further Education opportunities including the further development of the University of Cumbria, Nuclear Academy, National Nuclear Laboratory, Dalton Cumbria Facility, Kendal and Furness Colleges and Academies
- Developing tourism through provision of improved accommodation and key projects including:
 - Restoration of the northern reaches of the Lancaster Canal
 - Hadrian's Wall Zone
 - Derwent Forest
 - Windermere Waterfront Regeneration

- The achievement of the spatial initiatives in the West Cumbria Energy Coast Masterplan, the Barrow Masterplan and Carlisle Housing Growth Point
- Delivering Balanced Housing Markets throughout Cumbria and Housing Market Renewal in Furness and West Cumbria
- Investment in the following transport schemes:
 - A590 improvements
 - A595/6 improvements
 - A66 improvements
 - A69 improvements
 - Access to Windermere/Bowness
 - Carlisle Airport and associated infrastructure
 - Carlisle Northern Development Route
 - Cumbria Coastal, Furness and Windermere Branch Railway Lines
- Utilising the potential of the Cumbria coast

¹ The objective is to raise local incomes and GVA to a level commensurate with the rest of the region.

² To include tertiary education facilities.

1 Introduction

1.1 The Community Strategy for Cumbria, seeks to energise the county's communities, health, economy, connections and environment over the next 10 – 20 years. It brings together aspirations and ambitions from a range of thematic and geographic strategies.

The Cumbria Community Strategy aims to create:

- safe, strong and inclusive communities;
- health and well-being throughout life;
- a sustainable and prosperous economy;
- effective connections between people and places;
- world class environmental quality.

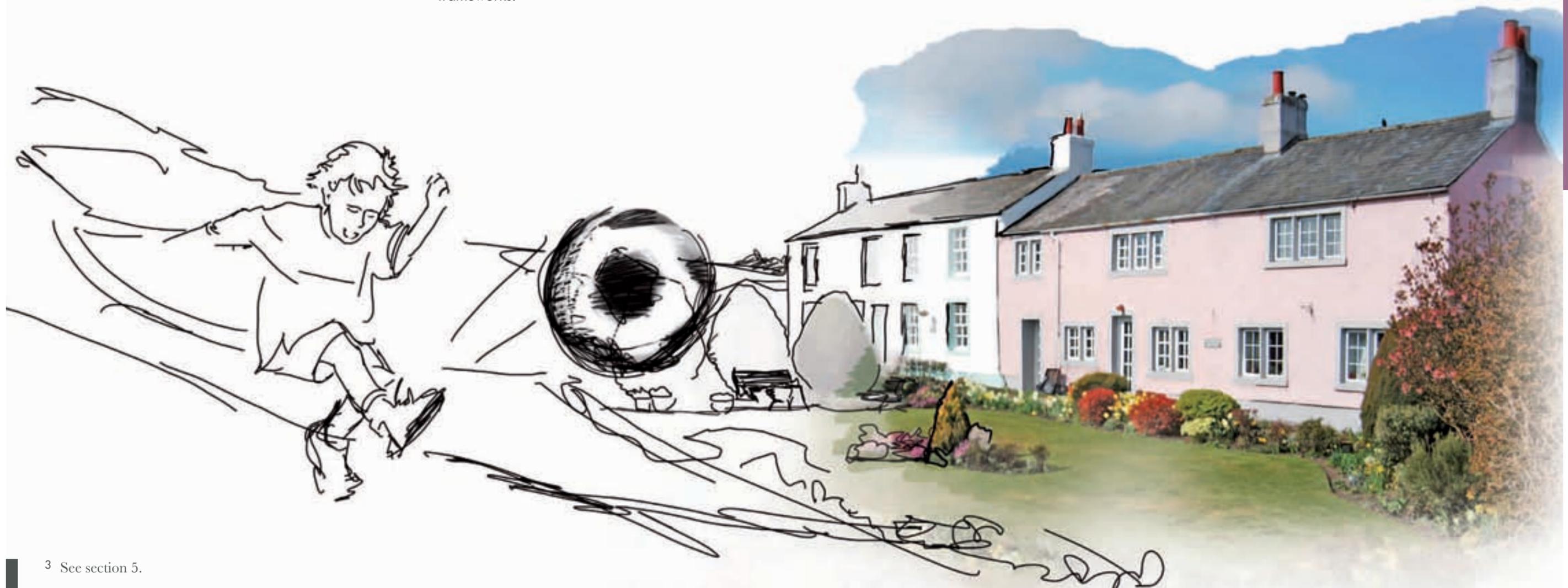


1.2 Cumbria's Sub Regional Spatial Strategy sets out the spatial planning framework to enable actions that affect specific areas and locations to achieve the above. It provides the sub regional spatial framework for local development frameworks in Cumbria. This countywide strategy aims to achieve an integrated approach to delivering a prosperous and sustainable future for the whole of Cumbria.

1.3 To guide development management of the strategy sets out a number of development principles³ which are fundamental to securing appropriate development and effective 'place shaping'. The development and application of these principles will enable the diversity of the issues, problems and assets in Cumbria to be recognised whilst at the same time ensuring a consistent approach to assessing the appropriateness of development proposals. The principles build upon those originally set out in the joint structure plan and set out in the Regional Spatial Strategy for the North West. Local authorities will be encouraged to take these forward in the local development frameworks.

1.4 The Sub Regional Spatial Strategy also sets out an agreed list of priority measures which we will work together to achieve and for which we will lobby at a regional and national level. The strategy should also be read alongside Routes to a Prosperous Cumbria which sets out the improved transport infrastructure projects that would support a prosperous Cumbria.

1.5 This strategy and consequent development plans need to be closely monitored and reviewed so that development necessary to meet economic and social objectives is not inhibited by the relevant plans being out of date.



³ See section 5.

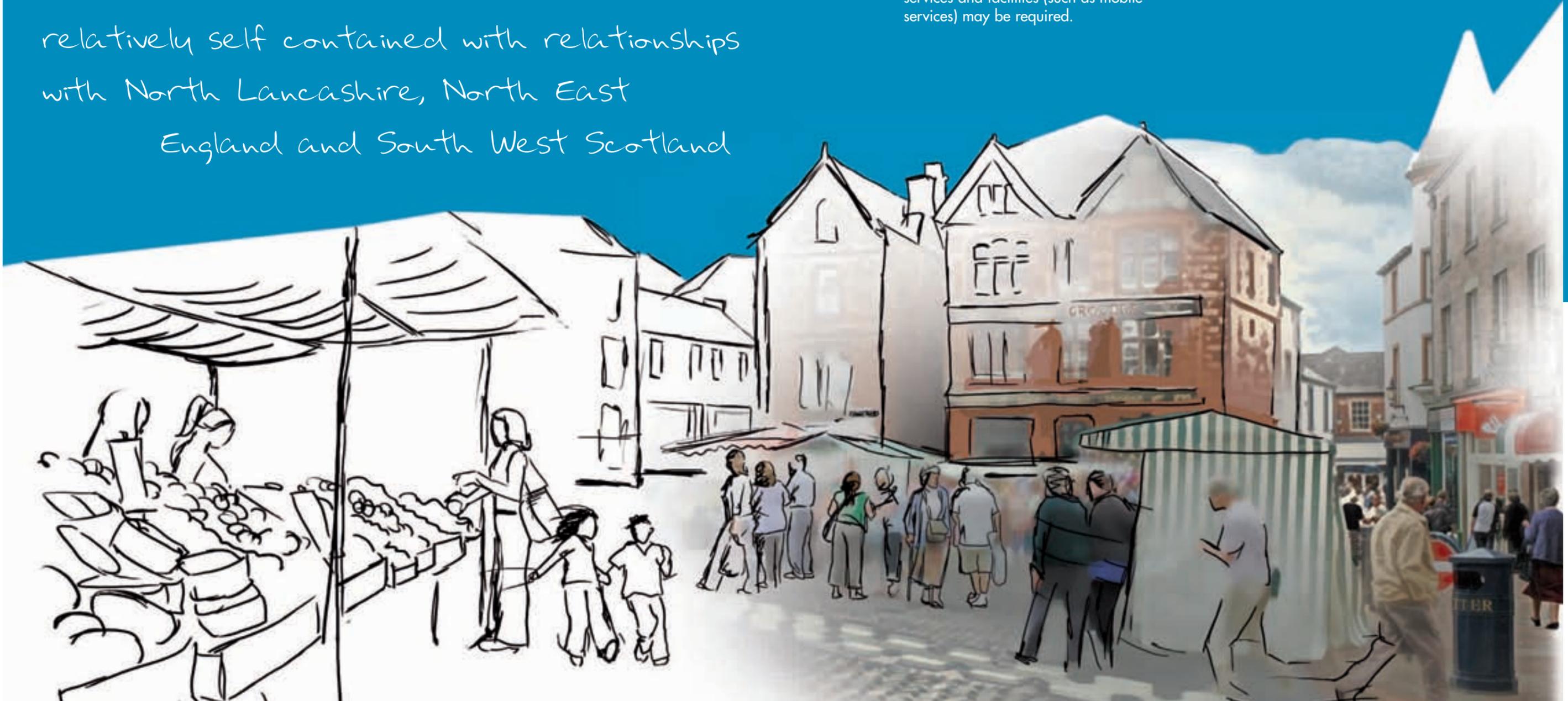
2 Summary of key spatial issues facing Cumbria sub region

Cumbria is relatively self contained with relationships with North Lancashire, North East England and South West Scotland

2.1 Cumbria is geographically isolated and distant from regional, national and European markets. This isolation is further accentuated in Cumbria's remoter rural areas and is a contributing factor to the difficulties in attracting investment into the county. Put another way Cumbria is relatively self contained, with some relationships with North Lancashire, North East England and South West Scotland.

2.2 The county's settlement pattern results in a dispersed population with distinct problems of sparsity with many smaller towns not being sufficiently large to provide all the facilities required for modern living. Facilities and services are more costly to provide and difficult to access and the limited size of the markets make it less attractive to invest in such services. As a result people may need to travel longer distances to satisfy their needs or more innovative ways to access services and facilities (such as mobile services) may be required.

2.3 Despite the need to travel, the transport infrastructure is out of date and requires major investment. The lack of quality networks is seen to inhibit inward investment and further reinforces the sense of remoteness.



2.4 The location and quality of some employment sites do not marry with the objective to reverse the trend of relative poor economic growth and the need to diversify the economy and to provide worthwhile jobs where they are needed. This is further exacerbated by the need for more modern housing and, in much of rural Cumbria, more affordable housing to support economic growth, to address the loss of young people and to address local needs.

2.5 Within the North West, Cumbria is unique with a high proportion of the county covered by international, national and local designations which recognise and seek to protect and enhance its landscape, biodiversity, heritage and other environmental assets. This brings with it pressures of high demand particularly evidenced in the housing and tourism markets. In contrast urban development in Cumbria has left a legacy of relatively small and remote towns, most of them in coastal locations, often requiring regeneration, renewal and improvement to the public realm.

2.6 The potential impacts of climate change and ensuring sustainable resource management is an issue that has to be addressed by all strategies, not least this one. Cumbria is increasingly experiencing severe flooding and needs to reduce its level of carbon emissions. New facilities are needed to increase recycling and composting whilst reducing the amounts of waste that are sent to landfill. Energy conservation needs to be addressed related to domestic, industrial and transport related activities.

2.7 The safe and secure disposal of radioactive waste also continues to be a key issue for Cumbria along with the wider implications that a new generation of nuclear power stations in the UK may bring.

The spatial issues should be seen in the context of:

- An under performing economy, with high dependency on declining sectors and under representation in growth sectors;
- Average household earnings significantly below the UK average;
- Poor health and problems of social exclusion and localised social and economic inequalities in both urban and rural areas;
- Lack of necessary types of housing and the need for affordable housing and housing for local needs;
- Outward migration of young people and an ageing population;
- Inadequate road and rail infrastructure and transport services;
- Climate change;
- Increasing expectations for personalisation and quality of public services.

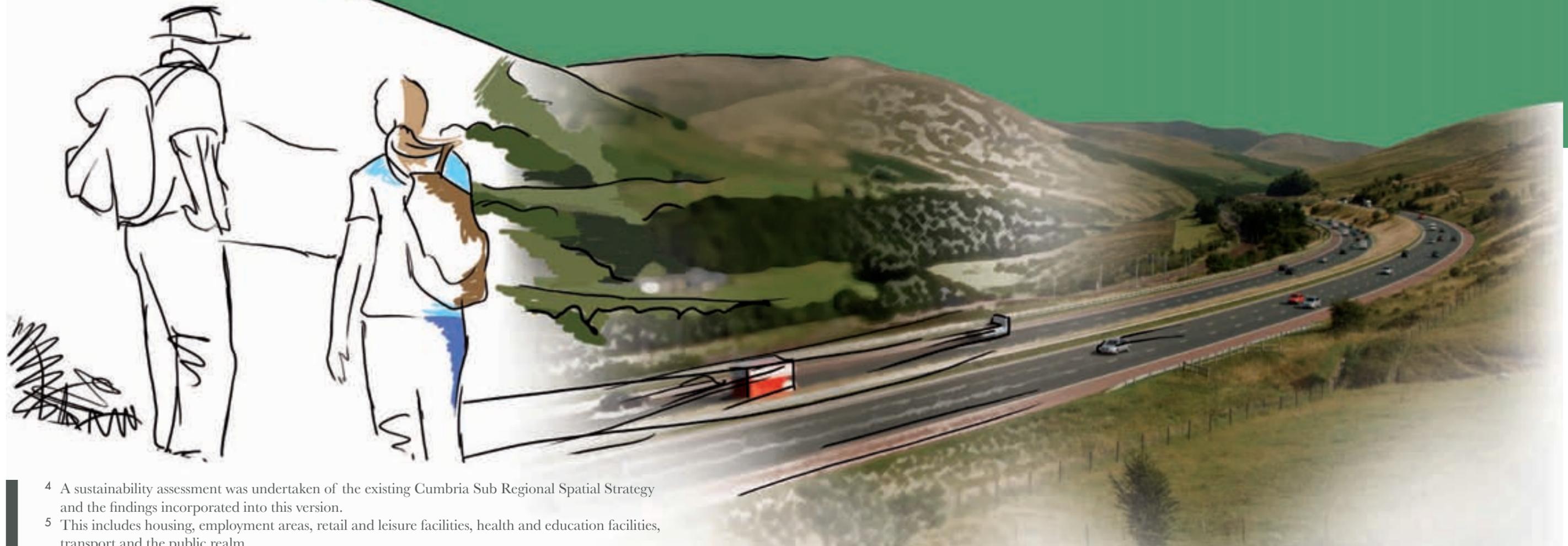
Balanced and
Sustainable
urban and rural
communities



3 The Spatial Strategy⁴

To bring about a
transformational
change
to the quality of
our towns and villages

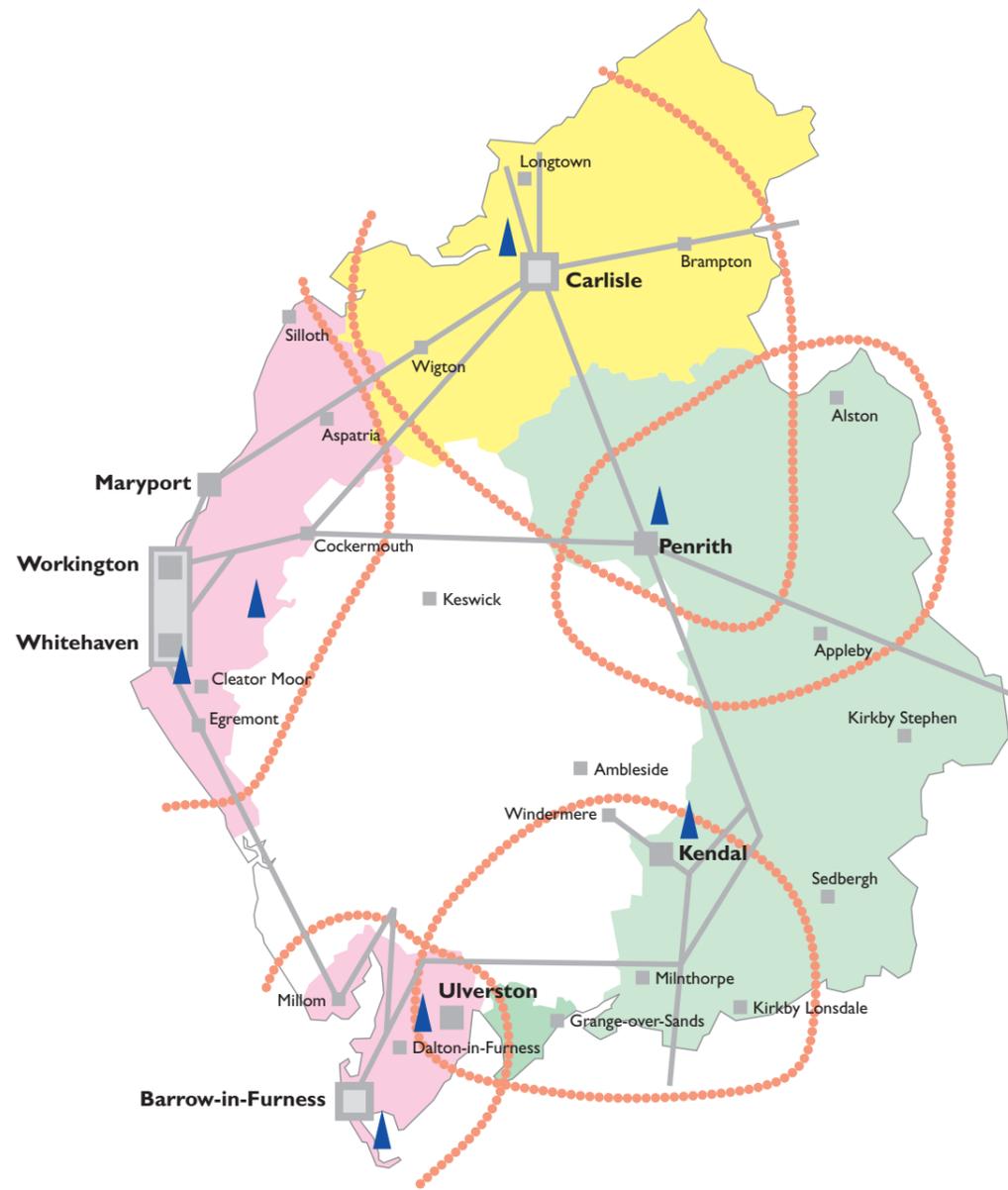
3.1 Against this background the challenge is **to secure a sustainable level and pattern of development that creates balanced communities and meets local needs**. This will require private and public investment, in appropriate locations, to bring about a transformational change to the quality of our towns and villages and provide the necessary infrastructure⁵ and secure the quality of our environments.



⁴ A sustainability assessment was undertaken of the existing Cumbria Sub Regional Spatial Strategy and the findings incorporated into this version.

⁵ This includes housing, employment areas, retail and leisure facilities, health and education facilities, transport and the public realm.

Key Diagram



Diagrammatic summary for the strategy

- Areas of economic and social functionality (indicative boundaries)
- Hierarchy of key service centres. The minimum requirement provision in each is for a supply of land for new housing, readily available land in the local employment site market sector, a high level of transport accessibility and the ability to connect to high speed communications technology.
- Communications links ▲ Inward investment / high tech opportunities
- Fostering regional role of Carlisle and sustaining rural services
- Securing regeneration Meeting local needs, including employment

3.2 Development will therefore be encouraged that secures balanced and sustainable urban and rural communities so that there is:

- A flourishing, and diverse economy
- Access to a range of good quality housing that meets the needs of the community including those taking up employment
- A full range of appropriate and accessible services
- Good transport services and communications linking people to jobs, schools, health and other services
- Quality built, natural and historic environments
- Safe and healthy places to live

At the same time opportunities will be taken to enable development to be a test bed for good practice and for inspirational innovation and design.

3.3 Development will support the roles of Barrow and Carlisle and provide a range of facilities and services to improve health, reduce crime and enhance educational and skills attainment within communities. Key service centres will accommodate development appropriate to the size and role of the centre as indicated in para 3.6. Small scale development will take place in local service centres. In the Lake District National Park, rural service centres and other sustainable communities will accommodate development to meet locally generated need.

3.4 In rural and sparse rural areas the character of individual areas will be respected and development will strengthen the economy and support rural communities. Development will be supported that achieves more equitable access to housing, services, education, health care and employment. A more diverse economic base whilst maintaining support for agriculture and tourism will be encouraged.

3.5 To achieve more balanced communities and reduce inequality in Cumbria, three spatial objectives have been identified:

1 To reduce the dependency for high level services/jobs in towns outside Cumbria.

This results in the need for higher/further education and cultural facilities, improved air services and more high quality employment land opportunities supported by the required scale and type of housing to be provided in appropriate locations in Cumbria. Consequently more investment is required in Barrow, Carlisle, Kendal, Penrith and West Cumbria.

2 To increase the viability and complementary nature of towns and villages throughout Cumbria.

The need is to ensure that our communities have access to high quality services. Whilst the overall challenge is to create these balanced communities, in reality towns and villages do not function in isolation from one another (see Figure 1). These dependencies need to be recognised so that towns and villages are developed in a coordinated and integrated way.

3 To develop and maintain high quality modern and integrated transport networks.

Access between and to the key service centres is critical to a sustainable Cumbria as is reducing the overall need to travel. The need to reduce remoteness from markets whilst at the same time increasing the efficiency of local businesses and to encourage investment is crucial.

Routes to a Prosperous Cumbria sets out the key improvements needed to bring the transport infrastructure of Cumbria up to a modern standard. These improvements are reflected in the Sub Regional Spatial Strategy.

3.6 In order to achieve these objectives, the development emphasis is for:

Major development to take place in the key service centres of Barrow, Carlisle, and Workington / Whitehaven. The level of development will need to be in scale with the need and capacity of the area. Carlisle is a major service centre within Cumbria and as such should act as a focal point for development in the county. Development in the city is required to act as a catalyst for the whole of the Cumbrian economy.

Major development is required in Barrow to support its regional and sub regional role. Major development is also required in Workington and Whitehaven to counterbalance the current and future loss of jobs and to improve the quality of life. Spatial planning will be required that develops the roles of the existing centres of Whitehaven and Workington, alongside those of Cleator Moor and Maryport should be complementary so that they support each other as a single urban area and generate the means

to improve the quality and availability of facilities. The use of development corridors, complemented by improved open space and the public realm, is required as part of the economic and social functionality of the area. Significant development will take place in the key service centres of Kendal, Penrith, Ulverston and Maryport but with greater consideration on the scale and the capacity for development. Both Kendal and Penrith have key roles to play in developing high quality employment land and associated balanced housing markets. Development in Ulverston should assist in sustaining the regeneration of Barrow by supporting an increase in its catchment's population. This complementary development of Ulverston should be further promoted by the encouragement of high value businesses. Development in Maryport should complement that of Workington and Whitehaven and seek to secure regeneration.

Moderate development to take place in the key service centres of Dalton-in-Furness, Aspatria, Cockermouth, Brampton, Longtown, Wigton, Cleator Moor, Egremont, Millom, Silloth, Alston, Appleby, Grange-over-Sands, Kirkby Lonsdale, Kirkby Stephen, Milnthorpe and Sedbergh. The actual scale of development will depend on the relationship of the key service centre to its neighbours and its capacity for expansion. These centres have a particularly important role in servicing their large rural catchments hence further development to satisfy economic and community needs will be strongly supported.

Small scale development to take place in local service centres and other locations (as identified in local development frameworks) to help sustain local services, meet local needs, including the centres' rural hinterlands, and support rural businesses. New small scale balanced housing, the majority of which should be affordable, will be encouraged where it supports the sustainability of the centre.

In the open countryside, development will only take place in exceptional circumstances. These circumstances can include an essential requirement for a rural location which cannot be accommodated elsewhere and development which is fundamental to delivering positive transformational change to the local economy.

In the Lake District National Park development to meet local generated needs will be met in rural service centres and other sustainable communities to be identified in the local development framework.

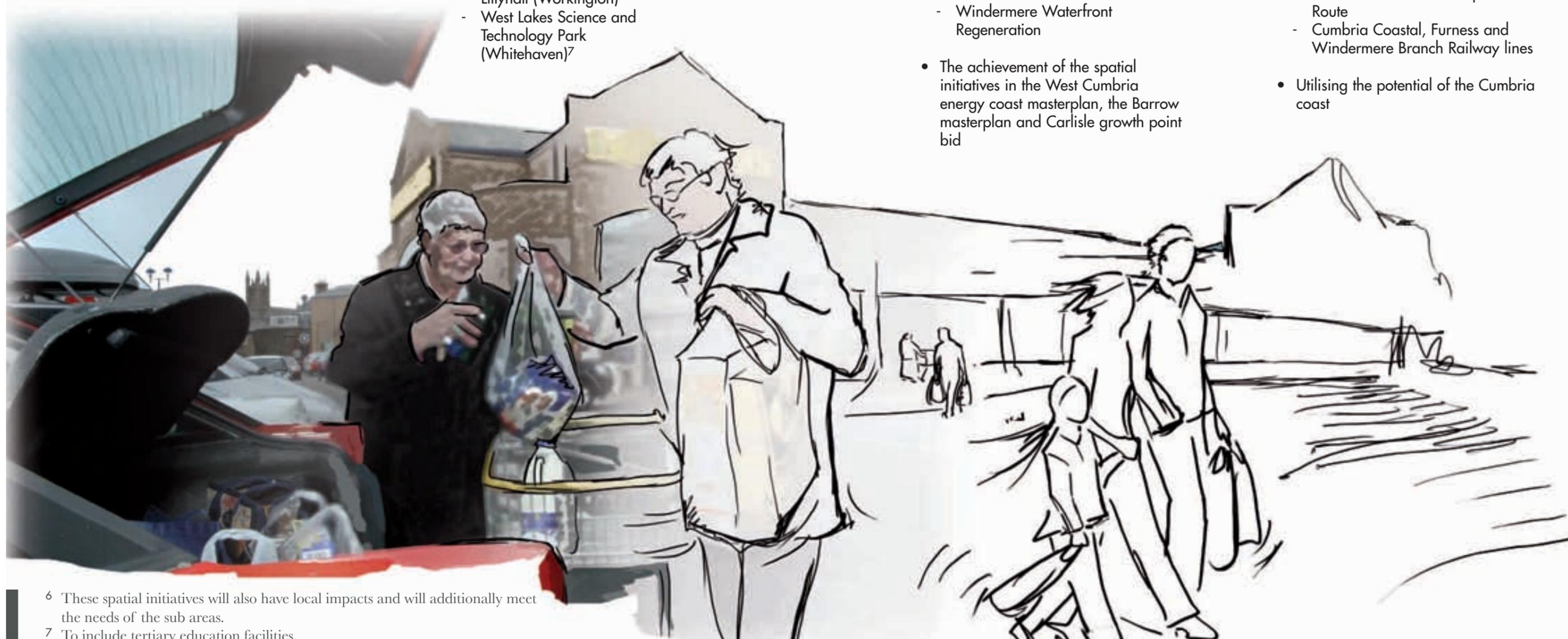
Spatial initiatives of sub regional importance⁶

3.7 In order to achieve the Cumbria Sub Regional Spatial Strategy the following measures need to be implemented.

- All parts of Cumbria need to have easily accessible high quality inward investment opportunities
- Sites for high value businesses need to be available at:
 - Barrow Port, Barrow
 - Eden Business Park (Gilwilly, Penrith)
 - Kendal
 - Ulverston
 - Carlisle (including Kingmoor)
 - Lillyhall (Workington)⁷
 - West Lakes Science and Technology Park (Whitehaven)⁷

- Provision of additional and improved Higher and Further Education opportunities including the development of the University of Cumbria, Nuclear Academy, National Nuclear Laboratory, Dalton Cumbria Facility, Kendal and Furness Colleges and Academies
- Developing tourism through provision of improved accommodation and key projects including:
 - Restoration of the northern reaches of the Lancaster Canal
 - Hadrian's Wall Zone
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 - Windermere Waterfront Regeneration
- The achievement of the spatial initiatives in the West Cumbria energy coast masterplan, the Barrow masterplan and Carlisle growth point bid

- Delivering balanced housing market throughout Cumbria and housing market renewal in Furness and West Cumbria
- Investment in the following transport schemes:
 - A590 improvements (including High and Low Newton Bypass and Ulverston Bypass)
 - A595/6 improvements
 - A66 improvements
 - A69 improvements
 - Access to Windermere/Bowness
 - Carlisle Airport
 - Carlisle Northern Development Route
 - Cumbria Coastal, Furness and Windermere Branch Railway lines
- Utilising the potential of the Cumbria coast



⁶ These spatial initiatives will also have local impacts and will additionally meet the needs of the sub areas.

⁷ To include tertiary education facilities.

4 Areas within Cumbria

Differing environmental conditions and economic and social needs require a slightly different emphasis to development

4.1 Within parts of Cumbria differing environmental conditions and economic and social needs require a slightly different emphasis for development to be adopted within the overall strategy. Sub areas have been identified on the basis of their economic and social functionality⁸.



⁸ See Figure 1

Barrow-and-Furness

4.2 Furness has in the past faced long term economic difficulties brought about by the decline in its traditional manufacturing base, the reliance on a small number of vulnerable employers and its relative remoteness from regional and national markets. This has also meant that the quality of the built environment and the housing stock needs to be improved. Barrow-in-Furness will continue to play a significant role in providing all high level services to the town and its catchment area. Major investment will continue to be needed to ensure that Barrow has a high quality environment and that the necessary infrastructure and transport networks are to modern standards. The proximity of Furness to the western and southern lakes will be material in the future development of the area.

4.3 The priority for new development is to support economic and social regeneration and improve the quality of life. Opportunities will be taken to sustain and enhance employment, secure investment and diversify the economic base. Measures will be supported that reduce journey times to the M6 motorway. The distinctive role and opportunities offered by the Port of Barrow will be fostered with measures taken to build on the area's heritage. Balanced housing markets will be created through refurbishment, clearance and renewal and by building new homes that create choice and quality in the market to meet housing demand and help generate investor confidence. The role of the town centre will be supported through measures that enable refurbishment and environmental improvement and by physical restructuring.

Spatial initiatives of importance to the sub area

- Barrow Port redevelopment – major mixed use development to create a 'Marina Village' and 'Waterfront Gateway', to include:
 - Barrow Marina – a focus for waterfront activity;
 - New waterfront housing;
 - Major new business and commercial location;
 - Cruise Terminal;
 - Improvements to housing and public realm;
 - Nature reserve at Cavendish Dock;
 - Barrow Watersports Centre.
- Barrow town centre renewal – including encouraging investment, public realm improvements, re-orientating and reconnecting the town centre and the waterfront
- Ulverston Canal Head redevelopment and town centre masterplan
- Improved provision and integration of transport networks to support economic opportunities and develop tourism potential through:
 - Improvements to Furness Railway Line;
 - Improvements to industrial estate access – Dock Estate, Hindpool Road, Channelside and Kimberly Clark;
 - Improved co-ordination and extension of existing transport facilities in Barrow, including new Cruise Terminal;
 - A second crossing of the Walney Channel;
 - Improved road and rail access to Port of Barrow;
 - Urban cycle networks in Barrow-in-Furness, Ulverston and Dalton-in-Furness.

Carlisle and North Cumbria

4.4 Carlisle is a key focal point for development. Carlisle's role and influence as a major service centre mean that this growth will be of benefit to communities in South West Scotland, North East England and the rest of Cumbria.

4.5 Carlisle Renaissance, the vision for the regeneration of Carlisle, will build on the key assets of the city, namely the quality of the built environment, its historic associations, border location and regional and inter regional transport links. Development will strengthen Carlisle city's role as a regional centre for business, commerce, shopping, leisure, culture and tourism whilst respecting and enhancing the city's historic character. Carlisle will also be a 'Learning City', with expansion of higher education provision and the knowledge based economy. Development which provides inward investment to support diversification of the city's economic base will be encouraged and a range of employment opportunities will be made available across all market sectors throughout the city.

4.6 High quality mixed use development schemes will support the expansion of the existing city centre to the south and west. There will be significant improvements to the public realm and the creation of a vibrant waterfront along the River Caldew.

4.7 Improvements as to how people access and move in and around the city will be required including improvements in access to the railway for both passengers and freight and the M6 motorway. Redevelopment of the airport is also important. Delivery of the Carlisle Northern Development Route will ease congestion in the city and the opportunity to provide a more integrated approach to public transport, strategic car parking and sustainable transport modes will be taken.

4.8 Significant new housing development and associated social infrastructure will be required to support growth of the city and housing renewal schemes will continue to be encouraged.

4.9 The role of key and local service centres within Carlisle's rural hinterlands will be sustained by making them the focus of an appropriate scale of housing, local employment, retailing and community development.

Spatial initiatives of importance to the sub area

- Caldew Riverside
- Rickergate
- City centre public realm improvements
- Development of academy schools
- Improvements to transport/accessibility including:
 - Carlisle Southern Relief Road
 - A69 improvements
 - Improvements to Tyne Valley / Carlisle to Settle railways
 - Improvements to urban cycle networks
 - Wigton Eastern Relief Road

Lake District National Park

4.10 The pressures facing the Lake District include a lack of affordable housing, changes in farming practices, the need to sustain local services, increase accessibility and sustainable transport. There is also a recognised need to take a proactive approach to developing a diverse and prosperous economy in the National Park. In addition the tourist accommodation, facilities, attractions and wider public realm require investment and upgrading to secure the future of the tourism industry. Traffic management issues, particularly in the hubs of Windermere, Ambleside and Keswick must also be addressed including improvements to and the integration of public transport and other sustainable transport initiatives.

4.11 Development in the Lake District National Park must not conflict with the statutory National Park purposes⁹. Development will meet locally generated needs.

4.12 It is important that the functional relationships of the National Park with its wider area are addressed and a suitable framework for meeting locally generated needs is developed through the local development frameworks.

Functional relationships include:

- Accessing services outside the park boundary, in locations including Kendal, Ulverston, Penrith, Cockermouth and West Cumbria.
- Commuting to locations inside and outside of the National Park
- Transportation of visitors from Cumbria and beyond to and from the National Park, and in particular Windermere and Keswick
- The Lake District's supporting role in the promotion and delivery of regeneration initiatives

Spatial initiatives of importance to the sub area

- Regeneration of Windermere Waterfront
- The development of sustainable transport networks and services
- Delivery of enhancements to Windermere, Bowness and Ambleside



⁹ Spatial planning must support the statutory purpose for National Park designation (Section 62 of the Environment Act 1995), to conserve and enhance the natural beauty, wildlife and cultural heritage, and to promote opportunities for the understanding and enjoyment of the special qualities of the National Park.

South and East Cumbria

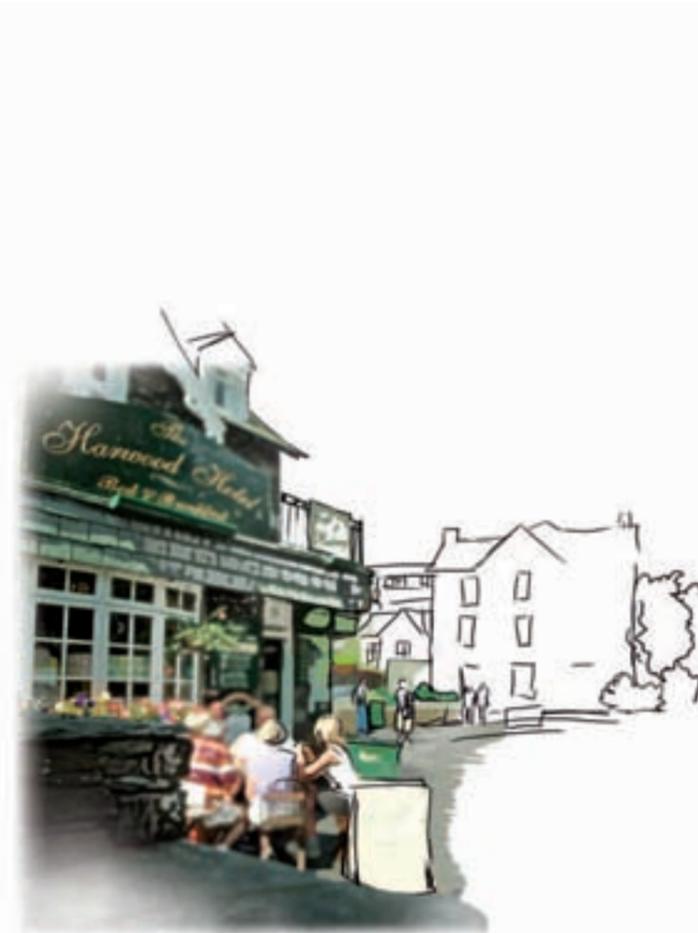
4.13 South and East Cumbria benefits from a high quality built and natural environment. This together with its excellent strategic transport links and its proximity to the two National Parks means there is considerable demand for development, particularly housing. A significant pressure on the housing market comes from in-migration of either long distance commuters or people retiring. It also comes from the holiday and second home markets increasingly displaced from the National Parks. Together these lead to competition for housing and problems of affordability. High priority will therefore be given to meeting local affordable housing needs, in perpetuity, by requiring that a proportion of the overall housing requirement is tied to local occupancy and a proportion to affordable needs.

4.14 Generally the area has high levels of employment, however this masks a dependence on low paid and part time work particularly in the rural areas. Kendal has also recently suffered the loss of several sources of skilled employment in the financial and manufacturing sectors. To the south of the area there are close links with Lancaster district with regard to economic activity, employment land supply, tourism and access to higher education and health care services. To the north, similar links exist between the Penrith area and Carlisle. The location of Penrith with direct access to the M6 and West Coast Main Line however means it acts as a strategic location in its own right increasingly attracting the regional headquarters of organisations requiring good communication across the sub region.

4.15 Investment in Kendal and Penrith will be essential to addressing the problems of the poor performing economy, through broadening the provision of new added value opportunities and the promotion of enterprise. Shortage of readily available employment sites has been a key problem and an increased supply of employment land for a variety of business uses will be provided. Particular emphasis will be given to providing high quality business park sites with good access to markets and employees. Redevelopment of Penrith town centre and the integration of several key regeneration initiatives in Kendal including comprehensive redevelopment of the Canal Head area and tackling traffic management issues will bring significant opportunities for new investment.

4.16 Along with Kendal and Penrith, other towns in the sub area will accommodate moderate development which will provide service centres for the large rural areas of South and East Cumbria. Rural businesses and diversification of the rural economy will be supported including opportunities for tourism developments.

4.17 A small part of the Yorkshire Dales National Park falls within Cumbria and for the statutory spatial planning documents is not part of the North West Region but is in the Cumbria local transport plan area. The area faces some of the same issues as the Lake District and from a spatial planning perspective the priority is to focus development on Sedbergh and encourage affordable housing, sustainable transport and sustainable tourism initiatives.



Spatial initiatives of importance to the sub area

Improving the economic base of key service centres and encourage a range of service and facilities through the:

- Development of additional quality employment land in Kendal and Penrith
- Development of Penrith New Squares and the K-Village/Riverside, Kendal
- Comprehensive mixed use redevelopment in Kendal Canal Head area associated with restoration of the northern reaches of the Lancaster Canal
- Public realm and infrastructure improvements in Grange-over-Sands
- Improving access to new employment or town centre economic opportunities and minimising traffic impact through:
 - Addressing car and coach parking issues in Kendal through upgrading existing and providing alternative strategic parking sites;
 - Encouraging walking and cycling links within Kendal;
 - Improved link from Eden Business Park/Gillwilly Estate to M6;
 - Windermere branch line improvements.

West Cumbria

4.18 West Cumbria contains a number of key service centres and former mining communities which, whilst having their own strong and distinctive identities, are closely related socially, economically and physically and together they form one of the county's most important urban areas. The area has suffered long term social and economic problems brought about by overdependence on the declining manufacturing sector and its relative remoteness from regional and national markets. The most recent challenge to the economy is the restructuring of the nuclear industry and a shift to decommissioning. There is also a recognised oversupply of low quality unserviced employment sites.

4.19 To provide a sustainable social and economic future for West Cumbria 'transformational change' is required. The West Cumbria Energy Coast Masterplan seeks to bring about this change, diversifying the economy whilst building on the areas key assets. The masterplan identifies a number of major interventions to support UK energy security and environmental responsibility in terms of climate change, through the creation of an energy, environment and technology cluster along the coastal corridor from Sellafield to Workington. Interventions to support improvements to and diversification of the skills base and local economy along with further development of the tourism, cultural and recreational sectors will also be encouraged. Significant transport and infrastructure interventions will be crucial to delivering transformational change.

4.20 Balanced housing markets will be created through refurbishment, clearance and renewal and by enabling new houses to be built within the wider area. There is a need for choice, quality and flexibility in the land allocations being made for employment and housing. This is essential to enable the rapid economic and social transition that will occur with the delivery of the transformational interventions of the masterplan. Public service infrastructure improvements will also be required.

4.21 Together, Workington and Whitehaven have a regionally significant role as a service centre. It is important that development and redevelopment of the two towns continues in a complementary way, building on their individual strengths and exploiting their assets.

4.22 It is important that the quality of towns and villages is enhanced and that the quality of service provision is improved including public transport, education, health and recreational facilities. If such an overall improvement were achieved this would encourage indigenous economic growth.

Spatial initiatives of importance to the sub area

- Promoting large scale redevelopment proposals that secure regeneration and renewal with priority given to the:
 - Marina / harbour development, Maryport;
 - Whitehaven town centre and Harbourside development;
 - West Whitehaven redevelopment;
 - Port of Workington redevelopment;
 - Lower Derwent Valley Regeneration, Workington;
 - Derwent Howe, Workington;
 - Provision of hotel accommodation and conference facilities.
- Improving access to economic opportunities through the:
 - Whitehaven Eastern Bypass;
 - Improvement of links to Workington;
 - Transport interchange facilities at Workington and Whitehaven;
 - A595 junction improvements
 - A5086, B5295, Meadow Row, Mirehouse Road;
 - Pow Beck Spine Road;
 - New A597 junction access to Derwent Howe;
 - A595 bypass schemes (Bootle / Calderbridge / Bigrigg);
 - A5086 improvements (Egremont – Cockermouth);
 - A595 / A66 improvements.

- Maintaining and improving the sustainable transport network through:
 - Improving the Cumbria coast railway line;
 - Maintaining passenger transport networks and developing demand responsive transport;
 - Developing integrated transport opportunities linked to an enhanced cycling network.
- The development of replacement hospital facilities and health park / research facility
- Delivery of West Lakes Academy School in Egremont

5 Delivering The Sub Regional Spatial Strategy

5.1 All development has an impact. It can affect the environment, the economy, the quality of people's lives and the way resources are consumed. This Sub Regional Spatial Strategy establishes an overarching sustainable pattern for development throughout Cumbria. Whilst preparation of this strategy has been informed by a sustainability appraisal it is recognised that the individual projects and initiatives promoted have their own social, environmental and economic impacts and conflicts. This will require detailed consideration when being

progressed through Local Development Frameworks and/or the planning application process. To inform the decision making process, and to ensure all impacts, both positive and negative, are taken into account, individual proposals must be supported by relevant and robust information. For example, strategic environmental impact assessments, appropriate assessments, transport assessments, landscape and visual assessments and retail impact assessments. The information to be provided will be proportionate to the scale of development and its potential impact on environmental, social and economic factors. All proposals will also be subject to public consultation through the statutory planning process.

5.2 The key to delivering a sustainable Cumbria is to ensure that through detailed consideration of the impacts, the benefits of development clearly outweigh the disbenefits and any potential negative effects are mitigated or have little or no impact. Developments will be reviewed in the context of their contribution to climate change.

*An Integrated
approach*

*to delivering a prosperous
and sustainable future
for the whole of Cumbria*



Development principles

5.3 In order to ensure that development is sustainable and any potential adverse impacts are minimised, all proposals for development including alterations to existing buildings and land use change will be required to conform to the following principles:

- 1 Seek locations consistent with the settlement hierarchy (as set out in paragraph 3.4) focusing development appropriate to the size and role of each key service centre and allowing small scale development to help sustain local services in local service centres. It will be the exception for new developments to be located in the open countryside. This approach will assist in reducing the need to travel and in reducing carbon emissions.

Within this settlement hierarchy, development should then seek locations in the following order of priority:

- a the appropriate reuse of existing buildings worthy of retention, followed by
 - b the reuse of previously developed land, and only then
 - c the use of previously undeveloped land
- 2 Seek sites that are or will be made accessible by public transport, walking and cycling, providing a realistic choice of access by means other than private car¹⁰.

- 3 Reduce the risk of flooding within the development and elsewhere by a choice of location in the following order of priority:
 - a sites with little or no flood risk, followed by
 - b sites with low or medium flood risk, and only then
 - c sites in areas of high flood risk. Design proposals should minimise or mitigate any flood risk and where practicable include sustainable drainage systems

Development should minimise or mitigate any flood risk and where practicable include sustainable drainage systems.

- 4 Ensure agricultural land of poorer quality is used for development in preference to the best and most versatile agricultural land when there is a realistic option relating to where development is needed.
- 5 Avoid the loss of, or damage to, and where possible enhance, restore or re-establish, important nature conservation features.
- 6 Avoid the loss of or damage to, and wherever possible enhance important or distinctive conservation features including landscapes, buildings, archaeological sites, historic parks and gardens and visually important public and private open spaces.

- 7 Ensure high standards in design and construction which:
 - a adopt principles of energy efficiency, waste minimisation and sustainable waste management including waste segregation facilities
 - b promote the use of recycled materials, decentralised renewable and low carbon energy sources and energy recovered from waste
 - c are suitably constructed to minimise vulnerability to the future effects of climate change
 - d include siting, scale, use of materials and landscaping which respect and, where possible, enhance the distinctive character of the townscape and landscape
 - e promote a safe and secure environment that designs out crime and makes proper provision for people with restricted mobility and people with special needs
- 8 Avoid reductions in air quality and the quality and quantity of ground water and surface waters.

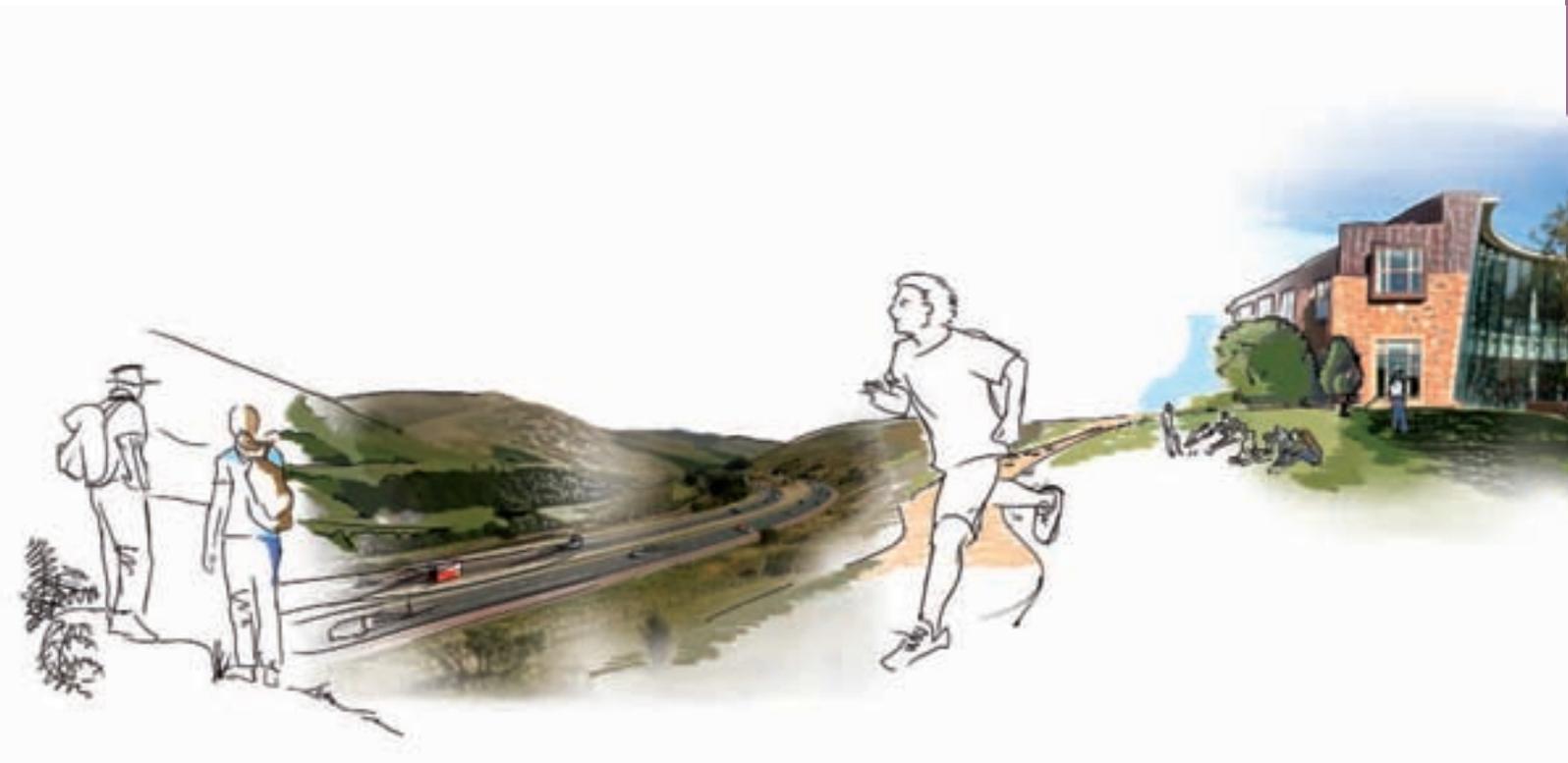
- 9 Ensure development makes efficient use of and is within infrastructure, community and service constraints or that these can be satisfactorily overcome through planned improvements or at the developers expense without an adverse effect on the environment.
- 10 Minimise levels of light pollution and noise.
- 11 Ensure that development located on land known to be contaminated is subject to appropriate remediation measures.

Ensure
high standards
in design and construction

¹⁰ It should be recognised that this may not always be possible for otherwise sustainable (e.g. local needs housing or employment opportunities) or essential development located in rural areas.



CUMBRIA STRATEGIC PARTNERSHIP
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For more information on this document please contact
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Or visit:

www.cumbriastrategicpartnership.org.uk

We can provide this strategy in different
formats on request.