

Environmental Report

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**Countryside character area 20: Morecambe Bay Limestones**

There have been some changes inconsistent with character. Key implications for LTP2 include the drainage of wetlands, and the loss of limestone walls and hedges, due to changing farm practices, and inadequate maintenance of the remaining boundaries. The upgrading of the A590 trunk road has resulting in engineered embankments and increased light pollution. There has been an increase in visitor numbers and thus traffic to coastal locations, the surrounding countryside and stately homes. There is a slow expansion of many of the villages by the development of housing for the retired, as second homes and for people who work in Kendal and Ulverston. Limestone quarrying at Sandside, Middlebarrow, Stainton and Burton has altered the landscape.

**Countryside character area 21: Yorkshire Dales**

Limited or small changes consistent with character.

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**Appendix 2 - Plans, Programmes and Policies Reviewed**

NB: The vast majority of plans, programmes and policies are self-explanatory and generally complement LTP2. They do this through complementing LTP2s aims to reduce in traffic levels, increase public and non-motorised transport use, encourage greater social inclusion and to protect and enhance the environment. These and the plans, programmes and policies which have either a neutral overall effect on LTP2 or are too small scale and specific to be beyond its scope require no further comment in this SEA. However, in cases where one was in contrast to a related aim or policy of LTP2, or where there may be connotations beyond the immediate scope of the plan, programme or policy, comment has been made in the Implications for LTP2 column.

Plan, programme, policy and point of reference	Objectives / requirements	Implications for LTP2
<b>NATIONAL LEVEL</b>		
<b>Department for Transport: The Future of Transport – a network for 2030</b>		
Executive Summary: 12.	Road networks enhanced by: <ul style="list-style-type: none"> <li>• New capacity where it is needed, assuming that any environmental and social costs are justified</li> <li>• Locking in the benefits of new capacity through various measures including some tolling and carpool lanes where appropriate</li> <li>• Government leading the debate on road pricing and its capacity to lead to better choices for motorists</li> <li>• Better management, exploiting the potential of new technology to avoid problems and deal with them rapidly if they occur</li> <li>• Using new technology to keep people informed both before and during their journey.</li> </ul>	Not applicable
Executive Summary: 12.	Local travel enhanced through: <ul style="list-style-type: none"> <li>• Freer flowing local roads delivered though measures such as congestion charging;</li> <li>• More, and more reliable buses enjoying more road space</li> <li>• Demand responsive bus services that provide accessibility in areas that cannot support conventional services</li> <li>• Looking at ways to make services more accessible so that people have a real choice about</li> </ul>	Not applicable

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Plan, programme, policy and point of reference	Objectives / requirements	Implications for LTP2
	<p>when and how they travel</p> <ul style="list-style-type: none"> <li>• Promoting the use of school travel plans, workplace travel plans and personalised journey</li> <li>• Planning to encourage people to consider alternatives to using their cars; and</li> <li>• Creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children.</li> </ul>	
Executive Summary: 12.	<p>Sustainable freight transport that:</p> <p>Focuses on approaches which offer the best outcomes for our economy, society and the environment.</p>	Not applicable
Executive Summary: 12.	<p>Improving safety and security through:</p> <ul style="list-style-type: none"> <li>• New technologies that can reduce the risk of an accident</li> <li>• Promoting safer vehicles that protect both passengers and pedestrians</li> <li>• Informing drivers about the risks of dangerous driving and the legal penalties</li> <li>• Co-ordinating security measures at the international level, including making the most of new security technologies</li> </ul>	Not applicable
Executive Summary: 12.	<p>Respecting the environment:</p> <ul style="list-style-type: none"> <li>• There will continue to be a strong presumption against schemes that would significantly affect environmentally sensitive sites or important species habitats or landscapes</li> <li>• By keeping the environmental impacts of new and existing transport infrastructure to a minimum</li> <li>• Ensuring that mitigation measures are implemented to a high standard</li> <li>• Working across government to ensure that we can deliver carbon savings in line with our domestic and international commitments and reduce the impact of other emissions which pollute the environment</li> <li>• Reducing the impact of all forms of transport, including encouraging the development, introduction and take- up of new vehicle technologies and fuels</li> </ul>	Not applicable

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	<ul style="list-style-type: none"> <li>• Ensuring that the noise impacts of transport are reduced and mitigated</li> <li>• Scheme priority during our presidency in 2005</li> <li>• By investing in public transport to provide alternatives to the car.</li> </ul>	
<b>Climate Change: The UK Programme</b>		
Strategy	Government's approach to tackling climate change. It focuses on the reduction of harmful emissions, reducing dependence on fossil fuels and encouraging more sustainable forms of energy provision. Intended to deliver and go beyond the targets set by the Kyoto Protocol.	Not applicable
Paragraph 18, integrated policies and measures	There are 7 policies in total, those that are of relevance to LTP2 include: Cut emissions from the transport sector. Ensure the public sector takes a leading role. Stimulate new, more efficient sources of power generation.	Not applicable
<b>Rural White Paper: Our Countryside: The Future – A Fair Deal for Rural England</b>		
Part 1: a living countryside	To maintain and stimulate communities, and secure access to services which is equitable in all the circumstances, for those who live or work in the countryside. To facilitate the development of dynamic, competitive and sustainable economies in the countryside, tackling poverty in rural areas.	Not applicable
Part 2: a working countryside	To facilitate the development of dynamic, competitive and sustainable economies in the countryside, tackling poverty in rural areas.	Not applicable
Part 3: a protected countryside	To conserve and enhance rural landscapes and the diversity and abundance of wildlife (including the habitats on which it depends). To increase opportunities for people to get enjoyment from the countryside. To open up public access to mountain, heath, moor and down and registered common land by the end of 2005.	Not applicable
Part 4: a vibrant countryside	To promote government responsiveness to rural communities through better working together between central departments, local government, and government agencies and better co-operation with non-governmental bodies.	Not applicable
<b>National Cycling Strategy</b>		
Page 5, Key Strategic Outputs	Vision: More cycling  Objectives: To increase cycle use To achieve convenient cycle access to key destinations	Not applicable

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	Improve cycle safety Provide for increased cycle use within all local highway and traffic management schemes Cycle parking facilities to be available at all major destinations, including town centres, shopping developments, educational establishments, hospitals and leisure facilities Reduce cycle theft – by improving cycle security Raise awareness and expertise amongst transport providers, service providers and employers Unlock financial resources to meet Strategy objectives	
<b>PPG 13 Transport</b>		
Paragraph 4	The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to: promote more sustainable transport choices for both people and for moving freight; promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and reduce the need to travel, especially by car.	Not applicable
Paragraph 6	In order to deliver the objectives of this guidance, when preparing development plans local authorities should: ensure that strategies in the development and local transport plan complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked; use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys; give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses; ensure that the needs of disabled people as pedestrians, public transport users and motorists - are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments; consider how best to reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety; and protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements.	Not applicable

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<b>PPS 1: Delivering Sustainable Development</b>		
Paragraph 13: Key Principles	<p>The following key principles should be applied to ensure that development plans and decisions taken on planning applications contribute to the delivery of sustainable development:</p> <ol style="list-style-type: none"> <li>1 - Development plans should ensure that sustainable development is pursued in an integrated manner, in line with the principles for sustainable development set out in the UK strategy. Regional planning bodies and local planning authorities should ensure that development plans promote outcomes in which environmental, economic and social objectives are achieved together over time.</li> <li>2 - Regional planning bodies and local planning authorities should ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change<sup>1</sup> - through policies which reduce energy use, reduce emissions (for example, by encouraging patterns of development which reduce the need to travel by private car, or reduce the impact of moving freight), promote the development of renewable energy resources, and take climate change impacts into account in the location and design of development.</li> <li>3 - A spatial planning approach should be at the heart of planning for sustainable development</li> <li>4 - Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted</li> <li>5 - Development plans should also contain clear, comprehensive and inclusive access policies - in terms of both location<sup>2</sup> and external physical access<sup>3</sup>. Such policies should consider people's diverse needs and aim to break down unnecessary barriers and exclusions in a manner that benefits the entire community.</li> <li>6 - Community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities. In developing the vision for their areas, planning authorities should ensure that communities are able to contribute to ideas about how that vision can be achieved, have the opportunity to participate in the process of drawing up the vision, strategy and specific plan policies, and to be involved in development proposals.</li> </ol>	Not applicable

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<b>PPS6: Planning for Town Centres</b>		
I.1	Sustainable development is the core principle underpinning planning <sup>2</sup> . The planning system has a key role in facilitating and promoting sustainable and inclusive patterns of development, including the creation of vital and viable town centres. The Government is committed to developing and supporting successful, thriving, safer and inclusive communities, both urban and rural – a vision set out in the Communities Plan.	Not applicable
4.4 Measuring Vitality and Viability: Health Checks	<b>Accessibility:</b> ease and convenience of access by a choice of means of travel, including – the quality, quantity and type of car parking; the frequency and quality of public transport services and the range of customer origins served; and, the quality of provision for pedestrians, cyclists and disabled people and the ease of access from main arrival points to the main attractions.	Not applicable
<b>PPS7: Sustainable Development in Rural Areas</b>		
National Planning policies: Key Principles	<p>(i) Decisions on development proposals should be based on sustainable development principles, ensuring an integrated approach to the consideration of:</p> <ul style="list-style-type: none"> <li>– social inclusion, recognising the needs of everyone;</li> <li>– effective protection and enhancement of the environment;</li> <li>– prudent use of natural resources; and</li> <li>– maintaining high and stable levels of economic growth and employment.</li> </ul> <p>The approach to planning for sustainable development is set out in more detail in Planning Policy Statement 1 (PPS1).</p> <p>(ii) Good quality, carefully-sited accessible development within existing towns and villages should be allowed where it benefits the local economy and/or community (e.g. affordable housing for identified local needs); maintains or enhances the local environment; and does not conflict with other planning policies.</p> <p>(iii) Accessibility should be a key consideration in all development decisions. Most developments which are likely to generate large numbers of trips should be located in or next to towns or other service centres that are accessible by public transport, walking and cycling, in line with the policies set out in PPG13, <i>Transport</i>. Decisions on the location of other developments in rural areas should, where possible, give people the greatest opportunity to access them by public transport, walking and cycling, consistent with achieving the primary purpose of the development.</p> <p>(iv) New building development in the open countryside away from existing settlements, or outside</p>	Not applicable

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Plan, programme, policy and point of reference	Objectives / requirements	Implications for LTP2
	<p>areas allocated for development in development plans, should be strictly controlled; the Government's overall aim is to protect the countryside for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and so it may be enjoyed by all. (v) Priority should be given to the re-use of previously-developed ("brownfield") sites in preference to the development of greenfield sites, except in cases where there are no brownfield sites available, or these brownfield sites perform so poorly in terms of sustainability considerations (for example, in their remoteness from settlements and services) in comparison with greenfield sites.</p> <p>(vi) All development in rural areas should be well designed and inclusive, in keeping and scale with its location, and sensitive to the character of the countryside and local distinctiveness.</p>	
<p>National Planning Policies. Sustainable Rural Communities, Economic Development and Services – Community Service and Facilities</p>	<p>6. People who live or work in rural areas should have reasonable access to a range of services and facilities. Local planning authorities should:</p> <p>(i) through their Local Development Documents (LDDs), facilitate and plan for accessible new services and facilities, particularly where;</p> <ul style="list-style-type: none"> <li>- planning permission is granted for new developments in country towns or other local service centres; or</li> <li>- settlements, or the population of their rural catchments, are expanding; or</li> <li>- there is an identified need for new or expanded services to strengthen the role of a particular local service centre.</li> </ul> <p>(ii) where possible, ensure that new development in identified service centres is supported through improvements to public transport, and to walking and cycling facilities, provided in partnership with the developer where appropriate;</p>	<p>Not applicable</p>
<b>PPSI I: Regional Spatial Strategy</b>		
<p>Annex B – The Preparation of a Draft Regional Transport Strategy – point 5.</p>	<p>The preparation of a draft RTS should be an integral part of the preparation of a draft RSS, given the close linkages between transport and spatial planning. Transport issues should not be considered in isolation from spatial planning considerations. RSSs will only be credible, authoritative and deliverable if transport considerations are fully factored into their development from the outset, and if spatial development is considered in the light of its impact on all modes of transport. RPBs need to ensure the appropriate arrangements are in place to allow an effective dialogue between regional transport and spatial planning stakeholders. Annex D underlines the</p>	<p>Not applicable</p>

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Plan, programme, policy and point of reference	Objectives / requirements	Implications for LTP2
	importance of partnership working in the RSS process and of RPBs engaging with a wide range of stakeholders in both the private and public sectors.	
<b>PPS12: Local Development Frameworks</b>		
3.16 – Sustainability Appraisal and Strategic Environmental Assessment	Local planning authorities must comply with European Union Directive 2001/42/EC which requires formal strategic environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. The Directive <sup>4</sup> will apply to local development documents where formal preparation begins after 21 July 2004. It will also apply to all local development documents, as well as local plans/unitary development plans continuing under transitional arrangements whose preparation began before that date and, which are not adopted by 21 July 2006. The Directive has been incorporated into English law by virtue of the Strategic Environmental Assessment Regulations 2004. Local planning authorities must comply with these Regulations as well as the Regulations under Part 2 of the Act when preparing local development documents.	Not applicable
B22 – The air quality strategy for England, Scotland, Wales and Northern Ireland	Local authorities also play a part in delivering cleaner air. They have a duty to review and assess the local air quality against seven of the main air pollutants as prescribed in regulations. Where the objectives are unlikely to be met, local authorities must designate these areas as air quality management areas and draw up action plans setting out measures in pursuit of the objectives	Not applicable
<b>PPS23: Planning and Pollution Control</b>		
Appendix A: Matters for Consideration in Preparing Local Development Documents and Taking Decisions on Individual Planning Applications	Accompanying improvements to transport infrastructure should be considered in the preparation of development plan documents and may also be material in the consideration of individual planning applications where pollution considerations arise.	Not applicable
<b>Countryside Commission – Roads in the Countryside</b>		
General	About undertaking visually and environmentally approaches to the design of roads, signage and infrastructure-oriented amenities in the countryside.	Not applicable
<b>The Countryside Agency – Transport in tomorrow’s countryside</b>		
General	About moving towards a more intelligent, integrated environmentally and culturally agreeable transport system in urban areas.	Not applicable

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Plan, programme, policy and point of reference	Objectives / requirements	Implications for LTP2
<b>The Countryside Agency – Rural Routes and Networks</b>		
Key challenges	<ul style="list-style-type: none"> <li>- To reverse the negative effects of increased speed and volume of motorized traffic</li> <li>- To develop joined-up non-motorised route networks</li> <li>- To prevent rural roads acquiring an urban character by giving more thoughtful attention to highway engineering, development land on adjacent routes, and by avoiding inappropriate or poorly designed development</li> </ul>	Not applicable
<b>REGIONAL LEVEL</b>		
<b>The Cumbria Biodiversity Action Plan (BAP)</b>		
Summary	<p>The county's contribution to the national BAP. It sets out detailed proposals for local action to conserve and enhance some of Cumbria's most vulnerable species and their habitats for the coming decade.</p> <p>The highlighted species consist of:</p> <ul style="list-style-type: none"> <li>• Bats (several species)</li> <li>• Red Squirrel (<i>Sciurus vulgaris</i>)</li> <li>• Water vole (<i>Arvicola terrestris</i>)</li> <li>• Barn owl (<i>Tyto alba</i>)</li> <li>• Song thrush (<i>Turdus philomelos</i>)</li> <li>• Vendace (<i>Coregonus albula</i>)</li> <li>• Great crested newt (<i>Triturus cristatus</i>)</li> <li>• Natterjack Toad (<i>Bufo calamita</i>)</li> <li>• Geyer's whorl snail (<i>Vertigo geyeri</i>)</li> <li>• Sandbowl snail (<i>Catinella arenaria</i>)</li> <li>• High brown fritillary (<i>Argynnis adippe</i>)</li> <li>• Pearl-boarded fritillary (<i>Boloria euphrosyne</i>)</li> <li>• Marsh Fritillary (<i>Eurodryas aurinia</i>)</li> <li>• Netted carpet moth (<i>Eustroma reticulata</i>)</li> <li>• Variable damselfly (<i>Coenagrion pulchellum</i>)</li> <li>• White-faced darter (<i>Leucorrhina dubia</i>)</li> <li>• A water beetle (<i>Hydroporus rufifrons</i>)</li> <li>• A Caddisfly (<i>Glossoma intermedium</i>)</li> </ul>	The Cumbria BAP is a particularly detailed assessment of the County's wildlife and the LTP2 should give it due attention.

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	<ul style="list-style-type: none"> <li>• Slender green feather moss (<i>Hamatocaulis vernicosus</i>)</li> <li>• A lichen (<i>Lobaria amplissima</i>)</li> <li>• Juniper (<i>Juniperus communis</i>)</li> </ul> <p>The highlighted habitats consist of:</p> <ul style="list-style-type: none"> <li>• Mesotrophic standing waters</li> <li>• Rivers and streams</li> <li>• Cities, towns and villagers</li> <li>• Coastal habitats</li> <li>• Honeycomb worm reefs</li> <li>• Ancient and/or species-rich hedgerows</li> <li>• Calcareous grasslands</li> <li>• Hay meadows and lowland pastures</li> <li>• Limestone pavement</li> <li>• Purple moor-grass and rush pastures</li> <li>• Blanket bog</li> <li>• Upland heathland</li> <li>• Basin mire</li> <li>• Lowland raised mire</li> <li>• Reedbed</li> <li>• Upland oak woodland</li> <li>• Upland mixed ashwood</li> <li>• Wet woodland</li> </ul>	
<b>Regional Planning Guidance – England’s Northwest – A Strategy Towards 2020</b>		
8. Develop the strategic transport, communication, and economic infrastructure	An effective transport system is of fundamental importance to the region’s economy. Businesses and people need good access both within the region, and also to other regions in the UK, the rest of Europe, and the world by land, sea and air. The current transport infrastructure is inadequate to meet present or future needs. The resultant problems and costs of delay and congestion are a major impediment to improving the region’s productivity.	Not applicable
<b>Regional Planning Guidance for the North West (RPG13): Chapter 9 - Ensuring High Environmental Quality</b>		
Policy EQ2 – Air Quality	The NWRA and the Environment Agency will take measures to improve air quality in	Not applicable

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	<p>the North West and co-ordinate action to monitor air quality in line with the Regional Sustainable Development Framework<sup>56</sup>.</p> <p>Development and local transport plans should:</p> <ul style="list-style-type: none"> <li>• include air quality criteria and proposals to reduce or reverse the growth in road traffic and encourage greater use of public transport, walking and cycling;</li> <li>• promote more sustainable and healthier patterns of development in line with the Core Development Principles; and</li> <li>• be linked to any air quality action plans.</li> </ul> <p>Local authorities should:</p> <ul style="list-style-type: none"> <li>• work together with their partners to tackle poor air quality and reduce emissions; and</li> <li>• designate Air Quality Management Areas, where required, as part of the local air quality management process.</li> </ul>	
Policy EQ3 – Water Quality	<p>Measures to improve and sustain the quality of the Region’s rivers, canals, lakes and sea will be promoted.</p> <p>Local authorities and other regional agencies should co-ordinate their strategies and programmes to:</p> <ul style="list-style-type: none"> <li>• ensure that adequate foul and surface water provision and infrastructure is available to serve new development and minimise the environmental impact of discharges;</li> <li>• ensure that adequate pollution control measures to reduce the risks of water pollution are incorporated into new developments;</li> <li>• ensure that the construction of roads and other transport infrastructure does not unnecessarily add to diffuse pollution.</li> </ul>	Not applicable
<b>Regional Planning Guidance for the North West (RPG13): Chapter 10 – An Accessible Region with an Integrated Transport System</b>		
Policy T1 – Integrating Transport Networks in the North West	It is critical to the economic competitiveness of the Region that transport systems should be modern, efficient and very well integrated. Transport issues in the Region should be examined on a multi-modal basis to develop, where appropriate, sustainable and integrated solutions for all users,	Not applicable

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	<p>in accordance with the priorities of the Spatial Development Framework. The management of all routes within the Regional Highway Network should be closely co-ordinated with parallel rail routes to ensure that each is planned in an integrated context.</p> <p>Transport network and service providers should seek to make the best use of existing networks and utilise developments in intelligent transport systems and information technology. The promotion of quality public transport partnerships and initiatives such as through ticketing should be fully examined.</p>	
Policy T2 – The Regional Rail Network	<p>Organisations which play an active role in rail service and infrastructure provision should work towards the delivery of the following regional visions and be in accordance with the priorities of the Spatial Development Framework:</p> <ul style="list-style-type: none"> <li>• A Region of First-Class Links;</li> <li>• Towards a Citizen’s Network;</li> <li>• A Regional Express Network;</li> <li>• A Local Trains Initiative; and</li> <li>• A Regional Freight Strategy.</li> </ul>	Not applicable
Policy T3 – The Regional Highway Network	<p>The Highways Agency and local authorities should give a high priority to investment in the maintenance, management and selective improvement of regionally significant routes and be in accordance with the priorities of the Spatial Development Framework. Route Management Strategies should be developed for all routes within the Regional Highway Network, with a high priority given to safety-related improvements. Best use should be made of existing infrastructure, with new road construction only being considered once a thorough examination of all possible solutions to a particular problem has taken place.</p>	Not applicable
Policy T4 – Road Safety	<p>Highway authorities in the North West should seek to achieve a minimum target of a 40% reduction in the number of people killed or seriously injured in road accidents by 2010, compared to the average for 1994 to 1998. In addition, highway authorities should seek to achieve an absolute minimum target of a 50% reduction in the number of children killed or seriously injured. The national target of a 10% reduction in the slight casualty rate should also be bettered. The Highways Agency and local authorities will be expected to develop and implement consistent speed management strategies. The harmonisation of speed limits across highway authority boundaries should be actively considered to encourage consistency on routes of similar standard. Local authorities should include in their local transport plans proposals for action to improve and change driver behaviour through publicity, education and enforcement.</p>	As LTP2 goes beyond 2010, this policy will need to be reviewed after that date

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Policy T6 – The Region’s Ports and Strategic Inland Waterways	<p>Development plans should make provision for capitalising on the economic activity generated and sustained by the Region’s ports in accordance with the sustainable development principles set out in the Core Development Principles, the Spatial Development Framework and the economic Policies EC1–10. Any future development of the Region’s ports should take full account of environmental issues and other planning constraints, and development plans should take account of the scope for intensification and rationalisation of on-site facilities when considering the need to allocate land for physical expansion of ports beyond their existing boundaries. Furthermore, land allocation should only be considered where proposals have a reasonable degree of certainty of proceeding within the plan period.</p> <p>Where growth in port-related road traffic is likely to compromise the Region’s strategic and local highway networks, there should be a presumption in favour of making the best use of existing infrastructure where possible, and all available options to secure modal transfer should be explored.</p>	Transport links to the ports on the west of county should also be taken in to account in the context of this policy
Policy T7 – Freight Transport	<p>Local authorities in the North West should develop freight strategies through the local transport plan process. These should consider the establishment of Quality Freight Partnerships, including partnership schemes between companies and supply chains to maximise the opportunities for efficiency savings. A Regional Freight Strategy will be developed and included in a future revision of Regional Planning Guidance.</p> <p>The Highways Agency and local authorities should protect road access to existing rail freight terminals through network management measures on the highway network. Road access to new rail terminals will need to take account of the traffic and environmental impact.</p>	Not applicable
Policy T8 – The National Cycle Network	<p>Development of the National Cycle Network within the North West should be supported by local authorities where appropriate, and should also be facilitated by the developers and other agencies in the Region when an increase in local cycling can be achieved.</p> <p>Local authorities should work with interested partners to extend, improve and coordinate their cycle networks and to provide a regional network of routes that will integrate local networks with the National Cycle Network.</p>	
Policy T9 – Demand Management	Local authorities should develop a co-ordinated approach to the use of parking charges, enforcement and provision as a demand management tool in support of wider planning and	Not applicable

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	<p>transport objectives.</p> <p>Park and Ride schemes, in appropriate circumstances, can help to promote more sustainable travel patterns and improve the accessibility and attractiveness of town centres. Well-designed and well-conceived schemes that are in accordance with national and regional guidance should be included in local transport plans and should be given favourable treatment through the planning system.</p>	
<p>Policy T10 – Regional Priorities for Transport Investment and Management</p>	<p>The general priorities for transport investment and management within the Region, in order of importance, are:</p> <ul style="list-style-type: none"> <li>• maintaining existing networks;</li> <li>• making best use of the networks through measures to improve;</li> <li>• safety;</li> <li>• conditions for pedestrians and cyclists;</li> <li>• public transport passenger services;</li> <li>• more sustainable movement of freight;</li> <li>• global and local environmental conditions; and</li> </ul> <p>• investment in major transport infrastructure schemes of regional significance focused on the following key areas:</p> <ul style="list-style-type: none"> <li>• high-quality public transport;</li> <li>• key transport corridors; and</li> <li>• gateways and interchanges</li> </ul>	<p>LTP2 itself doesn't list in order its priorities, and so it cannot be assumed whether it helps or hinders this policy</p>
<p><b>COUNTY LEVEL</b></p>		
<p><b>Cumbria County Council Minerals and Waste Local Plan</b></p>		

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4.3.14 – Policy I -Transport	<p>Proposals for minerals and waste development which generate road traffic will only be permitted where:</p> <p>The roads, junctions and site access are to the appropriate standard, or they can be upgraded without causing irreversible damage to the character of the road, so that the road network is capable of accommodating the type and volume of traffic without having an unacceptable impact on highway safety or the convenience of other road users; and</p> <p>The increase in traffic would not have an unacceptable impact on local communities by reason of visual intrusion, fumes, dust, noise and vibration.</p> <p>Proposals for sites with good links to the strategic route network will be favoured.</p>	Not applicable
<b>Cumbria and lake District Joint Structure Plan 2001 – 2016: Deposit Plan</b>		
Policy E3I: Areas and features of national and international conservation importance	<p>Development and other land use changes in areas or features of national or international conservation importance, or within their settings, and that are detrimental to their characteristics will not be permitted. Exceptions will only be made where:</p> <ol style="list-style-type: none"> <li>1. There is an over-riding need for development required to meet local infrastructure needs which cannot be located elsewhere and which is sited to minimise environmental impacts and meets high standards of design, and</li> <li>2. In the case of nature conservation, where an over-riding public interest can be demonstrated to outweigh the international conservation interest or, in the case of European Priority habitats or species, where there are human health or safety considerations or benefits of primary importance to the environment. Areas and features of international or national importance are defined as:                         <ul style="list-style-type: none"> <li>• World Heritage Sites recognized by the World Heritage Committee of UNESCO</li> <li>• National Parks</li> <li>• Areas of Outstanding Natural Beauty (AONB)</li> <li>• Special Protection Areas (SPAs)</li> <li>• Ramsar sites</li> <li>• Special Areas of Conservation (SACs)</li> <li>• Limestone Pavements protected by Order</li> <li>• National Nature Reserves</li> </ul> </li> </ol>	Not applicable

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Plan, programme, policy and point of reference	Objectives / requirements	Implications for LTP2
	<ul style="list-style-type: none"> <li>• Sites of Special Scientific Interest (SSSI)</li> <li>• Statutory protected species</li> <li>• Buildings or groups of buildings listed as of Grade I or Grade II* architectural or historic merit</li> <li>• Parks or gardens listed as Grade I or Grade II* in the Register of Parks and Gardens of Special Historic Interest</li> <li>• Sites of archeological or historic interest which are scheduled ancient monuments</li> <li>• Battlefields included in the Register of Historic Battlefields</li> <li>• St Bees Heritage Coast</li> </ul>	
Policy E32: Sub-regional nature conservation interests	<p>Development and other land use changes that are detrimental to subregional nature conservation interests will not be permitted unless the harm caused to the value of those interests is clearly outweighed by the need for the development. Where development is permitted the loss of nature conservation interest should be minimised and, where practicable, mitigation should be provided. Sub-regional nature conservation interests are defined as:</p> <ul style="list-style-type: none"> <li>• County Wildlife Sites (CWSs)</li> <li>• Regionally Important Geological or Geomorphological Sites (RIGGS)</li> <li>• The UK Biodiversity Action Plan Key Habitats that occur in Cumbria</li> <li>• Species of Conservation Importance in the North West Region that occur in Cumbria</li> <li>• Landscape features of major importance for wild fauna and flora, which are essential for migration dispersal and genetic exchange</li> </ul>	Not applicable
Policy E33: Landscape Character	<p>Development and land use change should be compatible with the distinctive characteristics and features of Cumbria's landscapes as defined by the 'Landscape Map' in Figure 8 and the 'Cumbria Historic Landscape Characterisation Programme'. Proposals will be assessed in relation to:</p> <ol style="list-style-type: none"> <li>1. Locally distinctive natural or built features,</li> <li>2. Visual intrusion or impact,</li> <li>3. Scale in relation to the landscape and features,</li> <li>4. The character of the built environment,</li> <li>5. Public access and community value of the landscape,</li> <li>6. Historic patterns and attributes,</li> <li>7. Biodiversity features, ecological networks and semi-natural habitats, and</li> <li>8. Openness, remoteness and tranquillity.</li> </ol>	Encouraging access to the countryside, as LTP2 seeks to do, could go beyond the 'need', as suggested in this policy, if it requires further infrastructure development.

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	In addition, development and land use change detrimental to the distinctive character of landscapes designated as of County Importance will not be permitted, except where required to meet local infrastructure needs, which cannot be located elsewhere and which is sited to minimise environmental impacts and meets high standards of design.	
Policy E34: Historic environment	Measures will be taken to identify, record, protect, conserve or enhance areas, sites, buildings and settings of archeological, historic and architectural importance. Proposals which fail to preserve or enhance the character or appearance of Conservation Areas or which damage, obscure, or remove important archeological sites or other historic features or are detrimental to the character or setting of a listed building will not be permitted unless the harm caused to their importance and intrinsic interest is clearly outweighed by the need for the development.	Not applicable
Policy E35: Environmental enhancement	Development that includes measures to regenerate and upgrade rural, urban and urban fringe environments will be supported, particularly where this protects, enhances or restores biodiversity, landscape and amenity value. A priority will be given to schemes that promote: <ol style="list-style-type: none"> <li>1. Economic and physical regeneration, or</li> <li>2. The attractiveness of approaches into key service centres, important transport corridors and entry points to the county, or</li> <li>3. Reuse of previously developed land with the emphasis in rural areas on forestry, woodland, agriculture and other uses which respect the character of the countryside, or</li> <li>4. Restoration and remediation of derelict or contaminated land.</li> </ol>	Not applicable
Policy E36: Woodlands	The planting of new woodlands will be encouraged where they are compatible with landscape character and avoid loss of important habitats or archeological and historic features. Priority will be given to schemes that: <ol style="list-style-type: none"> <li>1. Promote local amenity, public access or enjoyment,</li> <li>2. Provide benefits for the environment, wildlife and biodiversity,</li> <li>3. Support existing agriculture and rural diversification, or</li> <li>4. Provide benefits for economic regeneration.</li> </ol>	Not applicable
Policy T21: The Strategic Transport Networks	Development should not adversely affect the strategic transport network...Wherever possible development should improve and implement the strategic transport networks including the cycling and walking networks.	Not applicable
Policy T22: New Road Building	Ports and airports in Cumbria have a significant and potentially greater role to play within the local economy. The development of New road building or significant upgrading of existing roads will only be permitted where:	Not applicable

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	<p>1. There is a compelling need to address problems of through traffic or road safety, which cannot be met by reasonable alternative means and where all practical measures are taken to mitigate the effects of such works on the environment, or</p> <p>2. where necessary to serve new development in the immediate locality, and in either case</p> <p>3. it can be justified within the overall approach to the future network.</p> <p>In the Lake District National Park and AONBs traffic congestion and other adverse impacts of vehicles will be reduced by appropriate traffic management measures, improvements to public transport, and by ensuring that the design and layout of new development incorporates provision for cyclists and pedestrians. Such measures will need to have regard to the environmental qualities of the area and the needs of local residents and visitors.</p>	
Policy T23: Ports and Airports Facilities	The role of Carlisle airport and the county's ports in generating economic activity will be sustained through the safeguarding of land required to develop their operational role or related activities, improvements to access and the favourable consideration of proposals which enhance their viability.	An increase in travel to and from the ports and airports, as well as an increase in air travel, would have negative environmental implications.
Policy T24: 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 suitably located interchange arrangements.	Not applicable
Policy T25: Rail Freight	<p>Large flows of bulk commodities and all dangerous materials 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:</p> <p>1. The location of new development generating such movements on sites where this traffic can be handled by rail freight services, and</p> <p>2. The favourable consideration of proposals for interchange facilities between road and rail and for the rail freight servicing of existing industry.</p>	Not applicable

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Policy T26: Safeguarding Future Transport Schemes	Transport schemes, including lines of routes, set out in Schedule 2 will be safeguarded from development. Disused railway lines should be protected from development where there is potential for future reuse as viable transport routes	Not applicable
Policy T27: Transport Assessments	Transport Assessments will be required for development proposals in accord with national guidance. In the interim proposals which either individually or cumulatively meet the following scale of development will require a Transport Assessment: 1. residential development in excess of 100 units, or 2. employment uses in excess of 5,000 sq. m gross, or 3. other developments in excess of 1,000 sq. m gross, or 4. mineral and waste transfer developments generating more than 100 heavy goods vehicle movements per day, or 5. hotel developments in excess of 100 bedrooms, or 6. caravan or similar holiday sites in excess of 100 units, or 7. any development that either generates in excess of 100 vehicle movements per hour or materially adds to local congestion.	These measurement assessments need to be reviewed over time and the development of schemes under these sizes – i.e. not in need of the appropriate assessment - should be monitored to avoid unregulated incremental growth.
Policy T28: Travel Plans	Travel Plans will be required for proposals for: 1. Retail and leisure facilities in excess of 1000 sq. m gross, 2. Office, employment, education and service development in excess of 2500 sq. m gross, 3. New and expanded school facilities.	These measurement assessments need to be reviewed over time and the development of schemes under these sizes – i.e. not in need of the appropriate assessment - should be monitored to avoid unregulated incremental growth.
Policy T29: Car Parking Standards	The maximum levels of car parking permitted for new development is set out below. Maximum Parking Standards* <b>AI Shops</b> Food Retail 1 space per 14 sq. m. Non-Food Retail 1 space per 20 sq. m.	These measurement assessments need to be reviewed over time and the development of schemes under