

Environmental Report

Plan, programme, policy and point of reference	Objectives / requirements	Implications for LTP2
	<p><b>A2 Financial And Professional Services</b>                      Financial And Professional Services 1 space per 30 sq. m.</p> <p><b>A3 Food And Drink</b>                      Restaurants 1 space per 5 sq. m.</p> <p><b>B1 Business</b>                      Stand Alone Offices 1 space per 30 sq. m.                      Business Parks 1 space per 35 sq. m.</p> <p><b>B2 General Industry</b>                      General Industry 1 space per 45 sq. m.</p> <p><b>B8 Storage And Distribution</b>                      Storage And Distribution 1 space per 45 sq. m.</p> <p><b>C1 Hotels And Hostels</b>                      Hotels 1 space per bedroom including staff</p> <p><b>D1 Non Residential Institutions</b>                      Medical Or Health Facilities 1 space per 2 staff + 4 per consulting room                      Higher And Further 1 space per Education 2 staff</p> <p><b>D2 Assembly And Leisure</b>                      Cinema And Conference Facilities Etc. 1 space per 5 seats                      Leisure And Sport Facilities 1 space per 22 sq. m.                      Stadia Facilities 1 space per 15 seats</p> <p>*gross floor space unless specified</p>	<p>these sizes – i.e. not in need of the appropriate assessment - should be monitored to avoid unregulated incremental growth.</p>
<b>Cumbria County Council Sustainability Strategy</b>		
<p>County Sustainability Objectives</p>	<p>1 - Increasing community participation in local decision-making processes</p> <p>5 - Protecting and enhancing biodiversity, landscape quality and character</p> <p>6 - Reducing carbon emissions from transport and energy use and helping communities and businesses adapt to climate change</p> <p>7 - Protecting air quality, groundwater, inland and coastal waters from pollution</p> <p>8 - Protecting soil and favouring brown field sites for development</p> <p>12 - Developing community based economic initiatives in deprived areas</p>	<p>Not applicable</p>

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<b>LOCAL PLANS</b>		
<b>Carlisle District Local Plan</b>		
Policy E1 – Agricultural Land	Permission will not be given for development where it would lead to the loss of the best and most versatile agricultural land, unless: 1. There is an overriding need for the development; and 2. There is insufficient land of a lower grade available; or 3. Available lower grade land has a statutory landscape, wildlife, historic or archaeological designation.	Not applicable
Policy E3 – Areas of Outstanding Natural Beauty	Within and adjacent to the North Pennines and Solway Coast Areas of Outstanding Natural Beauty, permission will not be given for development which would be unacceptably detrimental to the present character and quality of the landscape. Development proposals should seek to conserve or enhance the present character and quality of the landscape through appropriate siting, design, materials and landscaping. Large scale development will only be permitted where there is proven national need and lack of an alternative site.	Not applicable
Policy E4 – County Landscapes	Within County Landscapes permission will not be given for development or land use changes which would have an unacceptable effect on their distinctive landscape character. Development required to meet local infrastructure needs which cannot be located elsewhere will be permitted provided it is sited to minimise environmental impact and meet high standards of design.	Not applicable
Policy E5 - Areas of Local Landscape Significance	Within Areas of Local Landscape Significance, permission will not be given for development which adversely affects the open character of the areas . Development of open space recreational uses such as golf courses and playing fields which retain the essential open nature will be acceptable. In addition, small scale development within or adjacent to established farmsteads and other groups of buildings, together with buildings associated with and required for the use of the area for open recreational areas will be acceptable providing that: 1. the proposal reflects the scale and character of the existing group of buildings; and 2. there is no unacceptable adverse effect on the amenity of neighbouring property; and 3. there is no unacceptable adverse effect on the character and appearance of the surrounding area; and 4. where appropriate satisfactory access and car parking can be achieved.	Not applicable
Policy E7 - Regionally Important	Development which would have a detrimental effect on Regionally Important Geological /	Not applicable

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Geological/Geomorphological Sites	Geomorphological Sites will not be permitted unless: <ol style="list-style-type: none"> <li>1. the harm caused to the value of those interests is clearly outweighed by the need for the development; and</li> <li>2. where practical, any environmental feature lost is replaced with an equivalent feature.</li> </ol>	
Policy E8 - Remainder of the Rural Area	Within the remainder of the rural area not covered by Policies E2-E6, proposals which are well related in use, siting, scale and design to existing settlements or other small clusters of buildings including farm buildings will be acceptable providing that: <ol style="list-style-type: none"> <li>1. the proposal reflects the scale and character of the existing group of buildings or settlement; and</li> <li>2. there is no adverse effect upon the amenity of neighbouring property, and the character and appearance of the area; and</li> <li>3. satisfactory access and appropriate car parking can be achieved; and</li> <li>4. any existing wildlife habitats are safeguarded. Permission will not be granted for development in the undeveloped open countryside unless it is required to meet local infrastructure needs, or for dwellings supported by a proven agriculture or forestry need.</li> </ol>	Not applicable
Policy E9 - Landscaping of New Development	Landscaping schemes will be required for development permitted on the periphery of settlements in order to fully integrate the development with its settlement and the surrounding countryside.	Not applicable
Policy E10 - Sites of International Importance	Development which would affect an existing or proposed Special Protection Area (SPA), Special Area of Conservation (SAC) or 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 and which is likely to adversely affect the integrity of the site will not be permitted unless: <ol style="list-style-type: none"> <li>1. there is no alternative solution; and</li> <li>2. there are imperative reasons of overriding public interest for the development.</li> </ol> Where the site concerned hosts a priority natural habitat type and/ or a priority species, development will not be permitted unless the Authority is satisfied that it is necessary for reasons of human health or public safety or for beneficial consequences of primary importance for nature conservation.	Not applicable
POLICY E11 - Sites of Special Scientific Interest	Development which would adversely affect the nature conservation (including the geological) interest of Sites of Special Scientific Interest will be subject to special scrutiny and will not be permitted unless: <ol style="list-style-type: none"> <li>1. the reasons for the development clearly outweigh the nature conservation value of the site as part of the national series of SSSIs; or</li> </ol>	Not applicable

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	2. the nature conservation interest of the site can be fully protected and enhanced by the appropriate use of planning conditions or obligations.	
Policy E12 – Wildlife sites	Development which would adversely affect the nature conservation interests of wildlife sites and other sites of nature conservation significance will not be permitted unless : 1. the harm caused to the value of those interests is clearly outweighed by the need for the development; and 2. where practical, any environmental feature lost is replaced with an equivalent feature.	Not applicable
Policy E13 - Local Nature Reserves	The City Council will seek to protect existing and establish additional Local Nature Reserves on areas of land which have ecological or geological value.	Not applicable
Policy E14 – Protected species	Proposals for development including reuse and adaptation of existing buildings, which will directly or indirectly affect species listed in Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981 (as amended) will not be permitted unless satisfactory safeguards for these species can be agreed in consultation with English Nature.	Not applicable
Policy E15 - Woodlands, Trees and Hedgerows	Throughout the Plan area the City Council will support practical work to improve the management of woodlands, trees and hedgerows. Where appropriate, landowners will be encouraged to extend woodland cover, especially broadleaved woodlands. Any proposals for the afforestation of areas of open moorland and fellside will only be supported if they are sympathetic to, and develop, the landscape and environmental values of the area.	Not applicable
Policy E16 – Ancient woodlands	Development which is detrimental to the character or nature conservation value of ancient woodlands will not be permitted unless; 1. the harm caused to the value of those interests is clearly outweighed by the need for the development; and 2. where practical, any environmental feature lost is replaced with an equivalent feature.	Not applicable
Policy E17 – Felling licences	Consultations on felling licenses will be considered against the following criteria: 1. the amenity value of the trees in the local landscape; 2. the nature conservation value of the woodland; 3. the scope and extent of replanting proposals; 4. the condition of the trees; 5. the economic and ongoing viability of the woodland.	Not applicable
Policy E18 - Tree Preservation Orders	Trees which contribute to amenity, and are under threat, will, in appropriate cases, be protected by means of Tree Preservation Orders, or conditions attached to planning permissions. wildlife habitats, and the replacement of any environmental feature lost to development. Landscaping	Not applicable

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	schemes to be implemented by the applicant will be	
Policy E19 - Landscaping of New Development	In considering proposals for new development the City Council will where appropriate require the retention of existing trees, shrubs, hedges and other wildlife habitats, and the replacement of any environmental feature lost to development. Landscaping schemes to be implemented by the applicant will be required as part of most planning applications.	Not applicable
Policy E20 - Development in Floodplains	Development which would result in the raising of the floor of the floodplain, or which would have an adverse impact on the water environment due to additional surface water run off, or adversely affect river defences will not be permitted unless appropriate alleviation or mitigation measures are included. This applies to the floodplains of the Rivers Eden, Caldew, Petteril, Esk, Irthing and Lyne and their tributaries which are all subject to periodic flooding.	Not applicable
Policy E21 – River corridors	The City Council, in conjunction with the Environment Agency, will seek to promote the concept of river corridors as important areas of open space. It will promote, where appropriate, initiatives to conserve the quality and value of rivers, particularly for nature conservation purposes, and will identify appropriate locations for public access and waterrelated sport and recreation.	Not applicable
Policy E25-E28 - Hadrian's Wall World Heritage Site	Development will not be permitted where there is an unacceptable adverse effect on the Hadrian's Wall Military Zone World Heritage Site.	Not applicable
Policy E29 - Other Known Sites and Monuments of Archaeological Significance	Elsewhere in the Plan area, on other known sites and monuments of archaeological significance, permission for development will be granted, provided the applicant can demonstrate that the site will be either satisfactorily preserved or appropriate arrangements for excavation and recording have been made. These cases will be judged against the following: 1. the importance of the archaeological features; 2. the effects of the proposal on the archaeological features; 3. the need to retain and where possible enhance the features which have a particular archaeological and/or landscape significance; 4. the applicant's arrangements for in situ preservation of the features.	Not applicable
Policy E33 - Demolition of Listed Buildings	There will be a presumption in favour of the preservation of listed buildings. Permission will not be given for the demolition or partial demolition of listed buildings. Applications for listed building consent will be assessed against the following criteria: 1. the intrinsic quality of the building and its contribution to the landscape/townscape; and 2. the structural condition of the building; and 3. the suitability of the building for its existing, proposed or any other use; and	Not applicable

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	<p>4. the cost of repair; and                      5. the contribution which the demolition/ redevelopment would make to broader conservation objectives.</p> <p>All proposals for demolition must be accompanied by details of redevelopment, which will normally be secured by means of a legal agreement.</p>	
<p>Polict E39 - Demolition of Unlisted Buildings in Conservation Areas</p>	<p>There will be a general presumption in favour of the retention of buildings which make a positive contribution to the character or appearance of a conservation area. Applications for conservation area consent for the demolition of unlisted buildings in conservation areas will be critically assessed against the following criteria:</p> <ol style="list-style-type: none"> <li>1. the contribution of the building to the landscape/townscape; and</li> <li>2. the structural condition of the building; and</li> <li>3. the suitability of the building for its existing, proposed or any other use; and</li> <li>4. the cost of repair; and</li> <li>5. the contribution which the demolition/ redevelopment would make to broader conservation objectives.</li> </ol> <p>All proposals for demolition must be accompanied by details of redevelopment, which will normally be secured by means of a legal agreement.</p>	<p>Not applicable</p>
<p>Policy T1 – Choice means of travel</p>	<p>In considering applications for development, account will be taken of the availability of a choice of means of travel to and from the site</p>	<p>Not applicable</p>
<p>Policy T2 – Planned Trunk Road Improvement Scheme</p>	<p>Land will be safeguarded for the Department of Environment, Transport and Regions road scheme, the M6/A74 extension (Junction 44 - Guardsmill).</p>	<p>Not applicable</p>
<p>Policy T3 – Development Affecting Road Network</p>	<p>Proposals for Development which materially increase the traffic movement on the road network will need to be accompanied by a Traffic Impact Assessment. The City Council will usually require any road improvements or new highways, identified as being necessary by the assessment, to be funded by the developer. Such work should be consistent with the role and function of the highway. In the case of trunk roads all the costs will be borne by the developer and the scheme should be designed to be consistent with the Department of Environment, Transport and Regions' design horizon.</p>	<p>Not applicable</p>
<p>Policy T4 – The Carlisle Northern Relief Road</p>	<p>The line of the proposed Carlisle Northern Relief Road will be protected.</p>	<p>Not applicable</p>

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Policy T5 – Highway Schemes in Sensitive Areas	Within conservation areas, Areas of Outstanding Natural Beauty and other important landscape areas, the City Council will seek to ensure that highway schemes respect the character of the locality. Within areas of nature conservation importance, the City Council will seek to ensure that any adverse impact resulting from a highway scheme is minimised.	Not applicable
Policy T6 – Improving the Pedestrian Environment	Within the City Centre, Botchergate, Brampton, Longtown and Dalston conservation areas and other pedestrian areas, measures will be taken, where appropriate, to maintain and enhance the environment for the benefit of pedestrians by: 1. Appropriate environmental improvements 2. The provision of traffic free environments 3. The restriction of vehicular access.	Not applicable
Policy T7 – Parking Guidelines	The level of car parking provision for development will be determined on the basis of the following factors: 1. The Parking Guidelines for Cumbria as detailed in Appendix 2 2. The availability of public car parking in the vicinity 3. The impact of parking provision on the environment of the surrounding area 4. The likely impact on the surrounding road network 5. Accessibility by, and availability of, other forms of transport.	Not applicable
Policy T8 – Commuted Payments	Proposals for development that does not provide the required parking standards, as set out in Policy T7, will not be permitted except for:  1. retail or commercial development proposals within Carlisle City centre 2. proposals where full on-site car parking provision would be environmentally damaging, in particular proposals within conservation areas.  In which case commuted payments in lieu of the shortfall of parking spaces may be required.	Not applicable
Policy T9 – Parking in Conservation Areas	Within conservation areas, off-street vehicle parks will not be permitted, unless they: 1. Are small in scale 2. Have no adverse impact on the street frontage or character 3. Have no detrimental effect on neighbouring properties 4. Have satisfactory access.	Not applicable
Policy T10 – Parking Outside Conservation Areas	Within the Plan area, outside the conservation areas, proposals for the development of car, coach and lorry offstreet parking will be permitted subject to the following criteria:	Not applicable

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	<ol style="list-style-type: none"> <li>1. There is an inadequate supply of existing vehicle parking provision in the locality to meet the need for off street parking for public use in the locality</li> <li>2. The site is well related to the existing road network and there is sufficient capacity to accommodate the increased vehicular activity generated by the use</li> <li>3. The proposal does not adversely affect the amenity of the surrounding area.</li> </ol>	
Policy T11 – On-street Car Parking	<p>Within the Plan area the control of onstreet car parking will be considered in locations where parking:</p> <ol style="list-style-type: none"> <li>1. Results in an unacceptable reduction in the capacity of the road network</li> <li>2. Reduces the amenity of a conservation or residential area</li> <li>3. Is a safety hazard.</li> </ol>	Not applicable
Policy T12 – Temporary Car Parks	<p>Within the Plan area outside the conservation areas, proposals for temporary car parking will be judged against the following criteria:</p> <ol style="list-style-type: none"> <li>1. The effect on amenity</li> <li>2. The standard of access</li> <li>3. The duration of the temporary use</li> <li>4. Environmental benefits resulting from the temporary use</li> <li>5. The site’s relationship to and the capacity of the adjacent road network</li> <li>6. The operating car parking policy.</li> </ol>	Not applicable
Policy T13 – Lonsdale Street Bus Station	The City Council will not permit development that would prejudice the continued use of the Lonsdale Street Bus Station.	Not applicable
Policy T14 – Park and Ride	<p>The City Council, through the development of a Transportation Strategy for Carlisle will be seeking to establish park and ride facilities within the City during the Plan period. Land has been allocated in the Plan in association with the retail development at Morton, on the A595 and at Greymoorthill on the A7, for future park and ride provision. Additional facilities on the principal radial roads in to the City centre will be considered against the following criteria:</p> <ol style="list-style-type: none"> <li>1. The site is well located in relation to the principal highway network in to the city centre;</li> <li>2. The site does not intrude into open countryside;</li> <li>3. The site does not have an adverse impact on surrounding uses; and</li> </ol>	Not applicable

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	4. Adequate landscaping is provided.	
Policy T15 – Cyclists and Pedestrians	Within the Plan area existing provision for cyclists and pedestrians will be protected. The improvement of provision for cyclists in the form of both highway improvements and secure parking facilities will be encouraged. All new development will be designed to provide safe and convenient access for cyclists and pedestrians. This should include the provision of secure cycle parking facilities where appropriate.	Not applicable
<b>South Lakeland Local Plan 2006</b>		
Policy Tr1 – Development likely to impact on trunk roads	Highway improvements may be needed to accommodate traffic generated by development. Applications for planning permission should be accompanied by a thorough Traffic Impact Assessment (provided by the applicant) identifying the effect on the highway network of traffic generated by the development. The Department of Transport will not oppose the grant of planning permission for development, providing that any traffic problems on its trunk roads can satisfactorily be overcome by the carrying out of highway works in accordance with current Government Policy. These works should be consistent with the role and function of the highway.	Not applicable
Policy Tr2 – Safeguarding land for roadbuilding	Development which would be likely to prevent, or adversely affect, the construction of a major road improvement, new road construction or by-pass, will not be permitted. This policy will apply to any scheme depicted on the proposals map, and any scheme which is included in the transport policies and programme within the Plan period. The Local Planning Authority will need to be satisfied that any road scheme safeguarded in this way will be environmentally acceptable with regard to alignment, design and landscaping. The District Council will also ensure that any new road building is complemented by traffic management measures on existing roads such that additional capacity is not being created for car use.	Not applicable
Policy Tr3 – Traffic management	The Council will give high priority to the re-examination of traffic management issues in Kendal town centre through the work of the County Council's Traffic Study Group for Kendal. It will promote traffic management schemes which support land-use policies for the town centre, and secure better conditions for pedestrians and cyclists. It will also encourage traffic management measures elsewhere, where these can be agreed and where problems of congestion and environmental impact can be identified.	Not applicable
Policy Tr4 – Traffic calming	In considering proposals for new development, or alterations to roads and traffic circulation patterns in existing towns and villages, the District Council will, where appropriate, require the design and layout to limit traffic speeds, and increase the safety and convenience of residents.	Not applicable
Policy Tr5 – Town centre car	In considering development proposals for town centre sites the District Council will determine the	Not applicable

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parking	<p>associated car parking requirements on the basis of the following factors:</p> <ul style="list-style-type: none"> <li>(a) The advisory County-wide guidelines for each type of development set out in Supplementary Planning Guidance "Parking Guidelines in Cumbria" (May 1997)</li> <li>(b) The availability of public car parking space in the vicinity</li> <li>(c) The likely impact on traffic flows and highway safety</li> <li>(d) Accessibility by, and availability of, other forms of transport</li> <li>(e) The advice and requirements of PPG13.</li> </ul>	
Policy Tr6 – Car park, Kirkby Lonsdale	The site off New Road, Kirkby Lonsdale has been allocated for the construction of a public off-street parking area.	Not applicable
Policy Tr7 – Opportunities for pedestrians	Where feasible, the District Council will require new development schemes in town and village centres, to contribute to an improvement in conditions for pedestrians, with the objective of increasing journeys on foot, reducing car dependence and improving the environment. It will also promote footpath and footway improvement and enhancement schemes in partnership with the Highway Authority.	Not applicable
Policy Tr8 – Opportunities for cyclists	<p>Provision for cyclists including cycle parking will be improved throughout the Local Plan area, with dedicated cyclist routes and joint use cyclepaths being identified and developed in Kendal (see Proposals Map), and within and between other settlements.</p> <p>The District Council will also require cyclepaths to be provided in conjunction with large scale residential developments. 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.</p> <p>Secure cycle parking provision will be required in all new car parks, particularly those associated with retail, leisure and educational developments, and will be encouraged at public transport interchanges, railway stations and park-and-ride facilities. Where appropriate, cycle parking, changing and showering facilities will be sought in major industrial and commercial developments.</p>	Not applicable
<b>Copeland Borough Council Local Plan</b>		
POLICY TSP 1: Safeguarding the A595 Parton-Lillyhall Improvement	The Preferred Route of the A595 Parton-Lillyhall Improvement as proposed by the Department for Transport is shown on the Proposals Map. This route will be safeguarded from any inappropriate development	Not applicable

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POLICY TSP 2: New Road Building and Improvements	<p>The Council will support new road building and highway improvements which help to:</p> <ul style="list-style-type: none"> <li>• Improve prospects for economic regeneration</li> <li>• Assist local communities' access to jobs, services and leisure opportunities, and</li> <li>• Improve road safety and general highway conditions</li> </ul> <p>So long as all practical measures are taken to mitigate the harmful effects of such works on the environment.</p> <p>The Council will safeguard any area or route corridor from inappropriate development to assist implementation of such works</p>	Not applicable
POLICY TSP 3: Traffic Management	Where appropriate the Council will promote new or extended traffic management schemes which improve access and environmental conditions for all users with priority for people over motor traffic.	Not applicable
POLICY TSP 4: Measures to Improve Public Transport	The Council will support measures to improve public transport services and associated facilities. Wherever possible it will permit development which will improve access to services and/or make them more attractive to users or is required to improve the efficiency of the service.	Not applicable
POLICY TSP 5: Cycleways and Footpaths	Wherever appropriate the Council will seek to extend the network of footpaths and cycleways. It will safeguard any route corridor from inappropriate development to assist the process including development alongside cycleway routes designed to facilitate their use will be permitted subject to other policies in the Local Plan.	Not applicable
POLICY TSP 6: General Development Requirements	<p>New development will only be permitted where the access and travel needs of all those affected by the development are catered for through the provision of:</p> <ol style="list-style-type: none"> <li>1. safe, convenient, and attractive means of pedestrian access</li> <li>2. appropriate cycle access, including links to existing cycleways</li> <li>3. appropriate access and facilities for people with impaired mobility</li> <li>4. appropriate facilities for or access to public transport</li> <li>5. safe and appropriate access onto the road network to accommodate all forms of vehicle including emergency vehicles</li> <li>6. appropriate traffic management measures to reduce traffic speeds and give priority to pedestrians, cyclists, people with impaired mobility and public transport</li> <li>7. parking in accordance with the standards set out in Appendix I together with adequate and safe space for site servicing and manoeuvring.</li> </ol>	Not applicable

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	Where any of these items requires undertaking off site works or the provision of particular services these must be provided before any part of the development is brought into use.	
POLICY TSP 7: Transport Assessments and Travel Plans	<p>Development which is likely to have significant transport implications and all major development proposals above the thresholds set out in Appendix 4 of the Local Plan must be accompanied by a Transport Assessment and, in the cases indicated, by a Travel Plan.</p> <p>Where a Transport Assessment or Travel Plan requires the undertaking of off site works or the provision of particular services these must be provided before any part of the development is brought into use.</p> <p>The Council will refuse development which generates excessive or inappropriate traffic in the locality</p>	Not applicable
POLICY TSP 8: Parking Requirements	All proposals for new development must comply with the parking requirements set out in Appendix 1. These include new maximum standards for most car parking requirements and interim standards for all other type of parking.	Not applicable
POLICY TSP 9: Rail Freighting	The Council will support the transfer of freight traffic from road haulage to the railway especially for bulk commodities and dangerous materials. Proposals for new development likely to have high rail-dependency or for facilities to assist rail freighting will be approved subject to other policies in the plan.	Not applicable
POLICY TSP 10: Port Development	Proposals for the improvement of harbour facilities and harbourside development at Whitehaven and at Millom Pier will be permitted subject to adequate safeguards as regards their historic and nature conservation significance.	Not applicable
<b>Barrow Borough Local Plan Review 1996-2006</b>		
Policy E1	The widening of Lots Road, Askam will be safeguarded.	Not applicable
Policy E2	Highways proposed in housing developments must be designed and constructed to adoptable standards.	Not applicable
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.	Not applicable
Policy E4	The Council will refuse development that it considers will prejudice the chosen landfill site or access route of a bridge or other crossing of the Duddon Estuary between the Borough and	Not applicable

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	Millom, should an environmentally acceptable and economically viable scheme for such a proposal come forward.	
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.	Not applicable
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.	Not applicable
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.	Not applicable
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.	Not applicable
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.	Not applicable
Policy E10	Development will be refused if it is considered to prejudice the ability to develop in due course the possible station sites at:-	Not applicable

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	1. Park Road 2. Furness Abbey 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.	Not applicable
Policy E12	The Authority will protect parking facilities and space suitable for parking at station sites, both existing and proposed, from development.	Not applicable
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.	Not applicable
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.	Not applicable
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.	Not applicable
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.	Not applicable
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	Not applicable

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	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.	Not applicable
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.	Not applicable
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.	Not applicable
<b>Eden Local Plan</b>		
Policy NE1 – Development in the Countryside	Protecting undeveloped areas of countryside from development impacts	Not applicable
Policy NE2 – Development in the North Pennines AONB	Giving priority to the protection and enhancement of the special character of the North Pennines AONB	Not applicable
Policy NE3 – Landscapes of County Importance	Within Landscapes of County Importance proposals will be expected to have due regard to the distinctive character of the landscape	Not applicable
Policy NE4 – Sites of International Importance	About the high priority of protection from unnecessary development in these sites of particularly high level of protection	Not applicable
Policy NE5 – Sites of national Importance	About the high priority of protection from unnecessary development in these sites of particularly high level of protection	Not applicable
Policy NE7 – Protected Wildlife Habitat	In evaluating proposals, the council will have regard to the need to protect species identified in Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981.	Not applicable
Policy NE8 – Agricultural Diversification	A proposal that will diversify and support activity on an existing agricultural holding will be permitted, provided that the proposal is appropriate to the location concerned	Not applicable
Policy NE10 – Woodland Planting	The council will support proposals which involve native woodland planting or sympathetically support agricultural or underused land use.	Not applicable
Policy NE12 – Ancient Woodlands	Development Proposals which are detrimental to the character or nature conservation value of woodland recorded in the Ancient Woodland Inventory will only be permitted if a clear need can	Not applicable

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<b>Plan, programme, policy and point of reference</b>	<b>Objectives / requirements</b>	<b>Implications for LTP2</b>
	be substantiated for the development in the specific location concerned.	
Policy NE13 – Protection of Trees	Tree Preservation Orders will be considered in development proposals	Not applicable
Policy BE3 – New Development in Conservation Areas	A new Development in a Conservation Areas should not adversely affect the character or appearance of the area	Not applicable
Policy BE6 – Trees in Conservation Areas	Tree alteration and removal impacts will be considered for developments in conservation areas	Not applicable
Policy BE7 – Historic Parks and Gardens	Developments that affect Historic Parks and Gardens will not normally be permitted	Not applicable
Policy BE8 – Ancient Monuments	Developments that affect scheduled Ancient Monuments will not normally be permitted	Not applicable
Policy BE10 – Archaeological Assessment	Archaeological Assessments will be necessary where a development will affect sites of known or possible interest	Not applicable
Policy BE15 – Amenity Open Space	Developments that affect Amenity Open Space will not normally be permitted	Not applicable
<b>Allerdale Local Plan</b>		
Policy EN1	Subject to other relevant policies in the Local Plan the Council will look favourably upon development which minimises the need to travel or which encourages alternative means of travel to the car.	Not applicable
Policy EN2	When assessing proposals for medium to large scale development, the Council will consider the siting, form, density, layout and orientation of the development and, where appropriate, will require a pattern of development which is as energy efficient as possible.	Not applicable
Policy EN3	Where appropriate, the Council will require landscaping schemes to be carried out in association with new development. In appropriate circumstances the Council will require the planting of trees, particularly native species.	Not applicable
Policy EN4	The Council will, where appropriate, use its powers under the planning legislation and regulations, particularly Tree and Hedgerow Preservation Orders, to protect appropriate trees and hedgerows in the Plan Area.	Not applicable
Policy EN5	The Council, when assessing development proposals which are potentially polluting, will require such proposals to minimise potential environmental pollution, in consultation with the Environment Agency, where appropriate. Where, through conditions or other legal agreement, it	Not applicable

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	is not possible to ensure acceptable standards, permission will be refused.	
Policy EN6	Proposals for potentially polluting development in locations which would unacceptably adversely affect pollution sensitive development will not be approved.	Not applicable
Policy EN7	Proposals for pollution sensitive development in locations which are unacceptably adversely affected by existing potentially polluting development will not be approved.	Not applicable
Policy EN8	Development proposals which include recycling and which are the responsibility of the District Council to assess, will be approved provided that: (i) the proposal is not located in a visually prominent position on a highway or industrial estate frontage; (ii) the proposal incorporates effective and appropriate landscaping and screening; (iii) there is no adverse impact on neighbouring uses by way of emissions or noise or visual intrusion; and (iv) arrangements for access, storage, hours of working, site layout and design are satisfactory.	Not applicable
Policy EN9	The Council will approve proposals to redevelop or restore derelict or contaminated land in appropriate urban or rural areas provided that: (i) a satisfactory site investigation and risk assessment is submitted; (ii) a satisfactory scheme of restoration and risk assessment is submitted; (iii) the proposed development is acceptable in terms of access and design and potential pollution; and (iv) the local infrastructure is adequate to serve the development.	Not applicable
Policy EN10	Where development which is potentially contaminating or which could cause dereliction is considered acceptable, the Council will impose condition(s) on any approval to secure the restoration of the site to an acceptable standard should the approved use cease.	Not applicable
Policy EN12	The Council will, in consultation with the Environment Agency, resist development or the raising of ground levels on land likely to flood, where such development would be at direct unacceptable risk from flooding or would be likely to increase the risk of flooding elsewhere.	Not applicable
Policy EN13	Where it is decided that development on land liable to flood may be acceptable, the Council will, in consultation with the Environment Agency, require suitable flood protection and mitigation measures to be carried out.	Not applicable
Policy EN14	Development proposals which would result in an unacceptably adverse impact on the water environment, due to additional surface water run-off will be refused permission.	Not applicable
Policy EN15	Development which would adversely affect the integrity and continuity of fluvial defences will not	Not applicable

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Plan, programme, policy and point of reference	Objectives / requirements	Implications for LTP2
	be approved. Where development relating to fluvial defences may be acceptable the Council will, in consultation with the Environment Agency, require appropriate measures to be included in the proposals to ensure that the stability and continuity of the defences are maintained.	
Policy EN16	Proposals for fluvial flood defences will be approved provided that: (i) they are acceptable to the Environment Agency; (ii) they do not have a significant adverse impact on visual amenity, residential amenity, wildlife habitats, landscape quality, highway safety, or sites and buildings of archaeological, historic or architectural importance; and (iii) where any adverse impact is not significant, the proposals include appropriate measures to mitigate any such adverse impact.	Not applicable
Policy EN17	Development of the best and most versatile agricultural land (ALC grades 1, 2 and 3a) will not be permitted unless the following criteria are met: (i) there is an overriding need for the development; (ii) there is a lack of development opportunities on previously developed sites or in already developed areas; (iii) there is little land in grades below 3a, or little lower-grade land which does not have an environmental value recognised by a statutory landscape, wildlife, historic, or archaeological designation; and (iv) the development is proposed on land of the lowest practicable grade.	Not applicable
Policy EN18	Proposals for development including or likely to require, external lighting, shall include details of lighting schemes, such schemes will be expected to: (i) be the minimum required to perform the relevant lighting task; (ii) minimise light spillage and pollution; (iii) include landscaping/screening measures in edge of town, village and rural locations to screen illuminated areas from view from nearby rural areas; and (iv) avoid dazzle or distraction of drivers on nearby highways.	Not applicable
Policy EN19	Proposals for development will be expected to give particular regard to the conservation and enhancement of the landscape of the Plan Area and retention of local distinctiveness in that landscape. Whenever possible, woodlands, grasslands, hedgerows, trees, copses, ponds, wetlands, watercourses, estate features, enclosure features, stone walls, and other built features of landscape importance should be protected and enhanced.	Not applicable

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Plan, programme, policy and point of reference	Objectives / requirements	Implications for LTP2
Policy EN20	<p>When considering proposals for development within or adjoining the Solway Coast Area of Outstanding Natural Beauty, the Council will require the protection of its natural beauty. This will be given priority over all other planning considerations.</p> <p>(i) Any development which would have an unacceptable adverse effect on the natural beauty of the landscape will be refused permission, unless there is an overriding need for the development, and the development accords with the standards laid down in criterion (v).</p> <p>(ii) Major developments will be refused permission unless they are proven to be in the national interest, there is a lack of alternative sites and they meet the requirements of criterion (v).</p> <p>(iii) The conversions/change of use of existing buildings and small scale development required to meet the social and economic needs of the communities of Allonby, Anthorn, Blitterlees, Kirkbride, Mawbray, Newton Arlosh and Skinburness may be acceptable within their development limits as defined on the proposals map, as long as such development is consistent with the other relevant criteria of this policy.</p> <p>(iv) Tourism and recreational developments of an appropriate scale may be permitted where they meet the requirements of criterion (v).</p> <p>(v) All development within or adjoining the AONB must preserve or enhance the distinctive landscape character and heritage of the area through appropriate siting, design, materials and landscape measures, which minimise environmental harm caused by the development.</p> <p>(vi) All proposals will be subject to rigorous examination of their environmental impact. Proposals for major developments likely to have a significant impact on the AONB should be accompanied by relevant information such as landscape impact assessments.</p> <p>(vii) Proposals for non-essential development outside the development limits identified in criterion (iii) will be refused. Exceptionally, proposals for development for which there is a locational need, including those required for local infrastructure needs, may be acceptable, subject to their being sensitively sited and meeting the requirements of criterion (v).</p>	Not applicable
Policy EN21	Development proposals within the Solway Coast AONB which are required as a result of an approved management plan will be approved where they accord with the relevant sub-sections of Policy EN20.	Not applicable
Policy EN22	When considering proposals for development within areas designated as Landscapes of County Importance, the Council will require the protection of the distinctive character of the landscape. These designations will be given high priority, unless an overriding need for development can be	Not applicable

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Plan, programme, policy and point of reference	Objectives / requirements	Implications for LTP2
	<p>demonstrated. Within Landscapes of County Importance:</p> <ul style="list-style-type: none"> <li>(i) Development which would have an unacceptable adverse effect on the distinctive character of the area or on the character or setting of the Lake District National Park will be refused permission.</li> <li>(ii) Conversion/change of use of appropriate buildings and small scale development required to meet the social and economic needs of the communities of Deanscales, Ireby, Pardshaw and Ullock, within their development limits, will be acceptable providing they meet the requirements of criterion (iv).</li> <li>(iii) Major proposals which will have an unacceptable adverse impact on the area will be refused permission unless there are overriding economic or social benefits which justify approval.</li> <li>(iv) All development within Landscapes of County Importance will be required to have due regard to their distinctive character through appropriate siting, design, materials and landscaping measures which minimise environmental impact.</li> <li>(v) Tourism and recreational developments of appropriate scale may be permitted, provided such developments meet the requirements of criterion (iv).</li> <li>(vi) Proposals for which there is a locational need or which are essential, including those required for local infrastructure needs outside development limits may be acceptable provided they meet the requirements of criterion (iv).</li> </ul>	
Policy EN23	<p>The distinctive character of an area designated as a Locally Important Landscape Area, as shown on the Proposals Map will be protected. The status of such areas will be given priority when considering proposals for development. Within Locally Important Landscape Areas:</p> <ul style="list-style-type: none"> <li>(i) Development which would have an unacceptable adverse effect upon the distinctive character of the area, or on the character and setting of the Lake District National Park, or would be unduly prominent in local or distant views will be refused permission, unless an overriding need for the development can be demonstrated.</li> <li>(ii) A high standard of design and sensitive siting will be required of all new development, reflecting the traditional character of buildings in the area and the landscape, and using materials sympathetic to the locality where possible.</li> <li>(iii) Proposals for essential development or for which there is a locational need, including those</li> </ul>	Not applicable