

Environmental Report

Plan, programme, policy and point of reference	Objectives / requirements	Implications for LTP2
	<p>required for local infrastructure needs may be acceptable subject to them meeting the requirements of criterion (ii) above.</p> <p>(iv) Tourism, recreation and leisure developments of an appropriate scale may be acceptable provided they meet the requirements of criteria (i) and (ii) above and all other relevant Local Plan policies.</p>	
Policy EN24	<p>The character and features of parks and gardens of historic or landscape interest will be protected and enhanced, particularly of those included in the National Register of Parks and Gardens. Within or adjacent to parks and gardens of historic or landscape interest:</p> <p>(i) Development which would adversely affect their special character and appearance will not be permitted.</p> <p>(ii) The conservation, enhancement or restoration of their landscape and architectural elements will be encouraged.</p> <p>(iii) Development which would detract from their settings will not be permitted.</p>	Not applicable
Policy EN25	<p>In the open countryside not within any special landscape designations, outside development limits defined on the proposals map, development will be strictly controlled. Proposals for essential development, or for which there is a locational need, including those required for local infrastructure needs, may be acceptable subject to appropriate siting and design. Proposals which would cause unacceptable harm to the character of the landscape or landscape features will not be permitted unless an overriding need for the development can be demonstrated.</p>	Not applicable
Policy EN26	<p>Proposals for development or land use which may affect a European site, a proposed European site or a Ramsar site will be rigorously assessed. Development or land use change not directly connected with or necessary to management of the site, which is likely to have significant effects on the site (either individually or in combination with other proposals) and which would affect the integrity of the site, will not be permitted unless the Council is satisfied that:</p> <p>(i) the need for the development or land use change cannot be met elsewhere, where they would be less damaging or by reasonable alternative means;</p> <p>(ii) there are imperative reasons of overriding public interest for the development or land use change; and</p> <p>(iii) the development can be subject to conditions which will prevent damaging impacts on wildlife habitats or that will enhance the nature conservation interest of the site.</p>	Not applicable
Policy EN27	<p>Proposals for development or changes in use in or likely to affect Sites of Special Scientific Interest will be specially assessed. Where such development may have an unacceptable adverse effect,</p>	Not applicable

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	directly or indirectly on interests of nature conservation importance it will not be permitted unless the reasons for the development clearly outweigh the value of those interests. Where the site concerned is a National Nature Reserve (NNR) or is identified under the Nature Conservation Review or Geological Conservation Review, particular regard will be paid to the individual site's national importance. Where development is permitted, the Council will consider the use of conditions or legal agreements to ensure the protection and enhancement of the site's nature conservation interest.	
Policy EN28	Proposals for development and or change in use likely to have an unacceptable adverse effect on a County Wildlife Site will not be permitted unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the nature conservation value of the site. Where potentially damaging development is justified, such damage must be minimised and where appropriate the Council will use conditions and/or legal agreements to minimise damage and to provide compensatory measures.	Not applicable
Policy EN29	Proposals for works within Local Nature Reserves in accordance with relevant approved management plans will be permitted.	Not applicable
Policy EN30	The Council will declare a Local Nature Reserve at the Yearl on the River Derwent. The Council will seek to make further declarations on appropriate sites where the opportunity arises and the necessary resources exist.	Not applicable
Policy EN31	Proposals for development and land use change likely to have an adverse effect on a Regionally Important Geological/ Geomorphological Site will not be approved unless it can be clearly demonstrated that there are reasons for the proposal which outweigh the need to safeguard the conservation value of the site. In all cases where approval is justified the Council will consider the use of conditions and/or legal agreements to minimise potential damage and where appropriate to provide compensatory measures.	Not applicable
Policy EN32	Proposals for development or changes of use which would have an unacceptable adverse effect, either directly or indirectly, on animal and plant species protected by law, will not be permitted unless the need for the development on the relevant site clearly outweighs the presumption in favour of conservation. Where development is permitted, the Council will use conditions and/or legal agreements requiring developers to take steps to secure the protection of such animals and plants.	Not applicable
Policy EN33	Proposals for development or land use change on sites which in the opinion of the Council, are of	Not applicable

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	nature conservation importance to local communities will not be permitted unless:- (i) the nature conservation interest on the site will not be materially damaged; or (ii) appropriate and satisfactory compensatory measures are included in the proposals.	
Policy EN34	Proposals for development or change of use that lead to loss or significant alteration of important wildlife habitats such as heathland, peatland, saltmarsh and other types of semi-natural vegetation on the coast, agriculturally unimproved pasture or meadow, semi-natural woodlands (particularly where ancient), important hedgerows, and significant trees will not be permitted unless: (i) the need for the development clearly outweighs the damage caused to the habitat and; (ii) the proposal includes appropriate and satisfactory measures to minimise potential damage and provide compensatory habitat.	Not applicable
Policy EN35	The Council will, in its role as Local Planning Authority, use its development control powers and land management responsibilities to take every appropriate opportunity to create new wildlife habitats and to enhance existing ones. The Council will use planning conditions and/or legal agreements, as appropriate, to implement this policy.	Not applicable
Policy EN36	The Council will manage all the designated sites it owns or controls for the benefit of wildlife. The Council will also, where appropriate, enter into management agreements with landowners and managers to protect and enhance important nature conservation sites.	Not applicable
Policy EN37	The Council, when assessing proposals for development and/or changes of use on all open spaces and undeveloped land in urban areas, will have regard to the amenity or townscape value of the site. any proposal which would unacceptably harm open space or undeveloped land of significant townscape or amenity value will not be permitted unless (i) the economic or social benefits of the proposal clearly outweigh the identified value of the undeveloped site, and (ii) the proposal includes appropriate compensatory measures to minimise its impact. Where approval is justified the Council will consider use of conditions and/or legal agreements to minimise potential impacts.	Not applicable
Policy EN38	Within the green wedges/corridors shown on the Inset Maps and other similar areas, proposals for development and/or change of use of land which would have an unacceptably adverse effect upon their open character, visual amenity, recreation and wildlife value, or compromise the gap between settlements or communities will not be permitted unless: (i) the economic and social benefits of the proposal clearly and significantly outweigh the value of the site and the contribution it makes to the green wedge/corridor; or	Not applicable

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	(ii) the proposal makes such a positive contribution to the character of the green wedge/corridor that any detrimental impact is outweighed. In all cases where permission may be justified the Council will require ameliorative measures to offset any detrimental impact and will use planning conditions and/or legal agreements as appropriate.	
Policy EN40	Proposals for development and/or land use change on the edge of Workington, Maryport, Cockermouth, Wigton, Silloth and Aspatria will, subject to other policies in the Local Plan, be expected to include proposals for protecting existing features and for the positive enhancement of the landscape.	Not applicable
Policy EN41	Proposals for appropriate woodland planting on the urban fringes of Workington, Maryport, Cockermouth, Wigton, Silloth and Aspatria in appropriate locations will be permitted.	Not applicable
Policy EN42	When considering proposals for development, the Council will, subject to the other policies in the Local Plan, approve proposals in the urban fringes of Workington and Maryport which improve public access to the countryside for the purpose of enjoying its special qualities.	Not applicable
Policy EN43	When considering applications for development along the A596(T) Corridor between the Cloffocks in Workington and Netherhall, Maryport, the Council will approve proposals which enhance the landscape character and visual quality of the area, subject to the other policies in the Local Plan.	Not applicable
Policy WKEN1	Development in the Lower Derwent Valley, west of Workington Bridge (The Cloffocks), will be required to be related to the existing recreational land-uses and to achieve a high standard of development.	Not applicable
Policy WKEN3	Proposals to enhance the value of The Howe as a landscape, recreational and wildlife feature, will be approved, subject to the relevant policies in the Plan.	Not applicable
Policy WKEN4	Subject to the requirements of Policies EN23 and EN24 and other relevant policies, proposals to retain and enhance Curwen Park as an important recreational and amenity site will be approved.	Not applicable
Policy MEN2	The Council will approve any proposals which result in the enhancement of the landscape character of Netherhall Park, subject to other relevant policies of the Local Plan.	Not applicable
Policy MEN3	Proposals for the landscape enhancement and management of Netherhall Park will be compatible with its status as a Historic Park.	Not applicable
Policy CEN1	The beds and banks of the Rivers Derwent and Cocker in the built-up area of Cockermouth will be protected from inappropriate developments likely to damage their character or nature conservation interests.	Not applicable
Policy WEN1	The public park and landscaped strip to the east of Park Road shall be retained and maintained as a	Not applicable

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	buffer separating UCB Films from houses in Park Road. Proposals for the development of this area which would weaken its function as a buffer will not be approved.	
Policy WEN2	The Council will approve proposals for the restoration of Longthwaite Tip, for a use compatible with Policy WL2, subject to other relevant policies in the Local Plan.	Not applicable
Policy SEN1	Proposals for development within or close to Silloth will be assessed according to their impact on the Solway Coast AONB. Any proposals which would have an unacceptable adverse effect on the natural beauty of the landscape of the AONB will be refused permission.	Not applicable
Policy SEN2	Development proposals within or close to Silloth which result from an approved management plan will be approved where they accord with the relevant sub-sections of Policy EN20.	Not applicable
Policy SEN3	The Council will approve any proposals for environmental improvements on The Green which are of an appropriate scale and design, and have no adverse impact on trees.	Not applicable
Policy REN1	The Council, when assessing proposals for development and/or land use change on all open spaces and undeveloped land within the village development limits defined on the Proposals Map Insets, will have regard to the amenity and/or streetscape value of the site. Any proposal which would destroy or significantly damage such value will not be permitted unless: (i) the economic or social benefits of the proposal clearly outweigh the value of the undeveloped site, and (ii) the proposal includes appropriate compensatory measures to minimise its impact. (iii) where such sites are identified on the Proposals Map, the proposal is considered to enhance the amenity/visual importance of the site. Where permission is justified the Council will consider the use of conditions and/or legal agreements to minimise the impact of the proposal.	Not applicable
Policy TR1	The Local Planning Authority will seek to protect the approved route of the A66(T) Stainburn and Great Clifton by pass from development.	Not applicable
Policy TR2	The Local Planning Authority will seek to protect the route of that part of the A595(T) Parton to Lillyhall improvement scheme lying within the Local Plan Area from development.	Not applicable
Policy TR3	The Local Planning Authority will adopt an approach to the design and layout of residential roads when considering proposals for housing development in accordance with Department of the Environment Design Bulletin No. 32 and the adopted standards of Cumbria County Council.	Not applicable
Policy TR4	The Local Planning Authority, in consultation with the highway authority, will consider the relaxation of normal standards where compatible with safety, to secure the retention of the character and appearance of Conservation Areas and other environmentally sensitive areas.	Not applicable
Policy TR5	The Local Planning Authority will approve proposals resulting in the implementation of traffic	Not applicable

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	management measures which promote public transport in favour of car use and which also make town centres attractive and accessible to shoppers and other users, particularly those people with disabilities, pedestrians and cyclists.	
Policy TR6	All new development proposals will be expected to have regard to the Council's approved car parking guidelines, which include guidelines for cycle parking. Appropriate reduced requirements may be applied in the following circumstances: (i) in Conservation Areas or other sensitive environments where rigid application of the guidelines may be visually harmful or physically impractical; or (ii) in town centre locations within convenient walking distance of existing public car parks; or (iii) in any other case where reduced requirements would assist in discouraging car use, leading to a more sustainable pattern of development. Where any of the above circumstances apply and the non-operational car parking guideline exceeds three spaces, the Local Planning Authority may require either: A. the provision of appropriate off-site car parking spaces; or B. a contribution from the developer towards the cost of providing these additional spaces in public car parks; or C. a contribution from the developer toward the cost of providing additional public transport services or facilities and/or facilities for cyclists and pedestrians.	Not applicable
Policy TR7	The Local Planning Authority will require the provision of traffic calming measures within town centres and in existing residential areas where appropriate.	Not applicable
Policy TR8	The Local Planning Authority will require the design and layout on housing estates to incorporate appropriate traffic calming measures in consultation with the Local Highway Authority.	Not applicable
Policy TR9	In considering planning applications for all forms of development the Local Planning Authority will require the adequate provision of access for people with a disability in terms of dedicated parking areas, gradients of paved areas, dropped kerbs and textured surfaces and access to and within appropriate buildings.	Not applicable
Policy TR10	The Local Planning Authority will expect all proposals for major development to show how they integrate with or provide for the needs of public transport.	Not applicable
Policy TR11	When considering applications for development, the Local Planning Authority will ensure that the needs of cyclists are taken into account.	Not applicable
Policy TR12	When considering applications for development, the Local Planning Authority will, where appropriate, require further pedestrianisation or pedestrian priority areas in support of town	Not applicable

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	centres and to enhance the character of Conservation Areas.	
Policy TR13	When considering applications for development the Local Planning Authority will ensure that the needs of pedestrians are taken into account.	Not applicable
Policy TR14	Development involving the regular movement of large numbers of heavy vehicles will only be granted planning permission or favourably recommended to the County Planning Authority following agreement with the applicant to provide acceptable measures to protect local communities, through routing the vehicles, or highway improvement or both.	Not applicable
Policy TR15	Development proposals along the line of a disused railway line will not be permitted if the use of the route for recreation or transport purposes are prejudiced.	Not applicable
Policy WKTR1	The Local Planning Authority will require the integration of bus and railway services and the provision of car parking for passengers around Workington Railway Station, when assessing development proposals adjacent to the Station.	Not applicable
Policy WKTR2	The Local Planning Authority will protect the approved route of the Workington Southern Link Road (A597) from Mossbay Road to Moorclose Road, Workington.	Not applicable
Policy MTR1	0.02 Ha of land is allocated as a pedestrian link between Mill Street car park and Senhouse Street, Maryport.	Not applicable
Policy MTR2	1.0 Ha of land south of Maryport Harbour is allocated for the construction of an access road to the proposed caravan site, to improve the access to the industrial estate and provide an alternative route into the harbour.	Not applicable
Policy MTR3	The Council will approve the development of facilities at and around Maryport Railway Station which encourage greater passenger and freight use, subject to other relevant policies of the Local Plan.	Not applicable
Policy CTR1	The Local Planning Authority will approve appropriate proposals for the development of facilities and other measures which encourage greater use of public transport in Cockermouth.	Not applicable
Policy CTR2	0.1 Ha of land is allocated for use as a public footpath and cycleway from the Cocker Bridge on The Greenway to Dale View, Cockermouth.	Not applicable
Policy CTR3	0.1 Ha of land is allocated for use as a public footpath and cycleway from the western end of The Greenway to Low Road, Cockermouth.	Not applicable
Policy CTR4	In cases where redevelopment takes place on the banks of the Rivers Derwent and Cocker within the area covered by Policy CEN1 of this Local Plan the Local Planning Authority will require a footpath open to the public to be provided.	Not applicable
Policy CTR5	The Council will only provide additional off-street managed public parking spaces in convenient	Not applicable

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	locations where: (i) new car parking spaces are within appropriate new development and are subject to acceptable management agreements; (ii) appropriate pricing policies for short and long-stay parking are in place; and, (iii) proposals comply with the provisions of Policy TR6.	
Policy CTR6	The Council will approve appropriate proposals to enhance the environment of the Sullart Street, Fairfield and Wakefield Road car parks.	Not applicable
Policy WTR1	The Council will approve appropriate proposals to implement traffic management measures in the town centre.	Not applicable
Policy WTR2	The Council will approve appropriate proposals for the development of facilities and other measures which encourage greater use of bus services in Wigton, including the provision of a bus lay by on the King Street frontage of the former bus station site, subject to other relevant policies of the Local Plan.	Not applicable
Policy WTR3	The Council will approve appropriate proposals for the development of facilities at and around Wigton Railway Station, which encourage greater passenger and rail freight usage, subject to other relevant policies in the Local Plan.	Not applicable
Policy WTR4	The Council will approve appropriate proposals which enhance the Water Street and Market Hall car parks.	Not applicable
Policy ATR1	The Council will approve appropriate proposals to develop facilities encouraging greater usage of public transport or rail freight haulage in Aspatria, subject to other relevant policies of this Local Plan.	
Policy RTR1	Proposals for roadside vehicular services will only be granted permission in the open countryside where it is considered that a particular need for such services outweighs any detrimental environmental impact. Where an exception to this principle is considered acceptable each proposal will be assessed according to the following criteria:- (i) whether the proposal adequately addresses the identified need in terms of the type of facilities proposed and their location; (ii) the quality of landscaping already on site or proposed to ameliorate the landscape impact of the proposal; (iii) the impact of the proposal on the safety and free flow of traffic; and (iv) whether the proposal satisfies all other normal planning policies relating to noise, smell, access, parking, drainage and design.	Not applicable

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Policy RTR2	The following disused railway lines will be developed as safe and convenient public rights of way: a) Moorclose to Charity Lane, High Harrington. b) High Harrington to Harrington Parks Branch.	Not applicable
Policy RTR3	The Council will approve appropriate proposals which facilitate the implementation of a continuous and attractive right of way between Cockermouth and Workington.	Not applicable

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Appendix 3 - Alternatives Assessment for CCC's LTP2

Impact weighting of the LTP2 Policy against the SEA objective.

Beneficial Impact	Slight Beneficial	Neutral/unknown	Slight Adverse	Adverse
++	+	0	-	--

Alternative	SEA Objective											Comments
	Biodiversity	Air Quality	Water Quality	Landscape Character	Waste/Recycling/Materials	Flooding	Climate change	Health	Regeneration	Exclusion	Cultural Heritage	
<i>To provide a transport network that supports a dynamic, diversified and sustainable economy</i>												
Provide new road links to promote and accommodate economic growth	-	--	-	-	--	-	-	--	++	+	0	There will be negative environmental aspects associated with the development of the links, but in themselves they will bring obvious benefits to regeneration and social inclusion.
Offer	+	++	+	+	++	0	++	+	+	+	+	While there are environmental, landscape,

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Alternative	SEA Objective											Comments
	Biodiversity	Air Quality	Water Quality	Landscape Character	Waste/Recycling/Materials	Flooding	Climate change	Health	Regeneration	Exclusion	Cultural Heritage	
alternative strategies to an increase in new road links, such as park and ride schemes and an increase in public transport												access and cultural benefits of an increase in public transport, these need to be balanced against the funding available to provide these services and the potential impact on those who need access by car.
Build a Carlisle southwestern bypass or a Wigton eastern relief road	0	0	0	0	-	-	0	0	+	+	+	The environmental impact of this is hard to assess as although it will relieve some areas of high traffic flow it will mean both new construction and new traffic flow in others.
To enable access for all to jobs and services such as health, education and training												
Increase the network of scheduled local bus services within key	+	++	+	+	++	0	++	+	+	+	+	While there are environmental, landscape, access and cultural benefits of an increase in public transport, these need to be balanced against the funding available to provide these services and the potential impact on those

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Alternative	SEA Objective											Comments
	Biodiversity	Air Quality	Water Quality	Landscape Character	Waste/Recycling/Materials	Flooding	Climate change	Health	Regeneration	Exclusion	Cultural Heritage	
service centres												who need access by car.
Increase the network of scheduled local bus services into key service centres from areas of sparser population	+	++	+	+	++	0	++	+	+	+	+	While there are environmental, landscape, access and cultural benefits of an increase in public transport, these need to be balanced against the funding available to provide these services and the potential impact on those who need access by car.
Increase the provision of demand-responsive services	0	0	0	0	0	0	0	0	0	++	++	Hard to envisage the net environmental benefits these services would bring but there are real social inclusion and cultural benefits.
<i>To reduce road casualties and improve community safety</i>												
To increase the level of safety training, education and	0	0	0	0	0	0	0	0	0	0	++	Hard to envisage the net environmental benefits these services would bring but there are obvious cultural benefits.

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Alternative	SEA Objective											Comments	
	Biodiversity	Air Quality	Water Quality	Landscape Character	Waste/Recycling/Materials	Flooding	Climate change	Health	Regeneration	Exclusion	Cultural Heritage		
publicity	0	0	0	0	0	0	0	0	0	0	0	++	Hard to envisage the net environmental benefits these services would bring but there are obvious cultural benefits.
<i>To maintain and improve the quality of the built and natural environment</i>													
In any highway scheme, use only locally relevant/sensitive materials and design	++	++	+	++	0	0	+	+	+	0	++		This should bring environmental and cultural benefits, but the costs of such design specificity could limit their implementation.
In any highway scheme use standard	-	-	0	--	0	0	0	-	0	0	-		This would probably have negative environmental and cultural impacts.

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Alternative	SEA Objective											Comments	
	Biodiversity	Air Quality	Water Quality	Landscape Character	Waste/Recycling/Materials	Flooding	Climate change	Health	Regeneration	Exclusion	Cultural Heritage		
engineering materials													
Pursue and develop non-standard alternatives to traffic signage and lining	0	0	0	++	0	0	0	0	0	0	0	+	Hard to assess without examples, but should improve Landscape Character and bring positive cultural impacts.
<i>To contribute to improving public health through increased levels of walking and cycling and better air quality</i>													
Increase cycling and walking networks in key service centres	+	++	+	+	++	0	++	+	+	+	+	+	While there are environmental, landscape, access and cultural benefits of an increase in public transport, these need to be balanced against the funding available to provide these services and the potential impact on those who need access by car.
Improve the quality of the existing public rights of way	+	++	+	+	++	0	++	+	+	+	+	+	This would bring environmental, landscape, access, health and cultural benefits.

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Alternative	SEA Objective											Comments
	Biodiversity	Air Quality	Water Quality	Landscape Character	Waste/Recycling/Materials	Flooding	Climate change	Health	Regeneration	Exclusion	Cultural Heritage	
network and long distance cycle routes												
Promote cycling and walking for short journeys	+	++	+	+	++	0	++	+	+	+	+	This would bring environmental, landscape, access, health and cultural benefits
Implement engineering measures to reduce traffic at locations known to have air quality concerns	+	++	0	+	-	0	+	+	0	-	+	This would imply extra construction/maintenance but ultimately an improvement in the environmental and air quality at these sites. It could have negative exclusion impacts though if alternatives are not offered to compensate the reduction in traffic flow.
<i>To manage the transport assets of the county to maximise value for money and make best use of infrastructure</i>												
Manage car parking in key service areas to discourage commuting by	+	++	+	+	++	0	++	+	+	-	+	While there are environmental, landscape, access and cultural benefits of an increase in public transport, these need to be balanced against the funding available to provide these services and the potential impact on those

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Alternative	SEA Objective											Comments
	Biodiversity	Air Quality	Water Quality	Landscape Character	Waste/Recycling/Materials	Flooding	Climate change	Health	Regeneration	Exclusion	Cultural Heritage	
car												who need access by car. It could have negative exclusion impacts though if alternatives are not offered to compensate the reduction in traffic flow.
Promote walking and cycling as alternative modes of transport for commuting and short journeys	+	++	+	+	++	0	++	+	+	-	+	This would bring environmental, landscape, access, health and cultural benefits..
To enable access to culture, heritage and the countryside												
Provide more car parking at key sites	0	0	0	0	0	-	0	0	+	++	0	This would improve cultural heritage and help exclusion, and would arguably benefit the environment through creating a greater appreciation of it, but it could also cause negative environmental impacts through an increase in rural traffic.

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Alternative	SEA Objective											Comments
	Biodiversity	Air Quality	Water Quality	Landscape Character	Waste/Recycling/Materials	Flooding	Climate change	Health	Regeneration	Exclusion	Cultural Heritage	
Improve opportunities for access by walking and cycling	+	++	+	+	++	0	++	+	+	+	+	While there are environmental, landscape, access and cultural benefits of an increase in public transport, these need to be balanced against the funding available to provide these services and the potential impact on those who need access by car.
Improve access through additional scheduled bus services	+	++	+	+	++	0	++	+	+	+	+	While there are environmental, landscape, access and cultural benefits of an increase in public transport, these need to be balanced against the funding available to provide these services and the potential impact on those who need access by car.
Increase promotion of existing scheduled bus services	+	++	+	+	++	0	++	+	+	+	+	While there are environmental, landscape, access and cultural benefits of an increase in public transport, these need to be balanced against the funding available to provide these services and the potential impact on those who need access by car.

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Appendix 4 -Assessment of CCC's LTP2 impacts

Impact weighting of the LTP2 Policy against the SEA objective.

Beneficial Impact	Slight Beneficial	Neutral/unknown	Slight Adverse	Adverse
++	+	0	-	--

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LTP2 Policy	SEA Objective											Comments/ <u>Action</u>
	Biodiversity	Air Quality	Water Quality	Landscape Character	Waste/Recycling/Materials	Flooding	Climate change	Health	Regeneration	Exclusion	Cultural Heritage	
Policy T2: Principles applying to all transport developments	++	++	+	++	++	+	++	++	0	++	++	This environment-related aspects policy largely benefit all of the SEA objectives. Certain aspects of do not apply to SEA objectives, however, and <u>it is recommended that this policy be split into its component parts for more specific analysis.</u>
Policy T3: Key Service Centres	+	++	+	+	+	0	++	++	+	-	+	Encouraging environmentally friendly modes of transport in the key service centres will have obvious environmental benefits, but it could also lead to further exclusion of the non-key centres.
Policy T4: Rural Areas	-	-	0	-	-	0	-	0	+	++	+	Ensuring access to and from rural communities has obvious exclusion benefits as well as a positive effect one regeneration and cultural heritage, but could also lead to an increase in rural traffic and rural infrastructure construction and maintenance, thus bringing negative ecological impacts.
Policy T5: The City of Carlisle	0	-	0	0	0	0	0	+	++	+	+	The enhancement of environmentally friendly modes of transport systems in Carlisle would