

Policy compliance

Any planning application on the land at Ratherheath that might lead to development will have to be made under Section 70(2) of the Town & Country Planning Act 1990: and will involve a statutory process of public consultation.

This provides that in dealing with any application the LDNPA as the Local Planning Authority “*shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations*”.

The pertinent components of the development plan at Ratherheath are:

- The Vision for the LDNP
- LDNPA Business Plan 2010-2013
- North West of England Plan Regional Spatial Strategy to 2021: September 2008
- Cumbria and Lake District Joint Structure Plan 2001-2016: Adopted Plan, April 2006
- Lake District National Park LDF Core Strategy - for pre-submission September 2009
- Lake District National Park Local Plan: Adopted 5 May 1998 Saved Policies

The Government has published Draft Planning Policy Statement 4 [PPS4]: *Planning for Prosperous Communities* for consultation. This will merge a number of existing Government policy statements including PPS4: Sustainable Economic Development and PPS6: Planning for Town Centres. The main purpose of the Draft PPS4 is to bring together in one document all planning policies which have an effect on the economy, setting out the Government’s comprehensive policy framework for planning for sustainable development in urban and rural areas, including town centres. It emphasises the need for local planning authorities to plan proactively for economic development in their areas. Local planning authorities should positively and proactively encourage sustainable economic growth in both urban and rural areas in line with the principles of sustainable development and based on a clear and proactive locally specific economic vision and strategy. This includes giving support to existing business sectors, taking account of the location, expansion, and promotion of clusters or networks of knowledge driven industry. In respect of general economic development the guidance confirms and updates previous guidance which requires authorities to plan positively for economic growth and to take a positive and constructive approach to applications for economic development.

It is contended that when the intent of the proposed development is assessed objectively against policy criteria the planning merit becomes materially evident.

The Vision for the LDNP

A prosperous economy

The outcome: Businesses will locate in the National Park because they value the quality of opportunity, environment and lifestyle it offers – many will draw on a strong connection to the landscape. Entrepreneurial spirit will be nurtured across all sectors and traditional industries maintained to ensure a diverse economy.

Key delivery aims to achieve the outcome are:	Ratherheath contribution
<ol style="list-style-type: none"> 1. Adopt an active, consistent approach to all aspects of planning; from policy making and decision taking to making things happen. An approach that goes out of its way to develop ideas and deliver practical solutions. 2. Connect the special qualities of the National Park, including landscape features and cultural heritage, to the economy through imaginative approaches. 3. Maximise the opportunities for the National Park to support the regeneration of Cumbria and wider regional or national initiatives. 4. Actively support land managers in the task of sustainably managing the landscape: delivering environmental and economic benefits for themselves and the wider community, whilst retaining or adapting traditional skills. 5. Coordinate a proactive approach to growing an integrated economy which nurtures vibrant, diverse and high value businesses and enables them to develop and meet market demands 6. Encourage the development of small businesses and entrepreneurial aspirations, alongside the appropriate supportive infrastructure they need. 	<p>The development will positively contribute to enabling a holistic approach to developing and implementing ideas.</p> <p>The development will use it's economic market base to provide duality of functions to support sustainable connectivity with the landscape.</p> <p>The development provides the opportunity for the LDNP to ensure the sustainability of existing businesses in the locality.</p> <p>The development offers the opportunity to bring 15.5ha into beneficial land management for the betterment of the LDNP. A biomass energy plant could bring large areas of local woodland under beneficial management.</p> <p>The development would be embedded into the heart of the principle economic sub-region in the LDNP well related to communities and visitors.</p> <p>The development will specifically provide facilities for business incubator units. small businesses and serviced accommodation It will also have a cascade effect - the businesses occupying the site will require supplies and services from off-site small local businesses</p>

World class visitor experiences

The outcome: High quality and unique experiences for visitors within a stunning and globally significant landscape. Experiences that compete with the best in the international market.

Key delivery aims to achieve the outcome are:	<i>Ratherheath contribution</i>
1. Promote a welcoming National Park to the world as part of the wider regeneration of Cumbria	The development could provide a point of entry welcome facility for visitors.
2. Enhance the quality and diversity of the visitor's experience through improvements to accommodation, attractions and visitor facilities. Offer a unique, varied and memorable visit.	The development could provide information and interpretive facilities to inform visitors of the attractions and facilities on offer in the LDNP.
3. Encourage visitors to stay longer and spend more on local goods and services.	Readily available point of entry interpretative and educational facilities would obviate visitor uncertainty and encourage longer stays and enhanced spending.
4. Celebrate what is special about the Lake District by promoting: its rich cultural heritage, local traditions, and products; and an appreciation of its spiritual value and sense of tranquillity.	Point of entry information would allow the promotion of the special qualities of the LDNP and prevent the often disappointing speculative visitor activity.
5. Encourage young people to enjoy and value the Lake District so that they want to return in later life.	The accessible employment opportunities offered by the development would enable young people to remain in the LDNP. Local businesses moving to the site will often be giving up premises better suited to local market housing.
6. Engender local pride and responsibility, securing the long term sustainability of the special qualities of the National Park.	Allowing the development would instil local pride and responsibility through access to employment and entrepreneurship.

Vibrant communities

The outcome: People successfully living, working and relaxing within upland, valley and lakeside places where distinctive local character is maintained and celebrated.

Key delivery aims to achieve the outcome are:	Ratherheath contribution
<p>1. Co-ordinate and develop balanced housing markets which will provide opportunities for people to live and work in the community.</p> <p>2. Ensure effective access to a broad range of life long learning opportunities and essential services such as health, childcare and support for the elderly.</p> <p>3. Support the retention of the basic ‘ingredients’ which keep many rural communities alive (a school, a gathering place such as a village hall or pub, a post office/shop).</p> <p>4. Enable the provision of an integrated transport network which offers attractive alternatives to the car.</p> <p>5. Work to ensure that everyone understands and feels part of the National Park, and its cultural heritage, and can contribute to its future well-being.</p> <p>6. Listen to young people and understand what we can do to help them enjoy their lives in the National Park.</p>	<p>Relocation of existing businesses to the site from inappropriate sites within the LDNP would free up land for affordable housing.</p> <p>The leveraged improved public transport offer, created as a consequence of the development, would greatly improve rural deprivation by providing generic access to all essential quality of life drivers.</p> <p>The development will provide quality accessible employment supported by established market need to underpin the financial sustainability of communities.</p> <p>The development offers the opportunity to reinforce the principle public transport offer in the LDNP as an alternative to the private car. This enhanced public transport offer can then be further integrated into the transport network to become systemic in its functionality.</p> <p>An interpretative facility on the site would provide an educative understanding to communities and visitors.</p> <p>The development will offer young persons quality employment on which to independently found their lifestyle.</p>

Spectacular landscape

The outcome: A landscape which provides an irreplaceable source of inspiration, whose benefits to people and wildlife are valued and improved. A landscape whose natural and cultural resources are assets to be managed and used wisely for future generations.

Key delivery aims to achieve the outcome are:	Ratherheath contribution
<p>1. Create a joined up approach to the management and enhancement of cultural and natural features, habitats and wildlife.</p>	<p>The development would get people out of their cars and consequential unfocussed low spend activities ready for exposure to cultural change.</p>
<p>2. Ensure change strengthens the distinctiveness of the aquatic and land based localities of the National Park.</p>	<p>The development will provide beneficial change for the whole of the LDNP.</p>
<p>3. Assess the impacts of climate change and prepare co-ordinated action plans.</p>	<p>The development will offer the potential catalyst for high impact low carbon initiatives.</p>
<p>4. Promote innovative and high quality design which takes inspiration from its surroundings.</p>	<p>The site could be designed in collaborative partnership with the LPA to be a design exemplar.</p>
<p>5. Improve the quality of the built environment that people enjoy or use.</p>	<p>The development offers the specific opportunity to facilitate the regeneration of Windermere town: by relocating McClure,s and the general removal of vehicular activity from the stressed built environment in all villages and towns in the LDNP.</p>
<p>6. Enable people to connect with nature and landscape – by improving access, understanding, enjoyment, education and health.</p>	<p>The improved public transport offer will improve access to nature and landscape and provide the opportunity for education.</p>

LDNPA Business Plan 2010-2013

<p><i>Contributing to a prosperous economy</i></p>	<p>Ratherheath contribution</p>
<p>Our aim, working as part of the LDNP Partnership: Entrepreneurial spirit will be nurtured across all sectors and traditional industries maintained to ensure a diverse economy. Businesses will locate in the National Park because they value the quality of opportunity, environment and lifestyle it offers – many will draw on a strong connection to the landscape.</p>	<p>The development will offer essentially needed employment opportunities across the full spectrum of business sectors.</p>
<p>Our priority for the next three years:</p> <ul style="list-style-type: none"> • Encourage sustainable business development within the National Park. • Work with others to reduce carbon emissions by supporting energy reduction and appropriate energy generation schemes. 	<p>The proposed business park development is in the most sustainable location in the LDNP.</p> <p>The development offers businesses the ability to reduce their carbon footprint. It also offers the opportunity for transformational personal travel planning. It could support a green energy facility to the betterment of the LDNP landscape.</p>
<p>We will achieve this by:</p> <p>PE1 Putting in place a Local Development Framework that facilitates the availability of sites to encourage appropriate economic growth.</p> <p>PE2 Providing a seamless development management service, from concept to completion, guided by policy and based on evidence to offer solutions that successfully meet the needs of businesses.</p> <p>PE3 Supporting local businesses when purchasing our goods and services.</p> <p>PE4 Providing opportunities to further our understanding of the importance of design in the National Park.</p>	<p>The development seeks to address the necessity to encourage appropriate economic growth.</p> <p>The development is intended to meet the needs of businesses in the locality.</p> <p>The development will offer the opportunity of having local businesses to support.</p> <p>The development offers the opportunity to create a design exemplar in the LDNP.</p>

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<p>PE5 Working with partners to reduce carbon dioxide emissions across Cumbria.</p> <p>PE6 Supporting and encouraging appropriate energy generation schemes within the National Park through the creation and application of enabling planning policy.</p>	<p>The development offers the opportunity for businesses and travellers to reduce carbon emissions.</p> <p>The development could host a green energy renewables biomass plant fuelled by timber harvested from the LDNP.</p>
<p>We will know we are succeeding in contributing to a Prosperous Economy when:</p> <ul style="list-style-type: none"> • Percentage of planning applicants satisfied with the service (target and baseline to be agreed) • There is planning approval for at least one new Business Park, for new and developing small businesses, within the National Park by 2012 • We have created 12 apprenticeships within the authority by April 2011 • We have worked with partners to reduce per capita emission of carbon dioxide in Cumbria by 11.5 per cent by March 2011 • We have allocated 10 sites for the location of appropriate renewable energy schemes through the Local Development Framework by April 2011 	<p>The development offers the opportunity to satisfy communities and visitors.</p> <p>The development offers the opportunity to satisfy this core monitoring target with transparent efficacy.</p> <p>The development will offer many more apprenticeships.</p> <p>The development has the potential to facilitate a substantial reduction in carbon dioxide.</p> <p>The development offers the opportunity to host a green energy renewables biomass plant fuelled by timber harvested from the LDNP.</p>

<p>Contributing to world class visitor experiences</p>	<p>Ratherheath contribution</p>
<p>Our aim, working as part of the LDNP Partnership: High quality and unique experiences for visitors within a stunning and globally significant landscape. Experiences that compete with the best in the international market.</p>	<p>The development offers the opportunity for point of entry interpretation and education to facilitate success in achieving world class visitor experiences.</p>
<p>Our priorities for the next three years:</p> <ul style="list-style-type: none"> • Facilitate the improvement of public transport in the National Park and encourage people to make greater use of it. • Provide opportunities for all to find out what is special about the National Park and how they can benefit from it. 	<p>The development will fundamentally reinforce and transform the public transport offer in the LDNP</p> <p>The development offers the opportunity for point of entry interpretation and education</p>
<p>We will achieve this by:</p> <p>VE1 Working together with partners to develop an improved sustainable travel network by investing in key locations within the National Park.</p> <p>VE2 Promoting and publicising the range of options for sustainable travel in key locations within the National Park.</p> <p>VE3 Improving and promoting recreational opportunities to a diverse audience.</p> <p>VE4 Focusing our range of outreach work using sports, arts and recreation to enable people to understand and help look after the National Park.</p> <p>VE5 Improving and investing in our services and facilities for visitors.</p> <p>VE6 Working together with partners to regenerate the waterfront around Lake Windermere; including redeveloping the Lake District Visitor Centre at Brockhole as an exemplar of sustainable development in action.</p>	<p>The development will fundamentally reinforce and transform the public transport offer in the LDNP</p> <p>The development will provide a transformational modal transfer facility</p> <p>The development will facilitate access for all to recreational opportunities.</p> <p>The development will facilitate access for all and could host an accessible outreach base.</p> <p>The development offers the opportunity for a major point of entry visitor facility.</p> <p>The development will enhance the public transport offer to support regeneration.</p>

<p>We will know we are succeeding in contributing to a World Class Visitor Experience when:</p> <ul style="list-style-type: none">• Over 70 per cent of visitors whose understanding of what is special about the National Park has increased as a result of our visitor services by March 2012• Over 10 per cent of people attending outreach events are from under-represented groups (young people, ethnic minorities, disabled groups) by March 2012• Phase One of the Lake District Visitor Centre Redevelopment Programme is operational by March 2012• Over 75 per cent of rights of way are easy to use by the public by March 2012 (Current figure: 70.9 per cent)• Planning permission has been granted for the final section of the Keswick to Kendal cycle route by April 2012• The first stage of the Ambleside to Bowness cycle route has been implemented by April 2013• UK's WHS nomination to UNESCO by 2012	<p>The development offers the opportunity for enhanced welcoming visitor services.</p> <p>The development will improve accessibility for all via public transport.</p> <p>The development will offer the opportunity to access by public transport.</p> <p>The development will facilitate personal travel planning linked to using public transport.</p> <p>The development is ideally located to allow cyclists to utilise the cycle route.</p> <p>The development is ideally located to allow cyclists to utilise the cycle route</p> <p>The development will provide the distinguished unambiguous boundary to the WHS and host initiatives for its betterment.</p>
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<p>Contributing to vibrant communities</p>	<p>Ratherheath contribution</p>
<p>Our aim, working as part of the LDNP Partnership: People successfully living, working and relaxing within upland, valley and lakeside places where distinctive local character is maintained and celebrated.</p>	<p>The development offers the opportunity to have employment and financial resources to participate.</p>
<p>Our priority for the next three years:</p> <ul style="list-style-type: none"> • Increase the provision of affordable housing for local people in the National Park. • Support our communities to become viable and sustainable, and enable residents to influence the strategic decisions that affect them. 	<p>The development offers the opportunity to relocate businesses and car parking to enable landtake for affordable housing.</p> <p>The development will provide fundamental market based employment to underpin communities.</p>
<p>We will achieve this by:</p> <p>VC1 Adopting a strategic approach to the provision of affordable and local needs housing by working with communities to establish the need and increasing the provision of appropriate development sites, including investigating our own land.</p> <p>VC2 Providing a seamless development management service, from concept to completion, guided by policy and based on evidence that results in successful planning applications for housing that meets local needs.</p>	<p>The development offers the opportunity to relocate businesses and car parking to enable landtake for affordable housing.</p> <p>The development offers the opportunity to demonstrate successful and sustainable planning.</p>
<p>We will know we are succeeding in contributing to Vibrant Communities when:</p> <ul style="list-style-type: none"> • We have granted planning permission for a minimum of 60 local needs affordable homes each year (current figure: 106) • Over 33 per cent residents feel they can influence decisions in their local area by March 2012 (Current figure: 29 per cent) • Over 95 per cent residents are satisfied with their local area by March 2012 (Current figure: 92 percent) 	<p>The development offers the opportunity to demonstrate successful and sustainable planning.</p> <p>The development is in response to the community need for sustainable employment opportunities.</p> <p>The development is in response to the community need for sustainable employment opportunities.</p>

<p>Contributing to a spectacular landscape</p>	<p>Ratherheath contribution</p>
<p>Our aim, working as part of the LDNP Partnership: A landscape which provides an irreplaceable source of inspiration, whose benefits to people and wildlife are valued and improved. A landscape whose natural and cultural resources are assets to be managed and used wisely for future generations.</p>	<p>The development will enable education and appreciation.</p>
<p>Our priority for the next three years:</p> <ul style="list-style-type: none"> • Develop and promote land management practices that mitigate against and allow adaptation to the effects of climate change. • Sustain and improve the landscape, wildlife and cultural heritage in ways that enable people to enjoy and care for the National Park. 	<p>The development will offer the opportunity to deliver an exemplar example.</p> <p>The development will provide low carbon initiatives in support of this aim.</p>
<p>We will achieve this by:</p> <p>SL1 Working with others to develop and deliver landscape and water catchment scale approaches that reflect and enhance the distinctive environmental qualities of different areas of the National Park and mitigate against and adapt to climate change.</p> <p>SL2 Enabling the positive management of environmental assets by providing high quality advice services, in particular to land managers, and using our properties to demonstrate best practice.</p> <p>SL3 Supporting the development of new approaches to celebrating cultural heritage, design and the built environment.</p> <p>SL4 Providing a development management service that reflect and enhance the distinctive environmental qualities of different areas of the National Park.</p>	<p>The development will improve public transport accessibility.</p> <p>The development will offer the opportunity to deliver an exemplar example.</p> <p>The development will offer the opportunity to deliver an exemplar example.</p> <p>The development will offer the opportunity to deliver an exemplar example.</p>

<p>We will know we are succeeding in contributing to a Spectacular Landscape when:</p> <ul style="list-style-type: none">• Over 20 per cent of local wildlife and geological sites are in positive conservation management by March 2012 (Current figure: 5 per cent)• 95 per cent of SSSIs are in favourable or recovering condition by December 2010 (Current figure: 85.2 per cent)• 64 per cent of conservation areas have up to date (carried out within the last 10 years) character appraisals by March 2011 (Current figure: 4.5 per cent)	<p>The modal transfer shift enabled by the development will provide betterment in this respect.</p> <p>The development will improve the tributaries to the River Kent SSSI</p> <p>The development will facilitate the removal of inappropriate vehicular traffic from conservation areas.</p>
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North West Regional Spatial Strategy [RSS]

The North West of England Plan to 2021 sets out vision for the North West by 2021 whereby we will see a region that has acted to deliver sustainable development, leading to a higher quality of life for all, and reduced social, economic and environmental disparities. Development will be seen in a global context, and the region will contribute to the reduction of carbon dioxide and other greenhouse gas emissions.

Cumbria and North Lancashire:

2.27 The functional relationships between the Lake District National Park and adjoining areas in Cumbria provide sound opportunities for development in areas outside the National Park boundary – for example, in Cockermouth, Kendal, Penrith and Ulverston – that benefits not only local communities, but also those within the National Park itself. While the overriding concern is to protect its valuable landscapes, the National Park must also meet its own, locally generated needs.

Relevant Policy	Ratherheath satisfaction criteria
<p>Policy DP 1 Spatial Principles The following principles underpin RSS (incorporating RTS) Other regional, sub-regional and local plans and strategies and all individual proposals, schemes and investment decisions should adhere to these principles. All may be applicable to development management in particular circumstances:</p> <ul style="list-style-type: none"> • promote sustainable communities; • promote sustainable economic development; • make the best use of existing resources and infrastructure; • manage travel demand, reduce the need to travel, and increase accessibility; • marry opportunity and need; • promote environmental quality; • mainstreaming rural issues; • reduce emissions and adapt to climate change. <p>The 8 Policies DP 2 -9 amplify these principles and should be taken together as the spatial principles underlying the Strategy. They are not in order of priority. The whole of the RSS should be read together and these principles should be applied alongside the other policies which follow.</p>	<p>The development will beneficially assist in sustaining communities and employment. It will manage travel demand and increase accessibility for communities and visitors. It will mainstream rural issues. It will have a substantive impact in reducing carbon emissions enabling businesses and individuals to adapt to climate change.</p>

<p>Policy DP 2 Promote Sustainable Communities Building sustainable communities – places where people want to live and work - is a regional priority in both urban and rural areas. Sustainable Communities should meet the diverse needs of existing and future residents, promote community cohesion and equality and diversity, be sensitive to the environment, and contribute to a high quality of life, particularly by:</p> <ul style="list-style-type: none">• fostering sustainable relationships between homes, workplaces and other concentrations of regularly used services and facilities;• taking into account the economic, environmental, social and cultural implications of development and spatial investment decisions on communities;• improving the built and natural environment, and conserving the region’s heritage;• improving the health and educational attainment of the region’s population, reducing present inequalities;• promoting community safety and security, including flood risk (see map 2.11);• encouraging leadership, joint working practices, community consultation and engagement;• reviving local economies, especially in the Housing Market Renewal Areas and other areas in need of regeneration and housing restructuring such as Blackpool, Fleetwood and Morecambe;• integrating and phasing the provision public services (including lifelong learning) and facilities to meet the current and future needs of the whole community, ensuring that those services are conveniently located, close to the people they serve, and genuinely accessible by public transport;• promoting physical exercise through opportunities for sport and formal / informal recreation, walking and cycling. <p>The guiding principles of the UK Sustainable Development Strategy 2005 (31) or its successors and the basic elements of sustainable communities as set out in ‘Sustainable Communities: People, Places and Prosperity (A Five Year Plan) should be followed.</p>	<p>The development will have a material impact in promoting sustainable communities in a rural area.</p>
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<p>Policy DP 3 Promote Sustainable Economic Development It is a fundamental principle of this Strategy to seek to improve productivity, and to close the gap in economic performance between the North West and other parts of the UK. Sustainable economic growth should be supported and promoted, and so should reductions of economic, environmental, education, health and other social inequalities between different parts of the North West, within the sub-regions, and at local level.</p>	<p>Many occupants of the development will be existing businesses that currently suffer significant competitive disadvantages from operationally inappropriate premises with poor access to their suppliers and customers due to inadequate highway capacity in their locality.</p>
<p>Policy DP 4 Make the Best Use of Existing Resources and Infrastructure Priority should be given to developments in locations consistent with the regional and sub-regional spatial frameworks as set out in Chapter 5 (notably policy RDF1) and sub regional policies in Chapters 10-13 which:</p> <ul style="list-style-type: none"> • build upon existing concentrations of activities and existing infrastructure;do not require major investment in new infrastructure, including transport, water supply and sewerage. Where this is unavoidable development should be appropriately phased to coincide with new infrastructure provision. <p>Development should accord with the following sequential approach:</p> <ul style="list-style-type: none"> • first, using existing buildings (including conversion) within settlements, and previously developed land within settlements;second, using other suitable infill opportunities within settlements, where compatible with other RSS policies; • third, the development of other land where this is well-located in relation to housing, jobs, other services and infrastructure and which complies with the other principles in DP1-9. <p>Natural and man-made resources should be managed prudently and efficiently. Sustainable construction and efficiency in resource use (including reuse and recycling of materials) should be promoted.</p>	<p>The LDNP of its nature has, and will continue to have, scarce built resources: the development seeks to maximise the use of the A591 to good effect.</p>

<p>Policy DP 5 Manage Travel Demand; Reduce the Need to Travel, and Increase Accessibility</p> <p>Development should be located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally. A shift to more sustainable modes of transport for both people and freight should be secured, an integrated approach to managing travel demand should be encouraged, and road safety improved.</p> <p>Safe and sustainable access for all, particularly by public transport, between homes and employment and a range of services and facilities (such as retail, health, education, and leisure) should be promoted, and should influence locational choices and investment decisions.</p> <p>Major growth should, as far as possible, be located in urban areas where strategic networks connect and public transport is well provided.</p> <p>All new development should be genuinely accessible by public transport, walking and cycling, and priority will be given to locations where such access is already available. In rural areas accessibility by public transport should also be a key consideration in providing services and locating new development, emphasising the role of Key Service Centres (Policy RDF2)</p>	<p>The development will provide the opportunity for a transformational modal shift onto the existing public transport system for communities and visitors. The local community will benefit from safer access and egress to and from the A591.</p>
<p>Policy DP 6 Marry Opportunity and Need</p> <p>Priority should be given, in locational choices and investment decisions, to linking areas of economic opportunity with areas in greatest need of economic, social and physical restructuring and regeneration. Proximity to, and access via public transport from, such areas will be important considerations in the choice of employment locations and sites.</p>	<p>The development is at the heart of the principle economic sub-region in the LDNP on its major arterial transport corridor.</p>

Policy DP 7

Promote Environmental Quality

Environmental quality (including air, coastal and inland waters), should be protected and enhanced, especially by:

- understanding and respecting the character and distinctiveness of places and landscapes;
- the protection and enhancement of the historic environment;
- promoting good quality design in new development and ensuring that development respects its setting taking into account relevant design requirements, the NW Design Guide and other best practice;
- reclaiming derelict land and remediating contaminated land for end-uses to improve the image of the region and use land resources efficiently; maximising opportunities for the regeneration of derelict or dilapidated areas;
- assessing the potential impacts of managing traffic growth and mitigating the impacts of road traffic on air quality, noise and health;
- promoting policies relating to green infrastructure and the greening of towns and cities; maintaining and enhancing the tranquility of open countryside and rural areas;
- maintaining and enhancing the quantity and quality of biodiversity and habitat;
- ensuring that plans, strategies and proposals which alone or in combination could have a significant effect on the integrity and conservation objectives of sites of international importance for nature conservation are subject to assessment, this includes assessment and amelioration of the potential impacts of development (and associated traffic) on air quality, water quality and water levels.

The development respects the landscape and visual properties of the locality.

The development does not effect a historically important environment.

The development promotes good design practice.

The development will de-urbanise the impact of the A591 on the LDNP

The development will greatly assist in traffic management.

The development will incorporate green infrastructure. The development will induce rural road character into the LDNP.

The development will facilitate substantive biodiversity and habitat improvements.

The development will provide holistic benefit to the LDNP.

<p>Policy DP 8 Mainstreaming Rural Issues The rural areas of the North West should be considered in a way which is integrated with other decision making, and not seen as a separate topic. The problems of rural communities (such as housing affordability, economic diversification, and access to jobs and services), especially in Cumbria, have particular causes and require particular solutions – different in sparsely populated areas from those closer to large settlements. Plans and strategies should acknowledge this and respond to spatial variations in rural need and opportunities. The positive interaction between rural and urban areas should be promoted when appropriate.</p>	<p>The current concentration of non-tourism based jobs in the region is centered on Kendal - in particular the north east of Kendal. The existing public transport offer is such that many in rural communities are effectively denied access to these jobs. The proposed development will significantly help to address this imbalance.</p>
<p>Policy DP 9 Reduce Emissions and Adapt to Climate Change As an urgent regional priority, plans, strategies, proposals, schemes and investment decisions should:</p> <ul style="list-style-type: none"> • contribute to reductions in the Region's carbon dioxide emissions from all sources, including energy generation and supply, buildings and transport in line with national targets to reduce emissions to 60% below 1990 levels by 2050; in particular, for residential and commercial development, by developing trajectories or other yardsticks for identifying trends in carbon performance; • take into account future changes to national targets for carbon dioxide and other greenhouse gas emissions; • identify, assess and apply measures to ensure effective adaptation to likely environmental, social and economic impacts of climate change. <p>Measures to reduce emissions might include as examples:</p> <ul style="list-style-type: none"> • increasing urban density; • encouraging better built homes and energy efficiency, eco-friendly and adaptable buildings, with good thermal insulation, green roofs and microgeneration; • reducing traffic growth, promoting walking, cycling and public transport; • facilitating effective waste management; • increasing renewable energy capacity; • focusing substantial new development on locations where energy can be gained from decentralised supply systems; • the improved management and rewetting of the regions blanket and raised bog resource. <p>Adaptation measures might include, for example:</p>	<p>The development is intended to facilitate major climate change addressing low carbon initiatives:</p> <ul style="list-style-type: none"> • Existing businesses will typically be moving out of sub-standard thermally inefficient premises • A biomass energy plant could make a significant contribution to the LDNP's carbon performance • Modern exemplar buildings could positively influence design throughout the LDNP

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<ul style="list-style-type: none"> • minimising threats from, and the impact of, increased coastal erosion, increased storminess and flood risk, habitat disturbance, fragmentation and increased pressure on water supply and drainage systems; • protection of the most versatile agricultural land; • Sustainable Urban Drainage. <p>Policy makers should use the North West Integrated Appraisal Toolkit as a basis to assess and strengthen the climate change mitigation and adaptation elements of their plans and strategies. Exceptionally, other comparable and robust methodologies might be used.</p> <p>Applicants and local planning authorities should ensure that all developments meet at least the minimum standards set out in the North West Sustainability Checklist for Developments (33), and should apply 'good' or 'best practice' standards wherever practicable.</p>	
<p>Policy RDF 2</p> <p>Rural Areas</p> <p>Plans and strategies for the Region's rural areas should support the priorities of the Regional Rural Delivery Framework and:</p> <ul style="list-style-type: none"> • maximise the economic potential of the Region's rural areas; • support sustainable farming and food; • improve access to affordable rural housing; • ensure fair access to services for rural communities; • empower rural communities and address rural social exclusion; • enhance the value of our rural environmental inheritance. <p>Key Service Centres</p> <p>Plans and Strategies should identify a subset of towns and villages as Key Service Centres which:</p> <ul style="list-style-type: none"> • act as service centres for surrounding areas, providing a range of services including retail, leisure, community, civic, health and education facilities and financial and professional services; and • have good public transport links to surrounding towns and villages, or the potential for their development and enhancement. <p>Development in rural areas should be concentrated in these Key Service Centres and should be of a scale and nature appropriate to fulfil the needs of local communities for housing, employment and services, and to enhance the quality of rural life.</p>	<p>The development is designed specifically to ensure the need to sustain existing businesses in the locality by offering accessible high quality employment opportunities.</p> <p>The relocation of McClures opens up the possibility of collaborating with its management, storage, logistics and delivery infrastructure to create a distribution hub for small producers who are currently burdened with high delivery overheads.</p>

<p>Local Service Centres Small scale development to help sustain local services, meet local needs, or support local businesses will be permitted in towns and villages defined as Local Service Centres in Local Development Documents which already provide a more limited range of services to the local community.</p> <p>Outside Key and Local Service Centres In remoter rural areas particularly the ‘sparse’ rural areas of the region, more innovative and flexible solutions to meet their particular development needs should be implemented and targeted towards achieving:</p> <ul style="list-style-type: none"> • more equitable access to housing, services, education, healthcare and employment; and • a more diverse economic base, whilst maintaining support for agriculture and tourism. <p>Exceptionally, new development will be permitted in the open countryside where it:</p> <ul style="list-style-type: none"> • has an essential requirement for a rural location, which cannot be accommodated elsewhere (such as mineral extraction); • is needed to sustain existing businesses; • provides for exceptional needs for affordable housing; • is an extension of an existing building; or • involves the appropriate change of use of an existing building. <p>LDDs should set out criteria for permitting the re use of buildings in the countryside in line with PPS7.</p>	
<p>Policy W 1 Strengthening the Regional Economy Plans and strategies should promote opportunities for economic development (including the provision of appropriate sites and premises, infrastructure, and clustering where appropriate) which will strengthen the economy of the North West by:</p> <ul style="list-style-type: none"> • building on the region’s strengths, particularly the three City Regions of Manchester, Liverpool and Central Lancashire. This should reflect the following growth opportunities: <ul style="list-style-type: none"> ○ Manchester City Region – advanced manufacturing and engineering (includes chemicals, aerospace, automotive and flexible materials), financial and professional services, media, creative and cultural industries, biomedical (biotechnology, pharmaceuticals and medical devices), ICT / digital, and communications; 	<p>The development will undoubtedly contribute to strengthening the regional economy – not just by the on-site creation of jobs – but also by creating demand for supplies and services to the businesses on the site from other local businesses.</p>

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<ul style="list-style-type: none">○ Liverpool City Region – advanced manufacturing and engineering, financial and professional services, media, creative and cultural industries, biomedical, high value added knowledge based industries, ICT / digital, tourism, maritime and communications;○ Central Lancashire City Region – advanced manufacturing and engineering, environmental technologies and biomedical, tourism and conferencing;● realising the opportunities for sustainable development to increase the prosperity of Carlisle and Lancaster, and to regenerate the economies of the Furness Peninsula in Barrow, and in West Cumbria in Workington and Whitehaven;● giving positive support to the sustainable diversification and development of the rural economy through the growth of existing businesses and the creation of new enterprise, particularly within Cumbria where there is a need to both develop high value business activities and sustain traditional economic activities. Prospects for growth in tourism, food and energy sectors should be developed, including promoting links between regional agriculture and production and retail facilities to reduce food miles and support local businesses;● ensuring the safe, reliable and effective operation of the region’s transport networks and infrastructure in accordance with the regional transport policies and priorities as set out in Chapter 8;● supporting growth in service sectors, which will continue to act as significant employers within the region, and in which the greatest improvements in productivity can be made; improving the skills base of the region, including tackling skills deficiencies and concentrations of unemployment;● providing sufficient and appropriate housing to support economic growth (Policies L2 L5);● linking areas of opportunity and need.	
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Policy W 3

Supply of Employment Land

Provision should be made for a supply of employment land as outlined in Table 6.1. Local planning authorities should undertake a comprehensive review of commitments, to secure a portfolio of sites that complies with the spatial development principles outlined in Policies DP1 – 9, and RDF1 and sub regional policies (Chapters 10-13), and to ensure:

- the most appropriate range of sites, in terms of market attractiveness and social, environmental and economic sustainability, are safeguarded for employment use;
- these sites can meet the full range of needs and are actively marketed;
- at least 30% of sites are available at any one time so that all new and existing businesses have the ability to grow successfully;
- the amount of brownfield land used for employment purposes is maximised, reflecting the likely increases in the amount available as a result of economic restructuring;
- full consideration is given to the scope for mixed-use development particularly within centres, and on larger sites;
- appropriate provision is made in Key Service Centres and full consideration given to the innovative re-use of agricultural buildings to facilitate the growth and diversification of the rural economy;
- the implications of home working on the scale and location of future employment land requirements are considered.

Office development should, as far as possible, be focused in the regional centres, in or adjacent to town / city centres listed in RDF1 and in Key Service Centres, consistent with RDF2 and the sequential approach in PPS6 .

The portfolio must be kept under regular review to ensure that the region does not over- or under- allocate land in relation to the actual scale of economic growth. Local Authorities should review their employment land portfolio every three years.

The development seeks to supply high quality Employment Land with a duality of function and will :

- be attractive and sustainable
- be suitable for most business types
- enable local businesses to grow successfully

[no viable candidate sites]

- be of mixed use and is on a larger site.

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Table 6.1 Provision of Employment Land 2005-2021 (hectares)

	Greater Manchester	Merseyside and Halton	Lancashire	Cumbria	Cheshire and Warrington	North West
2005 Supply	1368	1234	1069	633	1171	5475
Current take up per annum	112	76	68	16	41	313
Projected inc in take up	6%	18.5%	4.25%	17.5%	6.00%	9.22%
Projected take up per annum	119	90	71	19	43	342
Need 2005 – 21	1904	1440	1136	304	688	5472
Extra allocation required	536	206	67	-329	-483	-3
Flexibility factor	20%	20%	20%	33%	27%	-
Need 2005-21 (incorporating flexibility factor)	2285	1728	1363	404	874	6654
Extra allocation required (incorporating flexibility factor)	917	494	294	-229	-297	1179

Policy W 4

Release of Allocated Employment Land

Where sites are to be de-allocated in plans and strategies (following a comprehensive review of commitments outlined in Policy W3) consideration should be given to a range of alternative uses and determined as appropriate to the location and nature of each site. Alternative uses considered should include housing, and soft end uses, particularly where this will contribute to the delivery of Green Infrastructure networks (Policy EM3). Appropriate remediation may also be required to address issues of land contamination before sites can be effectively re-used (Policy EM2). In de-allocating sites Local Authorities should be mindful of the need to create and sustain mixed-used communities where there is access to a wide range of services and facilities.

Outside of a comprehensive review of commitments (Policy W3) when preparing plans and strategies and considering proposals and schemes there should be a presumption against the release of allocated employment sites for other uses. Sites should not be released where they provide, or have the potential to provide, an important contribution to the economy of the local area. If Local Authorities are minded to release sites they should be satisfied, before so doing, that:

- an appropriate supply of sites is available for employment uses. The de-allocation or re-allocation of a site should not result in a deficient supply of employment land, in

The development will enable inappropriate employment land to be released for affordable housing without a nett land designation loss.

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<ul style="list-style-type: none"> • either quantitative or qualitative terms, matched against the demand and supply requirements of the local economy; if required, there are replacement sites available, of equal or better quality, or that alternative means of incorporating employment land needs have been identified. This might mean considering mixed-use developments, greater intensity of land use or the availability of sites in adjacent authorities. <p>In both cases consideration should be given to the implications of releasing / retaining employment land in relation to the spatial principles in DP1-9, in particular the promotion of social and economic inclusion, sustainable travel choices and access to services, particularly within Housing Market Renewal Areas and rural areas.</p>	
<p>Policy W 6 Tourism and the Visitor Economy Plans, strategies, proposals and schemes should seek to deliver improved economic growth and quality of life, through sustainable tourism activity in the North West. This should be in line with the principles outlined in Policy W7 and focused on:</p> <ul style="list-style-type: none"> • the regeneration of Blackpool as an International Tourism Destination, and the North West's other coastal resorts as priority locations for major footloose tourism development, where tourism is a critical component of the economy; • the regional centres of Manchester, Liverpool (European Capital of Culture 2008), and Preston, where tourism is a contributory component of the economy; • Chester as a heritage city of international renown where tourism is a significant component of the economy; • Carlisle, Bolton, Birkenhead, Lancaster and Kendal as destinations with emerging potential for heritage related tourism development, where tourism supports and compliments their status as historic towns and cities; • promoting business tourism through the development of high quality conference and exhibition facilities, particularly of European significance in Manchester and national significance in Liverpool and Blackpool; • opportunities for diversifying the rural economy and regenerating rural areas should align with Policy RDF2. Development should be of an appropriate scale and be located where the environment and infrastructure can accommodate the visitor impact. Coastal sites of international importance for nature 	<p>The proposal seeks to improve visitor experience and choice, and increase the tourism economy.</p>

<p>conservation, The Lake District National Park and Areas of Outstanding Natural Beauty are important tourist attractors in their own right. Sustainable tourism activity which will strengthen and diversify the economic base within these areas will be supported but the statutory purposes of these designations must not be adversely affected. Wherever possible, tourism development opportunities should be sought which take place in locations adjacent to the National Park and Areas of Outstanding Natural Beauty, thus spreading the economic benefit of tourism;</p> <ul style="list-style-type: none"> • opportunities related to Regional Parks, Hadrian's Wall and Liverpool World Heritage Sites. Tourism activity in these locations should be promoted within the context of the relevant Strategic Frameworks and Management Plans 	
<p>Policy W 7 Principles for Tourism Development Plans and strategies should ensure (particularly to implement Policy W6) high quality, environmentally sensitive, well-designed tourist attractions, infrastructure and hospitality services, which:</p> <ul style="list-style-type: none"> • improve the region's overall tourism offer, increasing the market share of attractions; • meet the needs of a diverse range of people and are easily accessible by sustainable means; • support the provision of distinct tourism resources that harness the potential of sites and their natural attributes, including built heritage and cultural facilities; • encourage and facilitate regeneration; • promote facilities which will extend the existing visitor season; harness the potential of sport and recreation, particularly the role of major sporting events; • improve the public realm; • are viable in market and financial terms; • help to relieve pressure on locations vulnerable to the impacts of climate change; • respect the environmental sensitivity of the coast, particularly the undeveloped coast along with other sensitive areas, and ensure that the integrity of sites of international importance for nature conservation are maintained through assessment of proposals and through careful visitor management and restrictions on visitor access where necessary; • promote eco-tourism in areas of high natural value in a way that minimises any adverse effect on the natural assets that visitors seek to experience. 	<p>The development will offer the indigenous communities and the tourism sector enhanced accessibility.</p>

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<p>The maintenance and enhancement of existing tourism development will be supported, providing that improvement, intensification and expansion proposals meet environmental and other development control criteria.</p>	
<p>Policy L 5 Affordable Housing</p> <p>Plans and strategies should set out requirements for affordable housing (73), and the location, size and types of development to which these requirements apply. Evidence, including from Strategic Housing Market Assessments, should be used to support the setting of quotas and thresholds for affordable housing provision along with an indication of the type, size and tenure of affordable housing required.</p> <p>It is anticipated that the greatest need will be in areas of high demand where affordability issues are unbalancing local communities, due to high prices and low wages and/or the adverse effects of second homes, although affordability is an increasing concern in many parts of the region.</p> <p>Plans and strategies should set out a range of delivery mechanisms to secure the provision of affordable housing. Local authorities should consider all or some of the following where appropriate:</p> <ul style="list-style-type: none">• seeking a proportion of affordable housing on all development sites which are above the relevant thresholds;• allocating the development of sites solely (or primarily) for affordable housing use (i.e. up to 100% affordable in rural areas), where necessary;• using local occupancy criteria to support provision for local housing need so long as this need can be clearly demonstrated, to be implemented through the use of planning conditions and obligations;• actively promoting the rural exception site policy;• for all sites containing housing in rural settlements with populations of under 3,000 promote onsite affordable housing provision and where on site affordable housing provision is not possible, seeking developer contributions towards affordable housing;• making the most of publicly owned land;• making the most of existing housing stock; in line with Policy W4, permitting the conversion of buildings in sustainable locations to residential use (including as part of mixed use schemes), particularly where commercial premises which are vacant or under-used and offer no long term potential or viable contribution	<p>The development will enable the release of land for affordable housing.</p>

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<ul style="list-style-type: none"> to the local economy; • encouraging employers to provide housing for their key workers; • ensuring that wherever possible (and subject to continuing evidence), that property remains affordable and available in perpetuity. • 	
<p>Policy RT 1 Integrated Transport Networks</p> <p>Transport problems and issues in the region should be examined on a multi-modal basis to develop sustainable, integrated and accessible solutions for all users. The management of routes in the Regional Highway Network should be closely co-ordinated with relevant Route Utilisation Strategies on the rail network where available.</p> <p>Plans and strategies should seek to make best use of existing infrastructure and to capitalise on developments in intelligent transport systems and information and communications technology. They should focus on improving journey time reliability in the transport corridors shown on the Key Diagram and in Appendix RT(a) and enhancing the accessibility of the region's gateways and interchanges, particularly the international ones, as listed in Appendix RT(b).</p>	<p>The development is designed to facilitate the integration of transport networks.</p>
<p>Policy RT 2 Managing Travel Demand</p> <p>The Regional Planning Body, local authorities, and other highway and transport authorities should develop a coordinated approach to managing travel demand. Early consultation with the Highways Agency will be required for any proposal that may affect the trunk road network. In particular, efforts should be aimed at reducing the proportion of car-borne commuting and education trips made during peak periods and tackling the most congested parts of the motorway network including M6, M56, M60 and M62. In rural areas, the focus should be on major tourist areas where visitor pressure is threatening the local environment and quality of life. Measures to discourage car use should consider improvements to and promotion of public transport, walking and cycling.</p> <p>Plans and strategies will need to be specific to the nature and scale of the problems identified, set clear objectives and specify what is being proposed, why it is necessary and what the impacts will be. They should:</p> <ul style="list-style-type: none"> • ensure that major new developments are located where there is good access to public transport, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car; 	<p>The development is intended to improve the opportunities for meaningful personal travel planning thereby reducing travel demand.</p>

<ul style="list-style-type: none"> • seek to reduce private car use through the introduction of ‘smarter choices’ (see examples in paragraph 8.6) and other incentives to change travel behaviour which should be developed alongside public transport, cycling and pedestrian network and service improvements; • consider the effective reallocation of road space in favour of public transport, pedestrians and cyclists alongside parking charges, enforcement and provision and other fiscal measures, including road user charging; • make greater use of on-street parking controls and enforcement; • incorporate maximum parking standards that are in line with, or more restrictive than, Table 8.1, and define standards for additional land use categories and areas where more restrictive standards should be applied. Parking for disabled people and for cycles and two-wheel motorised vehicles are the only situations where minimum standards will be applicable. • 	
<p>Policy RT 3 Public Transport Framework The Public Transport Framework set out in Appendix RT (a) defines the North West’s main public transport corridors. These are also shown in Diagram 2 of Appendix RT. Appendix RT(b) defines a hierarchy of gateways and interchanges in the North West. Similar frameworks should be developed by local authorities for sub-regional and local networks and set out in Local Transport Plans.</p> <p>Plans and strategies should seek to reduce existing or forecast overcrowding along the main public transport corridors by improvements to transport infrastructure in partnership with operators and delivery partners including Network Rail where appropriate. Local authorities and station operators should consider making additional provision for car parking at railway stations, so as to promote maximum use of the rail network.</p> <p>Local authorities should introduce measures to enhance the accessibility by public transport, cycling and walking of the regional centres and towns / cities identified in RDF1. In rural areas, priority should be given to providing access from rural hinterlands to key service centres.</p> <p>Local authorities should work in partnership with public transport providers to improve the quality and provision of</p>	<p>The development seeks to establish a sustainable public transport framework for the LDNP and locality.</p>

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<p>public transport services. Proposals and schemes to enhance services in the corridors identified in Appendix RT(a) should include priority measures to improve journey time reliability. Interchange and service improvements should be supported by better information provision, marketing and integrated ticketing.</p> <p>Local authorities should identify in Local Transport Plans where existing public transport provision is insufficient and where public, community and demand responsive transport networks should be developed which link employment, education and training opportunities with areas of need.</p> <p>Regional public transport priorities for investment and management are included in policy RT10.</p>	
<p>Policy RT 4 Management of the Highway Network</p> <p>The region's road network is vital to the economy of the North West, providing the means to transport goods and people within and outside the region. However, existing and forecast traffic congestion is a constraint on economic growth and needs to be addressed if the North West is to reduce the productivity gap.</p> <p>The Functional Road Hierarchy set out in Appendix RT(c) and shown on Diagram 3 of Appendix RT identifies those routes which comprise the Regional Highway Network. Local authorities should extend the concept of functional hierarchies to sub-regional and local highway networks.</p> <p>The Highways Agency and Local Highway authorities should prepare Route Management Plans in accordance with Regional Planning Body guidance for all routes in the Regional Highway Network. Plans should make best use of existing infrastructure and proposals for major highway improvements should only be included following an examination of all practical alternative solutions to a particular problem.</p> <p>Plans and strategies for managing traffic should focus on improving road safety, reducing traffic growth and maintaining a high quality environment through mitigating the impacts of road traffic on air quality, noise and health, with traffic encouraged to use the most appropriate routes wherever possible. In rural areas, particular emphasis should be given to maintaining the tranquility of the countryside. Where safety is not compromised, highway engineering measures should reflect local character, including landscape and conservation.</p> <p>Where a route is the responsibility of more than one highway authority, the relevant authorities should adopt a consistent approach to maintenance and management, including the adoption of appropriate speed limits by reference to the</p>	<p>The development will facilitate better highway network management in the LDNP by inducing rural road character beyond the site access junction. The park and ride service will reduce congestion.</p>

<p>road's function, standard and environmental context. The harmonisation of speed limits across highway authority boundaries should be considered to achieve consistency on routes of similar function and standard. Maximum use should be made of secondary and recycled aggregates in road construction and maintenance schemes in line with policies EM9 and DP4.</p> <p>Local authorities should work with freight, coach and parking operators to develop plans and strategies to identify sites for the provision of driver rest and parking facilities.</p>	
<p>Policy RT 7 Freight Transport</p> <p>Plans and strategies should take account of the aims and objectives of the Regional Freight Strategy. Local authorities should develop sub-regional freight strategies, including the establishment of Freight Quality Partnerships to promote constructive solutions to local distribution problems and issues.</p> <p>The Regional Highway Network, as detailed in Appendix RT(c), forms the North West's strategic network for the movement of freight by road, supplemented by sub-regional highway networks defined in Local Transport Plans. Heavy Goods Vehicles should not be restricted from any routes in these networks.</p> <p>Local authorities should work with distribution companies and their customers to develop a consistent approach to lorry management, including access restrictions and curfews. Signing strategies should be developed and introduced for key freight routes and local destinations.</p> <p>Local authorities should work with rail, port and inland waterway operators, Network Rail, the freight transport industry and business to capitalise on the opportunities available in the North West for increasing the proportion of freight moved by short-sea, coastal shipping and inland waterways. This will encourage a shift from road based transport.</p> <p>Local authorities should work with airport operators to facilitate the development of air freight at the region's airports, in line with the White Paper 'The Future of Air Transport', having particular regard to the need to minimise and mitigate environmental impacts (including night noise).</p>	<p>The development seeks to manage bulk freight transport within the LDNP and would permit the road weight restriction to be moved from Grasmere to the LDNP boundary.</p>

<p>Policy RT 9 Walking and Cycling</p> <p>Local Authorities should work with partners to develop integrated networks of continuous, attractive and safe routes for walking and cycling to widen accessibility and capitalise on their potential environmental, social and health benefits. A high priority should be given to routes linking residential areas with employment areas, transport interchanges, schools, hospitals and other community services.</p> <p>Local authorities should ensure that proposals and schemes for new developments incorporate high quality pedestrian and cycle facilities, including secure cycle parking. Routes should connect with those in nearby developments, and provision of all facilities should take into consideration integration with likely future development.</p> <p>When considering improvements to the region's transport networks, scheme promoters should take the opportunity to enhance walking and cycling provision, including crossings, signage, lane markings, allocation or re-allocation of road space, and off-road routes wherever possible.</p>	<p>The development will encourage walking and cycling to work and will offer Park & Walk and Park & Cycle opportunities to visitors.</p>
<p>Policy EM 1 Integrated Enhancement and Protection of the Region's Environmental Assets</p> <p>The Region's environmental assets should be identified, protected, enhanced and managed.</p> <p>Plans, strategies, proposals and schemes should deliver an integrated approach to conserving and enhancing the landscape, natural environment, historic environment and woodlands of the region.</p> <p>Plans and strategies should define spatial objectives and priorities for conservation, restoration and enhancement as appropriate, and provide area-based guidelines to direct decisions and target resources. These will be founded on a sound understanding of the diversity, distinctiveness, significance and sensitivity of the region's environmental assets, and informed by sub-regional environmental frameworks. Special consideration will be given to the impacts of climate change and adaptation measures.</p> <p>Priority should be given to conserving and enhancing areas, sites, features and species of international, national, regional and local landscape, natural environment and historic environment importance.</p> <p>Where proposals and schemes affect the region's landscape, natural or historic environment or woodland assets,</p>	<p>The development will bring identifiable biodiversity enhancement.</p>

prospective developers and/or local authorities should first avoid loss of or damage to the assets, then mitigate any unavoidable damage and compensate for loss or damage through offsetting actions with a foundation of no net loss in resources as a minimum requirement.

With regard to specific elements of this integrated approach, the following should be taken into account::

Policy EM1 (A): Landscape

Plans, strategies, proposals and schemes should identify, protect, maintain and enhance natural, historic and other distinctive features that contribute to the character of landscapes and places within the North West.

They should be informed by and recognise the importance of:

- detailed landscape character assessments and strategies, which local authorities should produce, set in the context of the North West Joint Character Area Map (93). These will be used to identify priority areas for the maintenance, enhancement and/or restoration of that character and will under-pin and act as key components of criteria-based policies in LDFs;
- the special qualities of the environment associated with the nationally designated areas of the Lake District National Park, the Yorkshire Dales National Park, the Peak District National Park, the Forest of Bowland Area of Outstanding Natural Beauty (AONB), the Arncliffe and Silverdale AONB, the North Pennines AONB and Solway Coast AONB and their settings;
- the characteristics and setting of World Heritage Sites.

Policy EM1 (B): Natural Environment

Plans, strategies, proposals and schemes should secure a 'step-change' increase in the region's biodiversity resources by contributing to the delivery of national, regional and local biodiversity objectives and targets for maintaining extent, achieving condition, restoring and expanding habitats and species populations (94). This should be done through protecting, enhancing, expanding and linking areas for wildlife within and between the locations of highest biodiversity resources, including statutory and local wildlife sites, and encouraging the conservation and expansion of the ecological fabric elsewhere.

Broad locations where there are greatest opportunities for delivering the biodiversity targets are shown on the Indicative Biodiversity Resource and Opportunity Diagram (see

The development will bring landscape enhancement.

The development will deliver substantive biodiversity enhancement.

Diagram 9.1). More specific locations will be informed by sub-regional biodiversity maps and frameworks of statutory and local wildlife sites.

Local authorities should:

- develop a more detailed representation of this spatial information for use in their Local Development Frameworks; and
- develop functional ecological frameworks that will address habitat fragmentation and species isolation, identifying and targeting opportunities for habitat expansion and re-connection. Active arrangements will be needed to address ecological cross-boundary issues within areas such as the Pennines, Solway Firth, the Mersey Estuary, the Lune Estuary, the River Dee Estuary and the Cheshire Meres and Mosses, as well as including biodiversity policies in any developing Marine Spatial Planning System in the Irish Sea.

Plans, strategies, proposals and schemes should protect and enhance the region's geological and geomorphological resources including statutory and local sites by contributing to the delivery of national, regional and local geodiversity objectives and targets.

Policy EM1 (C): Historic Environment

Plans, strategies, proposals and schemes should protect, conserve and enhance the historic environment supporting conservation-led regeneration in areas rich in historic interest, and

in particular exploiting the regeneration potential of:

- the maritime heritage of the North West coast including docks and waterspaces, and coastal resorts and piers;
- the Pennine textile mill-town heritage that exists in East Lancashire and Greater Manchester; and the textile mill-town heritage of East Cheshire;
- Victorian and Edwardian commercial developments in Liverpool and Manchester city centres;
- the traditional architecture of rural villages and market towns of Cumbria, Cheshire and Lancashire;
- the historic Cities of Carlisle, Chester and Lancaster; and
- the Lake District Cultural Landscape.

Policy EM1 (D): Trees, Woodlands and Forests

Plans, strategies, proposals and schemes should:

- support the aims and priorities of the North West Regional Forestry Framework and sub-regional

The development location respects the historic environment of the LDNP

The site provides the opportunity for the development of a renewables

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<p>forestry strategies;</p> <ul style="list-style-type: none"> • encourage a steady targeted expansion of tree and woodland cover and promote sustainable management of existing woodland resources to enable the delivery of multiple benefits to society; • support the continued role of community forestry; • identify and protect ancient semi-natural woodland and veteran trees. • 	<p>Biomass energy plant that could catalyse the renaissance of productive biodiverse woodland management in the LDNP.</p>
<p>Policy EM 3 Green Infrastructure Plans, strategies, proposals and schemes should aim to deliver wider spatial outcomes that incorporate environmental and socio-economic benefits by:</p> <ul style="list-style-type: none"> • conserving and managing existing green infrastructure; • creating new green infrastructure; • enhancing its functionality, quality, connectivity and accessibility. <p>Local authorities should work with partners to:</p> <ul style="list-style-type: none"> • identify partnerships at an appropriate scale to take forward green infrastructure planning, in the context of relevant environmental and socio-economic objectives. Green infrastructure should include the identification, development and management of new areas of open space. This should be complemented by the retention, enhancement and adaptation of existing sites; • ensure that a key aim of green infrastructure is the maintenance and improvement of biodiversity; • protect the integrity of sites of national and international importance including the historic environment; • use existing strategies and frameworks to develop consensus on green infrastructure priorities and associated data needs; • promote physical and mental health benefits through access to and usage of open spaces by disadvantaged groups and communities; • set out the significant green infrastructure needs across the spectrum of economic, environmental and social objectives; • identify and secure opportunities for delivery and put in place implementation plans; • integrate proposals to improve green infrastructure in the delivery of new developments, particularly through area based regeneration initiatives and major proposals and schemes; • maximize the role of green infrastructure in mitigating 	<p>The site offers the opportunity to address numerous green issues in a sustainable high impact manner.</p>

<ul style="list-style-type: none"> and adapting to climate change; provide new areas of appropriate greenspace where development would otherwise cause unacceptable recreational pressure on sites of international ecological importance, for example where new housing is proposed close to such sites. <p>Local Delivery of Green Infrastructure Plans should seek first to make use of existing delivery mechanisms supplemented by bespoke delivery mechanisms where necessary. A Green Infrastructure Guide for the North West has been produced which provides more detailed guidance and will assist the way this policy is put into practice.</p>	
<p>Policy EM 5 Integrated Water Management</p> <p>In achieving integrated water management and delivery of the EU Water Framework Directive, plans and strategies should have regard to River Basin Management Plans, Water Company Asset Management Plans, Catchment Flood Management Plans, and the Regional Flood Risk Appraisal. Local planning authorities and developers should protect the quantity and quality of surface, ground and coastal waters, and manage flood risk, by:</p> <ul style="list-style-type: none"> working with the Water Companies and the Environment Agency when planning the location and phasing of development. Development should be located where there is spare capacity in the existing water supply and waste water treatment, sewer and strategic surface water mains capacity, insofar as this would be consistent with other planning objectives. Where this is not possible development must be phased so that new infrastructure capacity can be provided without environmental harm; producing sub-regional or district level strategic flood risk assessments, guided by the Regional Flood Risk Appraisal. Allocations of land for development should comply with the sequential test in PPS25. Departures from this should only be proposed in exceptional cases where suitable land at lower risk of flooding is not available and the benefits of development outweigh the risks from flooding; designing appropriate mitigation measures into the scheme, for any development which, exceptionally, must take place in current or future flood risk areas, to ensure it is protected to appropriate standards, provides suitable emergency access under flood conditions, and does not increase the risk of flooding elsewhere; 	<p>The site will incorporate integrated water management technology.</p>

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<ul style="list-style-type: none"> • requiring new development, including residential, commercial and transport development, to incorporate sustainable drainage systems and water conservation and efficiency measures to the highest contemporary standard; • encouraging retrofitting of sustainable drainage systems and water efficiency within existing developments; • raising people’s awareness of flood risks (particularly for vulnerable groups) and the impacts of their behaviours and lifestyles on water consumption. • 	
<p>Policy EM 15 A Framework For Sustainable Energy In The North West Plans and strategies should promote sustainable energy production and consumption in accordance with the principles of the Energy Hierarchy set out in Figure 9.2 and within the Sustainable Energy Strategy. In line with the North West Sustainable Energy Strategy the North West aims to double its installed Combined Heat and Power (CHP) capacity by 2010 from 866 MWe to 1.5 GW, if economic conditions are feasible. All public authorities should in their own proposals and schemes (including refurbishment) lead by example to emphasise their commitment to reducing the annual consumption of energy and the potential for sustainable energy generation, and facilitate the adoption of good practice by the widest range of local stakeholders.</p>	<p>The site could host a biomass renewable energy facility</p>
<p>Policy EM 16 Energy Conservation & Efficiency Local authorities, energy suppliers, construction companies, developers, transport providers and other organisations should ensure that their approach to energy is based on minimizing consumption and demand, promoting maximum efficiency and minimum waste in all aspects of local planning, development and energy consumption. To support this, Distribution Network Operators (115) and local planning authorities should make effective provision for required energy network upgrades in terms of distribution connections and substations. Plans and strategies should actively facilitate reductions in energy requirements and improvements in energy efficiency by incorporating robust policies which support the delivery of the national timetable for reducing emissions from domestic and non-domestic buildings.</p>	<p>The site will provide modern standards energy efficient buildings to enable businesses to reduce their carbon footprint.</p>

Policy EM 17

Renewable Energy

In line with the North West Sustainable Energy Strategy, by 2010 at least 10% (rising to at least 15% by 2015 and at least 20% by 2020) of the electricity which is supplied within the Region should be provided from renewable energy sources. To achieve this new renewable energy capacity should be developed which will contribute towards the delivery of the indicative capacity targets set out in Tables 9.6 and 9.7a-c. In accordance with PPS22, meeting these targets is not a reason to refuse otherwise acceptable development proposals.

Local authorities should work with stakeholders in the preparation of sub regional studies of renewable energy resources so as to gain a thorough understanding of the supplies available and network improvements, and how they can best be used to meet national, regional and local targets. These studies should form the basis for:

- informing a future review of RSS to identify broad locations where development of particular types of renewable energy may be considered appropriate (119); and
- establishing local strategies for dealing with renewable resources, setting targets for their use which can replace existing sub regional targets for the relevant authorities.

Plans and strategies should seek to promote and encourage, rather than restrict, the use of renewable energy resources. Local planning authorities should give significant weight to the wider environmental, community and economic benefits of proposals for renewable energy schemes to:

- contribute towards the capacities set out in tables 9.6 and 9.7 a-c; and
- mitigate the causes of climate change and minimise the need to consume finite natural resources.

Opportunities should be sought to identify proposals and schemes for renewable energy. The following criteria should be taken into account but should not be used to rule out or place constraints on the development of all, or specific types

The site could provide a 2-3MW biomass woodchip renewable energy facility.

of, renewable energy technologies:

- anticipated effects on local amenity resulting from development, construction and operation of schemes (e.g. air quality, atmospheric emissions, noise, odour, water pollution and disposal of waste). Measures to mitigate these impacts should be employed where possible and necessary to make them acceptable;
- acceptability of the location/scale of the proposal and its visual impact in relation to the character and sensitivity of the surrounding landscape, including cumulative impact. Stringent requirements for minimising impact on landscape and townscape would not be appropriate if these effectively preclude the supply of certain types of renewable energy, other than in the most exceptional circumstances such as within nationally recognised designations as set out in PPS22 paragraph 11;
- effect on the region's World Heritage Sites and other national and internationally designated sites or areas, and their settings but avoiding the creation of buffer zones and noting that small scale developments may be permitted in such areas provided there is no significant environmental detriment;
- effect of development on nature conservation features, biodiversity and geodiversity, including sites, habitats and species, and which avoid significant adverse effects on sites of international nature conservation importance by assessment under the Habitats Regulations;
- maintenance of the openness of the Region's Green Belt;
- potential benefits of development to the local economy and the local community;
- accessibility (where necessary) by the local transport network;
- effect on agriculture and other land based industries;
- ability to make connections to the electricity distribution network which takes account of visual impact (as qualified above);
- integration of the proposal with existing or new development where appropriate; proximity to the renewable fuel source where relevant – e.g. wood-fuel biomass processing plants within or in close proximity to the region's major woodlands and forests; encourage the integration of combined heat and power (CHP), including micro CHP into development.

Developers must engage with local communities at an early stage of the development process prior to submission of any

<p>proposals and schemes for approval under the appropriate legislation.</p>	
<p>Policy EM 18 Decentralised Energy Supply Plans and strategies should encourage the use of decentralised and renewable or low-carbon energy in new development in order to contribute to the achievement of the targets set out in Table 9.6 and 9.7a-c. In particular, local authorities should, in their Development Plan Documents, set out:</p> <ul style="list-style-type: none"> • targets for the energy to be used in new development to come from decentralised and renewable or low-carbon energy sources, based on appropriate evidence and viability assessments; and • the type and size of development to which the target will be applied. <p>In advance of local targets being set, new non residential developments above a threshold of 1,000m² and all residential developments comprising 10 or more units should secure at least 10% of their predicted energy requirements from decentralised and renewable or low-carbon sources, unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable.</p>	<p>The site could provide renewable decentralised energy supply at an appropriate juncture in the supply system.</p>
<p>Policy CNL 1 Overall Spatial Policy for Cumbria Plans and strategies in Cumbria should:</p> <ul style="list-style-type: none"> • focus major developments within Barrow in Furness and Whitehaven, and Workington, and in the City of Carlisle in line with policy RDF1 and spatial principles DP1-9; • provide for development in the key service centres and local service centres in line with RDF2; • provide a portfolio of employment sites in accordance with RDF1 and the criteria in policies W2 and W3; • support the restructuring of housing markets in West Cumbria and Furness; i • improve Cumbria’s internal and external transport links in line with the priorities for transport investment and management set out in policy RT10; • develop the role of Carlisle as a regional public transport gateway to the region in line with policy RT1 and harness its potential for economic growth in sustainable ways; • ensure that network management measures are utilised to make best and most appropriate use of available highway infrastructure and to improve road 	<p>The location of the development is spatially an ideal location for communities and visitors.</p>

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<p>safety and journey time reliability, with priority given to improving the operation of routes linking Furness and West Cumbria to the M6;</p> <ul style="list-style-type: none">• give priority to improving access to employment, services and education/training facilities on foot and by cycle, and by public transport, in Carlisle, Workington/ Whitehaven and Barrow-in Furness, and in Key Service Centres, especially Kendal;• support the development of sustainable tourism in Cumbria; and• support the development of higher value knowledge based and specialist industry based employment opportunities. <p>Proposals and schemes will be directed primarily towards locations where they can contribute to these priorities.</p>	
<p>Policy CNL 2 Sub-area Development Priorities for Cumbria Within the sub-areas of Cumbria, plans and strategies should accord with CNL1 and focus on:</p> <ul style="list-style-type: none">• supporting sustainable growth in Carlisle. Building on Carlisle city's significant potential to attract sustainable development into Cumbria. The city will enhance its role as the sub-regional centre for business, shopping, leisure, culture and tourism, serving Cumbria and the adjoining parts of Scotland and North East England. It will also develop its higher education function through the establishment of the new University of Cumbria, which should help attract investment in the knowledge – based economy. Ensure development is compatible with the conservation and enhancement of the historic city centre;• enhancing the Regeneration Priority Area of West Cumbria, particularly through developing the roles of the existing centres of Whitehaven, Workington, and also in Cleator Moor and Maryport in a complementary manner. Efforts should be made to exploit the potential offered by a local workforce with expertise in the field of nuclear research, development and decommissioning; and the presence of the National Nuclear Laboratory. The location of part of the University of Cumbria in this area could increase its potential for the development of a knowledge-based economy. The potential of the area for tourism-based development should also be explored;• concentrating development within the Furness Regeneration Priority Area in Barrow in Furness, to facilitate diversification of the local economy, and	<p>The site is at the heart of the LDNP's most important sub-area.</p>

<p>enable opportunities for development and regeneration to be brought forward in the wider Furness Peninsula. Efforts should be made to exploit specialist marine engineering skills and opportunities, and to develop the area’s potential for tourism;</p> <ul style="list-style-type: none"> • ensuring that the needs of local people in South & East Cumbria are met with a focus on securing inward investment and improving service provision within Kendal and Penrith. High priority should be placed on the further provision of affordable housing within the sub-area. • 	
<p>Policy CNL 3 Spatial Policy for the Lake District Plans and strategies should give priority to the protection of the landscape and cultural heritage of the Lake District National Park. In addition they should:</p> <ul style="list-style-type: none"> • promote further diversification and development of its economic base; • redress housing imbalances through the provision of affordable and local needs housing • in accordance with Policies L4 and L5; • develop programmes for improvements to the public realm and effective traffic management in Windermere, Ambleside and Keswick, to enhance the urban fabric and support their recreational and tourism roles; • manage recreational and sustainable tourist activities, in suitable locations; • ensure that public transport services are improved and better integrated, and that the proportion of travel to and within the National Park by sustainable modes is increased; and • address the relationship of the National Park with its wider area, and develop a suitable framework for meeting locally generated needs. 	<p>The development seeks to diversify the economic base by providing high quality employment, release inappropriate employment land for affordable housing, manage tourist activities, and substantively improve the public transport offer in the locality.</p>

Planning Cumbria: Cumbria and Lake District Joint Structure Plan 2001-2016 Adopted Plan, April 2006

Planning Cumbria: Cumbria and Lake District Joint Structure Plan 2001-2016 Adopted Plan, April 2006

1.5 In the National Park the strategic planning policies must support the statutory purposes for its designation, modified by the 1995 Environment Act: To conserve and enhance the natural beauty, wildlife and cultural heritage, and to promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

Where irreconcilable conflict arises between these purposes, the first prevails. In pursuing these purposes, the National Park Authority must also: seek to foster the economic and social well being of local communities within the National Park. This must be achieved without involving significant expenditure by the National Park Authority, however we will support, facilitate and encourage partnerships with those agencies whose tasks it is to promote economic or social development of the area.

Relevant Policy	Ratherheath contribution
<p>Policy ST4: Major development proposals Major development will only be permitted where:</p> <ol style="list-style-type: none"> 1. the total benefit clearly outweighs the total detrimental effects, 2. the proposal complies with national standards and best practice for environment, safety and security, and where appropriate is independently reviewed; and 3. alternative locations and methods giving rise to less harm have been fully considered and rejected. 4. In addition, in the case of the Lake District National Park and AONBs: <ol style="list-style-type: none"> a. there are no alternative sites available outside the designated areas, b. the need for the development cannot be met in any other way, c. the development has a proven case in the public interest, d. the development is designed and carried out to cause least practicable harm, and e. the development has no overall adverse impacts on the local economy. 	<p>The public benefit of the development is identifiably positive and will not cause harm.</p> <p>The development accords with best practice in all respects.</p> <p>All alternatives have been assessed in detail and dismissed.</p> <p>The locality outside the LDNP has been assessed in detail for appropriate alternative sites in South Lakeland and none are available or suitable.</p> <p>The need for the development to sustain existing local businesses in the locality can only be met by the provision of employment land. The development has been designed to cause least harm. The development is designed to provide a substantive beneficial impact on the economy.</p>

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Permission will be granted only on condition that:

- I. all possible measures are taken to minimise the adverse effects of development and associated infrastructure, and where appropriate,
- II. provision is made to meet local community needs,
- III. acceptable measures are secured for decommissioning and site restoration, and
- IV. arrangements are made for suitable local community involvement during the development, decommissioning and restoration.

For the purposes of this policy 'major development' is defined as development that has significant environmental effects and is more than local in character.

The Illustrative Masterplan includes all possible mitigation measures and the Reserved Matters process following grant of planning permission will allow the LPAs the opportunity for collaborative partnership working.

Policy EM13: Employment land provision

Local Development Frameworks will ensure that there is the following supply of readily available land for employment purposes in the following Sub County Areas, Employment Land Market Sectors and, outside the National Park, at the start of each period indicated:

Sub County Area	Employment Land Market Sectors	Period		
		2001-2006 (Ha)	2006-2011 (Ha)	2011-2016 (Ha)
City of Carlisle	Regional Investment Site▼	15	20	15
	Strategic Employment Site	10	10	10
	Local Employment Site	15	15	15
	Business/Science Park	5	10	10
North Cumbria Carlisle Allerdale	Strategic Employment Site*	6	6	6
	Local Employment Site	5	5	5
	Local Employment Site	2	2	2
Furness & West Cumbria Allerdale	Strategic Employment Site	20	20	20
	Local Employment Site	10	10	20
	Business/Science Park	3	5	5
	Port Related	7#	0	0
Copeland	Strategic Employment Site	5	5	5
	Local Employment Site	13	13	13
	Business/Science Park*	10	10	10
Barrow-in-Furness	Strategic Employment Site	5	5	5
	Local Employment Site	7	7	7
	Business/Science Park	5	5	5
	Port Related	0	11#	0
South Lakeland	Strategic Employment Site	0	5#	0
	Local Employment Site	3	3	3
	Business/Science Park	3	3	3
South & East Cumbria Eden	Strategic Employment Site	5	10	10
	Local Employment Site	7	7	7
	Business/Science Park	3	3	3
South Lakeland	Strategic Employment Site	5	5	0
	Local Employment Site	5	5	5
	Business/Science Park	3	3	3
Lake District	Local Employment Site	3		
National Park	(B1 and B2 uses only)			

* Includes Strategic Regional Site identified by the NWDA at Westlakes, Copeland
 # Carry over provision to the next period if not completed
 ▼ Kingmoor, Carlisle listed in RSS as a Regional Investment Site
 ♦ Carlisle Airport

Policy EM14: Development of employment land for other purposes

Outside the Lake District National Park, the development of existing employment sites, premises and land allocations for non-employment or mixed uses will be considered where it can be demonstrated that over the Structure Plan period either:

The development will allow businesses to relocate within the locality and release inappropriate land for other uses.

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<p>1. The site or premises is likely to remain unsuitable for employment purposes; or</p> <p>2. The retention of the site or premises in employment use is not needed to meet the requirements of Policy EM13 including the requirement that each Key Service Centre retains an appropriate supply of land within the Local Employment site Market Sector. Within the Lake District National Park, permission will not be given for the redevelopment or use for other purposes of land and buildings with an established business use for Class B1, B2 or B8 of the Use Classes Order, or of land identified for employment use in the Local Plan or Local Development Documents, unless it can be demonstrated to be unsuitable for business purposes or, exceptionally, viable alternatives are readily available in the locality.</p>	
<p>Policy EM16: Tourism</p> <p>New tourism facilities will be directed to key service centres and to locations that enable the economic and physical regeneration of an area, where they bring benefit to the local community. Tourism development will be permitted where this does not prejudice Cumbria's distinctive environmental, cultural and historic character and visitors enjoyment and understanding of it. The emphasis should be on sustaining these attributes and adding quality. Tourism proposals in the Lake District National Park and AONBs will only be permitted where the statutory purposes of the designated areas are not contravened. In the Lake District National Park changes of use or conversions which result in the loss of important tourism accommodation or public amenities will not be permitted unless they are demonstrated to be unviable. Tourism development within or affecting the Lake District National Park will only be permitted where:</p> <ol style="list-style-type: none">1. it would not conflict with the special qualities of the National Park or diminish opportunities for quiet enjoyment,2. it would not introduce inappropriate activities or levels of use, or otherwise be of a nature and scale detrimental to the character and quality of the environment, and3. it would not result in the loss of serviced accommodation and of touring caravan pitches to other tourist uses.	<p>The development could host a point of entry visitor welcome facility to enhance the experience of tourists.</p>

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<p>Policy H20: Housing in the Lake District National Park</p> <p>Within the Lake District National Park housing development will only be permitted where the development is of a scale and type which is designed to contribute to the identified housing needs of the locality and:</p> <ol style="list-style-type: none">1. it is secured by condition, or legal agreement for occupation only by local persons, or2. it comprises a scheme to provide social housing whereby occupancy is secured, in perpetuity, to local persons in housing need, being a scheme usually promoted by a registered social landlord. The term 'housing development' includes the provision of dwellings resulting from the conversions of residential and non-residential buildings and new dwellings resulting from sub-division of dwellings.	<p>The development will allow businesses to relocate within the locality, and car parking to be configured, to release inappropriate land for other uses such as affordable housing.</p>
<p>Policy H21: Allocation of sites within the Lake District National Park for social housing</p> <p>Within the Lake District National Park sites will be identified for social housing to meet an identified need where:</p> <ol style="list-style-type: none">1. they are appropriate in scale to an established community, and2. their development respects the landscape setting, character and form of the larger settlements or villages to which they relate. <p>Permission will be granted for the development of sites identified under this policy only for schemes whereby occupancy is secured, in perpetuity, to local persons in housing need, being schemes usually promoted by a registered social landlord.</p>	<p>The development will allow businesses to relocate within the locality and release inappropriate land for other uses such as affordable housing.</p>
<p>Policy T30: Transport Assessments</p> <p>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:</p> <ol style="list-style-type: none">1. residential development in excess of 100 units, or2. employment uses in excess of 5,000 sqm gross floorspace, or3. other developments in excess of 1,000 sqm gross floorspace, or4. hotel developments in excess of 100 bedrooms, or5. caravan or similar holiday sites in excess of 100 units, or6. any development that either generates in excess of 100 heavy goods vehicles per day or 100 vehicle movements in any hour, or7. any development that materially adds to local congestion, or	<p>The development has a detailed Travel Plan assessment.</p>

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<p>8. any development that may impact on the trunk road network.</p>	
<p>Policy T31: Travel Plans Travel plans will be required for proposals for:</p> <ol style="list-style-type: none"> 1. retail and indoor leisure facilities in excess of 1000 sqm gross floorspace, 2. office, employment, education and health services development in excess of 2500 sqm gross floorspace, 3. new and expanded school facilities, 4. development that would otherwise generate local traffic problems as identified through a transport assessment or an evaluation of a proposal. 	<p>The development has detailed Travel Plans.</p>
<p>Policy E35: Areas and Features of nature conservation interests other than those of national and international conservation importance Development and other land use changes that are detrimental to these nature conservation interests will not be permitted unless the harm caused to the value of those interests is 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. These nature conservation interests are defined as:</p> <ul style="list-style-type: none"> • County Wildlife Sites (CWSs) • Regionally Important Geological or Geomorphological Sites (RIGGS) • The UK Biodiversity Action Plan Priority Habitats that occur in Cumbria • Species of Conservation Importance in the North West Region that occur in Cumbria • Landscape features of major importance for wild fauna and flora, which are essential for migration dispersal and genetic exchange • Local nature reserves 	<p>The development enhances a large tract of the LDNP.</p>
<p>Policy E37: Landscape character Development and land use change should be compatible with the distinctive characteristics and features of Cumbria's landscape types and sub types. Proposals will be assessed in relation to:</p> <ol style="list-style-type: none"> 1. locally distinctive natural or built features, 2. visual intrusion or impact, 3. scale in relation to the landscape and features, 4. the character of the built environment, 5. public access and community value of the landscape, 6. historic patterns and attributes, 7. biodiversity features, ecological networks and semi-natural habitats, and 8. openness, remoteness and tranquility. 	<p>The development is designed to respect the landscape character of the locality.</p>

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<p>Policy E38: Historic environment Measures will be taken to identify, record, protect, conserve or enhance areas, sites, buildings and settings of archaeological, 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 archaeological 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. Development and land use change should be compatible with the distinctive characteristics and features of 'Cumbria's Historic Landscape Characterisation Programme'.</p>	<p>The development has generated an archaeological assessment of the area.</p>
<p>Policy R45: Renewable Energy in the Lake District National Park and AONBs Within the Lake District National Park and AONBs, proposals for renewable energy developments, including any ancillary infrastructure or buildings will be favourably considered if:</p> <ol style="list-style-type: none">1. their scale, form, design, materials and cumulative impacts can be satisfactorily assimilated into the landscape or built environment and would not harm the appearance of these areas, and2. they would not impact adversely on the local community, economy, nature conservation or historical interests. In the case of wind energy, the development of more than one turbine or of a turbine with a ground to hub height of 25 metres or more is unlikely to be acceptable.	<p>The development could enable a high impact renewable energy facility.</p>

Lake District National Park LDF Core Strategy - for pre-submission September 2009

Strategic objectives	Ratherheath contribution
Spectacular landscapes	
<p>SO1 Ensure development protects and enhances the environment, its biodiversity, culture and heritage, and the special qualities of the Lake District.</p>	<p>The development is designed to enhance the environment of the site: landscape and biodiversity, and provide beneficial environmental improvements to the whole LDNP.</p>
<p>SO2 Recognise that different areas of the LDNP have a different capacity and ability to accommodate change</p>	<p>The site is at the heart of the principle economic sub-region in the LDNP in a location that has landscape absorption capacity.</p>
<p>SO3 Enable development that secures the wealth of traditional skills and materials necessary to maintain the environment</p>	<p>The development will utilise traditional skills and vernacular design and materials.</p>
<p>SO4 Support change and development where it strengthens the distinctiveness of an area</p>	<p>The development will have a sense of place and distinctiveness that will strengthen the locality.</p>
<p>SO5 Promote use of natural resources and minimise energy requirements of development to mitigate against the impact of climate change</p>	<p>The development promotes the use of environmentally sensitive technologies.</p>
Prosperous economy	
<p>SO6 Encourage development of businesses which trade on a connection with the special qualities of the National Park</p>	<p>The development is intended to ensure the sustainability of existing businesses in the locality.</p>
<p>SO7 Support of development which transforms the economy of the National Park and Cumbria according to where it is needed</p>	<p>The development is transformational and at the heart of the principle economic sub-region where communities and visitors are located.</p>

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<p>SO8 Provide opportunities and infrastructure for diversification and incubation of new business and future expansion by identifying needs and providing sites</p>	<p>The development will provide for the full spectrum of business needs accessible to employees by public transport.</p>
<p>World-class visitor experiences</p>	
<p>SO9 Enable development which ensures the diverse needs of visitors are met</p>	<p>The development could host a point of entry welcome interpretative facility at the location where the substantive majority of visitors enter the LDNP</p>
<p>SO10 Encourage the continued enhancement of the public realm in settlements</p>	<p>The development by relocating McClures and promoting public transport will improve the public realm of Windermere and other locations.</p>
<p>SO11 Support development which contributes to the infrastructure necessary to support sustainable tourism</p>	<p>The development seeks to sustainably relocate McClures and other businesses who support the tourist industry. The site will also enable an enhanced public transport offer.</p>
<p>SO12 Ensure accessibility to the spectacular landscape</p>	<p>The development will leverage substantial and sustainable improvements to the public transport offer in the LDNP</p>
<p>Vibrant communities</p>	
<p>SO13 Enable development to meet the needs of the community, its safety and well-being</p>	<p>The development is specifically designed to meet the needs of the community for sustainable employment opportunities.</p>
<p>SO14 Encourage development in sustainable locations to support vibrant, rural Communities</p>	<p>The development is in a sustainable location accessible to both indigenous communities and visitors</p>
<p>SO15 Ensure high quality design and location within development that enhances the reputation of the area whilst supporting local character and distinctiveness, safety and well-being</p>	<p>The development adopts exemplar design standards.</p>
<p>SO16 Support regeneration which transforms communities at risk and protects community facilities or services</p>	<p>The development will enable the regeneration of the businesses that underpin the communities and enhances access to all facets of daily life.</p>

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SO17 Provide new housing to support and maintain our vibrant communities, which is of a type and tenure appropriate to meeting the identified local need, is of a standard which helps to address the issue of climate change and is assessed in the context of other land use demands	The development by relocating businesses and car parking from inappropriate locations could release land for affordable housing.
Minerals and Waste	
SO18 and SO19	Not relevant other than the site could promote waste recycling in its construction and operational phases.
Transport	
SO20 Achieve more sustainable travel patterns	The development specifically seeks to substantitively and sustainably improves the public transport offer in the LDNP at a high impact location.

Lake District National Park Local Plan: Adopted 5 May 1998 Saved Policies

Relevant Policy	Ratherheath contribution
<p>Policy NE1 - Development in the Open Countryside</p> <p>Development in the open countryside will only be permitted where it would:</p> <p>(a) be closely integrated with existing uses; or</p> <p>(b) be in accord with policies in the Structure and Local Plan to meet the social and economic needs of local communities and to protect and enhance the scenic beauty, natural resources and quality of the built environment.</p> <p>In all cases, development should:</p> <p>(c) not conflict with the enjoyment of the special qualities of the National Park;</p> <p>(d) respect the character of the area in which it is proposed; and</p> <p>(e) not cause demonstrable harm to landscape, nature conservation interests or cultural heritage.</p>	<p>The development is needed due to exceptional circumstances, is closely integrated with the main arterial access route into the LDNP, would improve and not conflict with the special qualities of the LDNP, respect the character of the area and not cause demonstrable harm.</p>
<p>Policy NE14 - Protection of Historic Landscapes</p> <p>High regard will be paid to the protection of the historic content of the landscape. Planning permission or listed building consent for development will not be granted where it would adversely affect the character or setting of parks or gardens of historic interest, or which would lead to loss or damage of important historic features within the landscape.</p>	<p>The development does not affect historic landscape.</p>

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<p>Policy TR2 Design of Road Improvements</p> <p>The planning, design and construction of road alterations and maintenance schemes should give the highest priority to environmental quality and should ensure that all the following criteria are satisfied:</p> <ul style="list-style-type: none">(a) design and materials used do not adversely affect the character and appearance of the area;(b) landscape and cultural heritage features, nature conservation interests and public access, where possible, are retained and enhanced;(c) the proposal would not lead to an unacceptable increase in road speeds and road capacity or restrict public transport;(d) the proposal is essential to address a safety hazard;(e) disturbance to residential amenity and community interests is kept to a minimum; and(f) the needs of cyclists, horse riders and pedestrians are fully taken into account. <p>The provision of highway signing, lighting, kerbing, barriers and other works should:</p> <ul style="list-style-type: none">(g) have full regard to their environmental setting;(h) be of a number and size restricted to that necessary to secure essential road safety or traffic management measures;(i) be designed, positioned, fixed, coloured or illuminated so as not to adversely affect the character or appearance of the area, or residential amenity, and where possible incorporate local materials; and(j) ensure that a clutter of signs and	<p>The development delivers major road improvement benefits to the LDNP by enabling rural road character beyond the site entrance, combined with reducing seasonal congestion via an improved public transport offer, and localised highway junction improvements.</p>
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<p>lighting does not result and, wherever possible, ensure that such installations are attached to existing, appropriate support structures or buildings.</p>	
<p>Policy TR4 Development and the Local Road Network</p> <p>Development which would generate significant additional levels of vehicular traffic will need to be accompanied by a detailed study of the impacts of the development upon the existing transport infrastructure. Development which would generate a level or type of traffic unsuited to the nature and capacity of the local road network will not be permitted, except where the transport infrastructure works or provision necessary to overcome potential adverse effects meet the requirements of Structure Plan Policy 66 and Local Plan Policy TR2. In these instances the applicant will normally be required to undertake or fund any satisfactory works or provision which should, wherever appropriate, be designed to improve traffic management and accessibility by public transport.</p>	<p>The development will take private car traffic off the local road network by providing a substantially improved public transport offer.</p>
<p>Policy TR5 Public Transport Facilities</p> <p>Development which helps maintain or improve public transport facilities will be favourably considered. In those instances where development proposals would displace facilities the National Park Authority will normally expect applicants to make satisfactory replacement provision either in the design and layout of the development on site or on land elsewhere under their control.</p>	<p>The development is specifically designed to improve public transport facilities by improving and reinforcing the existing public transport system.</p>

Chapter 2: Policy compliance

<p>Policy TR7 Cyclists and Horse Riders</p> <p>The design and layout of development proposals should, where appropriate, take into account the needs of cyclists and horse riders, especially through the provision of cycle paths, horse riding routes and secure parking facilities. The National Park Authority will promote the extension of the network of cycleways and horse riding routes by identifying and securing the provision of additional routes where appropriate. Proposals for the establishment of new cycleways and horse riding routes, either within the built environment or in the open countryside, will be permitted where both the following criteria are satisfied:</p> <p>(a) there would be no adverse effects on highway safety, and</p> <p>(b) the scale, design, landscaping and materials of construction of the proposed cycleway and horse riding route would be in keeping with the character of the area.</p>	<p>The site will offer facilities for cyclists and horse riders and will encourage use of an alternative route to Windermere via Ashes Lane: green lane.</p>
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