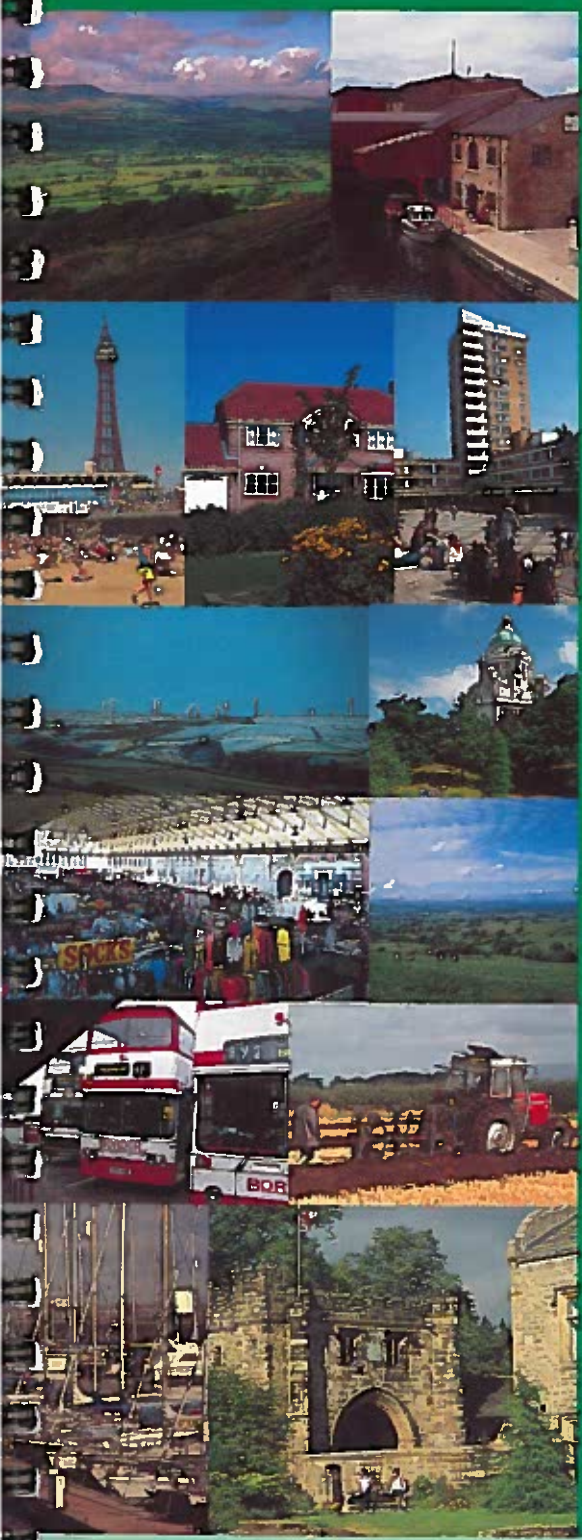


PM

Lancashire Structure Plan
1991 - 2006

Greening the Red Rose County



Written Statement

Contents

INTRODUCTION		
1.1	A New Structure Plan	7
1.2	Purpose of the Plan	7
GENERAL POLICIES		
<i>Countryside and Green Belt</i>		
1.	Development in Rural Areas	11
2.	Green Belts	13
3.	Exclusion of Settlements from Green Belts	13
4.	Development in Green Belts	14
<i>Towns and Villages</i>		
5.	Main Urban Areas	16
6.	Strategic Locations for Development	16
7.	Development at Other Settlements	17
8.	Development at Other Settlements	17
9.	Development at Other Settlements	18
10.	Development in Rural Settlements outside Green Belts	18
<i>General Considerations for Locating Development</i>		
11.	Derelict and Degraded Land	20
12.	Mixed Development	20
13.	Development and Pollution	21
14.	Development in Areas at Risk from Flooding	21
15.	Road Traffic Implications of Development	22
POLICIES FOR RESOURCE PROTECTION		
16.	Development and Agricultural Land	24
17.	Safeguarding Mineral Resources	24
18.	Protection of Water Resources	24
19.	Development and Nature Conservation	25
20.	Development on the Undeveloped Coast and River Estuaries	25
21.	Protection of Areas at Risk from Coastal Erosion or Flooding	26
22.	Heritage	26
23.	Archaeological Features	27
24.	Protection of Disused Railway Lines	27
POLICY FOR LANCASHIRE'S LANDSCAPES		
25.	Rural and Urban Landscapes and Natural Habitats: Conservation and Enhancement	30
POLICIES FOR TRANSPORT AND MOVEMENT		
<i>External Links</i>		
26.	National and Regional Rail Network	35
27.	Rail Freight	35

28.	Seaports	36
29.	Blackpool Airport	36
30.	National and Regional Road Network	36
<i>Managing Movement within the County</i>		
31.	Traffic Flows and Town Centres	38
32.	Traffic Management	38
33.	Strategic Transport Corridors	38
34.	Road Network and Improvements	39
35.	Local Rail Network	40
36.	Blackpool Tramway	40
37.	Bus Services	41
38.	Cycling	41
39.	Walking	42
40.	Car Parking in Town Centres	43
41.	Car Parking outside Town Centres	44
42.	Coach and Lorry Parking	44
POLICIES FOR FUTURE DEVELOPMENT NEEDS		
<i>Housing</i>		
43.	Housing Provision	47
44.	Affordable Housing	48
45.	Affordable Housing	48
<i>Retailing</i>		
46.	Locations for Retail Development	50
47.	Locations for Retail Development	51
<i>Tourism, Leisure and Recreation</i>		
48.	Tourism Development	53
49.	Static Caravans and Chalet Development	54
50.	Major Sport and Recreational Facilities	55
<i>Business and Industry</i>		
51.	Business and Industrial Land Provision	57
52.	Industrial Location	58
53.	Regional Business Location	58
<i>Energy Generation</i>		
54.	Wind Energy	60
55.	Tidal Energy	60
56.	Renewable Biofuels	61
57.	Renewable Biofuels	61
58.	Non-Renewable Energy	62
<i>Mineral Working and Site Restoration</i>		
59.	Extraction of Minerals	64
60.	Location of Minerals Development	64

61.	Location of Minerals Development	65
62.	Operation of Minerals Sites	66
63.	Restoration of Minerals Sites	66
	<i>Waste Treatment and Disposal and Site Restoration</i>	
64.	Disposal of Waste	68
65.	Waste Management Network	68
66.	Location of Waste Developments	69
67.	Location of Waste Developments	69
68.	Disposal by Landfill	70
69.	Development relating to Waste Treatment	70
70.	Waste Water Treatment	70
71.	Operation of Waste Development Sites	71
72.	Restoration of Waste Development Sites	71
	<i>Other Land Uses</i>	
73.	Caravan Sites for Gypsies	73
74.	Motorway Service Areas	73
75.	Major Telecommunication Developments	74

1. Introduction

1.1

A NEW STRUCTURE PLAN

1.1.1

The County Council is required by Sections 30 and 32 of the Town and Country Planning Act 1990, as amended by the Planning and Compensation Act 1991, to keep under review those matters which may be expected to affect the development or planning of its area and to update its Structure Plan.

1.1.2

The new Structure Plan "Greening the Red Rose County" was adopted by the County Council on 27 February 1997. The Plan became operative on that date. It covers the period mid 1991-mid 2006. It is a replacement plan and supersedes the previous Structure Plan which covered the period 1986-1996.

1.1.3

The Structure Plan consists of a **Written Statement** of Policies for the development and other use of land in the County and a **Key Diagram** showing which policies apply to different parts of the County, these are contained in a separate document.

1.1.4

The **Explanatory Memorandum** (this document) supports the Plan but is not formally part of it. In it the lower case text provides an explanation of the policies of the Written Statement and their operation and implementation. To facilitate reading, the policies are reproduced in this document and identified by UPPER CASE text in Chapters 5-9. A copy of the Key Diagram is also included (inside the back cover).

1.1.5

In preparing this Replacement Structure Plan the County Council have had regard to the matters specified in Section 31 (b) of the Town and Country Planning Act 1990 and

Regulation 9(i) of the Town and Country Planning (Development Plan) Regulations 1991.

1.1.6

The Structure Plan and Local Plans make up the 'Development Plan' for the County. In each part of the County there will be three elements to the Development Plan:

(1)

The Lancashire Structure Plan;

(2)

A District-wide Local Plan. These are prepared by the 14 District Councils in Lancashire. Local Plans are more detailed than the Structure Plan. They must accord with the strategy and policies contained in the Structure Plan; and

(3)

The Minerals and Waste Local Plan prepared by the County Council. Again this must conform to the provisions of the Structure Plan.

1.2

PURPOSE OF THE PLAN

1.2.1

The Plan has four functions:

(1)

it establishes the level of development that must be provided for if the future needs of the County's population are to be adequately met whilst ensuring that the resultant pattern of land uses is both efficient in terms of its use of resources (including the consumption of land and energy) and consistent with national and regional policy;

(2)

by setting out the County Council's long term policies for development and use of land and the management of traffic it provides the strategic framework for local planning and the control of development;

(3)

it secures consistency between local plans for neighbouring areas within the County; and

(4)

it provides developers with initial and general guidance as to whether major proposals for new development are likely to accord with the overall planning strategy for the County. It gives developers a strategic context for their investment decisions by giving long term guidance on, for example, the scale and location of population and housing growth, major development locations and planned changes to the transport network. It shows where, and explains why, some types of development would not be acceptable.

1.2.2

The Structure Plan is concerned with identifying the County's future land use and transportation needs, providing a framework that accommodates both development and conservation interests and showing how new development relates to infrastructure and resources. The Plan does not include detailed policies concerned with, for example, design, layout or density. These matters are dealt with in local plans.

General Policies

Countryside and Green Belt



POLICY 1: Development in Rural Areas

(a) DEVELOPMENT IN RURAL AREAS WILL BE GENERALLY RESTRICTED TO SETTLEMENTS COVERED BY POLICIES 7-10 BUT PROVISION WILL BE MADE BOTH IN SETTLEMENTS AND IN THE OPEN COUNTRYSIDE FOR DEVELOPMENT NEEDED TO DIVERSIFY FARM BUSINESSES AND THE ECONOMY GENERALLY.

(b) DEVELOPMENT WITHIN THE GREEN BELTS WILL BE SUBJECT TO POLICY 4.

(c) DEVELOPMENT IN THE OPEN COUNTRYSIDE OUTSIDE GREEN BELTS WILL BE LIMITED TO:

i) THAT NEEDED FOR THE PURPOSES OF AGRICULTURE, FORESTRY OR OTHER USES APPROPRIATE TO A RURAL AREA, INCLUDING ONES WHICH WILL HELP DIVERSIFY THE RURAL ECONOMY WHILE BEING IN KEEPING WITH THE RURAL ENVIRONMENT;

ii) THE REHABILITATION AND REUSE OF BUILDINGS SUBJECT TO THIS NOT HAVING ADVERSE EFFECTS ON THE RURAL ECONOMY;

iii) THE REUSE OR REDEVELOPMENT OF MAJOR DEVELOPED SITES.

(d) DEVELOPMENT AS IN (c) ABOVE WILL BE SUBJECT TO THE FOLLOWING PROVISOS:

i) IT WILL NOT REQUIRE UNNECESSARY EXPENDITURE BY PUBLIC AUTHORITIES AND UTILITIES ON THE

PROVISION OF INFRASTRUCTURE;

ii) IT WILL BE IN SCALE AND KEEPING WITH THE FEATURES OF THE LANDSCAPE CHARACTER TRACTS IDENTIFIED IN POLICY 25, COMPATIBLE WITH NATURE CONSERVATION, AND INTEGRATED WITH ITS SURROUNDINGS;

iii) THE ENVIRONMENTAL IMPACT OF ANY DEVELOPMENT INVOLVING (c)(ii) OR (iii) WILL NOT BE GREATER THAN THAT OF EXISTING DEVELOPMENT;

iv) ANY BUILDINGS AS AT (c)(ii) ARE CAPABLE OF REHABILITATION OR REUSE AS PROPOSED WITHOUT COMPLETE OR SUBSTANTIAL RECONSTRUCTION;

v) IN THE CASE OF SITES AS AT (c)(iii), THE APPEARANCE OF THE SITE AS A WHOLE IS MAINTAINED, OR IS ENHANCED WHERE IT IS CURRENTLY POOR; AND ANY PROPOSALS FOR PARTIAL REDEVELOPMENT ARE PUT FORWARD IN THE CONTEXT OF A COMPREHENSIVE LONG TERM PLAN FOR THE SITE AS A WHOLE.

(e) WITHIN AREAS OF OUTSTANDING NATURAL BEAUTY, DEVELOPMENT IN THE OPEN COUNTRYSIDE WILL BE SUBJECT TO THE ADDITIONAL REQUIREMENT THAT IT WILL CONTRIBUTE TO THE CONSERVATION OF THE NATURAL BEAUTY OF THE AREA.

POLICY 2: Green Belts

GREEN BELTS WILL BE MAINTAINED IN THE FOLLOWING AREAS:

(a)
IN NORTH LANCASHIRE, BETWEEN CARNFORTH AND LANCASTER/MORECAMBE, THE M6 MOTORWAY AND THE COAST;

(b)
IN THE FYLDE, BETWEEN FLEETWOOD AND CLEVELEYS AND THORNTON, CLEVELEYS/BLACKPOOL AND THORNTON, THORNTON AND POULTON-LE-FYLDE, POULTON-LE-FYLDE AND BLACKPOOL, TO THE SOUTH OF POULTON-LE-FYLDE AND NORTH OF STAINING, BETWEEN SOUTH BLACKPOOL AND ST. ANNES, LYTHAM AND WARTON, KIRKHAM AND FRECKLETON;

(c)
TO THE SOUTH AND SOUTH EAST OF CHORLEY;

(d)
THE WHOLE OF WEST LANCASHIRE DISTRICT AND THAT PART OF THE WEST LANCASHIRE PLAIN TO THE WEST OF THE CENTRAL LANCASHIRE BUILT-UP AREA, BETWEEN THE RIVER RIBBLE IN THE NORTH TO THE COUNTY BOUNDARY IN THE SOUTH;

(e)
IN CENTRAL LANCASHIRE, BETWEEN HIGHER AND LOWER PENWORTHAM, BETWEEN PRESTON AND PENWORTHAM, WALTON-LE-DALE/BAMBER BRIDGE AND LOWER PENWORTHAM, BETWEEN PRESTON AND LOSTOCK HALL, LEYLAND AND LOSTOCK HALL/BAMBER BRIDGE, LEYLAND AND FARINGTON, LEYLAND AND EUXTON, LEYLAND AND CLAYTON-LE-WOODS, CLAYTON-LE-WOODS AND WHITTLE-LE-WOODS/CLAYTON

GREEN/CLAYTON BROOK/BAMBER BRIDGE, BETWEEN CHORLEY AND WHITTLE-LE-WOODS, CHORLEY AND EUXTON, AND EUXTON AND WHITTLE-LE-WOODS;

(f)
BETWEEN PRESTON/CHORLEY AND BLACKBURN, FROM KNOWLEY BRIDGE/ABBAY VILLAGE/FENISCOWLES IN THE SOUTH EXTENDING TO THE SOUTH WEST OF BLACKBURN UP TO M65 AND TO THE NORTHERN ESCARPMENT OF THE RIVER RIBBLE/MELLOR IN THE NORTH;

(g)
ALONG THE CALDER VALLEY, TO THE NORTH WEST AND TO THE EAST OF DARWEN, BETWEEN BLACKBURN AND MELLOR, BLACKBURN AND GREAT HARWOOD/RISHTON/OSWALDWISTLE, RISHTON AND GREAT HARWOOD, RISHTON AND CLAYTON-LE-MOORS/CHURCH/OSWALDWISTLE, CLAYTON-LE-MOORS AND CHURCH, CLAYTON-LE-MOORS AND GREAT HARWOOD, TO THE NORTH OF GREAT HARWOOD, TO THE SOUTH OF OSWALDWISTLE/ACCRINGTON, BETWEEN GREAT HARWOOD/ACCRINGTON AND PADIHAM/BURNLEY, TO THE NORTH AND EAST OF PADIHAM AND TO THE SOUTH WEST OF BARROWFORD, BETWEEN NELSON AND BARROWFORD, BARROWFORD AND COLNE, COLNE AND TRAWDEN, COLNE AND FOULRIDGE, COLNE AND LANESHAWBRIDGE;

(h)
IN ROSSENDALE BETWEEN HASLINGDEN AND BAXENDEN, WATERFOOT AND STACKSTEADS, HASLINGDEN/RAWTENSTALL AND EDENFIELD, TO THE EAST AND WEST OF WHITWORTH AND TO THE EAST OF RAMSBOTTOM;

POLICY 2:

(i)
TO THE NORTH OF BOLTON AND BURY
AND EXTENDING TO THE NORTH OF
BELMONT, TURTON, CHAPELTOWN,
EDGORTH AND ENTWISTLE AND
CROWTHORNE SCHOOL.

IN THE LEYLAND/LOSTOCK HALL/
BAMBER BRIDGE AREA OF GREEN BELT
LAND IS TO BE SAFEGUARDED FOR A
FLAGSHIP DEVELOPMENT UNDER
POLICY 53(b). IN THE EVENT THAT THE

LAND IS NOT REQUIRED FOR SUCH A
PROJECT, IT WILL BE INCLUDED WITHIN
THE GREEN BELT.

POLICY 3: Exclusion of Settlements from Green Belts

THE SETTLEMENTS LISTED BELOW
WILL BE EXCLUDED FROM GREEN BELT
POLICIES.

ABBNEY VILLAGE	HIGHER WALTON
ACRE	HIGHER WHEELTON
ALTHAM	HILLDALE
BELMONT	HOGHTON
BRETHERTON	HOLT GREEN
BRINDLE	IRWELL VALE
BRINSCALL	MAWDESLEY
CHAPELTOWN	MERE BROW
CHARNOCK	MOSSY LEA ROAD
RICHARD	MUCH HOOLE
COUP GREEN	NEW LONGTON
CRAWFORD	NEWBURGH
CROSTON	PLEASINGTON
EDENFIELD	RUFFORD
EWOOD BRIDGE	SCARISBRICK
FENCE	/BESCAR
GIB LANE, HOGHTON	STANLEY GATE
GREGSON LANE	STUBBINS
HALSALL	WALMER BRIDGE
HAPTON	WESTHEAD
HASKAYNE	WHEELTON
HIGHAM	WITHNELL

THESE SETTLEMENTS WILL BE
SUBJECT TO THE PROVISIONS OF
POLICY 10.

IN DETERMINING THE PRECISE
BOUNDARIES OF THE GREEN BELT THE
LOCAL PLANNING AUTHORITY MAY
EXCLUDE (BUT NOT INSET) OTHER
SETTLEMENTS WHICH LIE ON THE
OUTER EDGES OF THE GREEN BELT
INCLUDING SETTLEMENTS WHICH
CROSS THE COUNTY BOUNDARY.

LAND AT CUERDEN WILL BE
SAFEGUARDED FOR A FLAGSHIP
DEVELOPMENT UNDER POLICY 53(b).

POLICY 4: Development in Green Belts

WITHIN THE GREEN BELTS:

(a)

PLANNING PERMISSION WILL NOT BE GIVEN EXCEPT IN VERY SPECIAL CIRCUMSTANCES FOR THE ERECTION OF NEW BUILDINGS, OTHER THAN FOR THE PURPOSES OF AGRICULTURE, FORESTRY, ESSENTIAL FACILITIES FOR OUTDOOR SPORT AND RECREATION, FOR CEMETERIES AND FOR OTHER USES WHICH PRESERVE THE OPENNESS OF THE GREEN BELT AND WHICH DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN IT, OR LIMITED EXTENSION, ALTERATION, OR REPLACEMENT OF EXISTING DWELLINGS;

(b)

THE RE-USE OF EXISTING BUILDINGS WILL BE PERMITTED PROVIDED THAT:

i)

DEVELOPMENT WILL NOT REQUIRE UNNECESSARY EXPENDITURE BY PUBLIC AUTHORITIES AND UTILITIES ON THE PROVISION OF INFRASTRUCTURE;

ii)

IT IS IN SCALE AND KEEPING WITH THE FEATURES OF THE LANDSCAPE CHARACTER TRACTS IDENTIFIED IN POLICY 25, AND HAS REGARD TO THE INTERESTS OF NATURE CONSERVATION, AND THE NEED TO INTEGRATE THE DEVELOPMENT WITH ITS SURROUNDINGS;

iii)

THE ENVIRONMENTAL IMPACT OF ANY REDEVELOPMENT WILL NOT BE GREATER THAN THAT OF EXISTING DEVELOPMENT;

iv)

THE BUILDINGS ARE OF PERMANENT AND SUBSTANTIAL CONSTRUCTION

AND ARE CAPABLE OF CONVERSION WITHOUT COMPLETE OR MAJOR RECONSTRUCTION;

v)

THERE ARE NO ADVERSE IMPLICATIONS FOR THE RURAL ECONOMY.

(c)

THE RE-USE, LIMITED INFILLING OR REDEVELOPMENT OF MAJOR DEVELOPED SITES IDENTIFIED IN ADOPTED LOCAL PLANS WILL BE PERMITTED PROVIDED THAT THE REQUIREMENTS SET OUT IN (b), (i), (ii), (iii) AND AS APPROPRIATE (iv) ARE MET, TOGETHER WITH THE FOLLOWING ADDITIONAL REQUIREMENTS:

i)

THE NEW BUILDINGS DO NOT OCCUPY A LARGER AREA OR BE OF GREATER HEIGHT THAN THE BUILDINGS WHICH THEY REPLACE, UNLESS A LARGER AREA WOULD ACHIEVE A REDUCTION IN HEIGHT WHICH WOULD BE BENEFICIAL TO VISUAL AMENITY;

ii)

THE APPEARANCE OF THE SITE AS A WHOLE IS MAINTAINED, OR IS ENHANCED WHERE IT IS CURRENTLY POOR;

iii)

ANY PROPOSALS FOR PARTIAL REDEVELOPMENT ARE PUT FORWARD IN THE CONTEXT OF A COMPREHENSIVE LONG TERM PLAN FOR THE SITE AS A WHOLE.

(d)

OTHER FORMS OF DEVELOPMENT (THAN THOSE REFERRED TO ABOVE) WILL NOT BE PERMITTED UNLESS THEY MAINTAIN OPENNESS AND DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN THE GREEN BELT.

Towns and Villages

POLICY 5: Main Urban Areas

DEVELOPMENT WILL BE LOCATED PRIMARILY AT SUITABLE POINTS IN TRANSPORT CORRIDORS DETERMINED IN THE LIGHT OF ACCESSIBILITY PROFILES FOR PUBLIC TRANSPORT, INCLUDING BOTH BUS AND RAIL. IT WILL BE CONCENTRATED FOR THE MOST PART IN THE FOLLOWING MAIN URBAN AREAS:

ACCRINGTON/OSWALDTWISTLE/CHURCH/
CLAYTON-LE-MOORS
BLACKBURN/DARWEN/WILPSHIRE
BLACKPOOL/FLEETWOOD/CLEVELEYS/
THORNTON/POULTON-LE-FYLDE
BURNLEY/PADIHAM/BRIERFIELD/
NELSON/COLNE
CHORLEY
LANCASTER/MORECAMBE/HEYSHAM
LEYLAND

LYTHAM ST. ANNES
PRESTON/PENWORTHAM/LOSTOCK
HALL/WALTON-LE-DALE/BAMBER
BRIDGE/CLAYTON BROOK/
WHITTLE-LE-WOODS
SKELMERSDALE/UPHOLLAND
THE IRWELL VALLEY TOWNS (BACUP,
HASLINGDEN, RAWTENSTALL)

THIS POLICY IS QUALIFIED BY THE PROVISIONS OF OTHER POLICIES OF THIS PLAN.

POLICY 6: Strategic Locations for Development

THE FOLLOWING HAVE BEEN IDENTIFIED AS STRATEGIC LOCATIONS FOR DEVELOPMENT:

- (a)
URBAN INITIATIVES WITHIN THE MAIN URBAN AREAS LISTED IN POLICY 5;
- (b)
GOOSNARGH/WHITTINGHAM;
- (c)
THE ROYAL ORDNANCE FACTORY SITE AT EUXTON.

DEVELOPMENT AT THESE LOCATIONS WILL PROVIDE FOR A VARIETY OF NEW USES WHICH MAY INCLUDE BUSINESS, RETAILING (TO SERVE LOCAL NEEDS), HOUSING, LEISURE, OPEN SPACES AND NATURE CONSERVATION. DEVELOPMENT WILL

TAKE PLACE WITHIN THE CONTEXT OF A COMPREHENSIVE APPROACH TO EACH AREA INCORPORATING SUCH ELEMENTS AS PHASING INFRASTRUCTURE, PUBLIC TRANSPORT, ENVIRONMENTAL INTERESTS AND THE NEEDS OF NATURE CONSERVATION.

POLICY 7: Development at Other Settlements

CONSOLIDATION AND EXPANSION APPROPRIATE TO THEIR SIZE AND FORM WILL BE PROVIDED FOR AT THE FOLLOWING SETTLEMENTS:

BROUGHTON
BURSCOUGH
CARNFORTH
CLAYTON-LE-WOODS
CLITHEROE
GARSTANG/CATTERALL
KIRKHAM/WESHAM
WARTON (FYLDE BOROUGH)

THIS POLICY IS QUALIFIED BY THE PROVISIONS OF OTHER POLICIES OF THIS PLAN.

POLICY 8

DEVELOPMENT WITHIN, OR BY WAY OF ROUNDING OFF, THEIR BUILT UP AREA WILL BE PROVIDED FOR AT THE FOLLOWING SETTLEMENTS:

ADLINGTON
BARNOLDSWICK
BARROWFORD
BILLINGTON
COPPULL
EARBY
EUXTON
FRECKLETON
GREAT HARWOOD
GRIMSARGH
HUTTON
LONGRIDGE
LONGTON
ORMSKIRK/AUGHTON
RISHTON
WEIR
WHALLEY
WHITWORTH
WREA GREEN

THIS POLICY IS QUALIFIED BY THE PROVISIONS OF OTHER POLICIES OF THIS PLAN.

POLICY 9

DEVELOPMENT IN THE FOLLOWING SETTLEMENTS WILL BE RESTRICTED TO:

- (a)* THE DEVELOPMENT AND REDEVELOPMENT OF LAND WHOLLY WITHIN THE BUILT UP AREA; AND
- (b)* THE USE OF INFILL SITES; AND
- (c)* THE REHABILITATION AND REUSE OF BUILDINGS; AND
- (d)* THAT WHICH PROVIDES AFFORDABLE HOUSING TO MEET A RECOGNISED LOCAL NEED; AND
- (e)* THAT WHICH MEETS A PARTICULAR LOCAL COMMUNITY OR EMPLOYMENT NEED.

THE POLICY APPLIES TO:
APPLEY BRIDGE/DANGEROUS CORNER
BANKS
BOLTON-LE-SANDS/HEST BANK/SLYNE
CLIFTON
ECCLESTON
EDGWORTH
ELSWICK
FOULRIDGE
HAMBLETON
KNOTT END/PREESALL
MELLOR BROOK
NEWTON
PARBOLD
READ/SIMONSTONE
STAINING
STALMINE
TARLETON/HESKETH BANK
TRAWDEN
THIS POLICY IS QUALIFIED BY THE PROVISIONS OF OTHER POLICIES OF THIS PLAN.

POLICY 10: Development in Rural Settlements Outside Green Belts

DEVELOPMENT IN RURAL SETTLEMENTS OUTSIDE GREEN BELTS WILL BE LIMITED TO:

- (a)* THE USE OF INFILL SITES; AND
- (b)* THE REHABILITATION AND REUSE OF BUILDINGS; AND
- (c)* THAT WHICH PROVIDES AFFORDABLE HOUSING TO MEET A RECOGNISED LOCAL NEED; AND

(d) THAT WHICH MEETS A PARTICULAR LOCAL COMMUNITY OR EMPLOYMENT NEED.

DEVELOPMENT IN RURAL SETTLEMENTS WITHIN AREAS OF OUTSTANDING NATURAL BEAUTY WILL BE SUBJECT TO REQUIREMENTS ON MATERIALS, DESIGN AND LAYOUT WHICH WILL ENSURE THAT IT CONTRIBUTES TO CONSERVATION OF THE NATURAL BEAUTY OF THE AREA.

THIS POLICY IS QUALIFIED BY THE PROVISIONS OF OTHER POLICIES OF THIS PLAN.

General Considerations for Locating Development

POLICY 11: Derelict and Degraded Land

PRIORITY WILL BE GIVEN TO THE RE-USE OF DERELICT AND DEGRADED LAND AND TO THE RECYCLING OR RE-USE OF REDUNDANT BUILDINGS.

DERELICT AND DEGRADED LAND WITHIN ALL SETTLEMENTS WILL BE RECLAIMED FOR APPROPRIATE USES. PRIORITY WILL BE GIVEN TO RECLAMATION FOR OPEN SPACE, NATURE CONSERVATION AND RECREATIONAL USES WHERE THEY FORM PART OF A PROPOSED GREEN SPACE NETWORK.

DERELICT AND DEGRADED LAND IN THE OPEN COUNTRYSIDE INCLUDING THAT IN GREEN BELT WILL BE RECLAIMED OR RE-USED PRIMARILY FOR NATURE CONSERVATION AND APPROPRIATE RECREATIONAL USES.

POLICY 12: Mixed Development

FOR SITES CONSIDERED APPROPRIATE FOR DEVELOPMENT WITHIN THE PROVISIONS OF POLICIES 5, 6, 7, 8 AND 9:

(a)

THE DEVELOPMENT OR REDEVELOPMENT OF LARGE SITES WILL NORMALLY ONLY BE ACCEPTABLE IF IT RESULTS IN A MIXED PATTERN OF LAND USE INCORPORATING GREEN SPACE NETWORKS;

(b)

ON OTHER SITES, DEVELOPMENT OR REDEVELOPMENT FOR SINGLE USES WILL BE ACCEPTABLE PROVIDED THAT IT CONTRIBUTES TO ACHIEVING A BROAD MIX OF LAND USES IN THE SETTLEMENT AS A WHOLE OR, IN THE CASE OF POLICY 5 SETTLEMENTS, THE NEIGHBOURHOOD TAKEN AS A WHOLE.

POLICY 13: Development and Pollution

POTENTIALLY POLLUTING INDUSTRIAL AND WASTE DEVELOPMENT AND HAZARDOUS INSTALLATIONS WILL NOT BE PERMITTED IN THE FOLLOWING LOCATIONS:

(a)

WITHIN, OR IN CLOSE PROXIMITY TO, EXISTING AND PROPOSED RESIDENTIAL, EDUCATIONAL, INSTITUTIONAL, RECREATIONAL AND MAJOR RETAIL DEVELOPMENTS; AND

(b)

WITHIN, OR IN CLOSE PROXIMITY TO, ENVIRONMENTALLY SENSITIVE SITES. NEW RESIDENTIAL, EDUCATIONAL, INSTITUTIONAL, RECREATIONAL AND MAJOR RETAIL DEVELOPMENTS WILL NOT BE LOCATED WITHIN THE VICINITY OF, OR ENCROACH UPON, EXISTING POLLUTING OR POTENTIALLY POLLUTING INDUSTRIAL AND WASTE DEVELOPMENT AND HAZARDOUS INSTALLATIONS.

POLICY 14: Development in Areas at Risk from Flooding

DEVELOPMENT IN AREAS AT RISK FROM FLOODING (INCLUDING TIDAL INUNDATION) WILL BE PERMITTED ONLY WHERE APPROPRIATE FLOOD ALLEVIATION MEASURES ALREADY EXIST OR WILL BE PROVIDED BY THE DEVELOPER TO ENSURE THE DEVELOPMENT WOULD NOT INCREASE THE POTENTIAL FOR FLOODING.

POLICY 15: Road Traffic Implications of Development

IN CONSIDERING APPLICATIONS FOR PLANNING PERMISSION FOR DEVELOPMENT UNDER OTHER POLICIES OF THE PLAN ACCOUNT WILL NEED TO BE TAKEN OF ANY MATERIAL IMPLICATIONS FOR ROAD TRAFFIC.

(a)

DEVELOPMENT WILL NOT BE OPPOSED BY THE DEPARTMENT OF TRANSPORT OR THE LOCAL HIGHWAY AUTHORITY IF THEY ARE SATISFIED THAT ANY TRAFFIC PROBLEMS CAN SATISFACTORILY BE OVERCOME BY CARRYING OUT OF HIGHWAY WORKS CONSISTENT WITH THE ROLE AND FUNCTION OF THE HIGHWAY TO ENSURE THAT THE HIGHWAY WILL ADEQUATELY CATER FOR FORECAST TRAFFIC FLOWS, INCLUDING INCREASES ASSOCIATED WITH THE DEVELOPMENT.

(b)

APPLICATIONS FOR PLANNING PERMISSION FOR DEVELOPMENT INVOLVING A MATERIAL INCREASE IN TRAFFIC ON ANY PART OF THE NATIONAL OR LOCAL ROAD NETWORK (INCLUDING ANY NEW OR EXISTING JUNCTION ON IT) SHOULD BE ACCOMPANIED BY A TRAFFIC IMPACT ASSESSMENT (PROVIDED BY THE APPLICANT) WHICH IDENTIFIES THE EFFECT ON THE HIGHWAY NETWORK OF TRAFFIC GENERATED BY THE DEVELOPMENT.

Policies for Resource Protection

POLICY 16: Development and Agricultural Land

AGRICULTURAL LAND WILL BE PROTECTED FROM DEVELOPMENT INVOLVING PERMANENT LOSS OF, OR DAMAGE TO, ITS AGRICULTURAL QUALITY TO THE EXTENT INDICATED BELOW:

(a)

CONSIDERABLE WEIGHT WILL BE GIVEN TO PROTECTING FROM DEVELOPMENT THE BEST AND MOST VERSATILE AGRICULTURAL LAND i.e. OF GRADES 1, 2 AND 3A:

(b)

WITHIN THESE GRADES WHERE THERE IS A CHOICE BETWEEN SITES OF DIFFERENT CLASSIFICATIONS, DEVELOPMENT OF THE HIGHER OR HIGHEST GRADE LAND WILL NOT BE PERMITTED:

DEVELOPMENT OF LOWER GRADE LAND (WHETHER OR NOT INVOLVING LOSS OR DAMAGE TO ITS AGRICULTURAL QUALITY) WILL NOT BE PERMITTED WHERE PARTICULAR AGRICULTURAL PRACTICES CONTRIBUTE TO THE QUALITY OF THE ENVIRONMENT IN SOME SPECIAL WAY.

WHERE URBAN DEVELOPMENT OF AGRICULTURAL LAND IS PERMITTED STEPS WILL BE TAKEN BY CAREFUL CONSIDERATION OF ITS DETAILED PLANNING, TO MINIMISE ANY POTENTIAL CONFLICT WITH FARMING OPERATIONS AND TO MAINTAIN FARM EFFICIENCY AS FAR AS PRACTICABLE.

POLICY 17: Safeguarding Minerals Resources

DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD STERILISE IDENTIFIED MINERAL RESOURCES THAT MAY NEED TO BE WORKED IN THE FUTURE.

POLICY 18: Protection of Water Resources

DEVELOPMENT WHICH WOULD HAVE AN UNACCEPTABLE EFFECT ON THE QUALITY OR YIELD OF GROUNDWATER OR SURFACE OR COASTAL WATER RESOURCES WILL NOT BE PERMITTED.

POLICY 19: Development and Nature Conservation

DEVELOPMENT WILL NOT BE PERMITTED WHICH IS LIKELY TO DESTROY OR DAMAGE:

(i) AN INTERNATIONALLY DESIGNATED NATURE CONSERVATION SITE, OR A SITE NOT YET SO DESIGNATED BUT INCLUDED IN A LIST SUBMITTED TO THE EC COMMISSION, EITHER AS A POTENTIAL SPECIAL PROTECTION AREA UNDER THE DIRECTIVE ON THE CONSERVATION OF WILD BIRDS OR AS A CANDIDATE AREA OF SPECIAL PROTECTION UNDER THE HABITATS DIRECTIVE;

(ii) A NATIONALLY DESIGNATED NATURE CONSERVATION SITE, IN THE ABSENCE OF MATERIAL FACTORS WHICH OUTWEIGH THE CONSERVATION CONSIDERATIONS REFLECTED IN THE DESIGNATION;

(iii) A DESIGNATED COUNTY BIOLOGICAL OR GEOLOGICAL HERITAGE SITE, IN THE ABSENCE OF MATERIAL FACTORS WHICH OUTWEIGH THE CONSERVATION CONSIDERATIONS REFLECTED IN THE DESIGNATION.

POLICY 20: Development on the Undeveloped Coast and River Estuaries

DEVELOPMENT ON THE UNDEVELOPED COAST, INCLUDING THE RIVER ESTUARIES, WILL BE LIMITED TO THAT REQUIRED FOR:

(a) FISHERIES;

(b) SEA DEFENCE AND COASTAL PROTECTION;

(c) NAVIGATION PURPOSES;

(d) DEVELOPMENT OF THE OFFSHORE HYDRO-CARBON INDUSTRIES;

(e) RENEWABLE ENERGY PROJECTS;

(f) INFORMAL RECREATION AND AMENITY PROJECTS;

THIS POLICY IS SUBJECT TO THE PROVISIONS OF POLICIES 13 AND 19.

POLICY 21: Protection of Areas at Risk from Coastal Erosion or Flooding

SETTLEMENTS AND OTHER AREAS OF SIGNIFICANT DEVELOPMENT WILL BE PROTECTED FROM COASTAL EROSION OR FLOODING BY THE PROVISION AND IMPROVEMENT OF COASTAL SEA DEFENCES AND FLOOD ALLEVIATION MEASURES.

POLICY 22: Heritage

(a)
LISTED BUILDINGS WILL BE SAFEGUARDED FROM DECAY, DAMAGE OR DESTRUCTION. DEVELOPMENT PROPOSALS WHICH WOULD HAVE AN ADVERSE IMPACT ON LISTED BUILDINGS OR THEIR SETTINGS WILL NOT BE PERMITTED UNLESS EXCEPTIONAL CIRCUMSTANCES INDICATE OTHERWISE;

(b)
CONSERVATION AREAS AND THEIR SETTINGS WILL BE PROTECTED FROM DEVELOPMENT PROPOSALS WHICH WOULD HAVE AN ADVERSE IMPACT ON THEIR CHARACTER AND APPEARANCE;

(c)
PARKS AND GARDENS OF HISTORIC INTEREST WILL BE IDENTIFIED IN LOCAL PLANS AS BEING SUITABLE FOR DESIGNATION AS CONSERVATION AREAS. DEVELOPMENT PROPOSALS WHICH WOULD HAVE AN ADVERSE IMPACT ON HISTORIC PARKS OR GARDENS AND THEIR SETTINGS WILL NOT BE PERMITTED UNLESS EXCEPTIONAL CIRCUMSTANCES INDICATE OTHERWISE;

(d)
BUILDINGS IDENTIFIED IN LOCAL PLANS AS BEING OF LOCAL ARCHITECTURAL OR HISTORIC IMPORTANCE WILL BE PROTECTED FROM DEVELOPMENT PROPOSALS WHICH WOULD HAVE AN ADVERSE IMPACT ON THEIR CHARACTER AND APPEARANCE.

POLICY 23: Archaeology

SCHEDULED MONUMENTS OR OTHER ARCHAEOLOGICAL REMAINS OF NATIONAL IMPORTANCE WILL BE PRESERVED FROM DAMAGE OR DESTRUCTION.

DEVELOPMENT PROPOSALS WHICH WOULD HAVE AN ADVERSE IMPACT ON SCHEDULED ANCIENT MONUMENTS OR THEIR SETTINGS OR OTHER VISIBLE OR KNOWN ARCHAEOLOGICAL REMAINS OF NATIONAL IMPORTANCE OR THEIR SETTINGS WILL NOT BE PERMITTED UNLESS EXCEPTIONAL CIRCUMSTANCES INDICATE OTHERWISE.

DEVELOPMENT PROPOSALS WHICH WOULD AFFECT OTHER ARCHAEOLOGICAL REMAINS WILL BE ASSESSED ON THE BASIS OF:

- (a) THE IMPORTANCE OF THE REMAINS;
- (b) WHETHER THERE WILL BE DEMONSTRABLE HARM TO INTERESTS OF ACKNOWLEDGED IMPORTANCE.

POLICY 24 : Protection of Disused Railway Lines

THE FOLLOWING DISUSED RAILWAY LINES, WHICH MAY BE USED FOR FUTURE PUBLIC TRANSPORT SCHEMES, WILL BE PROTECTED FROM DEVELOPMENT:

- (a) BAMBER BRIDGE TO PRESTON;
- (b) BURSCOUGH CURVES;
- (c) FLEETWOOD TO POULTON-LE-FYLDE;
- (d) RED SCAR TO PRESTON;
- (e) ROSE GROVE TO PADIHAM.

OTHER RAIL LINES WILL BE PROTECTED FROM DEVELOPMENT WHERE APPROPRIATE.

Policy for Lancashire's Landscapes

POLICY 25: Rural and Urban Landscapes and Natural Habitats: Conservation and Enhancement

(a)

IN RURAL AREAS THE DISTINCTIVE LANDSCAPE AND HABITAT FEATURES OF EACH LANDSCAPE CHARACTER TRACT AS IDENTIFIED IN THE SCHEDULE AT (f) WILL BE CONSERVED, RENEWED AND ENHANCED, WITH PARTICULAR REGARD TO THEIR SPECIAL LANDSCAPE AND HABITAT CHARACTERISTICS, BY TREE PLANTING (WHERE APPROPRIATE), HABITAT MANAGEMENT AND CREATION, DERELICT LAND RECLAMATION AND ENVIRONMENTAL IMPROVEMENT, RIVER CORRIDOR CONSERVATION AND ENHANCEMENT AND BY INCORPORATION OF SUCH MEASURES INTO DEVELOPMENT.

(b)

THE RELATIVE IMPORTANCE OF INTERNATIONAL, NATIONAL AND OTHER DESIGNATIONS WILL BE TAKEN INTO ACCOUNT IN THE APPLICATION OF THIS POLICY TO PARTICULAR AREAS.

(c)

PRIORITY WILL BE GIVEN IN PARTICULAR TO CONSERVING AND ENHANCING AREAS OF OUTSTANDING NATURAL BEAUTY; AND CARE WILL BE TAKEN TO ENSURE THAT THE APPLICATION OF THE POLICY TO LECK FELL, THE LUNE VALLEY AND THE RIBBLE VALLEY COMPLEMENTS, AND IS COMPATIBLE WITH, POLICIES FOR CONSERVING AND ENHANCING ADJOINING PROTECTED AREAS, INCLUDING AREAS IN CUMBRIA AND NORTH YORKSHIRE.

(d)

IN RELATION TO THE WEST PENNINE MOORS, MANAGEMENT POLICIES WILL BE PURSUED WHICH CATER FOR PUBLIC ACCESS AND RECREATION WHILE MINIMISING CONSEQUENTIAL DAMAGE TO THEIR CHARACTER.

(e)

IN URBAN AND URBAN FRINGE LOCATIONS LANDSCAPE WILL BE ENHANCED BY:

(i)

REUSE OF DERELICT AND DEGRADED LAND;

(ii)

DEPLOYMENT OF GREEN SPACE NETWORKS AND OTHER OPEN SPACES;

(iii)

PROTECTION AND CREATION OF AREAS OF WOODLAND;

(iv)

ENVIRONMENTAL IMPROVEMENTS CARRIED OUT AS PART OF REDEVELOPMENT AND REFURBISHMENT SCHEMES OR IN CONJUNCTION WITH TRAFFIC MANAGEMENT MEASURES.

(f)

(i) IN COASTAL AND ESTUARINE AREAS. OF THE DISTINCTIVE FEATURES WITHIN THIS TRACT PRIORITY WILL BE GIVEN:

- TO THE CONSERVATION OF SPECIAL FEATURES: SAND DUNES, SALT MARSHES, COASTAL CLIFFS AND GRASSLANDS, BEACHES AND OTHER INTERTIDAL HABITATS;
- TO THE RENEWAL AND ENHANCEMENT OF THE LANDSCAPE BY: THE CREATION OF

POLICY 25

COASTAL GRASSLANDS,
MANAGEMENT OF SAND DUNES AND
SMALL SCALE ENHANCEMENT AND
HABITAT CREATION MEASURES.

(ii) IN AMOUNDERNESS.

OF THE DISTINCTIVE FEATURES
WITHIN THIS TRACT PRIORITY WILL
BE GIVEN:

- TO THE CONSERVATION OF SPECIAL FEATURES: REMNANT PEATLANDS, WETLANDS AND PONDS;
- TO THE RENEWAL AND ENHANCEMENT OF THE LANDSCAPE BY: WOODLAND AND HEDGEROW MANAGEMENT, POND CONSERVATION AND CREATION, SYMPATHETIC NEW WOODLAND PLANTING, AND THE CREATION OF WETLAND AND OTHER SEMI-NATURAL HABITATS AND HABITAT LINKS.

(iii) ON THE LANCASHIRE PLAIN.

OF THE DISTINCTIVE FEATURES
WITHIN THIS TRACT PRIORITY WILL
BE GIVEN:

- TO THE CONSERVATION OF SPECIAL FEATURES: REMNANT LOWLAND PEATLANDS, WETLANDS AND HEATHLANDS;
- TO THE RENEWAL AND ENHANCEMENT OF THE LANDSCAPE BY: WOODLAND MANAGEMENT, THE RE-BUILDING AND MAINTENANCE OF REMNANT FIELD BOUNDARIES, COPSE, WOODLAND HEDGEROW AND SPECIMEN PLANTING IN ASSOCIATED AND SYMPATHETIC GROUPINGS AND THE CREATION OF SEMI-NATURAL HABITATS AND LINEAR HABITAT NETWORKS INCLUDING DITCHES AND GRASSLAND.

(iv) IN SILVERDALE.

OF THE DISTINCTIVE FEATURES
WITHIN THIS TRACT PRIORITY WILL
BE GIVEN:

- TO THE CONSERVATION OF SPECIAL FEATURES: LIMESTONE PAVEMENT, ANCIENT WOODLANDS, FRESHWATER AND WETLAND HABITATS, SPECIES-RICH GRASSLAND AND BOUNDARY WALLS;
- TO THE RENEWAL AND ENHANCEMENT OF THE LANDSCAPE BY: SCRUB CONTROL, GRASSLAND, WETLAND AND WOODLAND MANAGEMENT AND THE MAINTENANCE OF STONE WALLS AND THE TRADITIONAL OPEN CHARACTER OF THE NON-WOODED LANDSCAPE.

(v)

a) IN THE BOWLAND FRINGES.

OF THE DISTINCTIVE FEATURES
WITHIN THIS TRACT PRIORITY WILL
BE GIVEN:

- TO THE CONSERVATION OF SPECIAL FEATURES: ANCIENT WOODLAND AND SPECIES-RICH GRASSLANDS;
- TO THE RENEWAL AND ENHANCEMENT OF THE LANDSCAPE BY: HEDGEROW AND HEDGEROW TREE PLANTING AND MANAGEMENT AND WOODLAND AND GRASSLAND MANAGEMENT.

(v)

b) IN THE LEYLAND HUNDRED.

OF THE DISTINCTIVE FEATURES
WITHIN THIS TRACT PRIORITY WILL
BE GIVEN:

- TO THE CONSERVATION OF SPECIAL FEATURES: PONDS,

POLICY 25

SPECIES-RICH GRASSLANDS AND ANCIENT WOODLANDS:

- TO THE RENEWAL AND ENHANCEMENT OF THE LANDSCAPE BY: WOODLAND AND HEDGEROW TREE PLANTING AND MANAGEMENT, AND POND CREATION AS PART OF THE GREAT CRESTED NEWT HABITAT NETWORK.

(vi)

a) IN THE RURAL VALLEYS.

OF THE DISTINCTIVE FEATURES WITHIN THIS TRACT PRIORITY WILL BE GIVEN:

- TO THE CONSERVATION OF SPECIAL FEATURES: RIVERS AND ANCIENT WOODLAND, SPECIES-RICH GRASSLANDS;
- TO THE RENEWAL AND ENHANCEMENT OF THE LANDSCAPE BY: WOODLAND, HEDGEROW AND HEDGEROW TREE MANAGEMENT.

(vi)

b) IN THE EAST LANCASHIRE VALLEYS.

OF THE DISTINCTIVE FEATURES WITHIN THIS TRACT PRIORITY WILL BE GIVEN:

- TO THE CONSERVATION OF SPECIAL FEATURES: SPECIES-RICH GRASSLANDS AND CANAL AND INDUSTRIAL ARCHAEOLOGICAL FEATURES;
- TO THE RENEWAL AND ENHANCEMENT OF THE LANDSCAPE BY: EXTENSIVE TREE AND WOODLAND PLANTING, RECLAMATION OF DERELICT AND DEGRADED LAND AND THE CREATION OF SEMI-NATURAL HABITATS.

(vii)

a) IN BOWLAND AND PENDLE.

OF THE DISTINCTIVE FEATURES WITHIN THIS TRACT PRIORITY WILL BE GIVEN:

- TO THE CONSERVATION OF SPECIAL FEATURES: THE OPEN MOORLAND CHARACTER, HEATHER MOORLAND, WET BOGS AND FLUSHES AND STONE WALLS;
- TO THE RENEWAL AND ENHANCEMENT OF THE LANDSCAPE BY: MOORLAND VEGETATION MANAGEMENT, SUSTAINING THE OPEN CHARACTER OF THE UNENCLOSED MOORLAND AND THE MAINTENANCE OF STONE WALLS.

(vii)

b) IN THE SOUTH AND WEST

PENNINES. OF THE DISTINCTIVE FEATURES WITHIN THIS TRACT PRIORITY WILL BE GIVEN:

- TO THE CONSERVATION OF SPECIAL FEATURES: THE OPEN MOORLAND CHARACTER, REMNANTS OF HEATHER AND MIXED MOORLAND, FLUSHES AND SPECIES-RICH GRASSLAND AND FEATURES OF INDUSTRIAL ARCHAEOLOGY;
- TO THE RENEWAL AND ENHANCEMENT OF THE LANDSCAPE BY: MOORLAND MANAGEMENT AND RESTORATION, RESTORATION AND MAINTENANCE OF FUNCTIONAL STONE WALLS, CLOUGH WOODLAND PLANTING AND RESTORATION AND NEW WOODLAND PLANTING AT LOWER ALTITUDES, PARTICULAR ATTENTION WILL BE GIVEN TO THE TREATMENT AND IMPROVEMENT OF AREAS SCARRED BY MINING ACTIVITY.

Policies for Transport and Movement

External Links



POLICY 26: National and Regional Rail Network

THE FOLLOWING IMPROVEMENTS TO THE NATIONAL AND REGIONAL NETWORK ARE PROPOSED:

- (a) MAJOR IMPROVEMENTS TO THE WEST COAST MAIN LINE;
- (b) UPGRADING OF THE "ROSES LINK" BETWEEN LANCASHIRE AND YORKSHIRE;
- (c) ELECTRIFICATION OF THE BLACKPOOL- PRESTON-MANCHESTER LINE.

POLICY 27: Rail Freight

FUTURE RAIL FREIGHT NEEDS WILL BE CATERED FOR BY THE PROVISION OF:

- (a) AN INTERNATIONAL RAIL FREIGHT TERMINAL IN THE LOSTOCK HALL/ FARINGTON AREA ON THE WEST COAST MAIN LINE;
- (b) INTERMODAL RAIL FREIGHT TERMINALS WITHIN AND AT THE EDGE OF URBAN AREAS WHERE JUSTIFIED;
- (c) RAIL ACCESS, WHERE APPROPRIATE, AT NEW INDUSTRIAL SITES;
- (d) RAILHEADS, WHERE APPROPRIATE, FOR THE RECEPTION OF MINERALS AND WASTE.

POLICY 28: Seaports

LAND WILL BE PROTECTED FROM INAPPROPRIATE DEVELOPMENT TO PROVIDE FOR THE EXPANSION OF THE SEAPORTS OF FLEETWOOD AND HEYSHAM AND FOR THE PROVISION, WHERE APPROPRIATE, OF RELATED RAIL PASSENGER AND FREIGHT FACILITIES. TRANSPORT REQUIREMENTS WILL ALSO BE TAKEN INTO ACCOUNT IN PLANNING ROADS INVESTMENT.

POLICY 29 : Blackpool Airport

THE FOLLOWING MEASURES WILL BE TAKEN TO IMPROVE ACCESSIBILITY TO BLACKPOOL AIRPORT:

(a)

STRATEGIC ROAD NETWORK IMPROVEMENTS: THE FYLDE COAST EASTERLY BYPASS AND THE LYTHAM ST. ANNES NORTHERN BYPASS REFERRED TO IN POLICY 34:

(b)

IMPROVEMENTS TO PUBLIC TRANSPORT FACILITIES.

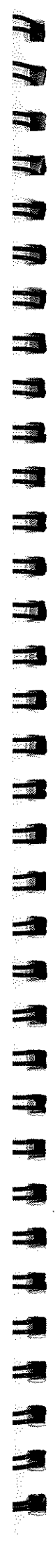
POLICY 30: National and Regional Road Network

THE NATIONAL AND REGIONAL NETWORK WILL BE IMPROVED BY THE PROVISION OF THE FOLLOWING DEPARTMENT OF TRANSPORT TRUNK ROAD SCHEME AS SET OUT IN THE NATIONAL ROADS PROGRAMME:

A570 ORMSKIRK BYPASS

THE PLANNING AUTHORITY WILL SAFEGUARD THE ROUTE FROM DEVELOPMENT.

*Managing Movement within the
County*



POLICY 31: Traffic Flows and Town Centres

TRAFFIC FLOWS TO AND FROM TOWN CENTRES WILL BE MAINTAINED AT THEIR 1991 LEVELS. TRAFFIC MANAGEMENT MEASURES AND RESTRICTIONS ON CAR PARKING WILL BE INTRODUCED IN AN INTEGRATED WAY AND COMPLEMENTED BY MEASURES TO IMPROVE PUBLIC TRANSPORT AND CONDITIONS FOR CYCLISTS AND PEDESTRIANS.

POLICY 32: Traffic Management

THE FOLLOWING TRAFFIC MANAGEMENT MEASURES WILL BE INTRODUCED:

(a)

THE AMOUNT OF ROAD SPACE ALLOCATED TO PEDESTRIANS, CYCLISTS AND PUBLIC TRANSPORT VEHICLES IN TOWN CENTRES WILL BE PROGRESSIVELY INCREASED HAVING REGARD TO THE NEEDS OF DISABLED PERSONS, EMERGENCY SERVICES AND DELIVERY VEHICLES;

(b)

TRAFFIC CONTROL SYSTEMS WILL BE INTRODUCED TO REDUCE CONGESTION AND ACCIDENTS, ASSIST BUSES TO RUN TO SCHEDULE AND IMPROVE THE ENVIRONMENT;

(c)

TRAFFIC CALMING MEASURES, INCLUDING 20MPH ZONES, WILL BE INTRODUCED IN THOSE PARTS OF TOWNS AND VILLAGES WHERE THERE IS A NEED TO RESTRAIN TRAFFIC SPEED AND REDUCE ACCIDENTS. THEIR DESIGN SHOULD MAKE A CONTRIBUTION TO IMPROVING THE QUALITY OF THE LOCAL ENVIRONMENT;

(d)

COMMERCIAL VEHICLE MOVEMENTS WILL BE ASSISTED AND CONTROLLED AS APPROPRIATE TO RESOLVE OR PREVENT ENVIRONMENTAL PROBLEMS. SPECIAL ATTENTION WILL BE PAID TO THE SUITABILITY OF DEPOT LOCATIONS.

POLICY 33: Strategic Transport Corridors

PRIORITY WILL BE GIVEN TO MEASURES TO SECURE AND FACILITATE MAINTENANCE AND IMPROVEMENT, AS APPROPRIATE, OF LINKS FORMING THE SPINES OF THE STRATEGIC TRANSPORT CORRIDORS SHOWN ON THE KEY DIAGRAM

POLICY 34: Road Network and Improvements

THE FOLLOWING ROAD HIERARCHY WILL BE MAINTAINED:

(a)

STRATEGIC ROADS

(i) PRIMARY ROUTES

(ii) OTHER MAIN ROUTES

(b)

DISTRIBUTOR ROADS

(c)

LOCAL ROADS

THE STRATEGIC ROAD NETWORK WILL BE IMPROVED BY THE PROVISION OF THE FOLLOWING SCHEMES FOR WHICH PLANNING PERMISSION HAS BEEN GRANTED:

BLACKBURN EASTERN RADIAL ROUTE
COLNE/FOULRIDGE BYPASS
ECCLESHILL LINK, DARWEN
LEYLAND EAST-WEST BYPASS
LYTHAM ST. ANNES · M55 LINK (PART)
M65 INTERFACE IMPROVEMENTS,
SOUTH RIBBLE (BAMBER BRIDGE
BYPASS AND LOSTOCK LANE
DUALLING)
READ/SIMONSTONE BYPASS
WESTGATE LINK, BURNLEY

SUBJECT TO THE CARRYING OUT OF ENVIRONMENTAL IMPACT ASSESSMENTS:

(a)

THE STRATEGIC ROAD NETWORK WILL BE IMPROVED BY THE PROVISION OF THE FOLLOWING SCHEMES:

A49 AND DAWSON LANE
IMPROVEMENTS, CHORLEY
BLACKBURN INNER RELIEF ROAD
FURTHERGATE LINK, BLACKBURN
FYLDE COAST EASTERLY BYPASS
GILLIBRAND LINK AND EAVES GREEN
LINK
HEYSHAM · M6 LINK
KELBROOK/EARBY BYPASS
LYTHAM ST. ANNES · M55 LINK (PART)
LYTHAM ST. ANNES NORTHERN
BYPASS
PENWORTHAM BYPASS · BROAD OAK
LANE TO LONGTON
PENWORTHAM BYPASS
IMPROVEMENTS · STRAND ROAD TO
BROAD OAK LANE
WARTON (FYLDE) BYPASS

(b)

THE FOLLOWING ROAD PROPOSALS WILL BE INCLUDED IN PACKAGES OF MEASURES DESIGNED TO IMPROVE THE ENVIRONMENT AND TO PROVIDE BETTER CONDITIONS FOR PUBLIC TRANSPORT, CYCLISTS AND PEDESTRIANS:

BROUGHTON BYPASS
LANCASTER CITY CENTRE
IMPROVEMENTS
NEWBURGH BYPASS
ST. MICHAELS-ON-WYRE BYPASS
WATERFOOT BYPASS

POLICY 35: Local Rail Network

PROVISIONS WILL BE MADE FOR INCREASED USE OF THE LOCAL PASSENGER NETWORK THROUGH ONE OR MORE OF THE FOLLOWING MEASURES:

(a)

LAND WILL BE SAFEGUARDED FOR NEW STATION CONSTRUCTION AT:

- i) COPPULL
- ii) EUXTON
- iii) EUXTON (ROYAL ORDNANCE)
- iv) HEST BANK
- v) COTTAM (PRESTON)
- vi) LIGHTFOOT LANE (PRESTON)
- vii) SPRING VALE (DARWEN)
- viii) WREA GREEN

(b)

EXISTING LINES WILL BE RETAINED:

(c)

INFRASTRUCTURE UPGRADING (INCLUDING ELECTRIFICATION) OF EXISTING LINES TO IMPROVE SPEEDS AND CAPACITIES WILL BE IMPLEMENTED WHERE APPROPRIATE:

(d)

IMPROVEMENTS WILL BE MADE TO THE PHYSICAL APPEARANCE, ACCESS AND SETTING OF STATIONS;

(e)

LINESIDE ENVIRONMENTAL IMPROVEMENTS WILL BE UNDERTAKEN WHERE APPROPRIATE;

(f)

CAR PARKING AND CYCLE PARKING FACILITIES WILL BE PROVIDED WHERE APPROPRIATE.

POLICY 36: Blackpool Tramway

THE BLACKPOOL TRAMWAY WILL BE RETAINED AND FURTHER IMPROVEMENTS WILL BE SOUGHT WHERE APPROPRIATE.

POLICY 37: Bus Services

THE PROPORTION OF JOURNEYS MADE BY PUBLIC TRANSPORT WILL BE INCREASED THROUGH ONE OR MORE OF THE FOLLOWING PROVISIONS:

(a) BUS PRIORITY ROUTES AND PARK AND RIDE FACILITIES SERVING THE MAIN TOWN CENTRES AND ALONG STRATEGIC TRANSPORT CORRIDORS;

(b) BUS/RAIL INTERCHANGES;

(c) NEW OR IMPROVED BUS STATIONS, TOWN CENTRE TERMINALS AND OTHER FACILITIES TO ASSIST PASSENGERS;

(d) FACILITIES INCLUDING LAY-BYS AND TURNING AREAS TO PROVIDE FOR BUS PENETRATION OF MAJOR NEW DEVELOPMENTS.

POLICY 38: Cycling

THE FOLLOWING MEASURES WILL BE TAKEN TO PROVIDE OR IMPROVE FACILITIES FOR CYCLISTS:

(a) THE PROVISION OF INTER-TOWN CYCLE ROUTES WITHIN THE STRATEGIC TRANSPORT CORRIDORS;

(b) THE PROVISION OF CYCLE ROUTES IN URBAN AREAS, INCLUDING SEGREGATED CYCLE LANES, ALONG ROUTES LEADING TO TOWN CENTRES;

(c) THE PROVISION OF PRIORITY FACILITIES FOR CYCLISTS AT APPROPRIATE JUNCTIONS;

(d) THE PROVISION OF CYCLE ROUTES IN GREEN SPACE NETWORKS;

(e) THE PROVISION OF CYCLING FACILITIES IN THE DESIGN OF NEW ROADS;

(f) THE PROVISION OF CYCLE ROUTES WITHIN MAJOR AREAS OF NEW DEVELOPMENT. WITHIN THESE AREAS LAND-USES WILL BE ARRANGED TO MINIMISE TRAVEL DISTANCES;

(g) THE PROVISION OF CYCLE PARKING FACILITIES IN TOWN CENTRES, OTHER SHOPPING CENTRES, RAILWAY STATIONS, BUS STATIONS AND NEW DEVELOPMENTS THAT WILL ATTRACT LARGE NUMBERS OF TRIPS.

POLICY 39: Walking

THE FOLLOWING MEASURES WILL BE TAKEN TO PROVIDE OR IMPROVE FACILITIES FOR PEDESTRIANS:

(a)

THE EXTENSION OF PEDESTRIANISATION SCHEMES IN TOWN CENTRES;

(b)

THE DESIGNATION OF PEDESTRIAN ENHANCEMENT AREAS IN APPROPRIATE SUBURBAN LOCATIONS;

(c)

THE PROVISION OF FOOTPATHS IN GREEN SPACE NETWORKS;

(d)

THE PROVISION OF PEDESTRIAN ROUTES WITHIN MAJOR AREAS OF NEW DEVELOPMENT. WITHIN THESE AREAS LAND USES WILL BE ARRANGED TO MINIMISE TRAVEL DISTANCES;

(e)

THE PROVISION OF PEDESTRIAN FACILITIES IN THE DESIGN OF NEW ROADS;

(f)

THE PROTECTION AND ENHANCEMENT OF THE PUBLIC RIGHTS OF WAY NETWORK.

THESE MEASURES WILL HAVE REGARD TO THE NEEDS OF PEOPLE WHO ARE MOBILITY IMPAIRED

POLICY 40: Car Parking in Town Centres

THE PROVISION OF CAR PARKING IN TOWN CENTRES WILL NOT BE INCREASED AND MAY BE REDUCED BY CONTROLS ON THE LOCATION, AMOUNT, TYPE AND DURATION OF CAR PARKING. THE FOLLOWING MEASURES WILL BE INTRODUCED:

(a)

IN THE TOWN CENTRES OF THE FOLLOWING TOWNS:

BLACKBURN

BURNLEY

LANCASTER

PRESTON

THE SUPPLY OF LONG-STAY COMMUTER AND PRIVATE NON-RESIDENTIAL CAR PARKING WILL BE PROGRESSIVELY REDUCED.

(b)

IN THE TOWN CENTRES OF BLACKPOOL AND OTHER COASTAL RESORTS, LONG-STAY PARKING WILL BE PROVIDED TO MEET VISITOR NEEDS. THE SUPPLY OF LONG-STAY COMMUTER PARKING WILL BE PROGRESSIVELY REDUCED IN BLACKPOOL TOWN CENTRE.

(c)

IN OTHER TOWN CENTRES, THE PROVISION OF ADDITIONAL LONG-STAY COMMUTER PARKING AND PRIVATE NON-RESIDENTIAL PARKING WILL BE RESISTED.

(d)

PREFERENCE WILL BE GIVEN TO SHORT-STAY PARKING IN TOWN CENTRES BY MEASURES INCLUDING:

(i)

THE INTRODUCTION OF ON-STREET PARKING CHARGES;

(ii)

CHANGES TO OFF-STREET PARKING CHARGES TO PROVIDE SUFFICIENT SPACES TO MEET SHORT-STAY NEEDS;

(e)

RESTRICTION OF ON-STREET PARKING IN OR NEAR TOWN CENTRES AND CONSIDERATION IN THIS OF THE NEEDS OF RESIDENTS.

(f)

PROVISION AS NECESSARY IN TOWN CENTRES OF FACILITIES FOR THE PARKING OF CYCLES AND MOTOR CYCLES.

WHERE REQUIRED, OFF-STREET PARKING WILL BE PROVIDED IN DISTRICT AND SUBURBAN SHOPPING CENTRES TO PROMOTE ROAD SAFETY AND SOLVE OR PREVENT ENVIRONMENTAL PROBLEMS.

POLICY 41: Car Parking Outside Town Centres

IN BLACKBURN, PRESTON AND LANCASTER, AND ANY OTHER TOWN CENTRES WHERE THE SIZE, SHAPE AND TRAFFIC CONGESTION COMBINE TO PRODUCE CONDITIONS REQUIRING IT, THERE WILL BE A GRADUAL RELOCATION OF LONG-STAY PUBLIC OFF-STREET PARKING FROM TOWN CENTRES TO ONE OF THE FOLLOWING:

(a)
BUS BASED PARK AND RIDE SITES LOCATED OUTSIDE THE TOWN CENTRES. THE MOST SUITABLE SITES WILL BE THOSE WHICH:

(i)
ARE LOCATED ON MAJOR RADIAL ROUTES NEAR THE PERIPHERY OF URBAN AREAS;

(ii)
CAN BE LINKED TO THE TOWN CENTRES BY A DIRECT, FAST, DEDICATED BUS SERVICE; AND

(iii)
CAN BE ABSORBED UNOBTRUSIVELY INTO THE LANDSCAPE.

(b)
NEW OR EXISTING RAILWAY STATIONS IN SUBURBS, SMALL TOWNS AND VILLAGES.

IN OTHER TOWNS, LONG-STAY PUBLIC OFF-STREET PARKING WILL BE GRADUALLY RELOCATED FROM TOWN CENTRES TO SITES OUTSIDE BUT WITHIN WALKING DISTANCE OF THE TOWN CENTRES.

POLICY 42: Coach and Lorry Parking

OFF-STREET COACH AND OVERNIGHT LORRY PARKS WILL BE PROVIDED WHERE REQUIRED TO PREVENT ENVIRONMENTAL AND SAFETY PROBLEMS. LORRY PARKS WILL BE LOCATED CLOSE TO THE STRATEGIC ROAD NETWORK AND WITH GOOD LINKS TO IT. THE LOCATION OF OVERNIGHT LORRY PARKS WILL HAVE REGARD TO:

(a)
THE PROVISIONS OF POLICY 4;

(b)
THE PROVISIONS OF POLICY 16;

(c)
THE IMPACT ON THE LOCAL ENVIRONMENT, THE CHARACTER OF

THE LANDSCAPE AND NATURE CONSERVATION INTERESTS. WHEREVER POSSIBLE, USE SHOULD BE MADE OF RECLAIMED DERELICT AND DEGRADED LAND AND LAND WITHIN INDUSTRIAL ESTATES.

Policies for Future Development Needs

Housing



POLICY 43: General Housing Provision

PROVISION WILL BE MADE FOR THE FOLLOWING NUMBER OF NEW RESIDENTIAL UNITS IN EACH DISTRICT IN THE PERIOD MID 1991 TO MID 2006.

	DISTRICT		DWELLINGS
CENTRAL LANCASHIRE	PRESTON	ABOUT	7,200
	SOUTH RIBBLE	ABOUT	4,700
	CHORLEY	ABOUT	6,300
	ROF	ABOUT	1,000
	WEST LANCASHIRE	ABOUT	4,600
	TOTAL	ABOUT	23,800
NORTH LANCASHIRE	LANCASTER	ABOUT	8,300
	BLACKPOOL	ABOUT	4,200
	FYLDE	ABOUT	5,200
	WYRE	ABOUT	5,600
	TOTAL	ABOUT	23,300
EAST LANCASHIRE	BLACKBURN	ABOUT	6,000
	HYNDBURN	ABOUT	3,100
	BURNLEY	ABOUT	3,100
	ROSSENDALE	ABOUT	2,500
	RIBBLE VALLEY	ABOUT	2,400
	PENDLE	ABOUT	3,200
	TOTAL	ABOUT	20,300
COUNTY TOTAL		ABOUT	67,400

THESE FIGURES PROVIDE FOR HOUSEHOLD CHANGE AND FOR THE REPLACEMENT OF DWELLINGS CLEARED OR LOST FROM THE HOUSING STOCK THROUGH CHANGE OF USE IN THE PERIOD MID 1991 - MID 2006.

THIS GENERAL HOUSING PROVISION WILL BE MET THROUGH:

(a)

THE USE OF DERELICT AND DEGRADED LAND (INCLUDING CLEARANCE SITES) AND GREENFIELD SITES FOR HOUSING; AND

(b)

NET GAINS TO THE HOUSING STOCK AS A RESULT OF THE CONVERSION OF NON-RESIDENTIAL BUILDINGS TO RESIDENTIAL USE AND THE SUB-DIVISION OF RESIDENTIAL PROPERTIES INTO SMALLER UNITS; AND

(c)

NET GAINS IN THE PROVISION OF RESIDENTIAL CARAVANS.

POLICY 44: Affordable Housing

LOCAL PLANNING AUTHORITIES WILL SEEK TO NEGOTIATE WITH DEVELOPERS FOR THE INCLUSION OF AN ELEMENT OF AFFORDABLE HOUSING IN NEW RESIDENTIAL DEVELOPMENT WHERE A NEED HAS BEEN IDENTIFIED BY THE AUTHORITY. SUCH HOUSING WILL CONTRIBUTE TO THE GENERAL HOUSING PROVISION FIGURES SET OUT IN POLICY 43 WITH THE EXCEPTION OF THAT PROVIDED WITHIN THE TERMS OF POLICY 45.

POLICY 45

IDENTIFIED NEEDS ARISING IN RURAL AREAS ON SITES NOT ALLOCATED FOR HOUSING IN THE DEVELOPMENT PLAN WILL BE TREATED AS SEPARATE FROM, AND ADDITIONAL TO, THE GENERAL HOUSING PROVISION FIGURES SET OUT IN POLICY 43. THE LOCATIONS OF SUCH PROPOSALS SHOULD BE WELL RELATED TO THE PATTERN OF DEVELOPMENT IN RURAL AREAS AND SHOULD HAVE A MINIMAL ADVERSE ENVIRONMENTAL IMPACT.

Retailing



POLICY 46: Locations for Retail Development

RETAIL DEVELOPMENT WHICH IS INTENDED TO SERVE A WIDE CATCHMENT AREA OR WHICH MIGHT HAVE A SIGNIFICANT EFFECT ON LOCAL SHOPPING PATTERNS WILL BE LOCATED ON SITES:

(a)

(i) WITHIN THE MAIN SHOPPING CENTRES OF EACH OF THE FOLLOWING TOWNS: ACCRINGTON, BLACKBURN, BLACKPOOL (AND BLACKPOOL SOUTH SHORE), BURNLEY, CHORLEY, CLEVELEYS, CLITHEROE, COLNE, DARWEN, FLEETWOOD, LANCASTER, LEYLAND, MORECAMBE, NELSON, ORMSKIRK, PRESTON, RAWTENSTALL, ST. ANNES AND SKELMERSDALE.

(ii) ADJACENT TO THE MAIN SHOPPING CENTRE OF EACH OF THE TOWNS LISTED IN (a)(i) PROVIDED THAT THERE IS NO SUITABLE SITE WITHIN THE MAIN SHOPPING CENTRE;

(b)

(i) WITHIN OTHER SHOPPING CENTRES WITHIN THE TOWNS LISTED IN a(i) ABOVE AND OTHER TOWNS IF THE DEVELOPMENT WOULD BE APPROPRIATE IN SCALE AND CHARACTER TO THE REQUIREMENTS OF THE AREAS WHICH SUCH CENTRES SERVE.

(ii) ADJACENT TO THE SHOPPING CENTRES REFERRED TO IN (b)(i) ABOVE IF THE DEVELOPMENT WOULD BE APPROPRIATE IN SCALE AND CHARACTER TO THE REQUIREMENTS OF THE AREAS WHICH SUCH CENTRES SERVE AND PROVIDED THAT THERE IS NO SUITABLE SITE WITHIN EXISTING CENTRES.

(c)

ELSEWHERE WITHIN URBAN AREAS PROVIDED THAT THE CRITERIA (a)-(g) OF POLICY 47 ARE SATISFIED.

PROVIDED IN EACH CASE THAT ANY RESULTANT DIVERSION OF TRADE LIKELY TO RESULT FROM THE DEVELOPMENT AND FROM OTHER RECENT AND PROPOSED RETAIL DEVELOPMENTS IN THE LOCALITY WOULD NOT UNDERMINE THE VITALITY AND VIABILITY OF NEARBY TOWN SHOPPING CENTRES AS A WHOLE INCLUDING THOSE OUTSIDE THE COUNTY.

POLICY 47: Locations for Retail Development

RETAIL DEVELOPMENT REQUIRING A SUBSTANTIAL ADJACENT CUSTOMER CAR PARK AND EITHER A LARGE SINGLE FLOOR AREA OR LARGE EXTERNAL SALES AND STORAGE AREA WILL BE PERMITTED IN URBAN AREAS ON SITES OUTSIDE EXISTING TOWN SHOPPING CENTRES INCLUDING ON LAND ALLOCATED FOR URBAN DEVELOPMENT PROVIDED THAT:

(a)

THERE IS NO SUITABLE SITE WITHIN OR ADJACENT TO EXISTING TOWN SHOPPING CENTRES; AND

(b)

A SUITABLE ALTERNATIVE SITE HAS NOT BEEN ALLOCATED IN A LOCAL PLAN; AND

(c)

THE PROPOSED DEVELOPMENT AND OTHER RECENT AND PROPOSED RETAIL DEVELOPMENT IN THE LOCALITY WOULD NOT UNDERMINE THE VITALITY AND VIABILITY OF NEARBY TOWN SHOPPING CENTRES AS A WHOLE INCLUDING THOSE OUTSIDE THE COUNTY; AND

(d)

THERE IS NO UNACCEPTABLE ADVERSE ENVIRONMENTAL IMPACT; AND

(e)

THE ROAD NETWORK IS ABLE TO ACCOMMODATE PREDICTED TRAFFIC LEVELS, OR SUITABLE IMPROVEMENTS ARE IDENTIFIED; AND

(f)

IT IS WELL SERVED BY PUBLIC TRANSPORT; AND

(g)

IT IS READILY ACCESSIBLE BY FOOT AND CYCLE.
PRIORITY SHOULD BE GIVEN TO SITES

WHICH ASSIST URBAN REGENERATION INCLUDING THE RE-USE OF DERELICT OR DEGRADED LAND.

IN THIS POLICY "EXISTING TOWN SHOPPING CENTRES" MEANS THE SHOPPING CENTRES REFERRED TO IN POLICY 46.

Tourism, Leisure and Recreation

POLICY 48: Tourism Development

(a)

TOURISM DEVELOPMENT, INCLUDING MAJOR DEVELOPMENTS SUCH AS LEISURE COMPLEXES AND LARGE CONFERENCE FACILITIES, WILL BE PERMITTED IN:

i) SEASIDE RESORTS:

ii) MAIN URBAN AREAS.

(b)

OUTSIDE GREEN BELTS, TOURISM DEVELOPMENT OF AN APPROPRIATE KIND AND SCALE WILL BE PERMITTED IN OTHER SETTLEMENTS, AND IN THE OPEN COUNTRYSIDE WHERE FOR THE PURPOSES OF POLICY 1 IT WILL RANK AS A USE APPROPRIATE TO A RURAL AREA WITHIN THE TERMS OF (c)(i) IF THE DEVELOPMENT WILL HELP TO DIVERSIFY THE RURAL ECONOMY AND BE IN KEEPING WITH THE RURAL ENVIRONMENT.

(c)

ACCESSIBILITY BY PUBLIC TRANSPORT WILL BE A REQUIREMENT FOR DEVELOPMENTS ATTRACTING LARGE NUMBERS OF VISITORS, AND NO DEVELOPMENT WILL BE PERMITTED WHICH HAS AN ADVERSE IMPLICATION FOR ROAD SAFETY AND EFFICIENCY OF THE NETWORK, UNLESS SUITABLE IMPROVEMENTS ARE MADE.

POLICY 49: Static Caravans and Chalet Development

(a)
SUBJECT TO THE EXCEPTIONS INCLUDED AT (b) BELOW, AND TO ACCOUNT BEING TAKEN OF THE CUMULATIVE IMPACT OF DEVELOPMENTS, PERMISSION WILL BE GIVEN FOR:

(i)
NEW STATIC CARAVAN SITES AND CHALET DEVELOPMENTS WHICH FORM AN INTEGRAL PART OF EXISTING OR PLANNED RECREATIONAL FACILITIES AND DO NOT HAVE AN ADVERSE IMPACT ON THE LOCAL ENVIRONMENT;

(ii)
EXTENSIONS TO EXISTING SITES WHICH WOULD MAKE A POSITIVE CONTRIBUTION TO THE LOCAL ENVIRONMENT THROUGH LOWER DENSITY LAYOUTS AND IMPROVED LANDSCAPING OF THE WHOLE SITE.

(b)
DEVELOPMENT WILL NOT BE PERMITTED IN THE FOLLOWING LOCATIONS:

(i)
ON THE BEST AND MOST VERSATILE AGRICULTURAL LAND;

(ii)
WITHIN AREAS LIABLE TO FLOODING;

(iii)
WITHIN GREEN BELTS;

(iv)
WITHIN AREAS OF OUTSTANDING NATURAL BEAUTY, UNLESS THE DEVELOPMENT WILL BE CONSISTENT WITH THE CONSERVATION OF THE

NATURAL BEAUTY OF THE AREA;

(v)
IN OTHER AREAS WHERE IT IS LIKELY TO HAVE AN ADVERSE IMPACT ON THE DISTINCTIVE CHARACTERISTICS OF THE LANDSCAPE TRACTS IDENTIFIED IN POLICY 25 OR ON SITES OF HISTORIC IMPORTANCE;

(vi)
WHERE IT IS LIKELY TO HAVE AN ADVERSE IMPACT ON AN SSSI OR OTHER ECOLOGICALLY SENSITIVE AREA.

POLICY 50: Major Sport and Recreation Facilities

THE LOCATION OF SPORT AND RECREATION FACILITIES REQUIRING LARGE AREAS OF OPEN LAND, INCLUDING GOLF COURSES, COUNTRY PARKS, COMMUNITY WOODLANDS AND EQUESTRIAN CENTRES, OR LIKELY TO GENERATE SIGNIFICANT VOLUMES OF TRAFFIC, WILL BE ASSESSED AGAINST THE FOLLOWING:

(a)

THE PROVISIONS OF POLICY 16;

(b)

THE PROVISIONS OF POLICY 19;

(c)

THE PROVISIONS OF POLICY 25;

(d)

THE IMPACT ON THE LOCAL ENVIRONMENT AND THE CHARACTER OF THE LANDSCAPE.

PROPOSED DEVELOPMENT SHOULD BE ACCESSIBLE BY PUBLIC TRANSPORT. PRIORITY WILL BE GIVEN TO AREAS WHERE EXISTING PROVISION FOR MAJOR SPORT AND RECREATION FACILITIES IS INADEQUATE, AND TO THE USE OF DERELICT AND DEGRADED LAND IN URBAN AND URBAN FRINGE LOCATIONS.

WHERE A PROPOSAL FORMS PART OF A LARGER DEVELOPMENT INCORPORATING OTHER PROPOSED LAND USES THESE OTHER USES WILL BE ASSESSED AGAINST THE APPROPRIATE POLICIES OF THIS PLAN.

Business and Industry



POLICY 51: Business and Industrial Land Provision

PROVISION WILL BE MADE FOR THE FOLLOWING AMOUNT OF LAND FOR BUSINESS AND INDUSTRIAL USES IN EACH DISTRICT IN THE PERIOD MID 1991 TO MID 2006.

	DISTRICT	PROVISION (hectares)
CENTRAL	Preston	180
LANCASHIRE	South Ribble	110
	Chorley	80
	West Lancashire	120
	TOTAL	490
NORTH	Lancaster	100
LANCASHIRE	Blackpool	60
	Fylde	70
	Wyre	55
	TOTAL	285
EAST	Blackburn	120
LANCASHIRE	Hyndburn	120
	Burnley	70
	Rosendale	50
	Ribble Valley	40
	Pendle	50
	TOTAL	450
LANCASHIRE TOTAL		1,225

POLICY 52: The Location of Business and Industrial Development

(a)
MOST BUSINESS AND INDUSTRIAL DEVELOPMENT WILL BE LOCATED IN THE MAIN URBAN AREAS LISTED IN POLICY 5. SUCH DEVELOPMENT WILL ALSO TAKE PLACE IN STRATEGIC LOCATIONS FOR DEVELOPMENT INDICATED IN POLICY 6 AND IN OTHER SETTLEMENTS LISTED IN POLICIES 7, 8 AND 9. PRIORITY WILL BE GIVEN TO REDEVELOPMENT OF DERELICT AND DEGRADED SITES, REUSE OF REFURBISHED BUILDINGS, AND PROJECTS WHICH WILL OTHERWISE STIMULATE URBAN REGENERATION;

(b)
WITHIN RURAL AREAS OFFICES AND LIGHT INDUSTRIAL DEVELOPMENT WILL ALSO BE LOCATED IN POLICY 10 SETTLEMENTS, REFURBISHED BUILDINGS, AND ON MAJOR DEVELOPED SITES NO LONGER IN USE;

(c)
GENERAL CRITERIA AND CONSIDERATIONS APPLYING IN ADDITION TO WIDER ENVIRONMENTAL

IMPACT WILL BE:

(i)
NEED FOR A WIDE RANGE OF SITE TYPES;

(ii)
GENERAL NEED FOR RURAL DIVERSIFICATION;

(iii)
ACCESSIBILITY TO ROAD AND RAIL (IN PARTICULAR THE LATTER IN THE CASE OF OFFICES);

(iv)
PROXIMITY TO TOWN CENTRES IN THE CASE OF OFFICES;

(v)
ADVANTAGES OF SECURING MIXED PATTERNS OF DEVELOPMENT UNDER POLICY 12, PARTICULARLY THROUGH PROVISION FOR OFFICES AND LIGHT INDUSTRY IN ASSOCIATION WITH HOUSING.

POLICY 53: Regional Business Location

A REGIONAL BUSINESS LOCATION IS PROPOSED IN THE FARINGTON-CUERDEN-LOSTOCK HALL AREA NORTH OF LEYLAND FOR THE ACCOMMODATION OF LARGE SCALE INDUSTRIAL AND BUSINESS DEVELOPMENT. THE REGIONAL BUSINESS LOCATION WILL INCLUDE:

(a)
EXISTING MAJOR EMPLOYMENT SITES; AND

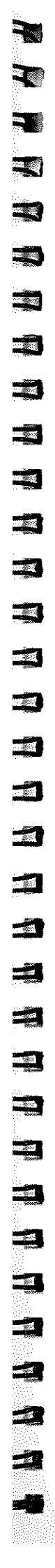
(b)
A GREENFIELD SITE OF NOT LESS THAN

50 HECTARES NEAR TO THE JUNCTION OF M6 AND M65 TO ACCOMMODATE A MAJOR INWARD FLAGSHIP DEVELOPMENT.

(c)
A PROPOSED INTERNATIONAL RAIL FREIGHT TERMINAL (POLICY 27); AND

THE GREENFIELD SITE REFERRED TO AT (b) IS IN ADDITION TO THE PROVISION MADE IN POLICY 51. IT WILL BE RELEASED ONLY WHEN IT IS FULLY ASSEMBLED AND CAPABLE OF BEING SERVICED.

Energy Generation



POLICY 54: Wind Energy

WIND TURBINES WILL BE PERMITTED OUTSIDE SETTLEMENTS AND OTHER AREAS OF SIGNIFICANT DEVELOPMENT. THE LOCATION OF WIND TURBINES WILL BE ASSESSED AGAINST:

- (a) THE PROVISIONS OF POLICY 19; AND
- (b) THE IMPACT ON THE CHARACTER OF THE LANDSCAPE, IN PARTICULAR THE VISUAL IMPACT OF PROPOSALS ON RIDGE TOP AND SUMMIT LOCATIONS; AND
- (c) THE IMPACT ON THE LOCAL ENVIRONMENT; AND
- (d) ANY ELECTROMAGNETIC DISTURBANCE WHICH MAY BE CAUSED BY THE DEVELOPMENT TO EXISTING TRANSMITTING OR RECEIVING SYSTEMS AND THE MEASURES PROPOSED TO BE TAKEN TO REMEDY OR MITIGATE ANY SUCH DISTURBANCE; AND
- (e) THE CUMULATIVE EFFECTS OF THE PROPOSED AND EXISTING OR

COMMITTED WIND TURBINE DEVELOPMENT.

IN THE FOLLOWING AREAS, PROPOSALS FOR WIND TURBINES WILL BE PERMITTED ONLY IN EXCEPTIONAL CIRCUMSTANCES WHEN ALTERNATIVE SUITABLE SITES ARE UNAVAILABLE ELSEWHERE:

- (i) ADJACENT TO THE YORKSHIRE DALES NATIONAL PARK; AND
- (ii) WITHIN OR ADJACENT TO AREAS OF OUTSTANDING NATURAL BEAUTY;
- (iii) WITHIN OR ADJACENT TO SITES OF SPECIAL SCIENTIFIC INTEREST; AND
- (iv) WITHIN OR ADJACENT TO NATIONAL AND LOCAL NATURE RESERVES; AND
- (v) WITHIN OR ADJACENT TO CONSERVATION AREAS OR WHERE THE DEVELOPMENT WOULD AFFECT THE SETTINGS OF LISTED BUILDINGS OR ARCHAEOLOGICAL REMAINS OF NATIONAL IMPORTANCE.

POLICY 55: Tidal Energy

A PROPOSAL TO LOCATE A TIDAL ENERGY BARRAGE ACROSS THE WYRE ESTUARY WILL BE ASSESSED AGAINST:

- (a) THE PROVISIONS OF POLICY 19;
- (b) THE EXTENT TO WHICH THE ENERGY

AND OTHER BENEFITS OF THE PROPOSAL OUTWEIGH ITS ENVIRONMENTAL DISBENEFITS.

A DETAILED ENVIRONMENTAL IMPACT ASSESSMENT WILL BE NEEDED IN WHICH THE CONSIDERABLE IMPORTANCE OF THE ESTUARY MUST BE FULLY RECOGNISED AND WEIGHTED.

POLICY 56: Renewable Biofuels

PROPOSALS FOR ENERGY
GENERATION USING METHANE
EXTRACTED FROM LANDFILL SITES
WILL BE PERMITTED PROVIDED THAT:

- (a)
THE PROPOSAL AND ANY ANCILLARY
DEVELOPMENT DOES NOT HAVE A
SIGNIFICANT ADVERSE IMPACT ON THE
LOCAL ENVIRONMENT, INCLUDING
CONSIDERATIONS OF VISUAL IMPACT,
NOISE AND TRAFFIC GENERATION; AND
- (b)
THE SAFETY AND EFFICIENCY OF THE
ROAD NETWORK IS NOT PREJUDICED.

POLICY 57

PROPOSALS FOR ENERGY
GENERATION FROM THE
INCINERATION OF DRY WASTES WILL
BE PERMITTED PROVIDED THAT:

- (a)
THE PROVISIONS OF POLICY 13 ARE
MET; AND
 - (b)
THE PROVISIONS OF POLICY 19 ARE
MET; AND
 - (c)
THE PROPOSAL DOES NOT HAVE ANY
SIGNIFICANT ADVERSE IMPACT ON THE
LOCAL ENVIRONMENT, INCLUDING
CONSIDERATION OF VISUAL IMPACT,
NOISE AND TRAFFIC GENERATION; AND
 - (d)
THE SAFETY AND EFFICIENCY OF THE
ROAD NETWORK IS NOT PREJUDICED;
AND
 - (e)
TRANSPORTATION FACILITIES ARE
PROVIDED APPROPRIATE TO THE SIZE
OF THE DEVELOPMENT.
-

POLICY 58: Non-Renewable Energy and Nuclear Power

PROPOSALS FOR POWER STATIONS GENERATING ELECTRICITY FROM NON-RENEWABLE AND NUCLEAR SOURCES WILL BE ASSESSED AGAINST THE FOLLOWING:

(a)

THE PROVISIONS OF POLICY 13; AND

(b)

THE PROVISIONS OF POLICY 19; AND

(c)

IMPACT ON THE LANDSCAPE AND PARTICULARLY ON THE OPEN COASTLINE, INCLUDING THE IMPACT OF PROPOSED OVERHEAD POWERLINES AND THE LAYING OF ANY UNDERGROUND PIPELINES; AND

(d)

IMPACT ON THE ENVIRONMENT INCLUDING NOISE AND TRAFFIC GENERATION; AND

(e)

THE NEED TO MAINTAIN THE SAFETY AND EFFICIENCY OF THE ROAD NETWORK; AND

(f)

ACCESS TO THE RAIL NETWORK WHERE APPROPRIATE.

Mineral Working and Site Restoration



POLICY 59: Extraction of Minerals

LAND FOR MINERAL WORKING WILL BE MADE AVAILABLE TO PROVIDE FOR:

(a)
THE EXTRACTION OF 11 MILLION TONNES OF SAND AND GRAVEL FOR AGGREGATE USAGE 1992-2006; AND

(b)
THE EXTRACTION OF 89 MILLION TONNES OF CRUSHED ROCK FOR AGGREGATE USAGE 1992-2006; AND

(c)
THE PROVISION OF APPROPRIATE LANDBANKS FOR SAND AND GRAVEL AND CRUSHED ROCK FOR AGGREGATE USAGE AT THE END OF THE PLAN PERIOD (2006), UNLESS EXCEPTIONAL CIRCUMSTANCES PREVAIL; AND

(d)
MAINTAINING AN APPROPRIATE LANDBANK FOR MINERALS FOR CEMENT MANUFACTURE; AND

(e)
MAINTAINING THE APPROPRIATE CONTRIBUTION OF OTHER MINERALS TO MEETING NATIONAL, REGIONAL AND LOCAL SUPPLIES.

PROVISION WILL BE MADE FOR THE PRODUCTION OF SECONDARY (RECYCLED) AGGREGATES FROM CONSTRUCTION, DEMOLITION, INDUSTRIAL AND MINERAL WASTE.

POLICY 60: Location of Minerals Development

MINERALS DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE FOLLOWING AREAS OR FEATURES WILL BE SUBJECT TO THE MOST RIGOROUS EXAMINATION AND PERMITTED ONLY IN EXCEPTIONAL CIRCUMSTANCES AND WHEN IT CAN BE DEMONSTRATED THAT THE DEVELOPMENT WOULD BE IN THE PUBLIC INTEREST:

(a)
AREAS OF OUTSTANDING NATURAL BEAUTY;

(b)
STATUTORY DESIGNATED NATURE RESERVES;

(c)
SITES OF SPECIAL SCIENTIFIC INTEREST;

(d)
INTERNATIONALLY DESIGNATED SITES;

(e)
LAND SUBJECT TO LIMESTONE PAVEMENT ORDERS.

POLICY 61: Location of Minerals Development

THE SITING AND SCALE OF MINERAL DEVELOPMENTS WILL BE SUBJECT TO ASSESSMENT AGAINST THE FOLLOWING CONSIDERATIONS AS APPROPRIATE:

- (a) THE ADEQUACY OF THE LOCAL ROAD NETWORK AND ITS LINKS TO THE STRATEGIC ROAD NETWORK; AND
- (b) THE LOCATION OF THE DEVELOPMENT IN RELATION TO THE RAIL NETWORK AND THE POTENTIAL FOR THE MOVEMENT OF MATERIALS BY RAIL; AND
- (c) THE POTENTIAL IMPACT ON LOCAL COMMUNITIES AND OTHER SENSITIVE LAND USES; AND
- (d) THE POTENTIAL IMPACT ON CONSERVATION AREAS, ANCIENT MONUMENTS, ARCHAEOLOGICAL AND HERITAGE SITES AND LISTED BUILDINGS; AND
- (e) THE POTENTIAL IMPACT ON LANDSCAPE, THE NATURAL ENVIRONMENT AND HABITAT SITES SUBJECT TO STATUTORY PROTECTION; AND
- (f) THE CUMULATIVE EFFECTS OF THE PROPOSED AND EXISTING OR COMMITTED DEVELOPMENTS; AND
- (g) THE POTENTIAL LOSS OF BEST AND MOST VERSATILE AGRICULTURAL LAND; AND
- (h) THE POTENTIAL FOR POLLUTION OF SURFACE WATER OR GROUNDWATER; AND

(i) THE PROXIMITY OF EXISTING PROCESSING AND MANUFACTURING FACILITIES; AND

(j) THE EXTENT TO WHICH THE IMPACT OF THE DEVELOPMENT CAN BE AMELIORATED.

APPLICATIONS FOR DEVELOPMENT AFFECTING AREAS SUBJECT TO STATUTORY PROTECTION WILL BE GIVEN CAREFUL CONSIDERATION AND PERMITTED ONLY WHEN IT CAN BE DEMONSTRATED THAT THE NEED FOR THE DEVELOPMENT CANNOT BE MET ELSEWHERE.

POLICY 62: Operation of Mineral Sites

DURING THE OPERATION OF MINERAL WORKING SITES, HIGH STANDARDS OF LANDSCAPING AND ENVIRONMENTAL PROTECTION WILL BE REQUIRED AT ALL TIMES.

POLICY 63: Restoration of Minerals Sites

MINERAL WORKING LAND WILL BE RESTORED TO A HIGH ENVIRONMENTAL STANDARD IN ACCORDANCE WITH APPROVED RESTORATION PROPOSALS. THE RESTORATION WILL BE IN KEEPING WITH THE AREA IN WHICH THE DEVELOPMENT IS LOCATED AND WILL RENEW, OR WHERE POSSIBLE ENHANCE, THE ESSENTIAL CHARACTERISTICS OF THE AREA. WHERE APPROPRIATE, NEW RECREATIONAL, NATURE CONSERVATION OR OTHER FEATURES MAY BE ACCEPTABLE USES.

WHERE THE MINERAL DEVELOPMENT AFFECTS BEST AND MOST VERSATILE AGRICULTURAL LAND, THE LAND WILL BE RESTORED TO A SIMILAR QUALITY.

PROGRESSIVE SCHEMES OF RESTORATION AND AFTERCARE WILL BE REQUIRED WHERE APPROPRIATE IN ORDER TO ENSURE THAT LAND IS REINSTATED AT THE EARLIEST OPPORTUNITY.

Waste Treatment and Disposal and Site Restoration



POLICY 64: Disposal of Waste

ADEQUATE PROVISION WILL BE MADE FOR THE TREATMENT AND DISPOSAL OF WASTES NOT REQUIRING SPECIAL TREATMENT, ARISING WITHIN OR IN PROXIMITY TO THE COUNTY. THE LEVEL OF PROVISION WILL BE DETERMINED IN ACCORDANCE WITH REGIONAL PLANNING GUIDANCE, AND HAVING REGARD TO:

i)

THE NATIONAL OBJECTIVE OF PROGRESSIVELY REDUCING THE PROPORTION OF CONTROLLED WASTE DISPOSED OF BY LANDFILL TO 60% DURING THE PLAN PERIOD; AND

ii)

THE NATIONAL OBJECTIVE OF RECOVERING 40% OF MUNICIPAL WASTE BY THE END OF THE PLAN PERIOD; AND

iii)

THE LEVEL OF NEED INDICATED IN THE WASTE DISPOSAL PLAN (OR ITS SUCCESSOR); AND

iv)

THE NEED FOR THE COUNTY TO MAKE ITS CONTRIBUTION TO REGIONAL SELF-SUFFICIENCY.

POLICY 65: Waste Management Facilities

PROVISION WILL BE MADE FOR AN INTEGRATED AND ADEQUATE NETWORK OF MANAGEMENT FACILITIES, WHICH WILL ENABLE WASTE TO BE MANAGED AT THE NEAREST APPROPRIATE FACILITY BY MEANS OF THE MOST APPROPRIATE METHODS IN ORDER TO ENSURE A HIGH LEVEL OF PROTECTION FOR THE ENVIRONMENT AND PUBLIC HEALTH.

POLICY 66: Location of Waste Development

WASTE DISPOSAL FACILITIES WHICH WOULD MATERIALLY AFFECT THE FOLLOWING AREAS WILL NOT BE PERMITTED:

(a) AREAS OF OUTSTANDING NATURAL BEAUTY;

(b) STATUTORY DESIGNATED NATURE RESERVES;

(c) SITES OF SPECIAL SCIENTIFIC INTEREST;

(d) INTERNATIONALLY DESIGNATED SITES;

(e) LAND SUBJECT TO LIMESTONE PAVEMENT ORDERS.

POLICY 67: Location of Waste Development

THE SITING AND SCALE OF WASTE DEVELOPMENT WILL BE SUBJECT TO ASSESSMENT AGAINST THE FOLLOWING CONSIDERATIONS AS APPROPRIATE.

(a) THE ADEQUACY OF THE LOCAL ROAD NETWORK AND ITS LINKS TO THE STRATEGIC ROAD NETWORK; AND

(b) THE LOCATION OF THE DEVELOPMENT IN RELATION TO THE RAIL NETWORK, AND THE POTENTIAL FOR THE MOVEMENT OF MATERIALS BY RAIL; AND

(c) THE POTENTIAL IMPACT ON LOCAL COMMUNITIES AND OTHER SENSITIVE LAND USES; AND

(d) THE POTENTIAL IMPACT ON CONSERVATION AREAS, ARCHAEOLOGICAL AND HERITAGE SITES AND LISTED BUILDINGS; AND

(e) THE POTENTIAL IMPACT ON LANDSCAPE, THE NATURAL

ENVIRONMENT AND HABITAT SITES, INCLUDING SITES SUBJECT TO STATUTORY PROTECTION; AND

(f) THE CUMULATIVE EFFECTS OF THE PROPOSED AND EXISTING OR COMMITTED DEVELOPMENTS; AND

(g) THE POTENTIAL LOSS OF BEST AND MOST VERSATILE AGRICULTURAL LAND; AND

(h) THE POTENTIAL FOR POLLUTION OF SURFACE WATER OR GROUNDWATER; AND

(i) THE EXTENT TO WHICH THE IMPACT OF THE DEVELOPMENT CAN BE AMELIORATED.

APPLICATIONS FOR DEVELOPMENT AFFECTING AREAS SUBJECT TO STATUTORY PROTECTION WILL BE GIVEN CAREFUL CONSIDERATION AND PERMITTED ONLY WHEN IT CAN BE DEMONSTRATED THAT THE NEED FOR THE DEVELOPMENT CANNOT BE MET ELSEWHERE.

POLICY 68: Disposal by Landfill

MEASURES WILL BE INTRODUCED TO ENCOURAGE STABILITY OF LANDFILL SITES. AT EACH SITE THE AIM WILL BE TO ACHIEVE STABILITY WITHIN 30 YEARS OF THE CESSATION OF TIPPING.

POLICY 69: Development Relating to the Treatment Recycling or Transfer of Waste

DEVELOPMENT RELATING TO THE TREATMENT, RECYCLING OR TRANSFER OF WASTE WILL BE LOCATED IN APPROPRIATE LOCATIONS EITHER WITHIN URBAN AREAS OR AT LANDFILL OR WASTE WATER TREATMENT SITES OR MINERAL

WORKINGS TO WHICH THEY ARE COMPLEMENTARY BUT ONLY FOR THE DURATION OF THE PRIMARY ACTIVITIES. POTENTIALLY POLLUTING DEVELOPMENTS WILL BE SUBJECT TO THE PROVISIONS OF POLICY 13.

POLICY 70: Waste Water Treatment and Disposal Facilities

PROVISION WILL BE MADE FOR THE TREATMENT AND DISPOSAL OF WASTE WATER FROM URBAN AREAS BY THE ESTABLISHMENT OF A STRATEGIC NETWORK OF TREATMENT AND DISPOSAL FACILITIES SERVING PRINCIPAL URBAN CATCHMENTS. PRIORITY WILL BE GIVEN TO SITES WHICH INCLUDE DERELICT AND DEGRADED LAND AND TO SITES WITHIN OR ADJACENT TO EXISTING AND PROPOSED INDUSTRIAL AREAS.

POLICY 71: Operation of Waste Sites

DURING THE OPERATION OF A LANDFILL OR OTHER WASTE DEVELOPMENT SITE, HIGH STANDARDS OF LANDSCAPING AND ENVIRONMENTAL PROTECTION WILL BE REQUIRED AT ALL TIMES.

POLICY 72: Restoration of Waste Sites

LANDFILL AND OTHER WASTE DISPOSAL SITES WILL BE RESTORED TO A HIGH ENVIRONMENTAL STANDARD IN ACCORDANCE WITH APPROVED RESTORATION PROPOSALS. THE RESTORATION WILL BE IN KEEPING WITH THE AREA IN WHICH THE DEVELOPMENT IS LOCATED, AND WILL RENEW OR WHERE POSSIBLE ENHANCE, THE ESSENTIAL CHARACTERISTICS OF THE AREA. WHERE APPROPRIATE, THE OPPORTUNITY WILL BE TAKEN TO PROVIDE NEW RECREATIONAL, NATURE CONSERVATION OR SIMILAR FEATURES. IN APPROPRIATE SITUATIONS, PHASED WORKING AND RESTORATION WILL BE REQUIRED.

WHERE THE DEVELOPMENT AFFECTS BEST AND MOST VERSATILE AGRICULTURAL LAND, THE LAND WILL BE RESTORED TO A SIMILAR QUALITY.

Other Land Uses



POLICY 73: Caravan Sites for Gypsies

(a) WHERE THERE IS AN IDENTIFIED NEED, LOCATIONS FOR GYPSY SITES WILL BE FOUND HAVING REGARD TO:

- (i) NATURE CONSERVATION INTERESTS;
- (ii) THE IMPACT ON THE LOCAL ENVIRONMENT AND CHARACTER OF THE LANDSCAPE;
- (iii) THE RE-USE OF DERELICT AND DEGRADED LAND;
- (iv) ACCESS TO PRIMARY AND OTHER MAIN ROUTES; AND
- (v) PROXIMITY TO SERVICES AND COMMUNITY FACILITIES.

(b) THE DEVELOPMENT OF NEW GYPSY SITES WILL NOT BE PERMITTED IN THE FOLLOWING LOCATIONS:

(i) WITHIN GREEN BELTS;

(ii) ON THE BEST AND MOST VERSATILE AGRICULTURAL LAND;

(iii) WITHIN AREAS OF OUTSTANDING NATURAL BEAUTY;

(iv) IN OTHER AREAS WHERE IT IS LIKELY TO HAVE AN ADVERSE IMPACT ON THE DISTINCTIVE CHARACTERISTICS OF THE LANDSCAPE TRACTS IDENTIFIED IN POLICY 25 OR ON SITES OF HISTORIC IMPORTANCE; AND

(v) WHERE IT IS LIKELY TO HAVE AN ADVERSE IMPACT ON AN SSSI OR OTHER ECOLOGICALLY SENSITIVE AREA.

POLICY 74: Motorway Services Area

THE PROVISION AND SITING OF MOTORWAY SERVICE AREAS WILL HAVE REGARD TO:

- (a) EXISTING MOTORWAY SERVICE AREA LOCATIONS; AND
- (b) THE PROVISIONS OF POLICY 4; AND
- (c) THE PROVISIONS OF POLICY 16; AND

(d) THE IMPACT ON THE LOCAL ENVIRONMENT, THE CHARACTER OF THE LANDSCAPE AND NATURE CONSERVATION INTERESTS; AND

(e) WHERE REQUIRED, SATISFACTORY ACCESS TO LOCAL HIGHWAYS FOR SERVICE VEHICLES.

POLICY 75: Major Telecommunications Developments

THE LOCATION OF MAJOR TELECOMMUNICATIONS DEVELOPMENT WILL BE ASSESSED AGAINST:

(a)

THE PROVISIONS OF POLICY 19; AND

(b)

THE IMPACT ON THE CHARACTER OF THE LANDSCAPE, IN PARTICULAR THE VISUAL IMPACT OF PROPOSALS ON RIDGE TOP AND SUMMIT LOCATIONS; AND

(c)

THE IMPACT ON THE LOCAL ENVIRONMENT; AND

(d)

THE TECHNICAL AND OPERATIONAL REQUIREMENTS OF THE SYSTEM (INCLUDING THE POSSIBILITY OF SHARED SYSTEMS).

IN THE FOLLOWING AREAS, PROPOSALS FOR MAJOR TELECOMMUNICATIONS DEVELOPMENT WILL BE PERMITTED ONLY WHEN ALTERNATIVE SUITABLE SITES ARE UNAVAILABLE ELSEWHERE:

(i)

ADJACENT TO THE YORKSHIRE DALES NATIONAL PARK; AND

(ii)

WITHIN OR ADJACENT TO:
AREAS OF OUTSTANDING NATURAL BEAUTY, SITES OF SPECIAL SCIENTIFIC INTEREST, NATIONAL OR LOCAL NATURE RESERVES, CONSERVATION AREAS AND THEIR SETTINGS, LISTED BUILDINGS AND THEIR SETTINGS, SCHEDULED MONUMENTS AND SITES OF NATIONAL ARCHAEOLOGICAL IMPORTANCE.