

COPELAND LOCAL DEVELOPMENT FRAMEWORK

**CORE
STRATEGY**

**LOCALITIES
CHAPTER**

Draft for LDF Working Party on 26th January 2012

1 Localities in Copeland

1.1 The Localities in Copeland

1.1.1 Copeland has six main areas or groups of communities known as 'Localities'¹, which are identified as distinctive functional areas having their own particular issues and needs. Generally most public services across the Borough will be delivered through 'locality working' and Local Partnership Agreements, with this approach to place-making considered to be a key spatial planning tool to help deliver sustainable communities.

1.1.2 The six localities are, from north to south:

- **Howgate & Distington** - comprising the parish areas of Moresby, Parton, Lowca and Distington
- **Whitehaven** - solely comprising the town of Whitehaven
- **North East Copeland** - comprising the parish areas of Cleator Moor, Ennerdale & Kinniside, Arlecdon & Frizington, Weddicar and Lamplugh
- **West Copeland** - comprising the parish areas of St Bridget's Beckermet, Haile & Wilton, St John's Beckermet, Lowside Quarter, Egremont & St Bees
- **Mid Copeland** - comprising the parish areas of Muncaster, Eskdale, Irton with Santon, Drigg & Carleton, Ponsonby, Gosforth, Seascale and Wasdale, and encompassing Sellafield
- **South Copeland** - comprising the parish areas of Millom, Millom Without, Whicham, Bootle, Waberthwaite and Ulpha

1.1.3 This chapter considers each locality in turn, with a spatial portrait providing a description of the area and its issues and opportunities followed by a series of tables that indicate how the Core Strategy policies may be applied on the ground in each locality to address them. These tables illustrate in turn the effects of:

Strategic Policies

Economic Opportunity and Regeneration

Sustainable Settlements

Accessibility and Transport

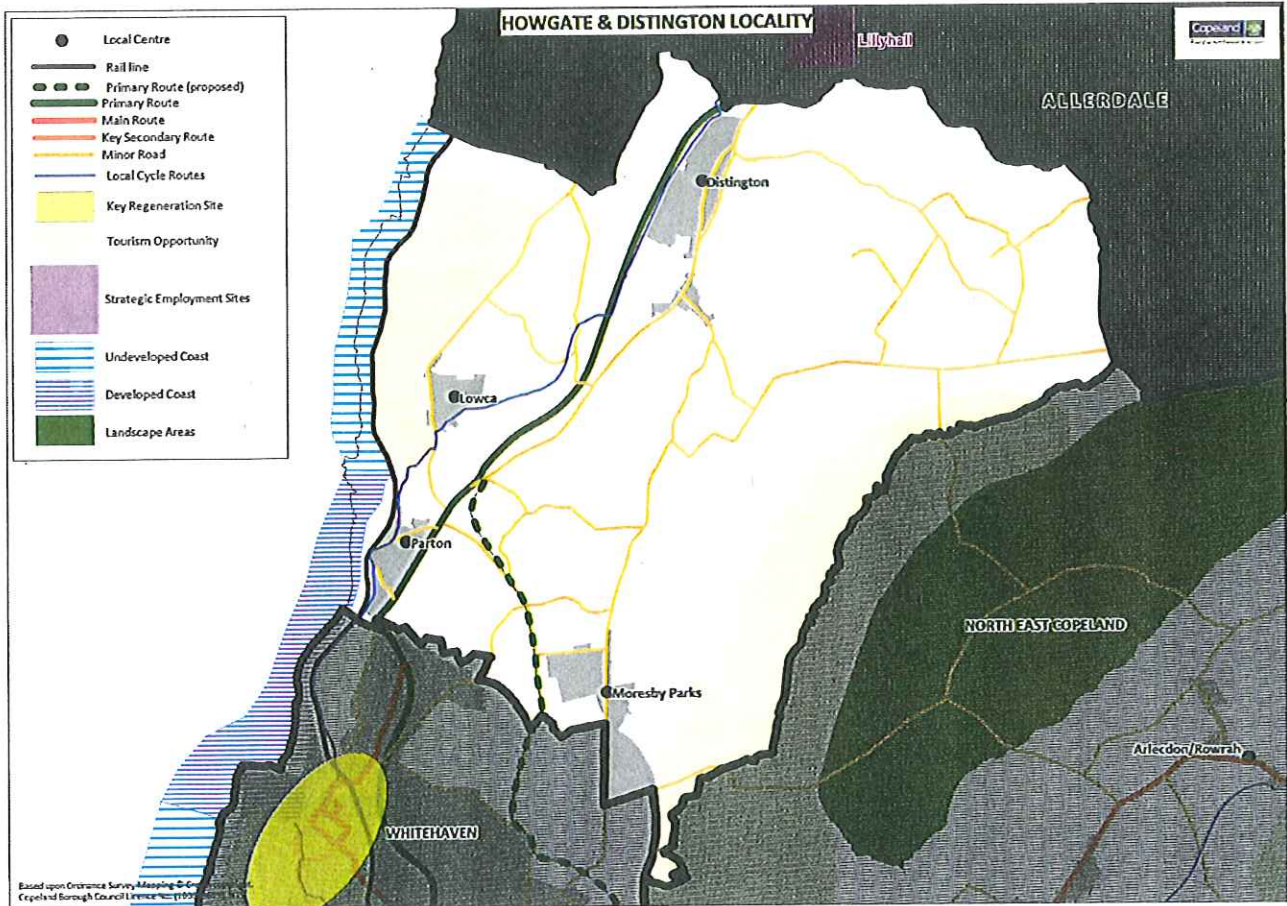
Environmental Protection and Enhancement

Other Plans and Projects for the Locality

¹ Five localities were initially identified in the West Cumbria Sustainable Community Strategy. After they had been operating for some time the communities of the Whitehaven locality agreed to split into two localities – one for the town (Whitehaven) and the other for the wider rural area (Howgate and Distington)

1.2 Howgate & Distington Locality

Spatial Portrait



Context and Background

- 1.2.1 The Howgate and Distington Locality is located to the north of the principal town of Whitehaven, extending eastwards from the coast to the River Keekle. Parton Bay was used by the Romans and a fort was established on higher land to the north of the present village of Parton. The Locality comprises the Wards of Distington and Moresby and has a population of 5,302.
- 1.2.2 The Locality includes several rather urbanised villages including Parton, Lowca and Distington, and the more rural appearing though essentially commuter villages of Low Moresby and Gilgarran. Moresby Parks, Lowca, Parton and Pica were mining villages. Moresby Parks now performs as a suburb of Whitehaven, and has a large area of new housing.

Economic Opportunity and Regeneration

- 1.2.3 The area was formerly dependent upon farming, coal mining, iron making and High Duty Alloys but in recent years these industries have declined. Today parts of the Locality have high rates of deprivation,

with Distington ranked within the 20% most deprived areas in the country and Lowca, Parton ranked in the 30% most deprived areas. Income deprivation and benefit claimant levels are significantly higher in Distington (22.9%) than Cumbria (14.6%) or the North West (19.4%).

- 1.2.4 Distington has amongst the lowest skill and educational achievement levels in Cumbria and 40% of people of working age are economically inactive compared to 36.1% in the North West. Only 32.6% of pupils in Distington attain 5 GCSE passes at A*- C, compared to 44.9% in Copeland and 50.4% nationally.

Sustainable Settlements

- 1.2.5 Distington, Lowca/Parton and Moresby Parks are identified as Local Centres in the Core Strategy where the emphasis is on the retention of existing provision. 20% of new non-nuclear development will be accommodated in the Local Centres across the Plan period, and new housing will be permitted which meets local and general needs.
- 1.2.6 Distington has an aging population with a reduction of 13.6% in the number of 0-14 year olds from 2001 to 2010. Life expectancy in the Locality is significantly lower than the Copeland average and Distington West is within the 10% most deprived areas nationally for health.

Accessibility and Transport

- 1.2.7 The A595 runs through the Locality providing access to Whitehaven and Workington and there is a rail station at Parton. There are regular bus services during the day serving Distington, but services are very limited to Gilgarran and Pica.

Environmental Protection and Enhancement

- 1.2.8 The Locality is considered to have good access to amenity greenspace across all areas and good access to natural and semi natural greenspace in all areas except Lowca. There is no access to allotments in Lowca, Distington or Common End and a gap in access in the southern part of Moresby Parks. Access to parks and gardens is restricted in Moresby Parks and access to play space is considered generally good in all areas.
- 1.2.9 The western border of Common End and a small area to the west of Parton are within Zone 3a High Probability for flood risk.

Implications of Core Strategy Policies on Howgate & Distington Locality

Strategic Policies

Implications	Policy Reference
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Implications	Policy Reference
<p>Local Centres:</p> <ul style="list-style-type: none"> • Distington • Lowca/Parton • Moresby Parks <p>Minor development which reflects the respective scale and functions of Local Centres, helps to sustain services and facilities, and contributes to the regeneration of these settlements is considered appropriate. As this Locality lies outside the National Park Boundary there are no additional Lake District National Park designated Rural Service Centres or Villages.</p>	<p>ST2 – Spatial Development Strategy</p> <p>B iii) Local Centres:</p>

Economic Opportunity and Regeneration

Implications	Policy Reference
<p>Temporary contractor accommodation for nuclear new build projects in North Copeland would involve investigating sites in or immediately adjoining Whitehaven. Sites close to the railway and existing stations and/or with good road access and near the town centre or neighbourhood centre would be favoured, particularly where there are obvious “legacy” or after-use benefits in terms of conversion to offices, retail or leisure use or for specialist residential such as student accommodation or to provide impetus for a regeneration development site for instance through site restoration. A park and ride facility may also be appropriate especially if it could provide added value for an existing employment area of the town as well as a nuclear new build project. The Council will be looking at all these possibilities in relation to the developing nuclear new build situation.</p> <p>All decisions around the provision of major energy infrastructure will have to consider the implications for the intrinsic qualities of the Locality’s landscapes, biodiversity and heritage assets.</p>	<p>ER1 – Planning for the Nuclear Sector</p>
<p>The Employment Land and Premises Study identified a need to improve the quality and marketing of existing sites in the locality such as the Whitehaven Commercial Park at Moresby Parks. It also noted that some poorer quality sites such as Furnace Row (Distington) should no longer be designated for employment in the Council’s future Sites Allocations DPD. Instead the approach should be to concentrate on investing in the</p>	<p>ER6 – Location of Employment</p> <p>DM3 –</p>

Implications	Policy Reference
<p>more strategic sites in and around Whitehaven town centre, Westlakes Science and Technology Park, Lillyhall and new high quality developments for instance at the former Marchon site. Elsewhere there is a need for a flexible approach including support for working from home subject to normal protection of residential amenity.</p>	<p>Safeguarding Employment Areas</p>
<p>There are 2 Tourism Opportunity Sites identified in the Locality: the coastal area near Lowca where there is a planning consent for holiday development, and along the Keekle Valley where there is public access for quiet enjoyment and recreation with potential for further such initiatives linking in to the Ehen valley. The importance of linkages between the different areas via footpaths and cycleways cannot be overstated.</p>	<p>ER10 – Renaissance through Tourism</p>
<p>It will be important to improve access from the more deprived wards such as Distington to secondary schools at Red Lonning/Hensingham and to training and employment opportunities at Lillyhall and Westlakes Science and Technology Park.</p>	<p>ER11 – Developing Enterprise and Skills</p>

Sustainable Settlements

Implications	Policy Reference
<p>There is scope for area renewal in the Locality, particularly at Distington where housing issues are part of a mix of indicators demonstrating high levels of multiple deprivation. Elsewhere there are concentrations of pre-1919 housing which still need basic improvements such as at Pica, Parton and Moresby Parks.</p> <p>In terms of housing growth the individual Local Centres, Distington, Lowca/Parton and Moresby Parks would take a share in the overall Borough allowance for Local Centres which would mean something in the order of 60-80 dwellings over the plan period for each. However, currently there are 92 dwellings with planning permission at Distington still outstanding and 17 at Moresby Parks, so there is less justification for additional provision in these settlements at the start of the plan period. Other settlements in the locality including Low Moresby, which have hosted significant levels of commuter housing in the past, are not designated as Local Centres because they do not have the service function to support general needs housing development. Only</p>	<p>SS1 – Improving the Housing Offer</p> <p>SS2 – Sustainable Housing Growth</p>

Implications	Policy Reference
<p>exceptional needs will justify further development in these villages which will normally relate to affordable housing either for individuals or as small groups for a housing trust or RSL.</p> <p>The Howgate / Distington Locality has a total of 138 dwellings with planning permission, no allocations and 325 housing units identified in the SHLAA. This means that there should be no real difficulty in establishing a supply of sites to meet the housing requirement for the locality within the three Local Centres.</p>	

Accessibility and Transport

Implications	Policy Reference
<p>The key accessibility and transport priorities for the Howgate and Distington Locality include the A595 Eastern Relief Road/Bypass.</p> <p>The Eastern Relief Road/Bypass would improve conditions within the existing urban area of Whitehaven, but would also improve external linkages eastwards to other settlements and connect major traffic generators like Westlakes Science and Technology Park, the Hospital, the main secondary schools, the Fire Station and Whitehaven Commercial Park as well as large areas of housing.</p>	T1 – Improving Accessibility and Transport

Environmental Protection and Enhancement

Implications	Policy Reference
Promoting the developed coast as most suitable to accommodate new employment, tourism, leisure and associated regeneration schemes.	ENV2 – Coastal Management ENV5 – Protecting and Enhancing the Borough's Landscapes
The preservation of historical features, including the Roman fort at Moresby Church.	ENV4 – Heritage Assets
A reassessment of local landscape may indicate additional green space	ENV5 – Protecting and

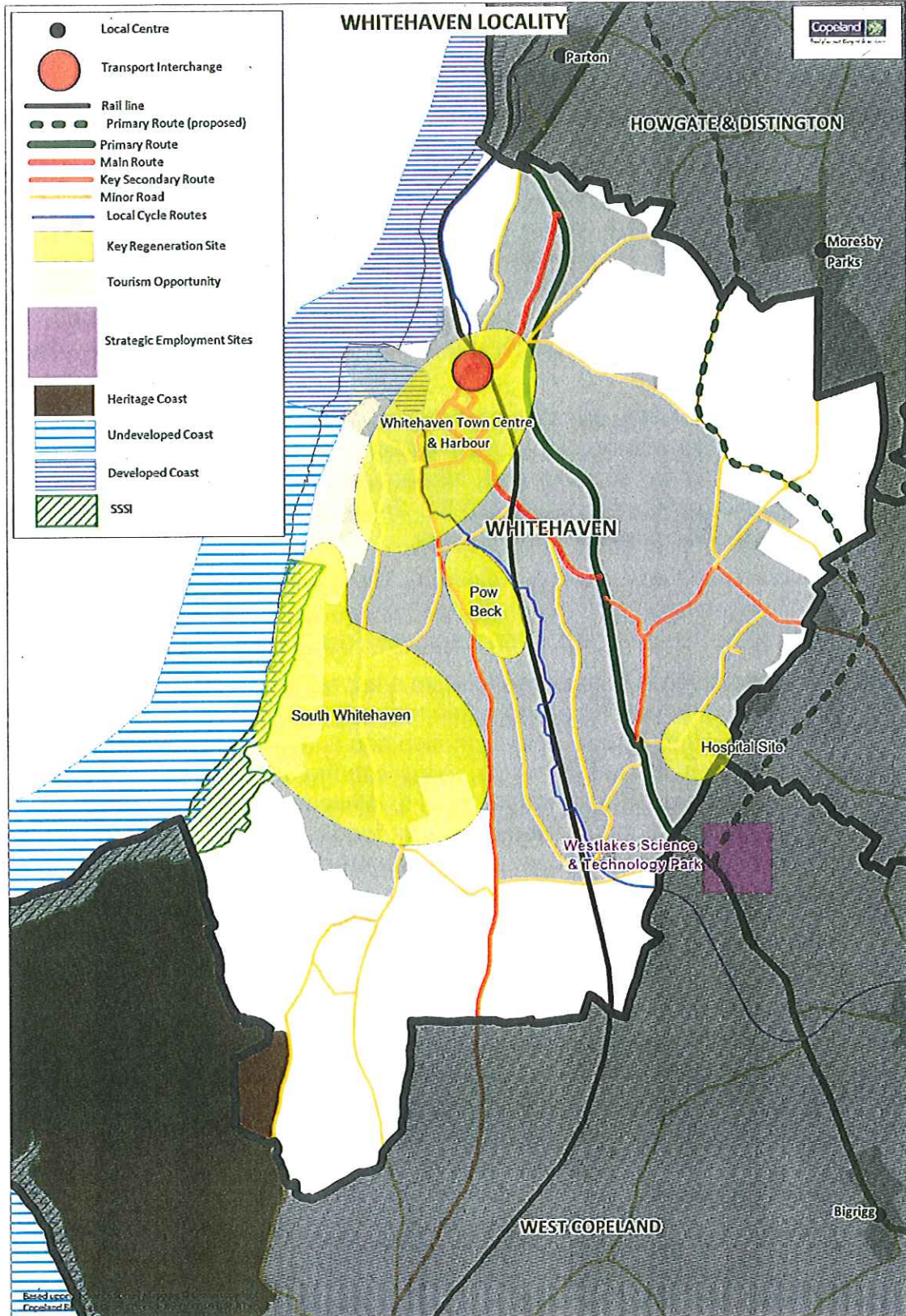
Implications	Policy Reference
and landscape features which should be taken into account in future.	Enhancing the Borough's Landscapes
Protection of the footpath and cycleway networks which provide green links across the locality including their biodiversity value.	ENV6 – Access to the Countryside

Other Plans and Projects for the Locality

- 1.2.10 It is not possible to identify all of the projects that are likely to take place during the life of the Core Strategy, and many will arise through the community planning process.
- 1.2.11 Recent community plans within the Locality are:
- Howgate Ward Plan (covering Lowca, Moresby and Parton parishes)
 - Distington Parish development and Action Plan 2005-10.
- 1.2.12 The current community plan within the Locality is Howgate / Distington Partnership Community Plan 2010. This is reviewed on an annual basis but current key priorities include the following:
- Establish a representative Locality partnership
 - Encourage involvement in local affairs
 - Liaise with the police to reduce crime and anti social behaviour
 - Argue for better junction arrangements on the A595
 - Improve street lighting, cycle tracks and public transport
 - Upgrade the play areas
 - Improve the local environment and public footpaths
 - Attract affordable, decent housing.

1.3 Whitehaven Locality

Spatial Portrait



Context and Background

- 1.3.1 The Whitehaven Locality comprises the Principal Town of Whitehaven which is the Borough's second largest employer (after Sellafield) and a focus for services, commercial activity, retailing and tourism. The Locality comprises the wards of Bransty, Harbour, Hensingham, Hillcrest, Kells, Mirehouse and Sandwith and has a population of 25,116.

Economic Opportunity and Regeneration

- 1.3.2 The Locality relies heavily on nearby Sellafield for employment, with around half of the Whitehaven workforce employed there. This overdependence on a single employer means that the area is highly vulnerable to the forecast changes in the energy sector, which include the continued decommissioning programme at Sellafield, the proposed construction of a new nuclear power station at a site close by and proposals for a new power line to connect the power station into the national grid.
- 1.3.3 Adult skill levels are also relatively low, with a high proportion of working age adults with no or low qualifications; Woodhouse/Greenbank is ranked 3rd worst in Cumbria, Mirehouse West ranked 4th and Mirehouse North East ranked 6th. 7 areas are within ranked within the worst 30% of areas in the country.
- 1.3.4 In terms of educational attainment, Mirehouse West ranks 3rd worst in Cumbria and 502nd nationally for children's educational deprivation and 9 of the 18 areas are in the worst 30% nationally.
- 1.3.5 Whitehaven is considered to have a fair representation of national retailers, largely focussed within the main shopping area of King Street and Lowther Street. The town also has a significant number of independent retailers, which, along with the distinctive layout and architecture, bring a "unique" feel to Whitehaven. The town is the second most popular destination for food shopping in West Cumbria after Workington, and the two superstores of Morrisons and Tesco each attract around 14% of food shopping trips. Whitehaven also has the highest market share for "top up shopping". However vacancy rates are a concern and some areas of the public realm require environmental improvement. Parking and accessibility (particularly for pedestrians) have been identified through public consultations as issues for consideration. There is potential for further development of the evening and tourism economies through marketing and promotion, and it is likely that the proposed development of a new transport interchange should assist with improving public transport facilities.

Sustainable Settlements

- 1.3.6 There is a high dependency on social and private rented accommodation and a lack of good quality, desirable housing of choice. Extensive areas of social housing were constructed high up above the

valley sides to serve major local employers in the 1950s and 1960s and these outlying, peripheral housing estates are today geographically isolated from the Locality's main services which are concentrated in the town centre below.

- 1.3.7 Some of Copeland's highest concentrations of deprivation are found within the Locality, in particular for problems related to poor health, low educational attainment, and high levels of unemployment and crime. A high proportion of residents claim benefits with 2 of the Locality's areas (Woodhouse/Green Bank and Mirehouse West) ranked as the 2 lowest areas in Copeland and in the worst 10% of areas nationally for income. The Locality has an ageing population with an increase of almost 80% in residents aged over 65 years in Hillcrest from 2001-2010.
- 1.3.8 Whitehaven Centre is ranked 7th worst in Cumbria and 215th nationally for health deprivation and 7 of the 18 areas are within the worst 10% of areas nationally. Crime rates are also amongst the highest in the county with Woodhouse/Greenbank ranked 15th worst in Cumbria, and Mirehouse 17th, although it is worth noting that Cumbria as a whole has some of the lowest crime rates in the UK.
- 1.3.9 The Housing Strategy and Core Strategy propose that 47% of new housing development should be built within Whitehaven, the largest proportion of any Locality. It is proposed that the mix should include affordable, older persons and executive housing. Other proposals include support for a 10 bed space Foyer project in Whitehaven and trainer flats, to be provided by the Whitehaven Community Trust.

Accessibility and Transport

- 1.3.10 The Locality is served by the Cumbrian Coast railway with stations at Whitehaven and Corkickle (request stop only). The rail service is constrained by a length of single track between Whitehaven and Sellafield and limited station facilities, and it is likely that the lack of a fast, frequent rail connection to the west coast mainline contributes to the area's perceived geographical isolation and low levels of inward investment. Local bus services link the residential areas to the town centre and other neighbouring centres such as Workington and Cockermouth. The A595 is the major road route linking the Locality to the north and west (via the A66 to the M6) and south to Barrow.

Environmental Protection and Enhancement

- 1.3.11 The town is set within an attractive coastal landscape, with high sandstone cliffs to the south and a rocky shoreline to the north, and is surrounded by a semi-rural landscape of open fields and woodlands to the north and east. The Locality includes part of the St Bee's Head SSSI, as well as a number of priority habitats and ancient woodlands.
- 1.3.12 Whitehaven is of significant historic interest, with a strong seafaring and industrial heritage, linked to its early planned development and growth as a major port in Georgian times, and coal mining and manufacturing activities. The town includes three Conservation Areas; the recently

combined Whitehaven Town Centre and High Street Conservation Area, Corkickle Conservation Area and Hensingham Conservation Area, together with a large number of Listed Buildings and several Scheduled Ancient Monuments. However the attractive urban townscape of Georgian buildings set within a formal grid layout, has suffered from the effects of many years of underinvestment associated with the town's economic decline.

- 1.3.13 There has been substantial investment over the last 20 years in town centre related regeneration activities most notably around the harbour area. This has provided a range of public realm improvements and the development of an attractive leisure marina, but the town centre retail core continues to exhibit signs of stress such as vacant shop units and poorly maintained buildings. Opportunities and challenges remain around the heritage led regeneration of the town centre, and improving linkages between retailing and food and drink areas and the harbour.
- 1.3.14 In terms of open space, the Whitehaven Locality is deficient in allotment provision overall and existing sites tend to lack the facilities generally expected on more modern allotments such as club houses, toilets etc. Bransty and Hillcrest wards are deficient in all types of open space apart from natural and semi natural green space. The urban areas contain some very attractive parks and gardens and play spaces are well distributed and of reasonable quality, although there are few opportunities for teenagers.
- 1.3.15 Some areas of Whitehaven are subject to significant levels of flood risk. Tidal flooding poses the greatest threat to town centre locations including Strand Street, Market Place, Quay Street, Irish Street and Swingpump Lane, which are delineated as Zone 3a High Probability. Intense rainfall events are likely to give rise to flash flooding, and insufficient sewer capacity, and blocked culverts and trash screens all contribute to flooding in the Pow Beck area.
- 1.3.16 These issues present a number of challenges for the area's planning and regeneration, but the Locality enjoys a number of distinct advantages such as its attractive coastal location, historic buildings, and close proximity to the major tourist destination of the Lake District. In addition the Locality is in a good position to benefit from the potential opportunities associated with the nuclear new build and Energy Coast agendas.

Implications of Core Strategy Policies on Whitehaven Locality

Strategic Policies

Implications	Policy Reference
<p>The Regeneration Priority Sites offer the opportunity to:</p> <ul style="list-style-type: none"> • re-use existing brownfield land (A(iii)) • minimise the need to travel (A(v)) • prioritise development in the main towns (A(vi)) • support the development of energy infrastructure and tourism (B(i)) • support diversity in jobs (B(ii)) • create a residential offer to meet needs and aspirations (B (iii)) • support the reclamation and redevelopment of the Borough's vacant and derelict sites (C(v)). 	<p>ST1 Strategic Development Principles</p>
<p>The largest scale developments will be focussed within the Principal Town of Whitehaven, particularly Regeneration Priority Sites. It is proposed that almost 50% of all non nuclear-based development will take place in the town over the Core Strategy period.</p>	<p>ST2 – Spatial Development Strategy B i) Principal Town of Whitehaven</p>
<p>Strategic Regeneration Priority Sites</p> <p>The following key gateway and harbourside sites in Whitehaven town centre are identified as a strategic portfolio of Regeneration Priority Sites (previous Local Plan site identification numbering in brackets):</p> <ul style="list-style-type: none"> • Quay Street Car Park (WTC1) • Mark House, the former Victorian public baths and the John Paul Jones Pub, Strand Street (WTC2) • Former Bus Depot and Garage, Bransty Row (WTC4) • Former Bus Station and Works, Bransty Row (WTC5) • Albion Street North (WTC8) • Albion Street South (WTC9) 	<p>ST3 Strategic Regeneration Priorities B Regeneration sites in Whitehaven's town centre and harbourside</p>

Implications	Policy Reference
<ul style="list-style-type: none"> • Former YMCA Building, Irish Street • Jackson’s timber yard and adjoining land, Newtown/Catherine Street (WEOS2) • Bardywell Lane • Gough’s Car Park, Strand Street/Marlborough Street • West side of Preston Street (WEOS3) • West side of Ginns (WEOS4) • Former Council depot and adjoining land at Ginns (WEOS5 & 6) <p>Development of these sites will be guided by a new Supplementary Planning Document (SPD) which is being prepared alongside the Core Strategy. The Whitehaven Town Centre and Harbourside SPD considers the important design and Conservation Area issues associated with Whitehaven’s historic core and harbour and provides design guidance for the sensitive regeneration and development of the town centre and harbourside sites. It has been informed by the Conservation Area Assessment work recently carried out and the Broadway Malyan “Development Framework” (2007).</p> <p>Alongside the SPD, a Prospectus is being developed to assist with marketing the sites as development opportunities within the wider regeneration framework for Whitehaven.</p> <p>The Council would expect appropriate uses or mixes of use on the sites suited to town centre or edge-of town centre locations. These will be primarily office, retail, tourism and/or leisure uses aimed at increasing the commercial performance of the town centre and substantially increasing its employment base. Some additional housing could be incorporated in suitable mixed use developments.</p>	
<p>Sites prioritised for development in the current Britain’s Energy Coast programme are:</p> <ul style="list-style-type: none"> • Westlakes Science and Technology Park - Land was allocated in the Local Plan to accommodate further areas of high specification development for research, offices and higher education uses including UCLan • Whitehaven Hospital - £90m redevelopment/refurbishment 	<p>ST3 – Strategic Regeneration Priorities</p> <p>D Sites in BEC Master Plan</p>

Implications	Policy Reference
<ul style="list-style-type: none"> • Health Campus - To be located at Westlakes and/or the Hospital to extend health related services and initiatives and to encourage new employment clusters • Whitehaven town centre transport interchange – A new bus station with car parking facilities • Whitehaven town centre hotel – Identified as a suitable use for one of the Regeneration Priority Sites • Albion Square (sites WTC8 & 9) - Flagship office redevelopment • Woodhouse/Greenbank/Kells Housing Market Renewal initiative • Pow Beck Valley Stadium redevelopment and sports village 	
<p>Two other areas are identified as Strategic Regeneration Priorities: Pow Beck Valley and West Whitehaven.</p> <p>Pow Beck Valley</p> <p>This area has redevelopment potential for rugby and football club facilities in association with a sports village complex, housing and limited commercial redevelopment. An SPD has been adopted by the Council to guide development in this area.</p> <p>West Whitehaven</p> <p>This area comprises the Woodhouse, Greenbank and Kells Housing Market Renewal Area which has already seen some regeneration activity in terms of estate improvements, demolitions and new planning consents on brownfield sites, and the Coastal Fringe area between the St Bees Head approaches and South Harbour. The Coastal Fringe has also benefitted from regeneration projects but further remediation is required to deal with contamination from previous chemical/coaling activities at the former Marchon chemical complex and to make areas safe for new development and the provision of public open space.</p> <p>Housing market renewal will continue to be delivered in partnership with the Home Housing Group, which is the principal Registered Social Landlord in this area - and the private sector. There is a need to rebalance the local housing market through the development of a mix of</p>	<p>ST3 Strategic Regeneration Priorities</p> <p>B Pow Beck Valley and the Woodhouse / Kells Housing Market Renewal Area</p>

Implications	Policy Reference
<p>tenures and housing types to effect the transformation of a whole neighbourhood.</p> <p>Land to the South of Woodhouse Estate</p> <p>As noted in the Preferred Option Report there is additional brownfield and greenfield land immediately south of the Woodhouse estate which could provide further opportunity for new housing combined with new neighbourhood facilities such as open space and the improvement of the wider coastal fringe, and retail and service provision to support housing market renewal in the Woodhouse, Keels and Greenbank areas. The Council would particularly welcome improvements in local education provision in the area as part of achieving wider socio-economic regeneration objectives. This will be delivered through legal agreements with the principle RSL and private sector developer partners and development and its phasing would be controlled via a s.106 agreement allied to a masterplan/development brief.</p>	
<p>The "Colourful Coast" Project extends the length of the coast from Whitehaven harbour to St Bees and has provided major improvements to the rights of way network and biodiversity through a partnership between the Land Trust, the National Trust, RSPB, Haig Colliery, Natural England, Cumbria County Council and the Borough Council. Projects have been undertaken to improve access, infrastructure, interpretation and public awareness, all designed to improve visitor enjoyment of the coastal fringe strip between the harbour and the Marchon site, especially in relation to the high quality landscape here and industrial archaeological interest (including the Haig Mining Museum). This whole area has been designated as a Tourism Opportunity Site (ER10) and the approach will be to leave the seaward side open and to protect the views from the Heritage Coast itself, to create new areas of parkland, and to allow some limited redevelopment on the east side, beginning with the area occupied by former offices and labs. Appropriate uses include those associated with tourism such as visitor interpretation facilities, accommodation and conference space, and a small, high quality business park for offices and craft workshops.</p> <p>There is a need to coordinate tourism, open space, business development and HMR in a total regeneration package for the whole of West Whitehaven and it is proposed that a development brief will be</p>	<p>ST3 Strategic Regeneration Priorities</p> <p>B Coastal Fringe</p>

Implications	Policy Reference
prepared to guide restoration and new development across the area.	
The Council will be seeking contributions for infrastructure improvements proportionate to the impacts and effects of development in the town centre, and to support other essential town centre regeneration initiatives.	ST4 Providing Infrastructure

Economic Opportunity and Regeneration

Implications	Policy Reference
<p>Temporary contractor accommodation for nuclear new build projects in North Copeland would involve investigating sites in or immediately adjoining Whitehaven. Sites close to the railway and existing stations and/or with good road access and near the town centre or neighbourhood centre would be favoured, particularly where there are obvious "legacy" or after-use benefits in terms of conversion to offices, retail or leisure use or for specialist residential such as student accommodation or to provide impetus for a regeneration development site for instance through site restoration. Such sites could include for instance sites in the vicinity of Pow Beck. A park and ride facility may also be appropriate especially if it could provide added value for an existing employment area of the town as well as a nuclear new build project. The Council will be looking at all these possibilities in relation to the developing nuclear new build situation.</p> <p>All decisions around the provision of major energy infrastructure will have to consider the implications for the intrinsic qualities of the Locality's landscapes, biodiversity and heritage assets.</p>	ER1 Planning for the Nuclear Sector
There are opportunities for community renewable energy schemes especially within the larger areas of new housing in Whitehaven and there may be potential for some larger renewable generation projects but care must be taken to minimise impact on residential areas or visitor interest especially in sensitive coastal locations.	ER2 Planning for the Renewable Energy Sector
Any National Grid connection programme will undoubtedly have some impact on local communities given available routing options which are close to Whitehaven and on important landscapes including higher ground with views towards the National Park.	ER3 The Support Infrastructure for the Energy Coast

Implications	Policy Reference
<p>The Employment Land and Premises Study identified a need to improve the quality and marketing of existing sites in the locality such as the Whitehaven Commercial Park at Moresby Parks. It also noted that some poorer quality sites such as Furnace Row (Distington) and Red Lonning at Whitehaven should no longer be designated for employment in the Council's future Sites Allocations DPD. Instead the approach should be to concentrate on investing in the more strategic sites in and around Whitehaven town centre, Westlakes Science and Technology Park, Lillyhall and new high quality developments for instance at the former Marchon site. Elsewhere there is a need for a flexible approach including support for working from home subject to normal protection of residential amenity.</p>	<p>ER6 Location of Employment</p> <p>DM3 Safeguarding Employment Areas</p>
<p>It is hoped to continue the regeneration of Whitehaven town centre which began under the "Vision for Whitehaven" and "Renaissance of Whitehaven" banners. Policy ER8 sets out the Council's approach including the need to expand the town centre defined boundary to include the proposed transport interchange. The Retail Study suggests that there is scope for expanding both the convenience and comparison retail floorspace offer in the town by up to 6,500 sq m and 6,000 sq m respectively by 2023 just on the basis of maintaining current market shares – and this in addition to the expected enlargement at the North Shore Tesco store. Also, given the "leakage" of expenditure on comparison goods to other centres such as Workington and Carlisle there is an argument to scope for additional retail space.</p> <p>However the Council considers that the priority should be to concentrate on the defence of the retail sector in the short/medium terms, and to look at establishing a brand or identity for "Whitehaven Ltd" through marketing and business support initiatives; heritage led regeneration, continued programmes of public realm, access and parking improvements; promoting sites for new leisure development; diversifying the entertainment offer and evening/night-time economy and encouraging niche traders targeting the visitor market. External funding for regeneration projects will be sought to support these initiatives. Elsewhere the service role of the Local Centres will be protected as far as possible, along with smaller neighbourhood and village facilities.</p>	<p>ER7 Principal Town Centre, Key Service Centres, Local Centres and other service areas: Roles and Functions</p> <p>ER8 Whitehaven Town Centre</p>
<p>Besides the Tourism Opportunity Site identified at Whitehaven there are two other TOS designations in the Locality - the coastal area near Lowca</p>	<p>ER10 Renaissance</p>

Implications	Policy Reference
<p>where there is a planning consent for holiday development, and along the Keekle Valley where there is public access for quiet enjoyment and recreation with potential for further such initiatives linking in to the Ehen valley. The importance of linkages between the different areas via footpaths and cycleways cannot be overstated.</p>	<p>through Tourism</p>
<p>In terms of skills development and education the Locality is well placed between Lillyhall and Westlakes Science and Technology Park and has the largest secondary school provision in the Borough concentrated at Red Lanning/Hensingham. In all cases there is sufficient land available for likely expansion requirements over the plan period. However it will be important to improve access to the sites especially from the more deprived wards such as Sandwith and Harbour in Whitehaven and Distington.</p>	<p>ER11 Developing Enterprise and Skills</p>

Sustainable Settlements

Implications	Policy Reference
<p>In terms of major schemes for housing improvement the proposed Housing Market Renewal development in West Whitehaven will be the key project but there is scope for other area renewal in the locality, particularly at Distington and in Whitehaven town centre (Harbour Ward) where housing issues are part of a mix of indicators demonstrating high levels of multiple deprivation. Elsewhere there are concentrations of pre-1919 housing which still need basic improvements such as at Pica, Parton and Moresby Parks.</p> <p>In terms of housing growth it is proposed to accommodate 47% of the Borough's new dwellings within Whitehaven which would equate to 2,256 dwellings between 2011 and 2027. Sandwith, which has hosted commuter housing in the past, is not designated as a Local Centres because it does not have the service function to support general needs housing development. Only exceptional needs will justify further development in this village which will normally relate to affordable housing either for individuals or as small groups for a housing trust or RSL.</p> <p>As at 31st October 2011 the Whitehaven locality has a total of 538 dwellings with planning permission and 280 dwellings allocated in the current Local Plan yet to be developed which totals 818 dwellings</p>	<p>SS1 Improving the Housing Offer</p> <p>SS2 Sustainable Housing Growth</p>

Implications	Policy Reference
<p>committed. At the same time there are 3,297 dwellings in the list of candidate housing sites identified in the SHLAA work to date. This means that there should be no real difficulty in establishing a supply of sites to meet the housing requirement for the locality within Whitehaven.</p>	
<p>The mix of housing types and the amount of affordable housing to be achieved within the larger developments will be set by the Council in development briefs to be prepared for each site. The numbers and percentages involved will be informed by the 2010 Housing Needs Assessment and will reflect local conditions. As noted above, rebalancing housing markets in the Whitehaven Locality means a substantial increase in the supply of larger and more expensive homes as well as some modern affordable housing with different tenure options – including shared equity – to replace old and poor quality social stock. Achieving both these goals will be a fundamental part of the West Whitehaven housing proposals. Household size continues to reduce and therefore another requirement will be to ensure provision of 1 and 2 person house types within most housing developments, but particularly in and around the town centre. Particular care will be taken as regards siting, design and facilities for older people in housing schemes.</p>	<p>SS3 Housing Needs, Mix and Affordability</p>
<p>In terms of Community Facilities and Services the key priorities include the refurbished West Cumberland Hospital at Whitehaven, a continuation of secondary schooling facilities at Red Lonning/Hensingham (including Academy requirements) and a general improvement of sports provision in the locality – with the potential for a new North Copeland sports village at Pow Beck Valley. Larger areas of new housing development and regeneration schemes will be expected to make provision for improvements to the area’s facilities and services to help create attractive living environments and safe and desirable neighbourhoods.</p>	<p>SS4 Community Facilities and Services</p>

Accessibility and Transport

Implications	Policy Reference
<p>The key accessibility and transport priorities for the Whitehaven Locality include the following:</p> <ul style="list-style-type: none"> • A new town centre transport interchange 	<p>T1 Improving Accessibility and Transport</p>

Implications	Policy Reference
<ul style="list-style-type: none"> • Whitehaven town centre enhancements scheme • A new Pow Beck Valley spine road • An A595 capacity improvements • Improvements and enhancements to the footpath and cycle network. <p>These schemes and associated improvements should encourage more sustainability and choice in transport options but should also achieve better connection between principal destinations and new areas of development and regeneration. The new interchange (given sufficient car parking and rail station improvements) and the Pow Beck spine road should improve traffic management and circulation. As a result they should have a significant impact on town centre conditions and assist with integrating development on new sites in West Whitehaven, Coach Road/Pow Beck Valley, Ginns/Preston Street and the rest of the town centre. At the same time it will be important to continue improving the public realm and traffic environments in the town centre along with facilities for pedestrians and cyclists.</p> <p>The Eastern Relief Road/Bypass would improve conditions within the existing urban area of Whitehaven, but would also improve external linkages eastwards to other settlements and connect major traffic generators like Westlakes Science and Technology Park, the Hospital, the main secondary schools, the Fire Station and Whitehaven Commercial Park as well as large areas of housing.</p> <p>Key priorities for the Whitehaven Partnership Locality Plan 2010 include tackling:</p> <ul style="list-style-type: none"> • Poor public transport provision at off peak periods • Parking, permits and congestion in the town centre • Tackling road surfaces • B5345 Ginns, Meadow View, Low Road to St Bees • Whitehaven Relief Road • Modernisation of the rail line, increased carriage capacity for cycles and improvements to footpaths and cycleways • Proposed Whitehaven Transport Interchange 	

Implications	Policy Reference
<ul style="list-style-type: none"> • Addressing pedestrian issues and • Improving street lighting <p>The Partnership Locality Plan also suggests that improved access to Whitehaven's port would have the potential to support crossings to the Isle of Man and Ireland, increase the proportion of freight passing in and out of the region by sea, and encourage the transfer of freight from road to rail using port facilities.</p> <p>The Council will wish to explore improvements in local transport such as rail infrastructure and park and ride schemes as part of delivering Nuclear New Build legacy aspirations.</p>	

Environmental Protection and Enhancement

Implications	Policy Reference
Balancing the need for development of key regeneration sites in the town centre and Pow Beck Valley against the need to reduce flood risk.	ENV1 Flood Risk and Risk Management
<p>Promoting the developed coast as most suitable to accommodate new employment, tourism, leisure and associated regeneration schemes.</p> <p>Continuation of the coastal fringe work and reclamation of the former "Marchon" chemical works to create a larger area of open space leading out from the harbour over the St Bees Head Heritage Coast. This includes an undertaking to protect views from the Heritage Coast itself by guarding against inappropriate development in the adjoining coastal fringe area alongside a management plan for the Head.</p>	ENV2 Coastal Management ENV5 Protecting and Enhancing the Borough's Landscapes
The sensitive development and management of Whitehaven's Town Centre and High Street and two other Conservation Areas and the preservation of historical features, including the Roman fort at Moresby Church and the harbour.	ENV4 Heritage Assets
A reassessment of local landscape may indicate additional green space and landscape features which should be taken into account in future.	ENV5 Protecting and Enhancing the Borough's Landscapes

Implications	Policy Reference
Maintenance of the town's green corridors and open valley sides, connecting the town centre and housing areas with the urban fringe and surrounding countryside. Protection of the footpath and cycleway networks which provide green links across the locality including their biodiversity value.	ENV6 Access to the Countryside

Other Plans and Projects for the Locality

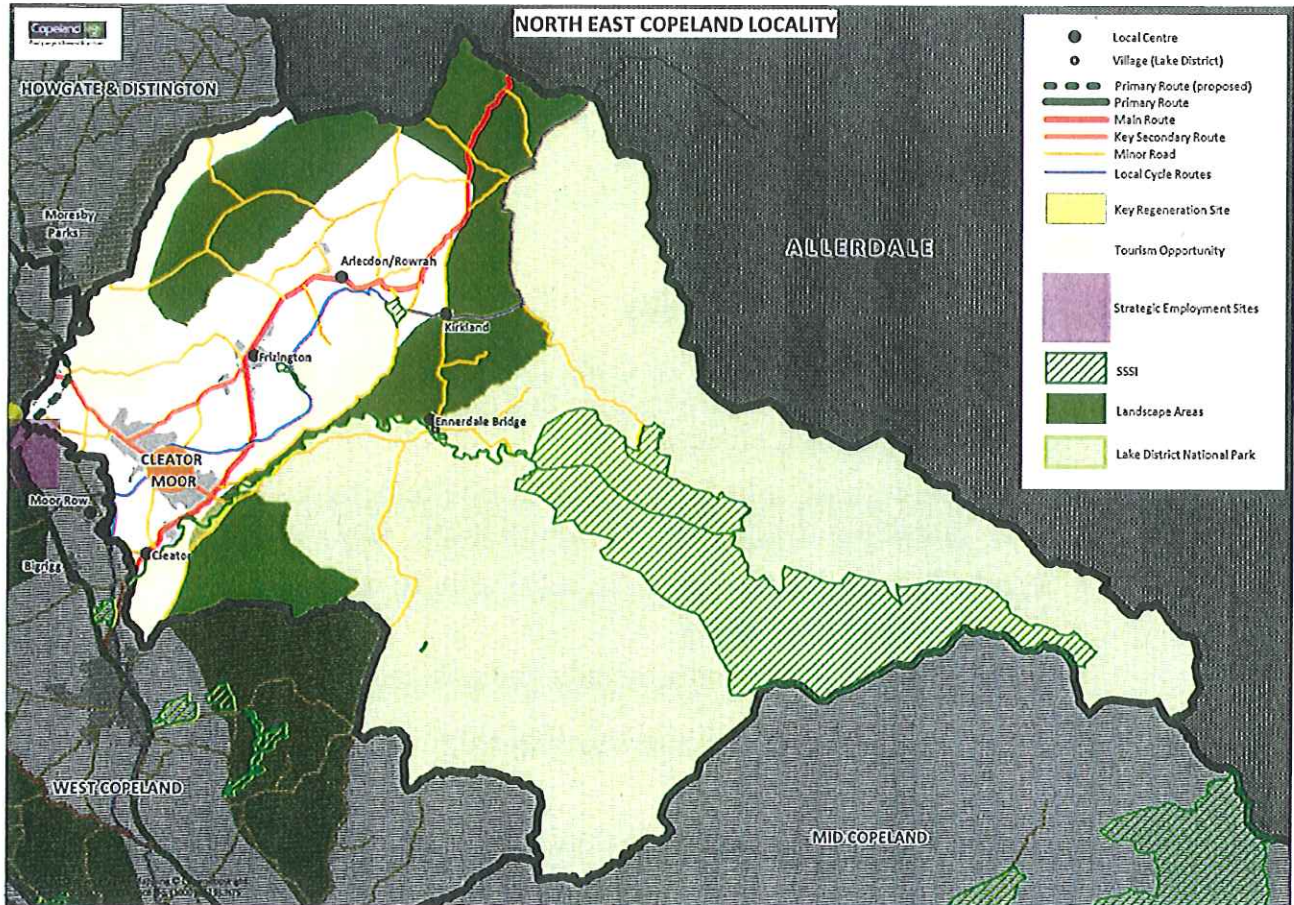
1.3.17 It is not possible to identify all of the projects that are likely to take place during the life of the Core Strategy, and many will arise through the community planning process.

1.3.18 The current locality plan is the Whitehaven Partnership Locality Plan 2011, and this is reviewed on an annual basis. Key priorities include:

- Establishing a representative Locality Partnership which has involvement in local affairs
- Liaising with Police to reduce crime and anti-social behaviour
- Arguing for better infrastructure joining A595
- Tackling parking problems
- Lobbying for a Transport Interchange
- Improving road surfaces, street lighting, pedestrian access, cycle tracks and public transport
- Improving opportunities for young people
- Improving the local environment and footpaths
- Supporting regeneration initiatives and the Townscape Heritage Initiative
- Attracting affordable, decent housing.

1.4 North East Copeland Locality

Spatial Portrait



Context and Background

- 1.4.1 The North East Copeland Locality extends from the eastern boundary of Whitehaven, through Ennerdale and into the heart of the Lake District National Park. The Locality has a population of 11,995 and includes the town of Cleator Moor and the wards of Arlecdon, Ennerdale and Frizlington. Ennerdale is one of the most sparsely populated wards in Cumbria, whilst Cleator Moor is one of West Cumbria's main industrial towns. Ennerdale Bridge is identified as a village in the Lake District National Park Core Strategy.
- 1.4.2 Cleator Moor has developed along the B5295 and is separated into east and west residential areas by the Leconfield Industrial Estate. The town grew substantially in the middle of the 19thC when a large number of Irish immigrants arrived to escape the Potato Famine and find work in the local steel and ore mining industries. Cleator Village is a much older settlement and is recorded as belonging to the Parish of St Bees from as early as 1315.
- 1.4.3 Frizlington grew from a collection of scattered farms, developing into a village by the mid 19thC when the iron ore industry became established.

The ancient village of Arlecdon has had a church on the present site since the 13thC.

Economic Opportunity and Regeneration

- 1.4.4 Cleator Moor is the main Service Centre for the Locality and was founded on coal and iron ore mining, expanding rapidly during the second half of the 19thC. The decline of mining and associated foundries and engineering has led to long standing economic and social issues in the town and surrounding villages. Since the Second World War employment opportunities have been provided by businesses operating at the key sites including the Phoenix Enterprise Centre and Leconfield Industrial Estate in Cleator Moor. Today more people from the Locality work outside its boundary, with 20% of the working age population employed at Sellafield.
- 1.4.5 Unemployment and worklessness are issues in the urban areas of Cleator Moor and Frizington, extending to Moor Row. Ennerdale Road South, Frizington, Ennerdale Road North and Leconfield Street, Town Centre West are ranked in the worst 25% areas in the County for income and employment, and 3 (all except Leconfield Street Town Centre West) are in the worst quartile for these indices Nationally. Adult skill levels and educational attainment levels are also low in the more deprived areas of Cleator Moor, Frizington and Moor Row.
- 1.4.6 Cleator Moor has a very compact town centre focussed around Market Square. The town centre continues to suffer from high vacancy rates and several properties in prominent locations are in a poor state of repair. Security and crime have been raised as a concern by town centre businesses adding to the overall poor perception of the town centre.
- 1.4.7 Regeneration activity is ongoing in this area to improve the built environment and image of the area, and to encourage business investment and tourism. Much of this work has taken place around the Market Square area, which has been designated a Conservation Area. A key issue is to maintain local services, both in the town and rural villages, to sustain the communities.

Sustainable Settlements

- 1.4.8 Housing demand tends to be low in the North East Copeland Locality, with median house prices in all areas except Ennerdale at or below the Copeland average. A high proportion of the housing is ageing, predominantly RSL owned stock. 31.4% of dwellings are rented, 6% above the Cumbria average, and 45% are terraced compared to 25% in Whitehaven and 33% in Egremont. Average house prices are low, at £132,358, compared to £171,000 for the UK and £148,581 for Cumbria.
- 1.4.9 The Core Strategy and Housing Strategy propose that 10% of new housing development in Copeland is provided in Cleator Moor. The

Locality is identified as suitable for high end market housing, with opportunities for place making activities based around the town's role as a key service centre and location on the edge of the Lake District National Park.

- 1.4.10 Poor health is a significant issue in Cleator Moor and the Locality was identified in the West Cumbria Health Improvement Plan 2008-2010 as a priority for action. The Locality has an ageing population with a higher rate than the Copeland average in Arlecdon, Ennerdale and Frizington.

Accessibility and Transport

- 1.4.11 The area is largely rural in nature and transport and accessibility are issues for many residents. 30% of households do not have access to a car, but levels of car use are relatively high, with 42% of commuters travelling more than 10km to work, compared to 18.5% in nearby Egremont. Bus services run at least two hourly, six days a week to Whitehaven.

Environmental Protection and Enhancement

- 1.4.12 The area is generally rural in nature, and the landscape is a mix of lowland pasture, distinct ridges and large scale undulating limestone topography with some substantial conifer plantations, and with views over the Lakeland fells. There is a National Nature Reserve at High Leys between Kirkland and Rowrah and the scars of pits and quarries are scattered throughout the area. The quiet Ennerdale Valley is one of the Lake District National Park's most treasured places, crowned by Pillar Rock and High Stile. The River Ehen which flows past Cleator Moor is of international importance.
- 1.4.13 There are 9 SSSI's, protecting examples of nationally rare species, habitat and geology. Even more significantly there are 3 biodiversity sites of European importance (River Ehen, Lake District High Fells and River Derwent) in addition to approximately 30 County Wildlife Sites. The locality is also rich in sites that are recognised for their geological interest (20 RIGS sites) and areas of ancient woodland.
- 1.4.14 The Market Square area in Cleator Moor is designated as a Conservation Area and there are a number of Listed Buildings including the Library and Civic Hall.
- 1.4.15 The Locality as a whole is deficient in parks and gardens and amenity greenspace. Ennerdale and Arlecdon are the two wards most deficient in open space, and there is no access to allotments or amenity greenspace in either ward. The majority of formal provision of natural and semi natural greenspace is located within the Cleator Moor area, although it is worth noting that large parts of the Locality lie within the Lake District National Park where there is extensive access to the beautiful countryside via the footpath network. Provision of play space is generally good although there is no provision in Rheda.

- 1.4.16 Nor Beck and Bowthorn Beck pass through Cleator Moor within culverts. These culverts are limited in capacity, resulting in flooding around Whitehaven Road and Birks Road and the area is designated Zone 3b Functional Floodplain. Significant areas of Cleator and Ennerdale Bridge are also designated Zone 3b Functional Floodplain.

Implications of Core Strategy Policies on North East Copeland Locality

Strategic Policies

Implications	Policy Reference
<p>At least 10% of the Borough's non-nuclear site development will be directed to Cleator Moor – one of 3 Key Service Centres in Copeland. The emphasis will be on retaining a range of existing provision with some expansion of local employment; providing a small range of comparison shopping and moderate local economic development potential. Opportunities may arise in this Key Service Centre for expansion and diversification, with linkages to the nuclear sector and tourism. The settlement's boundaries will also be reviewed in the light of potential for development.</p> <p>ST2 Local Centres:</p> <ul style="list-style-type: none"> • Arlecdon / Rowrah • Cleator • Frizington • Kirkland / Ennerdale Bridge <p>Minor development reflecting the respective scale and functions which helps to sustain services and facilities and contributes to the regeneration of these settlements is seen as appropriate. Development outside of these locations will be restricted, and will predominantly be for employment/accommodation related to agriculture or forestry, affordable housing, renewable energy developments that are location specific (eg wind, wave, tidal, hydro).</p>	<p>ST2 - Spatial Development Strategy</p>
<p>Town centre regeneration and improvement schemes within Cleator Moor town centre will be continued under the North East Copeland</p>	<p>ST3 – Strategic Development</p>

Implications	Policy Reference
<p>Regeneration programme, including a Local Plan-identified Development Opportunity site on Cragg Road (CTC1) which is suitable for a range of uses.</p> <p>The Phoenix Enterprise Centre is regarded as a key employment facility where expansion and improvements will be encouraged.</p>	<p>Priorities</p>
<p>Cleator Moor's main industrial estate at Leconfield Street is also regarded as a key employment facility where expansion and improvements will be encouraged. Leconfield Industrial Estate is a strategic target for improvement, potentially through a mixed-use redevelopment scheme, although the Council would prefer to see this being achieved without loss of employment space. An appropriate development project could provide a "Community Offset Package" of community benefits put together under ST4 provisions.</p>	<p>ST4 – Providing Infrastructure</p>

Economic Opportunity and Regeneration

Implications	Policy Reference
<p>Core Strategy policies for economic development are dominated by the potential in the energy sector. It is expected that this will bring opportunities for additional business development in Cleator Moor which could include further relocation of Sellafield jobs. Potential Legacy sites to support nuclear new build in the Locality could include for instance Leconfield Industrial Estate.</p>	<p>ER1 – Planning for the Nuclear Sector</p>
<p>There may be potential for renewable energy production in the locality including wind and hydro.</p>	<p>ER2 – Planning for the Renewable Energy Sector</p>
<p>Any National Grid connection programme will undoubtedly have some impact on local communities given available routing options which are close to Cleator Moor in particular and on important landscapes including higher ground within the National Park.</p>	<p>ER3 – The Support Infrastructure for the Energy Coast</p>
<p>There will be opportunities for office and workshop/warehouse development at Leconfield Street and the Phoenix Centre and encouragement will be given to new business clusters with food processing being particularly appropriate given the wide rural hinterland.</p>	<p>ER6 – Location of Employment</p>

Implications	Policy Reference
Similarly the Council will try to accommodate proposals involving working from home and rural workshops on existing sites like Frizington Road and Rowrah Station provided local amenity is protected.	
It will be important to enhance and protect the vitality and viability of Cleator Moor Town Centre, although the 2009 Retail Study suggests that there is unlikely to be justification for an increase in shopping floorspace. Public realm improvements and attention to vacant and derelict properties are needed as part of a continuing environmental improvement programme along with measures to increase security.	ER7 – Principal Town Centre, Key Service Centres, Local Centres and other Service areas: Roles and Functions ER9 – The Key Service Centres, Local Centres and other Smaller Centres
There are opportunities to increase the potential for tourism in the locality, especially green tourism associated with the outstanding landscapes and wildlife habitat and perhaps related to the extensive cycleway and footpath networks. Industrial archaeology also offers real growth prospects. Delivery of tourism facilities, accommodation and services will be important. Cleator Moor has a distinct opportunity to capitalise on its location on the edge of the National Park and the Ehen Valley which is designated as a Tourism Opportunity Site.	ER10 – Renaissance through Tourism

Sustainable Settlements

Implications	Policy Reference
The Locality contains a number of small villages and communities where there is need to improve housing quality and standards. This includes a potential area scheme under housing market renewal provisions in the Dent Road area of Cleator Moor which could be tackled alongside gateway improvements to Ennerdale Road in line with the town's Mini-masterplan proposals. Elsewhere older areas of housing (eg in Cleator, Arlecdon and Frizington) will continue to require grant assisted	SS1 – Improving the Housing Offer

Implications	Policy Reference
improvement.	
<p>It will be vital that there is adequate housing available of the right quality, type and tenure and at least 10% of the Borough's overall new housing being accommodated in Cleator Moor ie between 345 and 450 dwellings over the period 2012-2027.</p> <p>Appropriately scaled development will be accommodated in Local Centres to sustain services and facilities, in line with existing size and service provision. In this way the allocations at Frizington are likely to be substantially more than Arlecdon. Appropriate percentages of site(s) allocated within Cleator Moor will be set for affordable homes subject to the 2010 Housing Needs Assessment otherwise an "exceptions" approach will operate in the villages for individuals and housing trusts/RSLs.</p>	SS2 – Sustainable Housing Growth
<p>Cleator Moor may include opportunities for sites for executive homes which will require attractive locations and high quality building standards (SS3 A (iii)).</p> <p>Regeneration and other vacant sites in Cleator Moor could also provide opportunity for temporary accommodation relating to new nuclear power station construction workers under SS3 A (v).</p> <p>There may also be a need to accommodate a small (up to 5 pitches) gypsy and traveller transit site within the locality.</p>	SS3 – Housing Needs, Mix and Affordability
<p>In terms of community facilities and services the general provisions of Policy SS4 will apply but given the health issues thrown up in the deprivation indices there are a number of particular sports and exercise initiatives in the locality which may require further facilities.</p>	SS4 – Community Facilities and Services

Accessibility and Transport

Implications	Policy Reference
<p>Three particular priorities which would be of value to the locality:</p> <ul style="list-style-type: none"> • An eastern relief road or bypass to Whitehaven • Improvements along the A5086 – and there are a number of rural and village stretches where these are needed and • Maintaining and improving the stations, infrastructure and 	T1 – Improving Accessibility and Transport

Implications	Policy Reference
<p>services on the Cumbrian Coastal railway</p> <p>The Council will encourage better public transport links to Whitehaven and national networks and greater use of footpath and cycle networks for instance by making provision for a parking “interchange” at Rowrah as part of any housing approval on the former railway goods yard. Transport improvements on a range of scales could be elements of a community package of benefits related to new Energy sector construction projects.</p>	

Environmental Protection and Enhancement

Implications	Policy Reference
<p>Environmental priorities for Cleator Moor include the implementation of key environmental and public realm improvements as envisaged in the Mini Masterplan in order to make the town a more effective draw for visitors.</p>	<p>ENV4 – Heritage Assets</p>
<p>There is also an emphasis on the protection and enhancement of the landscape, biodiversity and geodiversity within the locality, particularly given its location on the edge of the National Park. There are large areas of landscape quality which need to be reassessed on a relative scale including the high moorland above the River Keele and the countryside adjoining the National Park between Lamplugh and Ennerdale Bridge.</p>	<p>ENV5 – Protecting and Enhancing the Borough’s Landscapes</p> <p>ENV6 – Access to the Countryside</p>

Other Plans and Projects for the Locality

- 1.4.17 It is not possible to identify all of the projects that are likely to take place during the life of the Core Strategy, and many will arise through the community planning process.
- 1.4.18 The current community plans within the locality are:
- North East Copeland Neighbourhood Action Plan
 - Cleator Moor Mini Masterplan
 - Arlecdon and Frizington Parish Plan
 - Cleator Moor Town Council Plan

- Ennerdale and Kinniside Parish Plan
- Lamplugh Parish Plan
- Weddicar Parish Plan

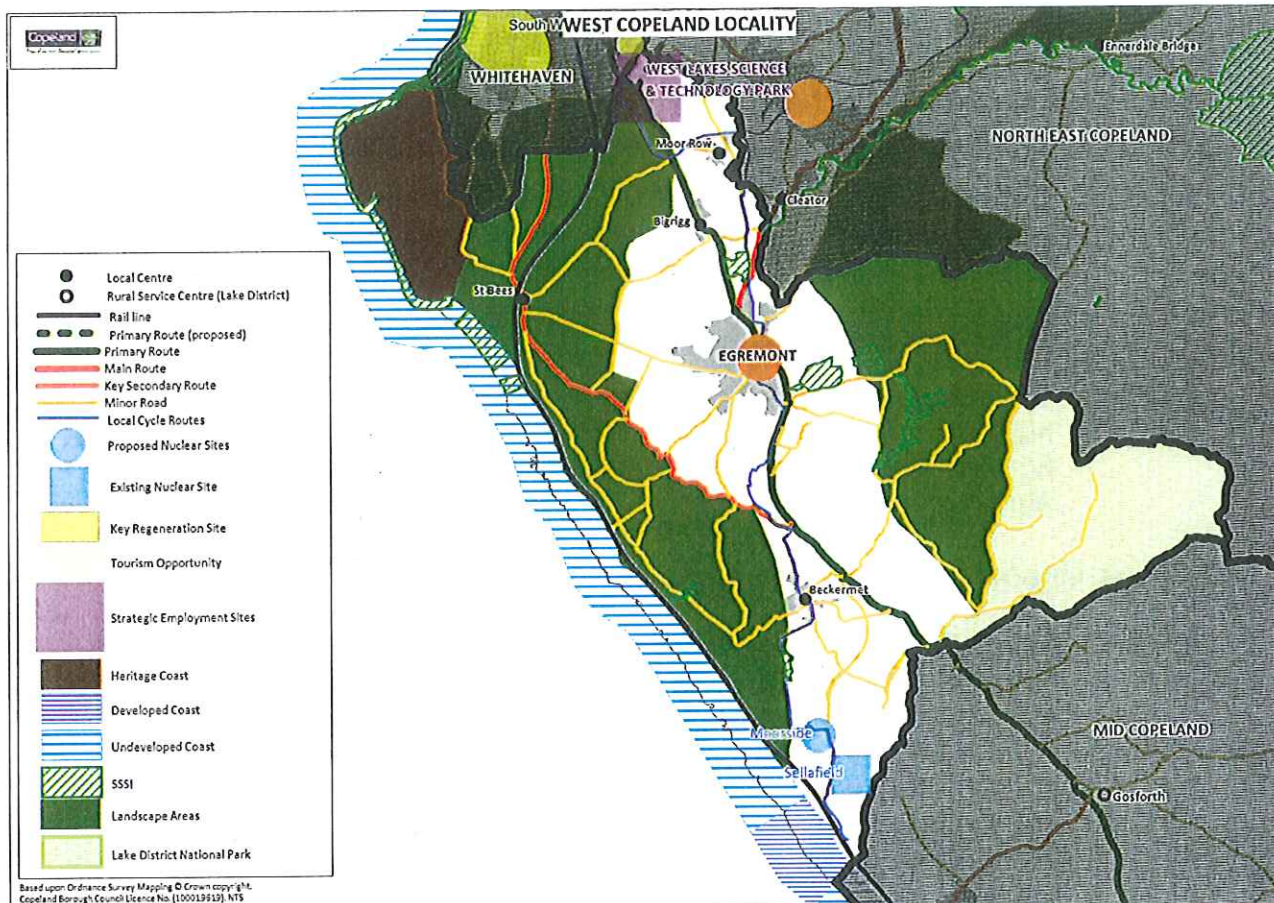
1.4.19 These will be updated over the next fifteen years.

1.4.20 The current Community Plan for the area is the North East Copeland Community Plan, and Area Action Plan 2011. This includes the following key priorities:

- Renew and improve Cleator Moor town centre
- Improve derelict and dilapidated buildings
- Implement Area Renewal Scheme
- Redevelop Leconfield Industrial Estate
- Establish North East Copeland as a destination for indoor and outdoor adventure tourism
- Raise aspirations to help local people access training and employment opportunities
- Support local businesses
- Maintain rural services
- Improve local play areas and facilities
- Improve local health services and healthy lifestyles
- Improve local environment and greenspaces.

1.5 West Copeland

Spatial Portrait



Context and Background

- 1.5.1 The West Copeland Locality is located in the north west of the Borough and covers the wards of North Egremont, South Egremont, Beckermat and St Bees. It has a population of 12,588 and has a similar age structure to the Cumbrian average. The Locality includes over 12 miles of coastline stretching from the imposing cliffs of St Bees Head in the north to the mudflats, sands, shingle and pebble beaches to the south.
- 1.5.2 The main service centre is the traditional market town of Egremont. It is the historic capital of Copeland, with the remains of a Norman castle dominating the town, a market charter dating back to 1267 and ancient "crab fair". More recently it has been the centre for iron ore mining and limestone quarrying.
- 1.5.3 The village of St Bees developed in linear form from its early Priory. It remains a largely rural village, but is home to a successful public school (founded in 1583) and is a popular commuter settlement for those who work at the Sellafield site and in the nearby towns of Whitehaven, Workington and Egremont.

- 1.5.4 The settlement of Thornhill was constructed by Whitehaven Rural District Council and Egremont Urban District Council in the 1920's, as part of the national campaign to improve housing conditions for those returning from fighting in the First World War.
- 1.5.5 Bigrigg has been in existence for some 1200 years. The name is derived from the Norwegian Viking for Barley Ridge and it is believed that Iron Ore was mined in the Bigrigg area as early as Roman times. Ore mining was the main industry in Bigrigg in the 19th Century and the mines supported steel manufacture in nearby Cleator Moor.
- 1.5.6 There was a settlement at Moor Row by 1762, but it was the 19th century discovery of iron ore in the vicinity that resulted in the "row of houses on a moor". Cornish tin miners migrated to the area to work in the mines and their contribution has been observed through the naming of Penzance Street in the village.
- 1.5.7 The villages of Haille and Wilton are home to some of the locality's higher income professionals and their families. Beckermest is occupied by a mix of young families, professionals, agricultural workers and retired people.

Economic Opportunity and Regeneration

- 1.5.8 Egremont has a compact, linear town centre focussed along the Main Street and Market Place. The town has a high proportion of service sector outlets and independent retailers, and below average representation of both comparison and convenience retailers. Poor perception of the town centre is compounded by concerns over security. Trading has been difficult in recent years, reflecting changes in shopping patterns at a national level and increased use of the internet. However the town's location between the coast and the lakes offers potential for the development of tourism, particularly if the town's physical environment and townscape are enhanced through environmental improvements. The recent Retail Study update identified that there is overtrading in comparison goods and there is immediate capacity for up to 745 sq m net of additional floorspace, increasing up to 1,350 sq m net by 2023.
- 1.5.9 29% of the Locality's workforce are currently employed at Sellafield and the area will continue to face economic challenges as the decommissioning process continues. The Index of Multiple Deprivation indicates that the most deprived parts of the Locality are concentrated around the periphery of Egremont at Orgill, and Smithfield, Bigrigg South areas, where low incomes, unemployment and poor health are particular issues. Low skills and education attainment levels are an issue in Egremont although median household incomes are significantly higher than in West Copeland (particularly in Beckermest and St Bees) than many other parts of the Borough, mainly due to the relatively high rates of pay in the nuclear industry.

Sustainable Settlements

- 1.5.10 Overall deprivation indicators for health, crime and education attainment are much better than the figures for the worst wards in Whitehaven and Cleator Moor. However GCSE attainment in Egremont North and South (33.8% and 38.9% attaining at least 5 passes at Grade C or above) is falling behind the Copeland and national averages (44.0% and 50.4% respectively). Equipping the local workforce for future employment opportunities and developing the ability of the Locality to respond to these will be a key challenge in future years.
- 1.5.11 In terms of housing offer, Egremont is almost entirely polarised between good quality executive homes and social rented housing with little inbetween, although generally there is an fairly even spread of housing tenures with higher owner occupation rates and a lower rental element than Whitehaven and Cleator Moor. The Housing Strategy and Core Strategy propose that 10% of Copeland's new housing development should be accommodated in Egremont and sites will be identified for high end market housing.

Accessibility and Transport

- 1.5.12 Geographical barriers to services are an issue for almost all the Locality with the exception of Egremont, reflecting the rural nature of much of the area. Egremont has good road links to Whitehaven and Workington via the A595. Car ownership and use for commuting is quite high but the distances involved are the lowest for all urban-based localities, reflecting the proximity to Sellafield. Bus services for the whole of the Locality are considered insufficient. Access to the Coastal Railway is good although actual use is not currently that high. There are stations at St Bees, Nethertown, Braystones and Sellafield.

Environmental Protection and Enhancement

- 1.5.13 The open character of the landscape along the coast offers wide and uninterrupted views across to sea horizons and along the coastal strip, and provides a sense of the area's remoteness and wild character. The high cliffs and cliff top landscape of St Bees Head is vast in scale and contrasts with the more enclosed rolling farmland and valleys further inland. There are 7 SSSI's within the Locality including St Bees Head, home to a large population of breeding sea birds and the only breeding site on the British coast for the very rare Black Guillemot, several wetland habitats, a quarry and a mine. There are also 13 County Wildlife Sites and a number of areas of ancient woodland, as well as 7 Regionally Important Geological Sites (RIGS) in the area. The St Bees Heritage Coast is the only stretch in the North West that is formally recognised for its beauty and managed to preserve its aesthetic qualities. A public footpath runs the length of the designated stretch.
- 1.5.14 The market place and main street in Egremont have been designated a Conservation Area, and in St Bees there is an extensive Conservation Area which encompasses a significant proportion of the settlement.

- 1.5.15 There is an undersupply of parks and gardens available in the Locality. The supply of allotments in the area is generally good in all areas apart from Bigrigg, Thornhill and Beckermest, although there is a long waiting list in Egremont. There is a sufficient supply of semi natural green space and outdoor sports facilities in the larger settlements. The pressure to supply natural green space in the smaller settlements is not as great as residents in these places have access to a wide network of public footpaths. Accessibility to all these facilities is reasonably good with the majority in walking distance of the settlements they serve. It has been noted that the quality of the amenity green spaces, particularly in Egremont, could be improved and there is a need to increase the number of the children's play spaces across the Locality.
- 1.5.16 Flooding is a significant issue in some parts of the Locality. The southern coastline has been identified in the Phase 1 Strategic Flood Risk assessment as an area at risk of coastal flooding during storm events. In Egremont there is a swathe of functional floodplain running through the settlement following the line of the River Ehen and Skirting Beck. The dwellings closest to the river are considered to be in Flood Zone 2. In Beckermest a significant portion of the properties are within Zone 3a High Probability associated with Kirk Beck and Black Beck.

Implications of Core Strategy Policies on West Copeland Locality

Strategic Policies

Implications	Policy Reference
<p>At least 10% of the Borough's non-nuclear site development will be directed to Egremont – one of 3 Key Service Centres in Copeland. The emphasis will be on retaining a range of existing provision with some expansion of local employment, providing a small range of convenience and comparison shopping and moderate local economic development potential. Opportunities may arise for expansion and diversification, with linkages to the nuclear sector and tourism. The settlement's boundaries will also be reviewed in the light of potential for development.</p> <p>ST2 Local Centres:</p> <ul style="list-style-type: none"> • Beckermest • Bigrigg • Moor Row 	<p>ST2 - Spatial Development Strategy</p>

Implications	Policy Reference
<ul style="list-style-type: none"> • St Bees <p>In these settlements minor development reflecting the respective scale and functions is seen as appropriate especially where it can help to sustain services and facilities and contribute to regeneration.</p> <p>Development outside of these locations will be restricted, and will predominantly be for employment/accommodation related to agriculture or forestry, affordable housing, renewable energy developments that are location specific (eg wind, wave, tidal, hydro). A small part of the West Copeland locality is located within the Lake District National Park. However none of this area contains any designated Rural Service Centres or Villages to accommodate development within the National Park. As a result all development will be focussed within the Copeland LDF area.</p>	
<p>A site adjacent to Sellafield within the West Copeland Locality has been selected in National Policy Statement 1-ENV6 as the location for a new nuclear power station. Work is planned to begin on constructing the new nuclear power plant as early as 2017 and should continue until 2023/25.</p> <p>ST3 includes provision for regeneration and improvement schemes within Egremont town centre as a continuation of the Market Towns Initiative programme including a Local Plan identified Employment Opportunity Site on Chapel St/Ehen Court Road (EOS1) suitable for a range of uses. The Bridge End industrial estate is regarded as a key employment facility where expansion and improvements will be encouraged.</p>	ST3 – Strategic Development Priorities

Economic Opportunity and Regeneration

Implications	Policy Reference
<p>Core Strategy policies for economic development are dominated by the potential in the energy sector. It is expected that this will bring opportunities for additional business development in Egremont which could include further relocation of Sellafield jobs as well as opportunities arising from decommissioning. There could also be opportunities within Egremont for identifying legacy sites associated with nuclear new build.</p>	ER1 – Planning for the Nuclear Sector
<p>There may be potential for renewable energy production in the locality</p>	ER2 – Planning

Implications	Policy Reference
including wave power.	for the Renewable Energy Sector
<p>The Core Strategy does not provide in detail for nuclear new build as that will proceed via a Development Consent Order under the procedure for Nationally Significant Infrastructure Projects. Policy ER3 will underpin the Council's position in contributing to that process; namely, that sites needed to support major infrastructure projects should be selected in accordance with the Core Strategy's locational principles. This means that it is likely that large sites for worker accommodation or other off-site uses will be in or close to the towns, and the Egremont area may attract some of that development, be it for housing (sites not identified) or for off-site assembly, storage and logistics (Bridge End, Beckermat industrial estate). Improvements to road capacity may also be needed.</p> <p>Any National Grid connection programme will undoubtedly have some impact on local communities given available routing options which are close to Egremont and all the Local Centres and on important landscapes including higher ground within the National Park.</p>	ER3 – The Support Infrastructure for the Energy Coast
<p>The Bridge End industrial estate and its expansion land adjoining St Thomas Cross are an important part of maintaining quality employment sites locally near Sellafield, and the Beckermat Estate will still provide limited expansion potential for businesses which could have an adverse impact on local amenity.</p>	ER4 – Land and Premises for Economic Development
<p>It will be important to protect the vitality and viability of Egremont town centre and the 2009 Retail Study suggests that there is potential for a 320 sq m increase in convenience floorspace over the period to 2023. Egremont is also seen as performing well as a comparison shopping destination and a 1,575 sq m increase in comparison floorspace is suggested subject to reasonable growth in the tourism sector. Public realm improvements and attention to vacant and derelict properties are needed as part of a continuing environmental improvement programme which may involve a grants initiative.</p>	<p>ER7 – Principal Town Centre, Key Service Centres, Local Centres and other Service areas: Roles and Functions</p> <p>ER9 – The Key Service Centres, Local Centres and other Smaller</p>

Implications	Policy Reference
	Centres
<p>There are opportunities to increase the potential for tourism in the locality, especially green tourism associated with the outstanding landscapes and wildlife habitat and perhaps related to the extensive cycleway and footpath networks. There are important Stone and Iron Age sites, a rich medieval history to tap into and more recent industrial archaeology that offer real growth prospects, particularly with standing “remains” at the Castle, Florence Mine and St Bees Priory. Delivery of tourism facilities in line with this will be important both for accommodation and services. Like its neighbour Cleator Moor, Egremont has a distinct opportunity to capitalise on its location on the edge of National Park and within the Ehen Valley which is designated as a Tourism Opportunity Area. Town centre improvements will help to strengthen cultural and tourism opportunities and there is also potential in Egremont, and especially St Bees for accommodation and facilities catering to activities within the undeveloped coast. Any further expansion of holiday chalet development, however, will be strictly controlled at St Bees, Braystones, Nethertown and Coulderton.</p>	ER10 – Renaissance through Tourism
<p>The local labour force will be equipped for future employment opportunities, particularly in relation to opportunities arising from the decommissioning of Sellafield and future nuclear and other energy based industries. The location of West Lakes Academy in Egremont is an important element in this drive and the Council will ensure that the Academy’s planning needs continue to be met.</p>	ER11 – Developing Enterprise and Skills

Sustainable Settlements

Implications	Policy Reference
<p>Improvement initiatives may be required in older housing areas both in Egremont (eg Castle Croft, Brisco Mount) and the villages.</p>	SS1 – Improving the Housing Offer
<p>It will be vital that there is adequate housing available of the right quality, type and tenure and at least 10% of the Borough’s overall new housing will be accommodated in Egremont ie between 345 and 450 dwellings over the period 2012-2027. Appropriately scaled development will be accommodated in Local Centres to sustain services and facilities,</p>	SS2 – Sustainable Housing Growth

Implications	Policy Reference
<p>in line with existing size and service provision.</p> <p>Appropriate percentages of site(s) allocated within Egremont will be set for affordable homes subject to the 2010 Housing Needs Assessment otherwise an "exceptions" approach for affordable dwellings will operate in the villages for individuals and housing trusts/RSLs. The need to rebalance the overall housing market means that some of the sites allocated will need to accommodate more expensive, "Executive" housing which will require attractive locations and high quality building standards.</p>	
<p>There are a number of vacant sites and sites suggested for housing or employment use in the longer term which could provide opportunities for temporary accommodation relating to new nuclear power station construction workers.</p> <p>There may also be a need to accommodate a small (up to 5 pitches) gypsy and traveller transit site within the Locality.</p>	SS3 – Housing Needs, Mix and Affordability
<p>The focus will be to retain services in villages, while trying to improve them in Local Centres.</p>	SS4 – Community Facilities and Services

Accessibility and Transport

Implications	Policy Reference
<p>The Core Strategy identifies three particular priorities which would be of great value to the locality:</p> <ul style="list-style-type: none"> • An eastern relief road or bypass to Whitehaven • Junction and other improvements along the A595 and • Improvements along the A5086. <p>T1 also makes reference to future use and improvements to the Cumbrian Coast railway which would also benefit the locality as there are 4 stations within its boundaries. Additional facilities like park and ride sites will be necessary to achieve greater use of the line especially in terms of Sellafield traffic. Overall the Council will do as much as it can to encourage better public transport links to Whitehaven and national networks and greater use of footpath and cycle networks. Transport</p>	T1 – Improving Accessibility and Transport

Implications	Policy Reference
improvements on a range of scales could be elements of a community package of benefits related to new Energy sector construction projects.	

Environmental Protection and Enhancement

Implications	Policy Reference
There are areas of flood risk in the town associated with Skirting Beck and sections of combined sewerage where surface water run off can cause occasional problems. There have been localised problems at St Bees, too. All these will be taken into account in the choice of location for development in accordance with ENV1.	ENV1 – Flood Risk and Risk Management
The natural and historic assets of the undeveloped coast will be conserved. Care will be especially necessary where erosion is an issue along the footpath over St Bees Head and alongside the golf course and the coastal margins to the south. The Heritage Coast is a unique asset which requires a management plan to set out a detailed protection and interpretation programme. This may include new carefully designed and landscaped access and parking facilities.	ENV2 – Coastal Management
Environmental priorities for Egremont include the implementation of key environmental and public realm improvements as envisaged in the Mini Masterplan which would make the town a more effective draw for visitors. It will also be important to maintain the integrity of the three Conservation areas in the locality at St Bees, Beckermest and Egremont town centre and important heritage sites.	ENV4 – Heritage Assets
There will be a need to reassess the landscape value of the coastal strip between the St Bees valley and Sellafeld and the large open area east of the River Ehen and flanking the National Park between Dent and Calderbridge. The value of environmental and cultural assets including the river corridor and Egremont Castle ruins will be maximised along with the footpath and cycleway links into the countryside.	ENV5 – Protecting and Enhancing the Borough's Landscapes
The Council would like to investigate the potential for a large area of woodland – a community forest – which could provide a valuable resource for leisure and energy/crafts whilst providing a counter balance to any large scale energy construction and associated infrastructure works. The area south of Egremont and moving into the Mid-Copeland locality area could offer an opportunity for this sort of long-term project	ENV6 – Access to the Countryside

Implications	Policy Reference
merging into areas of existing woodland at Haile and Ponsonby and along the Calder.	

Other Plans and Projects for the Locality

1.5.17 It is not possible to identify all of the projects that are likely to take place during the life of the Core Strategy, and many will arise through the community planning process.

1.5.18 The current community plans within the locality are:

- Egremont mini Masterplan
- Egremont MTI
- Haile and Wilton Parish Plan
- St Bees Parish Plan

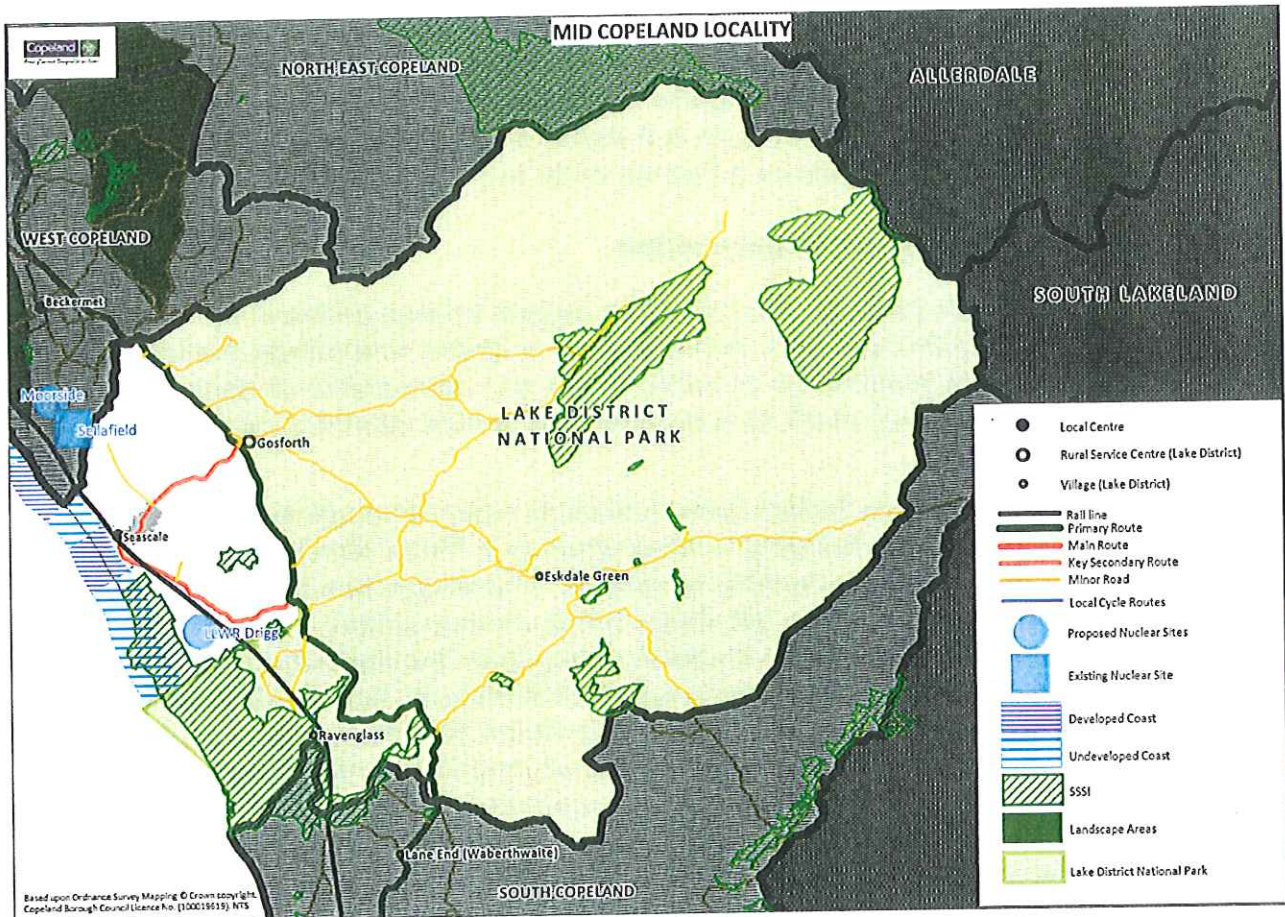
1.5.19 These will be updated over the next fifteen years and additional plans may also be produced for the remaining parishes in the locality.

1.5.20 The Community Plan for West Copeland Locality includes an Action Plan 2011, which is updated annually. Current key priorities include the following:

- To encourage activities for teenagers and improve engagement with young people
- To improve play areas
- To tackle low aspirations and educational attainment
- To link the community and locality plans with the Local Development Framework
- To support maintenance of parks and open spaces
- To tackle speeding traffic
- To consider alternative means of transport and improve cycle connections
- To promote local tourism opportunities
- To improve rural broadband infrastructure
- To support allotments, local produce and food growing.

1.6 Mid Copeland

Spatial Portrait



Context and Background

1.6.1 The Mid Copeland Locality includes the parishes of Drigg and Carleton, Eskdale, Gosforth, Irton with Santon, Muncaster, Ponsonby, Seascale and Wasdale and the wards of Seascale, Gosforth and Bootle. It is the most rural of all the Localities, combining a variety of coastal landscapes between Sellafield and Ravenglass to the west with the dramatic Wasdale and Eskdale Valleys and the central Lake District mountains to the east. The majority of the Locality lies within the Lake District National Park, which produces its own Local Development Framework, and Eskdale Green and Ravenglass are identified as villages in the Lake District National Park Core Strategy. The majority of the 4,570 people who live here are concentrated in the 2 main settlements of Seascale and Gosforth.

1.6.2 Seascale village can trace its origins back to an early Norse settlement and Roman Britain but was significantly enhanced as a seaside resort in Victorian times following the introduction of the Furness railway in the 1850s.

- 1.6.3 Ravenglass and Eskdale Green are both classed by the National Park Authority as “Villages” suitable for local needs housing. Ravenglass lies on the estuary of 3 rivers, the Esk, Mite and Irt. Ravenglass became an important naval base for the Romans in the 2nd Century and a Market Charter was granted by King John in 1208. In the 1800s iron ore, granite and copper ore were brought to the estuary by a narrow gauge railway from miners near Boot, 8 miles away. Today the line has been preserved as the Ravenglass and Eskdale Railway, a major tourist attraction. Eskdale Green is a small village with a pub, a shop and a post office, located on a Roman route to Hard Knott Fort.

Economic Opportunity and Regeneration

- 1.6.4 Seascale performs the role of the largest service centre in the Locality with a primary school, doctor’s surgery, library and railway station as well as a small range of convenience and comparative shopping. It performs very much as a dormitory settlement related to nearby Sellafield.
- 1.6.5 Gosforth has a limited service function which is recognised in the National Park Authority’s designation as a “Rural Service Centre” able to accommodate modest expansion. The village has a bank, bakery, grocery store, cafes, gift shops and a primary school. The tallest and oldest Viking Cross in England, dating from the first half of the 10th Century, is located in the grounds of St Mary’s Church. Gosforth is not identified as retail destination in the Retail Study but its role serving the day to day needs of a rural community and visitors to the Western Lakes should be recognised and supported.

Sustainable Settlements

- 1.6.6 The Locality’s population is reasonably affluent with the 3 areas of Seascale, Seascale South/Drigg /Holmrook and Gosforth all ranked in the highest national and county quartiles for income, and the highest quartiles in Cumbria for employment, in the Index for Multiple Deprivation. Residents enjoy comparatively good health, and amongst the lowest crime rates in Cumbria and the UK. The outdoor living environment in all 3 areas is ranked in the highest national quartile and the Locality’s population is more highly skilled and qualified than elsewhere in Copeland. However the Locality has an ageing population and this is particularly notable in Gosforth where there has been a 26.3% increase in the population aged 65 or over from 2001-2010 and a reduction of 6.3% in 15-64 year olds over the same period. Additionally the indoor living environment of Seascale South/Drigg/ Holmrook is ranked in the lowest quartile nationally, and Gosforth is in the second lowest.

Accessibility and Transport

- 1.6.7 Nevertheless rural deprivation exists along with transport difficulties, especially in the more isolated parts of the Locality with Seascale

South/Drigg/ Holmrook and Gosforth ranked in the lowest County and National Quartiles for geographical sub barriers, reflecting the area's relative isolation.

- 1.6.8 The A595 is the principal road route running north / south through the locality and there are rail stations at Ravenglass and Seascale. The Locality's remote geographical location is a significant issue for local residents and there is a need to improve connections to the main employment and service centres including Barrow, Sellafield and Lillyhall, Workington and Carlisle in the north. Bus services along the A595 provide only one bus per day or buses on certain days of the week.

Environmental Protection and Enhancement

- 1.6.9 The coastal strip comprises bay and estuary landscape types with mudflats, shingle and pebble beaches, open water which support internationally important roosting and feeding grounds for wading birds and water fowl, and coastal margins (dunes and beaches) with hummocky dunes, flat raised beaches and beaches of mud, sand, shingle and pebbles. Further inland the landscape is characterised by lowland farmland where intensely farmed agricultural pasture dominates with patchy areas of woodland, before rising up to the Lake District Fells and high mountain plateaus, screes and moorland.
- 1.6.10 The Locality includes numerous SSSIs, as well as 3 SACs, 109 County Wildlife Sites, 113 Ancient Woodland sites and 20 RIGS sites.
- 1.6.11 There is an undersupply of allotments and amenity greenspace across the 2 wards of the Locality but generally open space is well provided for and both Gosforth and Seascale settlements are set within attractive countryside with a good access network. Some play provision would benefit from refreshing and more imaginative provision.
- 1.6.12 Seascale is adjacent to the sandy coastline and is considered at risk of coastal erosion and flooding, putting the promenade, main road and some properties at risk. There is also a narrow strip designated as Zone 3a High Probability around Whitriggs Beck waterway corridor.

Implications of Core Strategy for Mid Copeland

Strategic Policies

Implications	Policy reference
Seascale is the largest service centre with a primary school, doctors' surgery, library and railway station as well as a small range of convenience	ST2 – Spatial Development

Implications	Policy reference
<p>and comparison shopping. The Council will look at the potential for some general needs housing allocations here for the locality.</p> <p>Gosforth also acts as a service centre, recognised in the National Park Authority's designation of it as a 'Rural Service Centre' able to accommodate modest expansion.</p> <p>Additionally Ravenglass and Eskdale Green are classed by the Lake District Core Strategy as Villages suitable for local needs housing.</p>	<p>Strategy</p>

Economic Opportunity and Regeneration

Implications	Policy reference
<p>Employment is dominated by the potential in the energy sector, and this does and will offer employment opportunities to Mid Copeland residents. For the last 50 years the locality has mixed the benefits of employment in or supplying the nuclear industry with agriculture and tourism, all of which continue to be encouraged. It is envisaged by the Core Strategy and development management policy (DM5) that the continuing development of activities related to the nuclear fuel cycle will be within the existing site. The Council will press for Nationally Significant Infrastructure development (power station and grid connection) to be managed so as to minimise any impacts which may be to the detriment of tourism. The same will apply to any nuclear waste developments that emerge, with the added proviso that mitigation will be sought, including community benefit expenditure similar to that already associated with the Drigg facility.</p>	<p>ER1 – Planning for the Nuclear Sector</p>
<p>The Core Strategy does not provide in detail for nuclear new build as that will proceed via a Development Consent Order under the procedure for Nationally Significant Infrastructure Projects. Policy ER3 will underpin the Council's position in contributing to that process; namely, that sites needed to support major infrastructure projects should be selected in accordance with the Core Strategy's locational principles. This means that it is likely that large sites for worker accommodation or other off-site uses will be in or close to the towns, and not in mid Copeland.</p>	<p>ER3 - The Support Infrastructure for the Energy Coast</p>
<p>There may be other renewable resources to tap into by way of hydro or perhaps biomass. There has already been interest in community scaled renewable energy production at Eskdale and the wood-based project</p>	<p>ER2 – Planning for the</p>

Implications	Policy reference
<p>could benefit enormously from development of a new Copeland Forest as a concept.</p> <p>Small scale tourism development, particularly for visitor accommodation, and facilities will be encouraged in Seascale in association with coastal pursuits and to take pressure off settlements and sites within the National Park.</p> <p>Additional land may be allocated for small workshop development in Seascale The village's service function will so far as is possible be defended to maintain current levels of provision.</p>	<p>Renewable Energy Sector</p> <p>ER10 – Renaissance through Tourism</p> <p>ER4 – Land and Premises for Economic Development</p> <p>ER9 – (Local Service Centres)</p>

Sustainable Settlements

Implications	Policy reference
<p>The housing policies are all about encouraging an improvement in general housing standards together with an appropriate mix of types and tenures in new allocations. As a main Local Centre, Seascale would expect to accommodate somewhere between 50 – 100 new dwellings during the plan period. This would assist the maintenance and even expansion of community facilities and services locally as per SS4.</p> <p>The National Park Core Strategy assumes about 180 dwellings in the West area over 15 years, and a significant proportion of these can be expected to be in Gosforth, including market housing (with local occupancy restrictions) as well as affordable homes.</p>	<p>SS1 Improving the Housing Offer;</p> <p>SS2 Sustainable Housing Growth;</p> <p>SS3 Housing Needs, Mix, Affordability</p> <p>SS4 Community Facilities and Services</p>

Accessibility & Transport

Implications	Policy reference
<p>The Council's policy is to support strategic transport improvements which address the locality's relative isolation. These include better connections to the main employment and service centres outside the area including Barrow, Sellafield, Whitehaven and Lillyhall. The cost of improving connectivity by road, and capacity improvements to rail services, has been identified and is referred to in the Strategy for Infrastructure. It is hoped that significant improvement will be achieved in preparation for nuclear power station construction, as well as in mitigation of its effects.</p> <p>Just as important are improvements to local facilities to encourage better public transport, greater pedestrian and cycling use throughout the locality and to improve overall accessibility and traffic conditions.</p> <p>Initiatives for community transport will be encouraged as will tourism related schemes. A cycle route from Gosforth to Seascale is programmed.</p>	<p>T1 Improving Accessibility</p>

Environmental Protection and Enhancement

Implications	Policy reference
<p>The area contains some of the most important landscapes in the country. Their protection was the main reason why the National Park Authority (NPA) came into being and the Lake District Core Strategy provides the essential policy framework to ensure their future integrity. The Council's preferred option under ENV5 seeks to maintain the character of the adjoining coastal landscapes. The only Conservation Area in the locality is at Ravenglass declared by the NPA. There are a number of very important nature conservation sites in this area which are recognised nationally and internationally. These include parts of the Drigg coast, the Lake District high fells and Wastwater. Policy ENV5 is designed to complement the higher level of protection afforded to the adjacent landscape in the National Park. The emergence of a community forest in west and mid Copeland would further enhance biodiversity.</p> <p>The Shoreline Management Plan indicates 'holding the line' at the developed areas of Sellafield and Seascale, but 'managed realignment' at Eskmeals, which entails making sure the road there will be protected until a realigned route is provided.</p>	<p>ENV3 Biodiversity</p> <p>ENV4 Built Environment and Heritage</p> <p>ENV5 Protecting the Borough's landscapes</p> <p>ENV2 Coastal Management</p>

Other Plans and Projects for the Locality

1.6.13 The current community plans within the locality are:

- Muncaster Parish Plan
- Wasdale Parish Plan
- Mid Copeland Locality Plan (in preparation)

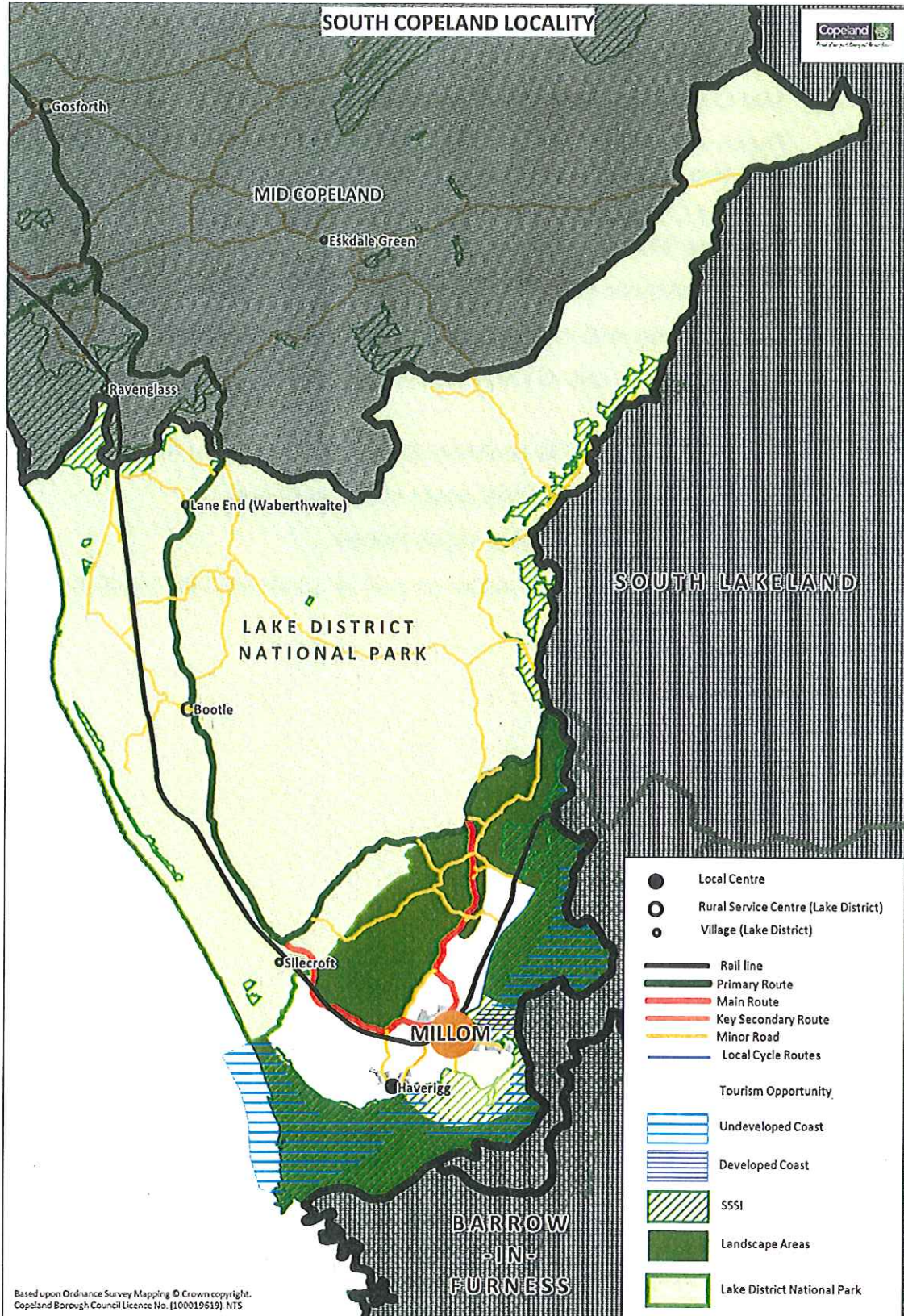
1.6.14 These will be updated over the next fifteen years and additional plans may also be produced for the remaining parishes in the locality.

1.6.15 The Mid Copeland Action Plan 2011 sets out the key priorities for action under the Mid Copeland Community Plan. Current priorities include to:

- Raise platforms on rail stations
- Increase use and improve the service of the Muncaster Micro Bus
- Investigate the use of Land Trusts as an option for more affordable housing
- Look at new routes to avoid lengthy diversions when the A595 is closed
- Improvements to the A595 south of Calderbridge
- Establish a Mid Copeland Youth Forum
- Develop cycling opportunities as part of green tourism initiatives.

1.7 South Copeland

Spatial Portrait



Context and Background

- 1.7.1 The South Copeland Locality is the most southerly part of West Cumbria, encompassing coastal areas and fell country. It is separated from the Furness Peninsula by the Duddon Estuary, and is bounded to the west by the Irish Sea. The Locality covers the Wards of Millom Without, Newtown, Holborn Hill, Haverigg and Bootle. The vast majority of the area lies within the National Park, where Gosforth, Bootle, Lane End (Waberthwaite) and Silecroft are the significant settlements.
- 1.7.2 The town of Millom on the south eastern tip of the Locality provides the only service centre for the surrounding villages of Haverigg, Silecroft, Bootle, The Green, The Hill, Kirksanton and a wider rural hinterland. Millom was once an important place for those wanting to cross the Duddon Estuary to travel further up the Cumbrian coast. The ruined Millom castle and church date back to the early 12th Century but until the discovery of iron ore in 1855 at Hodbarrow, Millom comprised just a few villages and farms. By the late 1800s Millom had become a prosperous town with a population of over 10,000, and the iron, shipping and rail industries provided employment for most of the town's residents. The iron works closed in 1968 and the local economy has since declined.
- 1.7.3 Haverigg is located 1 mile south west of Millom and is often treated as an extension of the town. The village has a lighthouse and a sandy beach and nearby are extensive sand dunes and an RSPB Nature Reserve at the freshwater Hodbarrow Lagoon. There is also a Category C prison. Bootle was the major settlement in the area before the discovery of iron ore led to the development of Millom. A charter for a market and fair was granted in 1347 by Edward III and today the village has several shops including a village store, post office and butchers. There are some important elements of built heritage in the villages including standing stones at Kirksanton, Neolithic settlement remains above Kirksanton as well as some attractive building groups within the villages.

Economic Opportunity and Regeneration

- 1.7.4 The Millom-Haverigg area provides around 10% of Copeland's non-Sellafield jobs. Key current issues for the area are economic decline, relative isolation, poor transport infrastructure and in some places a poor quality built environment. Since the ore mines and ironworks closed in the late 1960s the area has struggled to attract inward investment to support new business development.
- 1.7.5 Millom has a number of independent retailers and a compact town centre with relatively good accessibility. However, it has a below average representation of service sector provision and limited leisure / entertainment provision. Vacancy rates are above the national average. The town centre would benefit from further physical improvements to the built environment and has the potential to attract a greater number of leisure visitors and tourists to the area.

- 1.7.6 There may be opportunities to develop green tourism linked to the environmental importance of the Duddon Estuary and Hodbarrow Lagoon and cultural tourism linked to local industrial heritage and literature.

Sustainable Settlements

- 1.7.7 Millom and Haverigg will be a focus for regeneration in South Copeland and at least 10% of Copeland's new housing development will be located in the area.
- 1.7.8 Although most of the Locality is ranked fairly highly for income and employment, there is a concentration of problems associated with deprivation in Millom including low income, unemployment, poor health, and low levels of children's educational achievement and adult skills. The majority of the Locality enjoys very low crime rates - amongst the lowest in Cumbria and the UK - and the area is ranked highly for its outdoor living environment.

Accessibility and Transport

- 1.7.9 The Locality is disadvantaged by its location off the main West Coast spine road (A595) and by the poor standard of the A595 itself which includes a one way section at Duddon Bridge and fairly tortuous routing either side. The main road tends to act as a bypass diverting potential visitors away from all the main settlements in the locality. Bus service provision is poor, particularly for linkages northwards where services offer only one bus per day or buses on certain days of the week. Services eastwards towards Ulverston provide at least 2 buses per day on five days a week. The coastal railway provides a much more direct link and this is reflected by the fact that Millom is the third busiest railway station on the line.

Environmental Protection and Enhancement

- 1.7.10 The landscape character of the area includes a significant area of Bay and Estuary with mudflats, sands, shingle and pebble beaches, salt marshes, hummocky dunes and flat raised beaches. The Coastal Margins are characterised by lowland raised mosses, woodlands and pasture, and further inland the landscape character changes to intensely farmed agricultural pasture, and then rolling hilly or plateau farmland and moorland.
- 1.7.11 The Locality's significance in terms of wildlife value is evident in the numerous designations of protected areas. There are 7 SSSIs, several SACs, a Ramsar Site (the Duddon Estuary), 13 RIGS Sites and a number of UK Priority Habitats.
- 1.7.12 Millom has a Conservation Area in the town centre and several Scheduled Ancient Monuments.
- 1.7.13 There is an undersupply across South Copeland of allotments, amenity greenspace and play space. Two wards, Holborn Hill and Millom

Without have an undersupply of all types of open space, and play space is centred on the settlements of Millom and Haverigg.

- 1.7.14 Flood risk is a significant issue in Millom and Haverigg, where there are issues relating to tidal, river and surface water drainage in many locations. Millom is located on the Duddon Estuary and parts of the town and much of the periphery are within Zone 3a High Probability. Defences are present, however the Environment Agency has suggested that these defences are not up to standard. Most of the defences consist of earth embankments and coastal erosion is threatening the railway embankment which acts as a defence to some parts of Millom. In Haverigg flood risk is both fluvial and tidal and a large proportion of the periphery is within Zone 3a High Probability.
- 1.7.15 In recent years there has been an expansion of tourism facilities and with its location on the energy coast and generally high quality environment, this Locality has considerable potential to support the growth of eco-tourism as well as high and low tech jobs.

Implications of Core Strategy Policies on South Copeland

Strategic Policies

Implications	Policy reference
<p>Policy ST2 envisages at least 10% of the Borough's non-nuclear site development being directed to Millom. The Council will encourage development in excess of this target, given the scope to strengthen Millom's service role in this relatively remote locality. The emphasis will be on</p> <ul style="list-style-type: none"> • retaining the range of existing service provision with some expansion of local employment; • strengthening the Town centre's retail offer; and • developing local economic potential, focusing on Millom's attractiveness for 'niche' industries and opportunities arising from the nuclear sector and tourism. <p>The town's settlement boundaries will also be reviewed in the light of potential for development.</p> <p>Haverigg is designated as a Local Centre and development reflecting its scale and functions is seen as appropriate especially where it can help to sustain services and facilities and contribute to regeneration. Regard will</p>	<p>ST2 – Spatial Development Strategy</p>

Implications	Policy reference
<p>have to be given to flood risk across most of the village.</p> <p>(The Lake District National Park's plan policies also designate settlements in the Locality for development. Bootle is a 'Rural Service Centre' suitable for development of small scale services and site allocations; in Lane End/Waberthwaite and Silecroft, local needs housing development will be considered.)</p>	

Economic Opportunity and Regeneration

Implications	Policy reference
<p>The Core Strategy has a strong focus on nuclear and renewable energy and their support infrastructure including skills development. The Council will encourage related investment in South Copeland, including support functions for new nuclear, offshore wind and (potentially) tidal generation.</p>	<p>ER1 – Planning for the Nuclear Sector</p>
<p>The Employment Land and Premises Study concluded that Millom has enough employment land and there may be scope for review of surplus sites (as allowed for in policy ER4). However, no site will be made available for other uses until the potential to capitalise on energy-related needs has been fully investigated.</p>	<p>ER2 – Planning for the Renewable Energy Sector</p>
<p>As well as the proposed nuclear power station, upgrading of the National Grid has the potential to bring forward development which would benefit South Copeland. This could be in the form of 'community benefit' schemes, other forms of legacy such as buildings or sites made available for permanent after-use, transport-related legacy, and positive impacts on the future viability of renewable energy development.</p>	<p>ER3 – The Support Infrastructure for the Energy Coast</p>
<p>It is important that economic development be supported by continuing regeneration in Millom and the continuation of the progress achieved under the Market Town Initiative will be a priority. This is consistent with a priority identified in the South Copeland Locality Plan, that of vacant business premises.</p>	<p>ER11 – Developing Enterprise and Skills</p>
<p>The Retail Study has concluded that there is no demand for additional shopping floorspace in Millom. However, the Council believes there is potential for an increase in 'niche' retailing and this will be supported, as will further improvements to the attractiveness of the town centre (ER7, ER9).</p>	<p>ER4 – Land and Premises for Economic Development ER7, ER9 – (Key Service</p>

Implications	Policy reference
<p>Maximising the tourism potential offered by the locality's outstanding landscapes and habitats, and ease of access into Dunnerdale and the Lake District, offers real growth potential. The Locality Plan has identified a need for more high quality serviced accommodation to fulfil this potential. Delivery of further tourism facilities, including accommodation, will be supported. Haverigg and the Hodbarrow Tourism Opportunity Site are a particular focus.</p>	<p>Centres) ER10 – Renaissance through Tourism</p>

Sustainable Settlements

Implications	Policy reference
<p>Millom will be a focus for achieving an improved range and quality of housing (SS1, 2 and 3), with a target of at least 345 additional homes during the plan period, and as many as 450 if growth ambitions are realised. Elsewhere in South Copeland, new housing development will be where it meets specific identified needs including agricultural and key workers.</p> <p>Millom has a deserved reputation for looking after its own service, recreation and entertainment needs. Policy SS4 targets community service provision, supported by ST4; and the Strategy for Infrastructure includes such services as a focus for developer contributions. This funding source will be used to support developments identified by the community (including the Locality Plan), such as the extension of Millom Leisure Centre, other identified sports needs, better leisure provision for young people, and support for community business formation.</p>	<p>SS1 Improving the Housing Offer; SS2 Sustainable Housing Growth; SS3 Housing Needs, Mix, Affordability SS4 Community Facilities and Services</p>

Accessibility & Transport

Implications	Policy reference
<p>The Locality Plan has identified the need for the A595 to be of adequate standard, along with road safety (lack of roadside footpaths on approaches to Millom and at Bootle and Silecroft). There is also a need for better public transport, both rural buses and a more accessible rail service.</p> <p>The Council will seek to implement Policy in Millom and South Copeland</p>	<p>T1 Improving Accessibility</p>

Implications	Policy reference
<p>as follows.</p> <ul style="list-style-type: none"> • better connectivity by road (A595 to Sellafield and Whitehaven and towards Barrow, and A5093 for accessibility into Millom) and rail; • Improvements to local public transport, pedestrian and cycling provision, both in Millom and for leisure and tourism development. <p>Developer funding to support these aims will be sought wherever appropriate, and in particular in association with major infrastructure projects such as nuclear or tidal power generation and electricity grid upgrading, including the negotiation of 'community benefits' funding.</p>	

Environmental Protection and Enhancement

Implications	Policy reference
<p>The environment around Millom contains precious landscape and important protected habitats close to the town, especially the Duddon Estuary which enjoys protection at an international level. These are the resources for promoting "green" tourism although care is required in terms of general management of sites. Consideration of both the location and the design of development must have regard to the economic damage that could be inflicted if this setting is damaged.</p> <p>Flood risk (tidal, river and surface water) is also an important criterion governing development choices in Millom and Haverigg and development site selection must take that into account.</p> <p>Important built heritage assets include standing stones at Kirksanton, Neolithic settlement remains above Kirksanton as well as some attractive building groups within the villages and Millom itself where there is a Conservation Area. The Council, in co-operation with local partnerships, will actively seek funding opportunities to combine conservation, tourism and business development goals.</p>	<p>ENV3 Biodiversity</p> <p>ENV2 Coastal Management</p> <p>ENV4 Built Environment and Heritage</p>

Other Plans and Projects for the Locality

1.7.16 The current community plans within the locality are:

- • Waberthwaite and Corney Parish Plan
- • Millom Economic Plan.
- • Millom Market Town Initiative MTI
- • South Copeland Locality Plan (Draft)

1.7.17 It is likely that these will be updated over the next fifteen years and additional plans may also be produced for the remaining parishes in the locality. Emerging projects will be factored into the implementation of the Core Strategy, particularly in the application of developer contributions.

1.7.18 The South Copeland Locality Plan includes an updated Action Plan for 2011, which is reviewed annually. Current key priorities include the following:

- Improvements to A595/A590 as too narrow in places and few passing places
- Raising awareness of the lack of a Sunday rail passenger service
- Tackling the lack of bus service between Muncaster and Millom
- Addressing lack of cycle storage on trains and difficult to access trains
- Tackling the lack of an off road path between Bootle and Bootle Station and Silecroft Village and beach
- Tackling the lack of facilities for teenagers
- Addressing local deprivation issues
- Improving effective communication between residents and local agencies
- Supporting more affordable housing and tackling poor quality housing.

