

# Core Strategy Issues & Options



NOVEMBER 2005



# Contents

## Contents

	page
1. What is the purpose of the LDF?	3
2. What is the policy context?	5
3. What are our community priorities?	9
4. How can sustainable development be achieved?	10
5. What are the main planning issues to be resolved in South Lakeland?	11
6. Where should the focus of development be?	13
7. Should there be a different emphasis for development across the district?	18
8. How the district relates to neighbouring areas?	20
9. Which major projects can help to achieve our priorities?	22
 Appendix	 25
 Response Form	 27



# What is the Purpose of the LDF?

## Introduction to the Consultation

### 1. What is the purpose of the LDF?

1.1 The Planning and Compulsory Purchase Act 2004 has resulted in a new planning system and requires the District Council to replace the existing South Lakeland Local Plan with a new Local Development Framework. Like the Local Plan, the LDF will set out policies to determine future development in the area.

1.2 The LDF comprises a series of planning documents outlining the planning process and statutory policy for development. It is envisaged that the new format of development plans will give greater flexibility and responsiveness to meeting community needs.

1.3 The programme for the preparation of documents in the South Lakeland LDF is set out in the Council's Local Development Scheme (LDS). This highlights the intention to prepare 4 main Development Plan Documents (DPDs). The DPDs will form the basis for all development control decisions in the district, excluding the Lake District National Park and the Yorkshire Dales National Park. The Lake District National Park Authority and Yorkshire Dales National Park Authority will be preparing their own LDFs for the areas that they have responsibility for planning.

1.4 The Core Strategy document is being prepared as the first DPD and will set the strategic context for the production of the other more detailed documents. This Issues and Options Report is designed to help formulate through consultation what the community's development needs and aspirations are in the District and the best way of planning for their implementation. A number of questions are posed (although these should not constrain your comments) to help identify the main planning issues in the area and the preferred options for their resolution over the period to 2016. Anyone with an interest in the future planning and development of the area is encouraged to give their opinion at this early stage of consultation.

1.5 The Core Strategy, and other LDF documents, can be viewed and commented on via the LDF website [www.southlakeland.gov.uk/ldf](http://www.southlakeland.gov.uk/ldf) Alternatively, the enclosed form can be completed and returned to:

Development Plans Manager  
 South Lakeland District Council  
 South Lakeland House  
 Kendal  
 Cumbria  
 LA9 4DL

**Your comments form should be submitted to the Council no later than 12 noon Friday 23 December 2005.**

Table 1

Development Plan Document	Purpose
Core Strategy	Sets out the long-term strategy for the area outlining the main community priorities, development principles, locations for development and approach to implementation.
Development Control Policies	Sets out specific policies to determine the acceptability of new development.
Site Allocations	Identifies in policy the provision that will be made for new development and the specific sites where development is proposed. Also identifies those areas that will be protected from unsympathetic development on the basis of their particular importance or risk.
Proposals Map	Illustrates in map form the policies and proposals applying to different sites and areas. For example, shows on a base map the land allocations for employment and housing development.



## What is the Purpose of the LDF?

1.6 Following consultation on this Issues & Options Report the Council will use the feedback to prepare a "Preferred Options Report", after which a full draft policy document will be prepared and submitted to the Secretary of State for consideration. An Examination will follow should there be matters requiring independent consideration by a Planning Inspector. Sustainability Appraisal will be a key part of the LDF preparation process. The way in which the Council will undertake Sustainability Appraisal is set out in the Sustainability Appraisal Scoping Report, September 2005. The main stages and timetable for the Core Strategy Preparation are set out in the LDS and summarised below:

**Table 2**

Stage	Date Undertaken
Issues & Options Consultation	November 2005
Preferred Options consultation*	March 2006
Submission to the SoS*	November 2006
Examination	June 2007
Binding Inspectors report	September 2007
Adoption	December 2008
* document requires Sustainability Appraisal/Strategic Environmental Assessment prior to consultation	



## What is the policy in context?

- Makes a positive contribution to the wealth of the North west
- Marries economic growth with social progress and environmental protection and enhancement.

2.4 The South Lakeland LSP has also prepared its own Community Strategy ("A Shared Vision for the Future") for the District up to 2024 and a series of priority themes (see 3 below). This local community strategy complements the strategic themes raised in the CSP strategy.

### Regional Spatial Strategy (NWRA/GONW)

2.5 The RSS (formerly RPG 13) was adopted in March 2003 and has subsequently undertaken a partial review. This document contains a series of core development principles and advocates an approach to meeting the need for development which uses land and buildings efficiently, enhances quality of life and the standard of development, encourages economic competitiveness and social inclusion, whilst addressing the challenge of climate change.

2.6 The spatial framework for development highlights the metropolitan axis of Manchester/Merseyside and the key towns and cities outside this area. In South Lakeland, Ulverston is identified as a focus for regeneration.

### Regional Housing Strategy (NWRHB)

2.7 The North West Regional Housing Board was set up to deliver the policies set out in the Government's Communities Plan (2003), and specifically to prepare the Regional Housing Strategy (2003). The RHS forms the basis for advice to ministers on the housing investment priorities and the allocation of the "Single Pot" fund for housing.

2.8 The RHS vision is to ensure that every part of the region has a choice of good quality housing in successful, secure and sustainable communities. Four priorities are set out in the Strategy including: Urban renaissance and dealing with changing demand; providing affordable homes to maintain balanced communities; delivering decent homes in thriving neighbourhoods and meeting the region's need for specialist and supported housing. Most relevant to the South Lakeland

area is the recognition of the problems caused by a combination of low incomes and the relatively high levels of retirement in migration, outward commuting and second homes in the areas in and around the Lake District and Yorkshire Dales National Parks. The issue of homelessness and a shrinking stock of public/social sector homes is also identified as a problem in the District. Priority is given to ascertain the full impacts of poor access to housing for the local workforce and how this detracts from measures to strengthen the local economy.

2.9 Planning policy and mechanisms are identified as a means of maintaining a sustainable mixed community in high housing demand areas. For example, it advocates the preparation of market town action plans and the use of planning conditions and legal agreements to secure affordable housing provision to meet local needs.

### Regional Economic Strategy (NWDA)

2.10 The RES dating from 2003 is now being reviewed by the North West Development Agency. The latest consultation document (July 2005) contains broadly the same 5 strategic objectives of: business development; skills and employment; regeneration; infrastructure and quality of life. The document highlights such challenges as increasing productivity and competitiveness, improving the size and skills of the regional workforce, investing in transport and communications infrastructure, and creating the conditions for economic activity in rural areas. The lack of affordable housing for workers is highlighted as a constraint on sustainable economic development.

2.11 It highlights opportunities for diversifying the rural economy and capitalising on high value local produce, promoting the regions tourism and cultural offer and the value of the natural and built heritage. Education institutions are identified as a key driver for skills development and higher value added business. One of the NWDA's key activities will be to bring forward the development of technology/science parks as part of a regional portfolio of employment opportunity sites. The Strategy recognises the need for rural workspace and the key role of market towns as service centres. Picking up the themes raised in the Lake District Futures Report, the RES recognises the Lake District



## What is the policy in context?

as a major factor in contributing to the nation's quality of life but also its potential to sustain economic recovery in its hinterland areas.

### **Cumbria & Lake District Joint Structure Plan (CCC/LDNPA)**

2.12 The Structure Plan prepared by Cumbria County Council and the Lake District National Park Authority has been through extensive local consultation as part of its review and has now been published as final modifications. The Structure Plan sets out a spatial strategy for Cumbria up to the year 2016 and forms a key basis for the preparation of the new Local Development Framework. It is anticipated that the Structure Plan strategy will be subsumed within the Cumbria sub regional strategy to be incorporated in the new Regional Spatial Strategy (RSS).

2.13 The Structure Plan identifies South Lakeland District as forming part of 3 separate Sub County Areas; "South and East Cumbria", "The Lake District National Park" and "Furness and West Cumbria". The Lake District National Park Authority will be preparing a LDF for the whole of the Lake District sub county area and South Lakeland District Council will be preparing a LDF for the 2 remaining sub county areas within their boundary. These separate areas have been identified because it is considered they have distinctive social and economic characteristics, although important inter relationships will always be present.

2.14 South and East Cumbria is identified as an area where new development should ensure the needs of local communities are met, in particular the need for affordable housing, local facilities and opportunities for business diversification. The development emphasis identified for Furness and West Cumbria is to regenerate and diversify the economic base, improve communications infrastructure, provide housing choice, realise the potential for the tourism economy and promoting the area's coastal heritage.

2.15 To ensure accessibility to services and the sustainable use of land, policies are identified in the Structure Plan to focus new development on Key Service Centres and Local Service Centres (see section 6). Key Service Centres (KSC) are given a greater

development emphasis given the existence of a broader range of services and their greater infrastructure capacity. Each KSC is required to provide an appropriate supply of new housing and employment land, and maintain good access to transport and communications technology. Small-scale development is advocated in Local Service Centres to help sustain local services, meet local needs and/or support rural businesses. The strategy indicates it will be the exception for development to be located in the open countryside.

### **Cumbria Local Transport Plan (CCC)**

2.16 The County Council together with partners are preparing a second LTP for Cumbria to cover the period 2007-2012. The LTP aims to ensure that programmes for regeneration are informed by realistic expectations about transport improvements and that transport requirements are built into the development process. Shared priorities of reducing congestion, improving accessibility, safety and air quality, as well as locally important quality of life issues such as health are set out.

2.17 The land use planning process is identified as playing a key part in securing improvements to the road, cycle, walking and bus networks through the provision made in the local development plan and via developer agreements. The priority for South Lakeland District is to maintain and where possible improve accessibility to Key Service Centres. Measures for demand responsive public transport services to complement existing services and a new Park and Ride service outside Kendal are advocated as the best approach. Other significant schemes identified include the expansion of the cycle network throughout the district for utility and leisure purposes, construction of a Kendal Northern Relief Road to enable HGV access to existing and new employment areas and continued traffic management measures in Kendal town centre.

### **Cumbria Minerals & Waste Local Development Framework (CCC)**

2.18 Cumbria County Council has responsibility for the preparation of the Cumbria Minerals & Waste LDF, which will replace the existing Local Plan adopted in June 2000. Like South Lakeland District



## What is the policy in context?

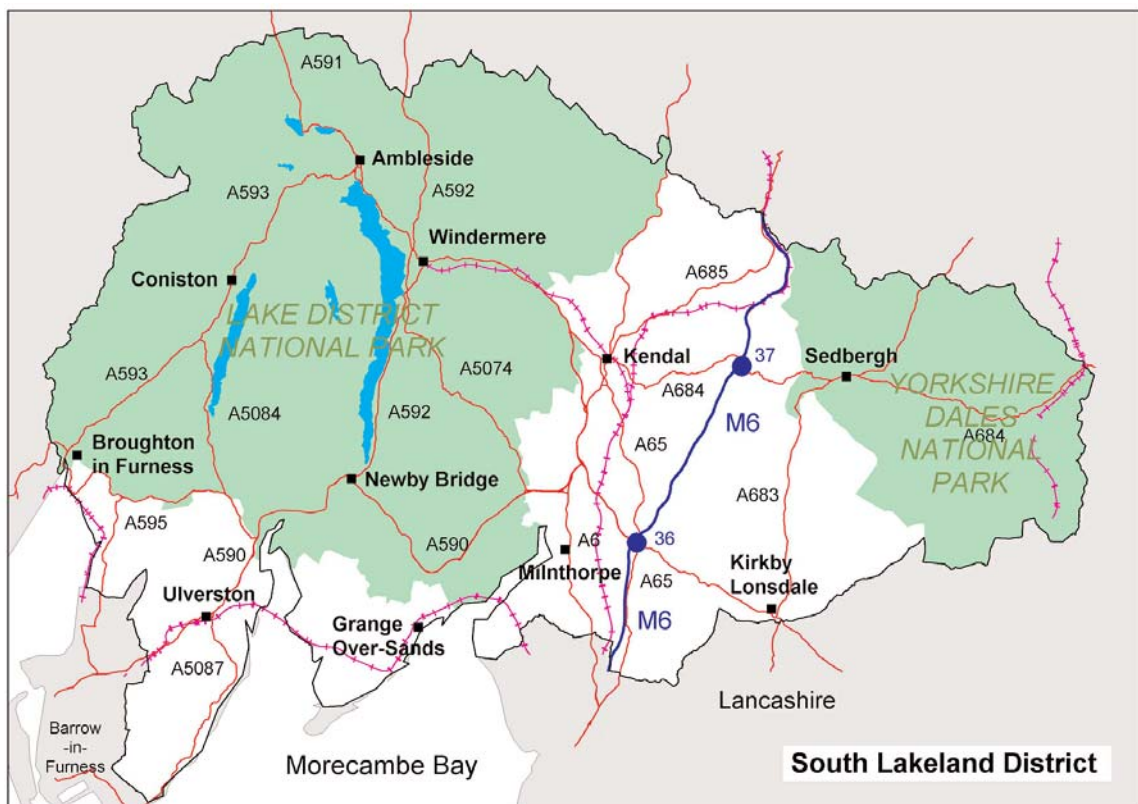
Council, the County Council are at the "Issues & Options" stage of their LDF preparation. It is important for the policies within the South Lakeland LDF to recognise the need to ensure an adequate supply of minerals and the requirement to progress sustainable forms of waste management in the area. Safeguarded areas of mineral reserves will need to be recognised in planning for other land uses in the area and sites and locations identified for the provision of waste storage, treatment and processing plant. The settlement hierarchy identified in the South Lakeland LDF will have a bearing also on the provision of new waste facilities.

**2.19 Local service strategies with a spatial emphasis** e.g. South Lakeland Housing Strategy, South Lakeland Economic Development Strategy, South Lakeland Cultural Strategy, Cumbria County Council's education and social services strategies, United Utilities Asset Management Plan. All such service strategies will inform the preparation of the development strategy in the District.

### 2.20 Adjacent Area Plans and Strategies

e.g. LDFs for Eden, Barrow, Lake District National Park, Yorkshire Dales National Park, Lancaster City and Craven. It is important that the South Lakeland LDF is not prepared in isolation and that cross boundary needs are facilitated by recognition of adjacent area plans and strategies.

**2.21 Parish Plans** - Following the introduction by the Countryside Agency of the Parish Plans initiative, a series of Parish Plans have been prepared in the District. Whilst these Plans do not set strategic policy for the South Lakeland LDF to follow they do provide an important "grass routes" measure of the local community and planning issues that will need to be addressed in the new South Lakeland LDF.



## What are our community priorities?

### 3. What are our community priorities?

3.1 The South Lakeland Community Strategy has been through a lengthy consultation and was published by the Local Strategic Partnership in May 2004. The Community Strategy was prepared taking account of the wider policy context and the direction set out by the Cumbria Strategic Partnership. It is anticipated that the Community Strategy will set the local context for driving forward the provisions made in the District's new planning policy framework. At the same time, the Council will need to set development provisions that are in conformity with national and regional planning policy.

3.2 The Community Strategy has identified a vision for the South Lakeland area as;

***"South Lakeland's distinctive character, environment and location will continue to be important in providing opportunities for people who chose the district as a place to live, work and visit. These major assets will be safeguarded, social needs addressed and other issues which affect the quality of life will be tackled, whilst a successful economy is developed and sustained."***

3.3 Priority themes have also been set out in the Community Strategy. These are:

- **Improving health**
- **Providing jobs, skills and regeneration**
- **Affordable housing**
- **Accessible transport**
- **Quality environment**

Cross cutting themes:

- **Promoting community involvement for all**
- **Valuing culture**
- **Reducing crime and disorder**
- **Supporting children and young people**

3.3 The Council is seeking to translate the vision and themes outlined above into the LDF Core Strategy vision and objectives, which will ultimately set a planning policy framework for development that contributes to their achievement.

### Question 1

**Do the vision and the priority themes set out above provide a sound basis for the vision and strategic objectives to be contained in Local Development Framework? Are additional land use/spatial elements required of the LDF?**

## How can sustainable development be achieved?

### 4. How can sustainable development be achieved?

4.1 The concept of Sustainable Development is at the heart of the planning system. This approach to development was defined by the UN World Commission on Environment and Development in 1987 as "development, which meets the needs of the present, without compromising the ability of future generations to meet their own needs". The aim of the LDF is to secure a more sustainable form of development, reflecting the 4 objectives contained in the Government's UK Strategy for Sustainable Development. These are:

- Social progress which recognises the needs of everyone
- Effective protection of the environment
- Prudent use of natural resources
- Maintenance of high and stable levels of economic growth and employment

4.2 From the Government's 4 main objectives for Sustainable Development, the Core Strategy should seek to identify its principles for development to ensure new development meets community needs, whilst safeguarding environmental assets and quality of life. The following are suggested as a basis for comment and discussion:

#### Proposed Development Principles

P1 Most development should be directed to existing service centres where there is adequate service and infrastructure capacity to accommodate the required levels of development. Priority should be given to development that utilises existing buildings and previously developed land.

P2 Most development should be located on sites that are accessible by a choice of means of transport.

P3 Preference should be given to development on sites with no or minimal flood risk, ensuring that sites requiring mitigation measures are chosen as a last resort.

P4 Development should take place on

poorer quality agricultural land in preference to the best and most versatile land.

P5 Development should avoid the loss or damage of important and distinctive environmental and cultural features, and where feasible improve their merits.

P6 High standards of design should be incorporated in all development to retain distinctive character, ensure community safety and access, and reduce the consumption of natural resources and greenhouse gas emissions.

P7 Development should avoid reductions in air and water quality, and protect against the depletion of ground and surface waters.

P8 Development should make efficient use of land and be within infrastructure and service capacity. Opportunities to make improvements to services, infrastructure and environmental quality should be realised where this is feasible.

P9 Where development has adverse impacts, mitigation measures should be sought.

### Question 2

**Do you consider that the nine principles for development identified will contribute towards sustainable forms of development? What further principles for development are required in the LDF?**



## What are the main planning issues to be resolved in South Lakeland?

### 5. What are the main planning issues to be resolved in South Lakeland?

5.1 Taking account of the established policy context and community priorities, a number of issues arise that need to be resolved in the South Lakeland area. Previous consultations and assessments undertaken in the area have compounded the need to tackle these issues and the challenge is to do this in a way that progresses all priorities together. The LDF can play a key part in providing a development plan approach that strives towards their realisation in a coordinated way. However, it is important to recognise that their resolution will also require the contribution of many agencies and partners, as well as the support of the local community. The LDF can assist in providing for development that contributes to meeting these priorities.

5.2 There is a clear aspiration to create the conditions necessary for the economy to be sustained. This would include the need to meet the requirements for **employment land and space** across the district. Recent evidence suggests local demand outstrips supply for employment land in the main towns of Kendal and Ulverston but also in smaller rural settlements. Also, a significant proportion of the current supply of employment land is not readily available. This shortage of suitable land is potentially constraining the performance of the local economy by not allowing for business expansion and formation. There is a clear link between the outward migration of young economically active persons from the area and providing for a choice of higher value employment opportunities. In many rural areas, there is also a need to provide opportunities for existing business to diversify.

5.3 Meeting the need for **housing for local people** is recognised as a high priority. Evidence suggests these needs spread across a range of tenures and types of housing and in the social and private stock. The current constraint on housing numbers stemming from the Regional Spatial Strategy and reflected in the Cumbria & Lake District Joint Structure Plan make it very difficult to provide housing choice and satisfy needs in priority

areas. Whilst dedicated provision to meet local needs is paramount, private market housing has a role to play in supporting regeneration and subsidising affordable housing schemes. Previous annual completion rates for dwellings in the district far exceed the number of planning permissions that can be granted under the latest Structure Plan policy review. The problem of delivering housing schemes to meet local needs is exacerbated by the current deficit of sites specifically identified for this purpose.

5.4 Providing new **opportunities for training, skills development and employment** is an issue in the area, which is related to the need to increase the retention of young economically active residents and support an increase in the productivity (Gross Value Added, per head) of the local economy. The aging population and shrinking workforce in the area will continue the current low performance of the economy. The provision of improved or new facilities for training and skills development will help to sustain the economy so long as suitable opportunities for employment also exist locally.

5.5 **Accommodating visitors** to the area in ways that are sustainable, whilst at the same time promoting the area's heritage and culture is something that can be promoted in the LDF. The value of the District's environmental assets needs to be recognised as a key contributor to the long term future of tourism and the visitor economy of the area. New development can play a part by respecting local distinctiveness and focusing on accessible locations that require regeneration and enhancement.

5.6 Given that large parts of the District are identified as being of national **conservation importance** as well as of County significance, protecting the quality of the environment and heritage features is a key requirement of the area's planning strategy. The area also contains significant natural resources that will need to be safeguarded.

5.7 **Incorporating quality design**, a choice of access and ecological technologies into new development is an important issue to be resolved. High quality development brings long-term dividend to the area, meeting local and global sustainable development objectives. As the area has valued and



## What are the main planning issues to be resolved in South Lakeland?

distinct local character, all new developments regardless of scale should seek to respect this.

5.8 **Sustaining the role of town centres** by ensuring they continue provide a choice of retail, leisure and employment opportunities is also an issue to be addressed in the LDF. Consideration needs to be given to the effects of out of centre developments on the vitality and viability of town centres and the overall local requirement for new shops and facilities. Ensuring there is good access to town centres by a choice of transport is something that can be encouraged by the development plan and provision made for improvements to infrastructure, townscape and the public realm.

5.9 In rural areas such as South Lakeland there is particular pressure on **local services, open spaces and facilities**. Planning policies are needed to ensure existing community services and facilities are sustained and new capacity planned into development where required.

5.10 Recent action by the Government to meet the Kyoto protocol necessitates an approach to development that contributes to meeting the priorities for **reduced energy use and waste production**, and significantly reduces the causes of climate change. For example, the accommodation of new forms of renewable energy development that is sensitive to the local environment and meets community needs poses a particular challenge and there is a need to set out a clear policy framework that minimises adverse impacts.

5.11 Many communities in the area face problems of accessibility to services and facilities due to a limited choice of transport mode. Measures are needed to accommodate **improvements in the transport infrastructure**, particularly to improve access to Key Service Centres where most facilities

are located. Schemes advocated by the accountable transport and highways bodies will need to be carefully related to development proposals to ensure effective integration of development and transport services. Currently, there are particular traffic management issues in and around Kendal and strategic travel issues for communities in the west of the District who have relatively poor access to the motorway network.

### Question 3

**Do you think that the above list contains the main spatial planning issues in the area? Are further issues prevalent that need to be addressed in the LDF?**

# Where should the focus of development be?

## Defining the Spatial Strategy

### 6. Where should the focus of development be?

6.1 The preparation of the LDF Core Strategy must take account of the existing spatial development emphasis contained in the Regional Spatial Strategy and the sub regional policy set out in the Cumbria & Lake District Joint Structure Plan. In effect, higher order settlements have already been identified as "Key Service Centres" in the County, each having a particular development emphasis. Sub County Areas have also been identified in the Structure Plan, which present

a bespoke policy approach for these broad areas. Further policy provision in the Structure Plan requires the District Council to identify lower order "Local Service Centres" in the LDF that will sustain local services and businesses. This approach to development has been endorsed by national, regional and local bodies in the recent review of the Structure Plan. The table below identifies the Sub County Areas and Key Service Centres applying to the South Lakeland LDF Area.

Table 3

Sub County area	Development emphasis	Major Development of regional towns and cities	Sustained Development of large towns	Moderate development appropriate to scale of town
<b>Furness &amp; West Cumbria</b>	Securing regeneration	None identified in South Lakeland	Ulverston	None identified
<b>South and East Cumbria</b>	Meeting local needs	None identified in South Lakeland	Kendal	Grange over Sands Kirkby Lonsdale Milnthorpe

6.2 The spatial distribution and emphasis presented in the Structure Plan was evidenced by research of the services and infrastructure present in towns over a 1500 population and each were considered to have potential for new development. The identification of Key Service Centres provides a foundation on which to add complementary local policy detail in the LDF. In principle, this will be in the form of designating "Local Service Centres".

6.3 The level of development envisaged by the Structure Plan for South Lakeland District includes the provision of around 265 new

dwelling per annum, split between the Furness Area of the district (70 dwellings) and the South and East Area (195 dwellings) over the period to 2016. Provision is also made for a supply of readily available employment land at the start of the periods 2006-11 (24 ha) and 2011-16 (19Ha). This provision incorporates the existing supply of employment land and new land is only required if there is not sufficient to meet the target supply for the beginning of each period. No set provision is made for other forms of development, although town centres are identified as being the priority locations for new retail, leisure and office development.



## Where should the focus of development be?

Small-scale development to sustain local services and employment is also supported in Local Service Centres. Consequently, the Structure Plan approach places great importance on the designated "service centres" and allows for very little development in other settlements that are not designated as a Key Service Centre or Local Service Centre. It also needs to be recognised that there is a presumption against development in the open countryside.

### Development Options

6.4 It is possible to identify a number of options for the designation of Local Service Centres, although to continue the hierarchical approach advocated in the Structure Plan it is appropriate to use similar criteria to identify the best settlements. It is considered that the development options should be derived from identifying different service level thresholds, changing the distribution of settlements and making a general assessment of the potential for development. Some flexibility will invariably be required given that there may be potential for new infrastructure to be provided should there be a clear distinction in the spatial distribution of service centres. The overall aim is to provide a sustainable pattern of development in the District.

6.5 Information on parish populations and service levels in larger villages and towns is held by the District Council (see Appendix). This survey information shows details for all of the settlements with development boundaries identified within the current South Lakeland Local Plan (Composite Alteration) March 2004, of which there are 14 in the Furness Area and 23 in the South and East Area.

6.6 In choosing a preferred development option, consideration needs to be given to which one contributes most to meeting social, economic and environmental objectives in an integrated way. Consideration should also be given to the pattern of development created and how this respects the distinct character of the District. Whether there is an option that complements the pattern of development in neighbouring areas should be assessed and if there is potential to develop beneficial linkages.

### Question 4

**Which of the options identified in the following Diagrams 1, 2 and 3 offers the most sustainable pattern for development? What other options should be considered?**

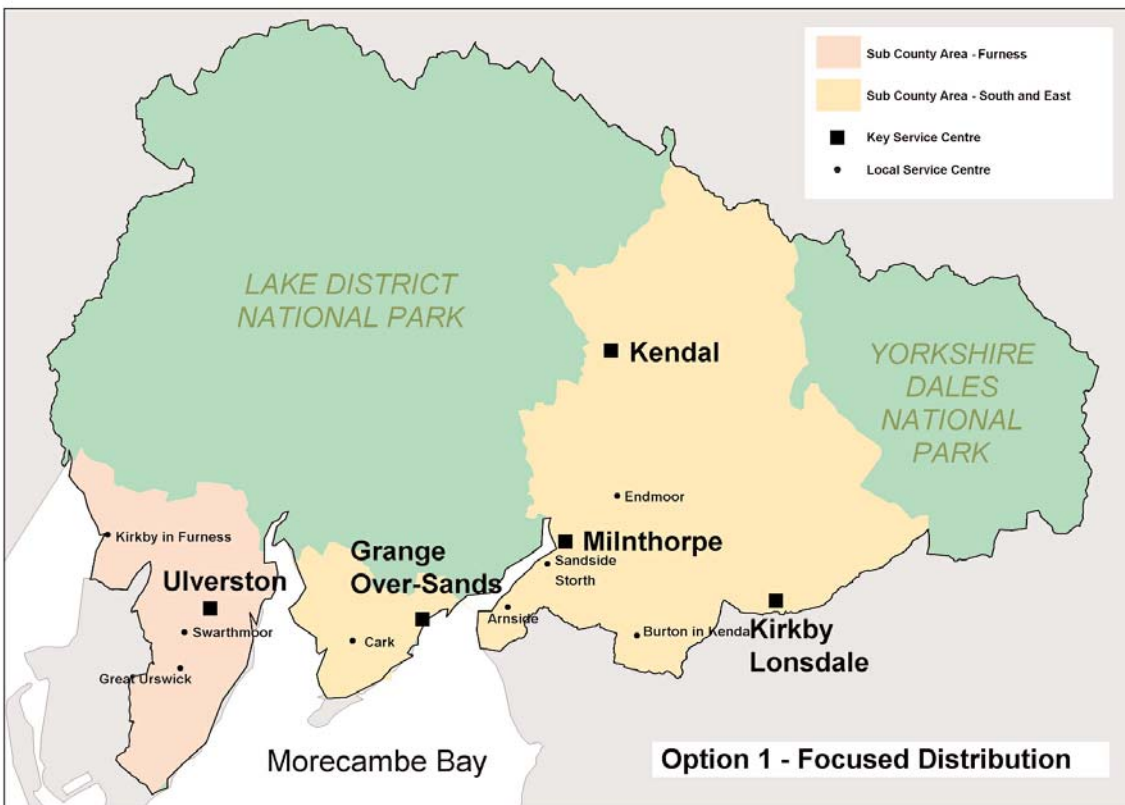
# Where should the focus of development be?

## Option 1 - Focused Distribution

6.7 This option would anticipate development in existing centres with a higher level of services and infrastructure provision. As for all options presented, the main development emphasis would be on the 5 Key Service Centres identified in the Structure

Plan. Additionally, small-scale development to meet local needs would take place in 5 Local Service Centres in the South and East of the District and 3 in the Furness Area (see diagram 1).

Diagram 1



Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Could reduce the amount of travel in the district overall</li> <li>• Focuses new development and services in the most accessible locations</li> <li>• Focuses the environmental impact of development in fewer places</li> <li>• Could encourage development on sites requiring regeneration</li> <li>• Will help to sustain the vitality and viability of established town centres</li> </ul>	<ul style="list-style-type: none"> <li>• Reduces access to services for remote communities</li> <li>• Puts pressure on open spaces in urban areas</li> <li>• Puts pressure on schools and facilities in the selected locations</li> <li>• Could add to traffic congestion in the main towns</li> <li>• Reduces the choice offered to commercial developers.</li> <li>• May not provide housing in areas of local need</li> </ul>

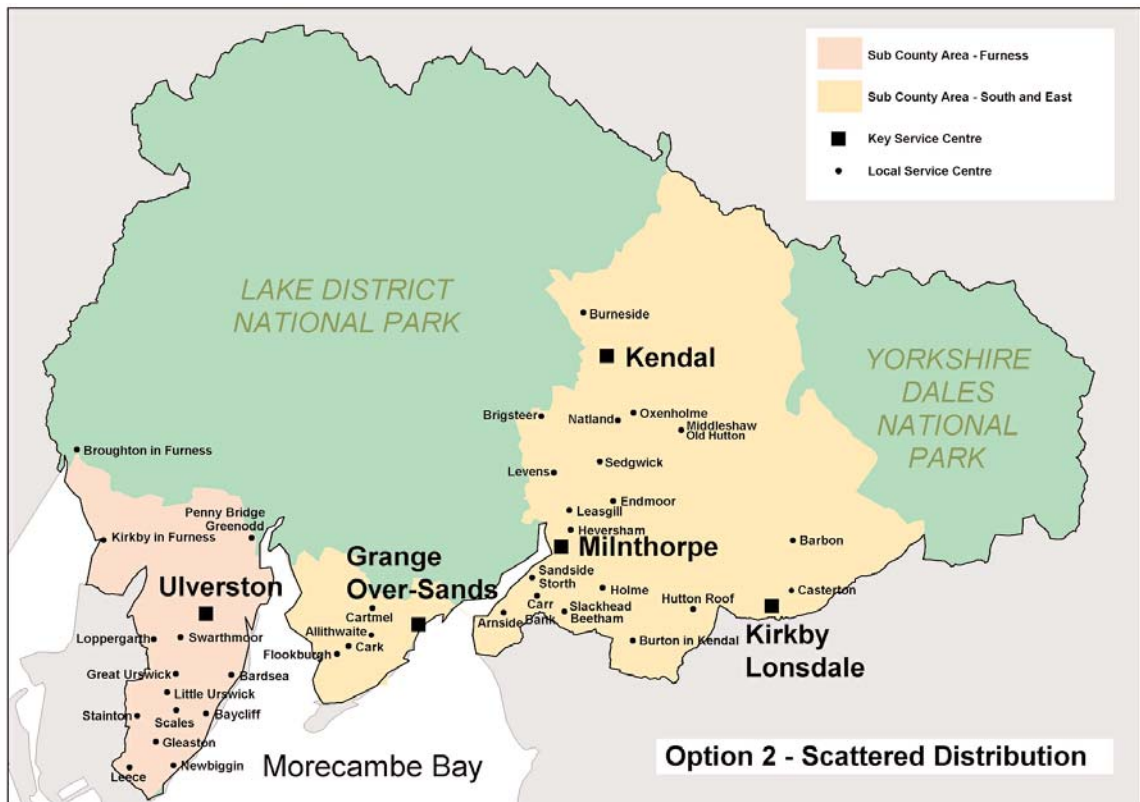
# Where should the focus of development be?

## Option 2 - Scattered Distribution

6.8 This option is consistent with the current Local Plan for South Lakeland. It would anticipate development in a greater number of settlements across the District than Option 1, some of which have a small number of services and facilities currently

available. For example, some of the Local Service Centres identified in the option do not currently contain a primary school, shop or recreational space. In addition to the main development emphasis in 5 Key Service Centres, small scale development to meet local needs would also be anticipated in 23 Local Service Centres in the South and East of the District and 14 in the Furness area (see diagram 2).

Diagram 2



Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Services and facilities are sustained in most rural settlements by allowing development.</li> <li>• Open spaces in urban areas have less development pressure.</li> <li>• Could help to target new affordable housing to communities in need.</li> <li>• Gives high level of choice to commercial developers.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not encourage the use and regeneration of previously used land.</li> <li>• Most development would take place on green field sites adding environmental impacts.</li> <li>• Development would take place in locations with poor community services.</li> <li>• Would be a greater reliance on car journeys.</li> <li>• Risks eroding the quality of the environment, particularly in high value areas.</li> </ul>

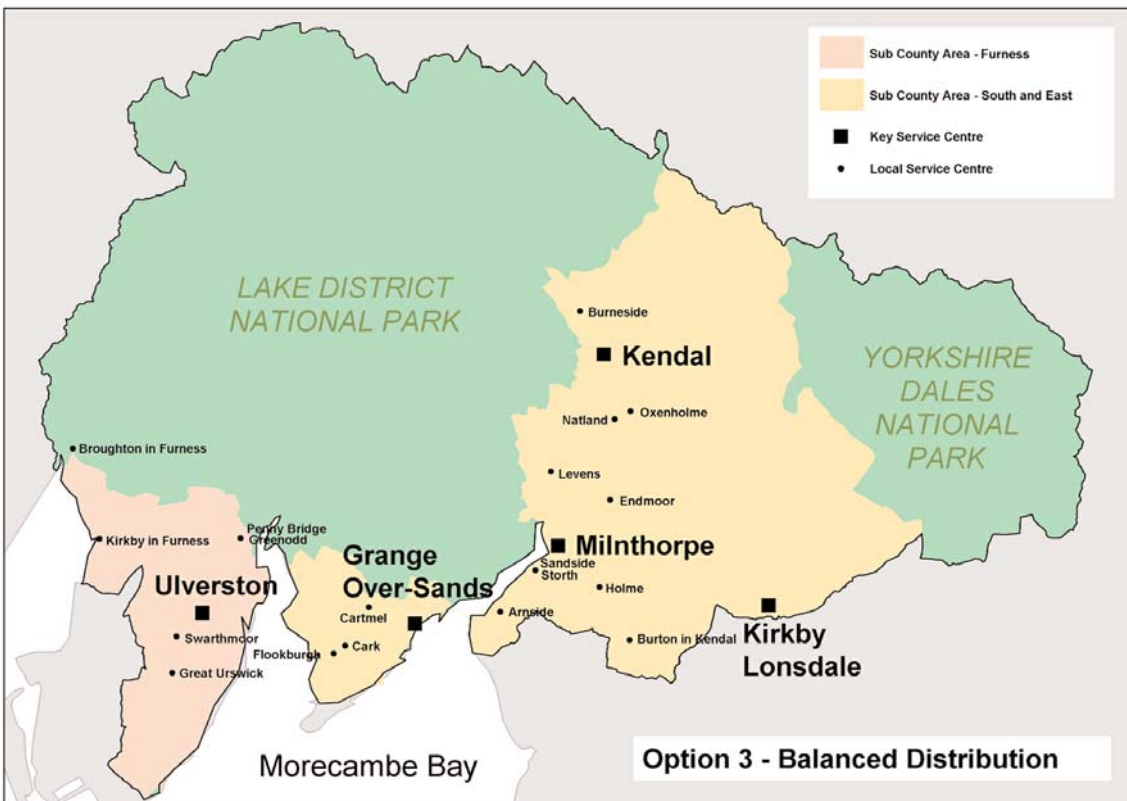
## Where should the focus of development be?

### Option 3 - Balanced Distribution

6.9 This option would allow for the main focus of development being placed on 5 Key Service Centres, with 12 Local Service Centres being identified for small-scale

development to meet local needs in the South and East Area of the district and 5 in the Furness Area. The settlements identified as LSC contain a reasonably good level of service provision, typically including a primary school, daily bus service, shop, public house and recreation space (see diagram 3).

Diagram 3



Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Helps to encourage both regeneration in urban areas whilst sustaining facilities and services in rural centres.</li> <li>• Reduces the potential for significant adverse impact on environmental quality whilst meeting community needs.</li> <li>• Gives commercial developers some choice of location.</li> <li>• Reduces the reliance on car travel and supports links to key centres.</li> <li>• Would allow for a reasonable choice of housing to meet local needs.</li> </ul>	<ul style="list-style-type: none"> <li>• Could ignore the service needs of isolated rural communities.</li> <li>• May not level in investment on problematic urban sites requiring significant remedial action.</li> <li>• Could have some adverse impact on environmental quality.</li> </ul>

## Should there be a different emphasis for development across the district?

### 7. Should there be a different emphasis for development across the district?

7.1 The Structure Plan has identified policy for 2 Sub County Areas that affect the South Lakeland LDF area. The emphasis in the Furness and West Cumbria area is placed on regeneration and improving access, using development to improve the areas economic performance, environmental quality and attractiveness to investment. In South and East Cumbria, the priority is placed on meeting local needs for housing and economic growth, whilst protecting community infrastructure and the role of service centres. This broad spatial emphasis has merit, although it is also possible for the LDF to draw out a particular development emphasis for individual settlements and/or areas.

7.2 Each Key Service Centre performs a critical role in sustaining community well being and all will require the retention or their current range of key services and facilities. However, in seeking locations for new investment and development each one has potential to develop its own particular strengths and role. This way it is more likely that each centre can provide a complementary range of service and features and help to sustain the overall aspirations of the District, with each location being able to exploit a particular niche market or develop a distinctive functionality.

7.3 The table below lists the Key Service Centres and suggests optional roles that each could perform.

#### Table 4

##### Key Service Centre

- Kendal
- Grange over Sands
- Kirkby Lonsdale
- Milnthorpe
- Ulverston

##### Development Emphasis Options

- Commerce and enterprise
- Rural business diversification/agricultural support
- Regeneration/environmental enhancement
- Housing/affordable housing
- Tourism and leisure
- Major retail and services
- Transport services/infrastructure hub
- Coastal conference/ holiday resort
- Promotion of culture, heritage and local distinctiveness.
- Other?

7.4 The development themes identified above are not intended to be definitive or mutually exclusive. We would welcome your views on the merits of a settlement development emphasis approach and suggestions of which additional locations and options are worthy of consideration. For example, should a particular development emphasis be identified for the defined Local Service Centres. What is the most appropriate role and development emphasis for the main settlements in the District.

#### Question 5

**Do you consider there to be merit in identifying a particular development emphasis for each Service Centre? What should this emphasis be?**

## Should there be a different emphasis for development across the district?

7.5 It is recognised that parts of the district are less suited to development given their designation as being of national or local conservation importance e.g. Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest (SSSIs), Scheduled Ancient Monuments (SAMs), County Landscapes. The current Local Plan for South Lakeland has also identified constraint policies for development covering Green Gaps and Flood Risk Areas. Green Gaps are identified typically on areas between existing settlements where there is potential for coalescence. The aim of this policy approach is to retain settlement identity and distinctiveness. Flood risk areas are obviously not preferential locations for new development as there are cost and environmental implications for development in these areas.

### Question 6

**Should particular areas be identified in the Spatial Strategy that are less suitable for development? Which areas should be defined?**

## How the district related to neighbouring areas

### 8. How the district relates to neighbouring areas?

8.1 South Lakeland district has social, economic and environmental links to its adjacent areas. It is important that consideration is given to these in formulating a sustainable development strategy for the LDF area.

8.2 Communities and towns in the Lake District and Yorkshire Dales National Parks have service and communications links with those present in the rest of South Lakeland area, and environmental quality and character are shared. Visitors to the district are able to utilise the facilities and services present both inside and outside the National Parks. Similarly, communities across the district seek employment opportunities in the area's main towns. The Key Service Centres of Kendal, Ulverston, Grange, Milnthorpe and Kirkby Lonsdale have a particular role in satisfying

the needs of communities resident in the National Parks. The Windermere Branch Line, A591, A590, A65, A683, A684 form important transport links.

8.3 Although outside the South Lakeland LDF area, the South Lakeland part of the Yorkshire Dales National Park has tourism, employment and communication linkages to communities in Yorkshire. For example, the Settle Carlisle Railway Corridor provides a strategic link to Skipton and Leeds. This could provide the potential to improve the economic connectivity to the South Lakeland area generally, particularly for tourism. The A684 also provides opportunity to link and develop settlements as part of a key visitor/tourist route from the Dales to South Lakeland.

8.4 Increasingly, Kendal's direct access to the main north-south communications corridor formed by the M6 and West Coast Main Line has given economic links to Carlisle, Penrith, Lancaster and Manchester/Merseyside. This also has influenced travel to work patterns and increased the pressure on the Districts

housing stock. If new opportunities were provided for high value employment in the district this could help to reduce outward travel to work and help to support the local economy. The Lancaster Canal Northern Reaches Restoration project has potential to increase investment and visits to the area and connect South Lakeland to the national canal network.



Figure 2



## How the district related to neighbouring areas

8.5 In the Furness Peninsula, there are strong linkages between Barrow in Furness and communities and businesses in the South Lakeland area. The shopping catchment of Barrow extends into the district and many key health, employment and public services are provided there. Ulverston has a pivotal role in offering an attractive market town for speciality shopping, local services, leisure and heritage. It also provides an important residential centre and an ideal location for visitor stays. The Furness Railway provides an important service and connectivity for communities in South Lakeland to Manchester. It has potential to improve access to centres and visitor attractions in both the east and west of the District, and 'grow' the economy of the area.

### Question 7

**What do you consider to be the important socio/economic linkages between communities inside and outside the LDF area? What measures should be taken to strengthen these linkages?**



## Which major projects can help to achieve our priorities?

### Implementation Strategy

## 9. Which major projects can help to achieve our priorities?

9.1 The LDF Core Strategy document will present an overall approach to development in the district, incorporating guiding sustainable development principles. However, to ensure the spatial strategy is delivered it will take significant contributions and actions from agencies, business, government and local communities. Each will need to play a part in supporting the community strategy and its expression of development need in the LDF. In particular, all new development will need to implement the policies contained in the series of documents that form the LDF. The Council will be preparing a Monitoring Framework to help ascertain the performance of the LDF in influencing key measures of sustainable development. It is hoped that all partners and communities will seek to improve performance against these measures.

9.2 There are a number of large-scale development projects that have been identified with potential or are already being progressed in the LDF area. These have potential to play a major part in supporting and delivering the development needs of the area and providing a sustainable pattern of development. The District Council will seek to ensure that all future developments are compliant with the adopted LDF. The projects of significance that could help to deliver the provisions made in the LDF include:

### **Project 1: Northern Reaches Lancaster Canal (Phase 1 Canal Head and Kendal Environs)**

9.3 The comprehensive restoration of the Northern Reaches of the Lancaster Canal has potential to bring significant economic and environmental improvement to the District, providing a stimulus for further commercial investment in leisure and tourism facilities. A study has now been commissioned by British Waterways looking at the preparation of a development Master plan for the Canal Corridor within the town of Kendal. It will

formulate a preferred development scheme within Kendal town and in particular the area at Canal Head. By 2007, proposals will come forward for the restoration, and management of the full urban stretch of the Canal and opportunities will be identified to bring forward complementary development. A view will be offered of how the development and restoration of the remaining canal link to Lancaster should take place. The potential also exists to make associated improvement to the Kendal Riverside, linkages to Kendal Town Centre and the town's Conservation Area.

### **Project 2: Ulverston Canal Masterplan**

9.4 Following consultation in the local area, a Masterplan for the redevelopment and restoration of the Ulverston Canal Head and Corridor has been published by the Ulverston and Low Furness Partnership. The Canal Head and Corridor incorporates areas adjacent to the canal and auction mart in Ulverston that are characterised by under-utilised building and warehouses in close proximity to the centre of the market town of Ulverston. The re-use and regeneration of this area is currently constrained by ownerships and commercial restrictions associated with land holdings, but the land represents a potential area of commercial redevelopment. The current proposals have potential to bring about significant environmental improvement and greatly improve the choice of leisure and tourism facility available in the area. The Masterplan identifies the potential to bring forward a new high quality business park to the east of the Canal Head to provide new employment opportunities in the Furness area. The regeneration activity could also help to sustain the role of Ulverston as a Key Service Centre and promote its attraction to visitors.

### **Project 3: South Lakeland Gateway Development**

9.5 This prospective development is being led by a partnership of private and public sector interests, supported by Rural Regeneration Cumbria and would be located on sites either side of the A590 in the near vicinity of the showfield at Lane Farm, Crooklands. The proposal represents an integrated development of a 'Rural Resource Centre' (a modern agricultural auction mart and associated support services for rural



## Which major projects can help to achieve our priorities?

business), a 'Gateway Centre' (providing a new rural products development centre and visitor information resources) and an enhanced Showfield (providing a resource of regional significance for outdoor festivals and shows). The proposal includes a new road junction between the A590 and the Crooklands to Milnthorpe road. The project is intended to provide a focus for the development of the agricultural and rural economy, creating stronger links between agriculture, rural producers, consumers and visitors. It is intended to deliver benefit to business across the southern half of the County. At present the proposals are outside current Development Plan policy and are not in accordance with Regional Planning Guidance. To become planning compliant, there would need to be specific proposal made for its development in the new LDF.

### Project 4: Grange-over-Sands Regeneration

9.6 A Vision for NW Coastal Resorts (NWDA) identified Grange's qualities as a 'Classic Resort' yet highlighted the dereliction of the former outdoor pool and pedestrian railway bridges and general low quality maintenance of the public realm constraining its future role as a resort. The Time and Tide design study (2004) and Grange Retail Study (2003) have identified potential means of implementing major infrastructure improvement works on the promenade and within the town centre. The potential means of funding the substantial costs of environmental improvement and engineering works have been identified along with opportunities for the implementation of investment from the private sector on key opportunity sites within Grange. Measures identified include the redevelopment of the Council owned former outdoor swimming pool as a new cultural attraction and the replacement of the railway bridges. Overall, the scheme of development and works has potential to deliver significant economic improvement and stem the physical decline of this important resort town.

### Project 5: Market Towns Initiative (MTI)

9.7 The MTI focuses investment from a wide range of agencies on the regeneration of Ulverston/Low Furness and the Lakes Market Towns (Windermere, Bowness and Ambleside outside the LDF area). The approach has

potential to lead to development of similar regeneration programmes in towns such as Kendal. The initiative provides a good strategic fit with the LDF concept of Key Service Centres as the focus for development. The initiative has secured restoration and environmental enhancement of town centre areas, bringing increased investor confidence and improved access to facilities.

### Project 6: Kendal Northern Relief Road

9.8 The County Council, as Highways Authority, has identified in the draft Local Transport Plan (LTP) the proposal for a new major road scheme in the district. To relieve traffic congestion and improve access to employment sites a 5km Kendal Northern Relief Road is advocated. This scheme potentially will remove the requirement for HGVs to use the town centre for access, thus improving the environment for pedestrians and cyclists. The new highway infrastructure could potentially open up access to new sites for employment development in the north of the town. The County Council are undertaking further investigatory work and do not anticipate works commencing within the current LTP period (to 2012).

### Project 7: Kendal Park and Ride

9.9 Proposals also are contained in the draft LTP for improvements to peripheral car parks with good existing bus links, together with the development of a main park and ride site outside the town. This proposal could reduce the current levels of traffic and car parking within the town centre, offering an improved service for residents and visitors to the area. Reductions in traffic would lead to improved environmental conditions for users of the town centre and create better transport linkages. Other smaller scale schemes for park & ride/walk are also being considered in the town.

### Project 8: Windermere/Bowness Railway Improvement

9.10 The adopted LTP, covering the period to 2006, identifies a proposal to make a partnership bid to secure track improvement works to the Windermere Branch Line. It is anticipated that this would double the frequency of current services. Estimates in 1999 identified costs in the region of £7.5m. Railtrack, however, has indicated that additional capital funding would be required



## Which major projects can help to achieve our priorities?

to bring forward the works and a sustainable transport justification. An improved service would bring benefits for residents and visitors, and enhance the current linkages between the West Coast Main Line (from Oxenholme) to Kendal and Windermere (Lake District).

### Project 9: Ulverston Bypass

9.11 The potential benefits of a bypass for Ulverston were raised in a NWRA commissioned study "Access to Furness and West Cumbria, 2003". The study identified the potential strategic communications benefit of a bypass to communities in Barrow in Furness and West Cumbria, primarily through improvement in travel times to the motorway network (J36, M6). The study also highlighted the potential environmental benefit from removing through traffic from the urban area of Ulverston and opportunity to improve access to employment areas to the south of the town. There is currently no proposal for an Ulverston Bypass contained within the Regional Transport Strategy (RSS) and future works would be the responsibility of the Highways Agency. However, reference is made in the Draft LTP to the County Council's support for an Ulverston Bypass, which it states would reduce community severance and assist economic development.

## Question 8

**Which of the above major projects do you consider will provide an important means of implementing sustainable development in the District and should be supported in the LDF? Are there other major projects that should be considered?**

## Question 9

**Are there further issues that should be addressed in the LDF Core Strategy? Please outline your general comments.**



# Appendix

## Appendix

Survey December 2003

### Settlement Services - South and East Area

	Population for Parish	Bus Route	Primary School	Newsagent Food Store Post Office Petrol Station	Pub	Other Shops and Services	Village Hall	Public Recreation and Amenity Space	Secondary School	Train Station	Key Employers	Option 1	Option 2	Option 3
Allithwaite	1780	<input checked="" type="checkbox"/> B	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 2	Garage	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Kents Bank 1 mile			<input checked="" type="checkbox"/>	
Arnside	2390	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 2	Fish and Chip Shop Pharmacy Butcher Bakery	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> 1 per hour		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Barbon	250	<input checked="" type="checkbox"/> C		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
Beetham/ Slackhead	1750	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1					Arnside 3 miles	Henry Cooke and Beetham Nurseries		<input checked="" type="checkbox"/>	
Brigsteer	270	<input checked="" type="checkbox"/> B			<input checked="" type="checkbox"/> 1		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
Burneside	1070	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1	Fish and Chip Shop	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> 1 per hour	Croppers and Station yard		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Burton in Kendal	1430	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 2		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Oxenholme 8.5 miles		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Cark	1770	<input checked="" type="checkbox"/> B	<input checked="" type="checkbox"/> Flookburgh 5 min walk	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 2		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/> 1 per hour		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Cartmel	1780	<input checked="" type="checkbox"/> B	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 3	Tourist	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Cark 1.2 miles			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Carr Bank	1750	<input checked="" type="checkbox"/>				Garden Centre				Arnside 1.5 miles			<input checked="" type="checkbox"/>	
Casterton	320	<input checked="" type="checkbox"/> C	<input checked="" type="checkbox"/> Private	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> Private				<input checked="" type="checkbox"/>	
Endmoor	1290	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1	Bakery	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Oxenholme 3.6 miles	Business Park	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Flookburgh	1770	<input checked="" type="checkbox"/> B	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 2	Turf Accountants Cafe Pharmacy	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/> Cark 0.2 miles			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Heversham	650	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> 1			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Arnside 4 miles			<input checked="" type="checkbox"/>	
Holme	1130	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1	Hair Dressers Nursery	<input checked="" type="checkbox"/>			Oxenholme 8 miles	Elmsfield Park Industrial Estate		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Hutton Roof	190												<input checked="" type="checkbox"/>	
Leasgill	650	<input checked="" type="checkbox"/> A			<input checked="" type="checkbox"/> 1		<input checked="" type="checkbox"/>			Arnside 4 miles			<input checked="" type="checkbox"/>	
Levens	1050	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 1		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Oxenholme 5 miles			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Natland	760	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Oxenholme 1 mile	Kendal		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Old Hutton - Bridge End/ Middleshaw	360		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Oxenholme 2 miles			<input checked="" type="checkbox"/>	
Oxenholme	Kendal	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/> Natland	<input checked="" type="checkbox"/>	10 min			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> Mainline	Kendal		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sedgwick	370	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/> Crosscrake							Oxenholme 2.5 miles	Kendal		<input checked="" type="checkbox"/>	
Storth/ Sandside	1750	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> 1	Resturants	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Arnside 1.5 miles	Shoreline Business Park	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

- Bus Routes**
- A** Buses which run 5-7 days a week including mon-fri. Arrives in a key service centre by 9am and returns after 5pm
  - B** Buses which run 5-7 days a week. But arrives in key service centres after 9am
  - C** Only one bus a week

**Key Service Centres** = Kendal, Grange Over Sands, Kirkby Lonsdale and Milnthorpe

## Appendix

### Settlement Services - Furness

	Population for Parish	Bus Route	Primary School	Newsagent Food Store Post Office Petrol Station Shop	Pub	Other Shops and Services	Village Hall	Public Recreation and Amenity Space	Secondary School	Train Station	Key Employers	Option 1 Focused	Option 2 Scattered	Option 3 Balanced
Bardsea	1480	<input checked="" type="checkbox"/> A		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 2		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Ulverston 2.5 miles	Bardsea Business Park		<input checked="" type="checkbox"/>	
Baycliff	1280	<input checked="" type="checkbox"/> A			<input checked="" type="checkbox"/> 2	Bakery		<input checked="" type="checkbox"/>		Dalton 4.3 miles			<input checked="" type="checkbox"/>	
Broughton in Furness	970	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 3	Butchers Bakery Gift Shops	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Foxfield 1.2 miles	CGP headquarters and other local businesses Foxfield Business Park		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Gleaston	1280	<input checked="" type="checkbox"/> A					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Barrow 3 miles			<input checked="" type="checkbox"/>	
Great Urswick/ Little Urswick	1480	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 3		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Dalton 2.4 miles		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Greenodd/ Penny Bridge	900	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 2	Bakery Butchers Doctors	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Ulverston 4 miles	Crakeside Business Park		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Kirkby in Furness	1250	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 2	Doctors	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/> 1 per hour		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Leece	1280	<input checked="" type="checkbox"/> A			<input checked="" type="checkbox"/> 1		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Barrow 2 miles	Henry Armer		<input checked="" type="checkbox"/>	
Loppergarth	1860		<input checked="" type="checkbox"/> Pennington		<input checked="" type="checkbox"/> 1		Pennington			Ulverston 2.1 miles			<input checked="" type="checkbox"/>	
Newbiggin	1280	<input checked="" type="checkbox"/> A								Barrow 4 miles			<input checked="" type="checkbox"/>	
Scales	1280	<input checked="" type="checkbox"/> A					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Dalton 3.4 miles			<input checked="" type="checkbox"/>	
Stainton with Adgarley	1480	<input checked="" type="checkbox"/> A			<input checked="" type="checkbox"/> 1		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Dalton 1.9 miles			<input checked="" type="checkbox"/>	
Swarthmoor	1860	<input checked="" type="checkbox"/> A	<input checked="" type="checkbox"/> Pennington	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> 2		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Ulverston 1.2 miles	Ulverston or Barrow	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

- Bus Routes**
- A** Buses which run 5-7 days a week including mon-fri. Arrives in a key service centre by 9am and returns after 5pm
  - B** Buses which run 5-7 days a week. But arrives in key service centres after 9am
  - C** Only one bus a week

**Key Service Centre** = Ulverston