

# **LANCASTER DISTRICT LOCAL PLAN EXAMINATION**

## **ACTIONS FROM DAY 5**

### **PROPOSED MODIFICATIONS TO LOCAL PLAN POLICIES**

**POLICY SG5 –CANAL CORRIDOR NORTH, CENTRAL LANCASTER**

**POLICY DOS2 – MOOR LANE MILLS, CENTRAL LANCASTER**

**POLICY DOS3 – LUNESIDE EAST, LANCASTER**

**POLICY EC3 – JUNCTION 33 AGRI-BUSINESS CENTRE, GALGATE**

**POLICY DM19 – RETAIL DEVELOPMENT OUTSIDE DEFINED CENTRES**

**POLICY DM49 – DEVELOPMENT IN THE GREEN BELT**

*Please note that modifications to Policies DM10, DM16, DM52 as discussed on Day 5 are still to be finalised and will be provided to the Inspector in due course.*

## PROPOSED POLICY WORDING FOR SG5:

### **Policy SG5: Canal Quarter, Central Lancaster**

The regeneration and development of the Canal Quarter will be critical to enhancing Lancaster City Centre's role and function as a sub-regional centre, as identified in Policy TC1 of this DPD, to boost its retail, cultural and leisure offer for residents and visitors to Lancaster and continuing to meet the needs of people across North Lancashire and South Cumbria.

Development in the Canal Quarter should be brought forward in the context of the Development Framework which will be prepared in the form of a Supplementary Planning Document (SPD). The Framework will build on the direction of this Policy and support the phased regeneration of the Canal Quarter area and provide a document which can be applied in a flexible and adaptable manner.

Future proposals will be expected to involve a mix of main town centre uses which create a diversity within the City Centre. This mixture should look to include a range of retail, cultural, leisure, educational, residential and employment uses that will complement the wider centre and provide for balanced place-making within the Canal Quarter area itself. Proposals must provide connections between the new development and wider centre in order to create a sustainable extension to Lancaster City Centre.

The Council will support the sympathetic regeneration and redevelopment of the Canal Quarter where proposals address the following matters:

#### Design Requirements

- I. Ensuring sensitive integration of new buildings with old, seeking to repair and incorporate the existing fabric and retaining buildings and features that are of historic importance. Proposals should, as a starting point, make use of the 'Lancaster Canal Corridor: Assessment of Heritage Values and Significance' produced in 2012;
- II. Development proposals must be of a high standard of design which is sympathetic to the local area, making use of local design styles, local materials and where possible the re-use of stone and architectural features from cleared building. The implications of the roofscape should also be considered having regard to impacts on key views in to, and through, the Canal Quarter;
- III. Development proposals should effectively utilise its frontage with Lancaster Canal, where levels permit, to provide opportunities for innovative connectivity, design and improved public realm in accordance with Policy T3 of this DPD;

#### Transport Requirements

- IV. Sufficient and appropriate provision is made for vehicle parking in accordance with the strategic highlighted in Policy SG4 of this DPD and Policy DM61 of the Development Management DPD;
- V. Provide positive integration between the Canal Quarter and the wider City Centre in relation to the urban form and connectivity for all users. Key areas for integration into the highway network will be through linkages to the east towards Bulk Road and Lancaster Canal, to the south towards the A6 (Pointer Roundabout) and Lancaster Canal and to the west provision an appropriate crossing of the Lancaster City Centre Gyratory System to connect the Canal Quarter with the historic core of the City Centre;
- VI. Development should complement the proposals and direction of the Lancaster District Highways and Transport Masterplan, promoting the role of cycling and walking in

accessing the Canal Quarter, incorporating suitable linkages into the surrounding highway network and contributing to alleviating congestion issues in Lancaster City Centre through a reduction in need for through-traffic;

#### **Environmental Requirements**

**VII. The preparation of a drainage strategy for the site which sets out how water can be managed appropriately to reduce the run-off rates and reduce flood risks both within the site and reduce the known risks in the locality. This must, where necessary, include suitable and appropriate mitigation measures which are delivered to the satisfaction of both the Environment Agency and the Lead Local Flood Authority; and**

**VIII. Development proposals should ensure that biodiversity is protected, particularly the biological features for which the Lancaster Canal BHS is identified and to investigate measures to deliver enhancements to key local habitats and species and which improves the connectivity to the district's wider ecological network.**

**Any development proposals should also have due regard to any relevant policies contained within the Development Management DPD and the recommendations of the Local Plan (Part One) Sustainability Appraisal.**

### **PROPOSED JUSTIFICATION TEXT FOR POLICY SG5:**

#### **Canal Quarter , Central Lancaster**

The Council will continue to support proposals for the regeneration of the land at Canal Quarter in Central Lancaster, encouraging the expansion of the City's retail, leisure and cultural offer to both local residents and visitors. Improvements in the Canal Quarter will provide the opportunity to enhance Lancaster's role as a sub-regional centre in accordance with Policy TC1 of this DPD. This growth is considered essential to enable the district to retain and attract the workforce, students and visitors it needs to sustain economic growth<sup>1</sup>.

The principles of redevelopment and regeneration at the Canal Corridor North site have been widely accepted via previous planning decisions. Importantly, during the 2009 Public Inquiry into regeneration of the Canal Corridor the Secretary of State acknowledged that there was no available and sequentially preferable site (or combination of sites) which could accommodate town centre growth of the scale proposed, even if disaggregated (paragraph 16 of the Secretary of State's decision). Whilst the composition of any future scheme may be different (in terms of the uses proposed and the way that it is phased) the scale of the regeneration project will remain the same and therefore the Council is comfortable that the Canal Quarter site, as identified under Policy SG5 of this DPD, is still the sequentially preferable location to deliver opportunities for comprehensive regeneration and improvements to the city centre.

The Local Plan will seek to support a flexible range of uses on the Canal Quarter site where they boost the existing role and function on the city centre. Suitable uses will include a mix of both comparison and convenience retailing which seeks to complement the existing offer, cultural uses which complement and improve the existing facilities at the Dukes and Grand Theatres and commercial leisure uses, in particular placing a greater emphasis on growing the food and drink offer within the City Centre as well as residential development.

The Canal Quarter is expected to be a place where people can live, work and enjoy their spare time,

<sup>1</sup> <http://www.lancashirelep.co.uk/lep-priorities/growth-deal/growth-deal-implementation-plan.aspx>

therefore redevelopment of this site for employment / business purposes, particularly where they support the emerging economic growth sectors defined in the Councils Economic Strategy will be supported. In particular the Council will support the creation of business spaces for digital and creative industries, professional services and other knowledge based sectors.

The redevelopment of the Canal Quarter area will result in the regeneration of a significant area of land to the east of the City Centre which will, in due course, expand the boundaries of Lancaster City Centre. The Council is clear that proposals for the Canal Quarter should seek to complement existing offers provided in the wider centre and should not seek to compete with, or detract from, existing businesses, retailers or cultural / leisure offers within the city centre.

Development in the Canal Quarter should come forward in line with a Development Framework for the site, which will be prepared as a Supplementary Planning Document (SPD) to support the policy direction provided in SG5 of this DPD. It is the intention of this Development Framework to ensure that the regeneration of the Canal Quarter can be implemented in a phased approach which provides flexibility and adaptability in how development can evolve in this area.

Any proposals must ensure positive integration with the existing city centre in order to attract users of the city centre to the Canal Quarter and vice versa. The Council would therefore expect proposals to incorporate good linkages for pedestrians, in particular an appropriate crossing of the Lancaster city centre gyratory. Proposals should contribute toward improving the pedestrian environment within Lancaster City Centre, supporting the direction of the Lancaster District Highways and Transport Masterplan in promoting strong linkages around the city centre and into the city centre from surrounding residential areas.

As described in Policy SG4, Lancaster City Centre is evolving into a hub for public transport, with the delivery of a new bus rapid transit system which will connect Bailrigg Garden Village, Central Morecambe and Heysham and the growth areas in East Lancaster and North Lancaster with the City Centre. The regeneration of the Canal Quarter must ensure that connectivity to and from these public transport nodes is achieved in such a way which promotes its use and increases pedestrian footfall in and around the City Centre.

The City Centre is home to an ever increasing number of student from Lancaster University and the University of Cumbria who have an important role in maintaining a healthy and vibrant City Centre. The regeneration of the Canal Quarter provides the opportunity to provide a greater presence for Lancaster University and improve the links between the areas of higher education and the City as a whole. The Council will seek to support a greater university presence in the city centre through the creation of new cultural, education and leisure facilities which will improve the overall city centre offer.

The Council will continue to facilitate the provision of student accommodation in the district, recognising the most preferable locations for such uses are either on campus itself or within the city centre. However, specific consideration and justification will need to be given around the appropriateness of siting a significant volume of student accommodation within the Canal Quarter in light of the significant permissions which have been given across the city centre in recent years. The Council will seek to balance the demand and opportunities for student accommodation development within the Canal Quarter Scheme with the need to promote sustainable and exciting mix of uses, encourage year round activity, and deliver a comprehensive and balanced place-making agenda.

The Canal Quarter site involves the regeneration of an area which, in places, has significant historic value. The site includes a number of historic local buildings which, where it is appropriate and



possible to do so, should be retained. The Council has undertaken a heritage assessment of the historic assets found within the Canal Quarter area, the findings and recommendations of this assessment work should underpin future proposals.

Developers and agents for this site will be expected to work with both the City Council and Historic England to consider the most important aspects of the historic environment to be retained as part of their planning application and should have due regard to the relevant policies of the Development Management DPD.

The regeneration of the Canal Quarter presents a significant opportunity for a step-change in improving the function and role of Lancaster City Centre. However, it is important that the regeneration of this area seeks to benefit the City Centre as a whole, in particular ensuring that the existing businesses and retailers also see benefits and improvements arising from the scheme.

In order to achieve this, and to clearly define how such benefits will be delivered, the Council will seek to promote improvements through the preparation of a Town Centre Strategy which will be prepared in collaboration with key City Centre stakeholders. The strategy will set out a positive and proactive approach towards regeneration, improvement and renewal, building on the successes of recent projects such as 'Square Routes' and 'Beyond the Castle' to ensure that the benefits which arise from the regeneration of the Canal Quarter, particularly in terms of investment and footfall, are shared through the whole City Centre.

## PROPOSED MODIFICATION TO POLICY EC2

### Policy EC2: Future Employment Growth

The Council anticipates that a further ~~59.5~~ 46.2 hectares of employment land for B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) will be required to meet employment and economic needs through the plan period up to 2031. The following sites have been identified to meet these requirements:

POLICY NO.	SITE LOCATION	DESCRIPTION	SITE SIZE
SG2	Lancaster University Health Innovation Campus Park	Allocation made to deliver opportunities for technology, and research based industries <del>and ancillary education-linked uses and ancillary linked education uses</del> that provide close linkages to the adjacent university campus.	9.7ha
SG14	Expansion of Facilities for the Port of Heysham	Land adjacent to Imperial Road has been identified to provide for port-related development and services which are connected to the operation of the Port of Heysham	7.5ha
SG15	Heysham Gateway, South Heysham	Allocation made for the expansion of existing employment areas at Lancaster West Business Park, Major Industrial Estate and Heysham Industrial Estate that allow opportunities for general employment growth. The Heysham Gateway also seeks to facilitate growth at the Port of Heysham.	18ha
SG9	North Lancaster Business Park	Allocation made within the strategic allocation <del>of Beaumont Hall</del> for a mixed-use development of residential and high-quality <del>B1</del> employment	2ha

		uses, which takes advantage of the linkages with the new Bay Gateway Link Road.	
<b>EC2.1</b>	<b>Middleton Road Employment Area</b>	<i>A further allocation has been made within the Heysham Gateway area for general industrial and business purposes for B1, B2 and B8 uses which will create further opportunities for economic growth in this strategically important location.</i>	<b>13.3ha</b>
<b>EC3</b>	<b>Junction 33 Agri-Business Centre</b>	Allocation made for rural employment of land south of Galgate that is restricted to agricultural business uses clustered around a new Auction Mart and taking advantage of improved connectivity at junction 33 of the M6.	<b>9ha</b>

*In relation to Policy SG9 (North Lancaster Strategic Site), an area of 2 hectares of employment land will be provided within the strategic allocation. The Council will support residential development in this employment area should it be demonstrated that, following a robust marketing exercise (which has taken place for no less than 2 years following adoption of the Local Plan), that there is no market demand for the identified use. Such a marketing exercise should demonstrate that the site has been marketed using appropriate media sources at a realistic price for the identified use.*

Development proposals for the above sites should have due consideration to all relevant local planning policies contained within both the Strategic Policies & Land Allocations DPD and the Development Management DPD.

## PROPOSED MODIFICATION TO POLICY EC3

### Policy EC3: Junction 33 Agri-Business Centre, South Galgate

*The site has been allocated to meet a specific identified need for the relocation of the Lancaster Auction Mart and to support economic growth of rural land-based businesses.*

The Council will support the development of this site for a new Agri-Business Centre *subject to the inclusion of the relocated Auction Mart and on the consist of land-based businesses which are that is focused around the relocation of the existing Lancaster Auction Mart from its current base at Wyresdale Road, Lancaster. Employment uses on this site must be ancillary to the agricultural nature of this allocation., seeking to facilitate the local agricultural economy within the district and wider region.*

Any proposals for this site should be brought forward as part of a comprehensive masterplan that addresses all the issues contained in this policy and will be predicated on the expectation that a fundament element of the proposal involves the relocation of the existing Auction Mart. The Council will not support proposals that result in the piecemeal development of the site or that do not include a relocated Auction Mart.

In bringing forward development proposals for the site the Council will expect the following issues to be addressed:



- I. That the proposed access arrangements to the site are addressed to the satisfaction of the Lancashire County Council, particularly in relation to car parking, highway safety and highway capacity;
- II. The submission of a suitable and appropriate landscaping plan that ~~seeks to~~ minimises the landscape impacts of the site on the surrounding area and mitigates any impact on neighbouring residential properties, Galgate Marina and the setting of Lancaster Canal. This should include the provision of appropriate levels of natural screening;
- III. The submission of a detailed design statement that recognises the gateway location of this site off Junction 33 of the M6. The design of the buildings and associated landscaping should be sympathetic to the locality and provide a well-designed environment for visitors and workers;
- IV. ~~There shall be a~~ no net loss in value of the adjacent Lancaster Canal Biological Heritage Site (BHS) ~~and with evidence of how the BHS will be protected and enhanced~~ shall be submitted. The Council will expect development proposals to deliver positive benefits to biodiversity through the restoration, enhancement and creation of semi-natural habitats within and through the site to maintain, restore and create functional ecological networks;
- V. Proposals will need to take account of the recommendations for mitigating harm and/or maximising enhancements as set out in the Council's Heritage Impact Assessment for the site;
- VI. The submission of a comprehensive drainage plan which set out how surface water will be managed on the site. The Council will not support drainage schemes which are demonstrated to have a detrimental impact on the adjacent Lancaster Canal. Proposals should have due regard to the Surface Water Drainage Hierarchy which is set out in Policy DM34 of the DM DPD;
- VII. Proposals through the design and construction should seek to address and mitigate against flood risk on the site. Proposals will be expected to be accompanied by a Flood Risk Assessment that addresses the issues of flooding and mitigation to the satisfaction of the Environment Agency and the Lead Local Flood Authority (Lancashire County Council);
- VIII. Proposals should not result in any prejudice to the operation of the North West Ethylene Pipeline which runs in the vicinity of this site. Development should ensure that sufficient buffering is provided where necessary to protect amenity and ensure the safe operation of the pipeline;
- IX. Proposals should satisfactorily address any amenity issues arising from the proposed uses on the site, including noise, air and other emissions; and
- X. Contributing to the improvement of existing pedestrian and cycling linkages along the Lancaster Canal that links Galgate into the Bailrigg Garden Village and South Lancaster.

Proposal for uses which will generate visitors and traffic which unrelated to the Auction Mart and land-based businesses located on the site will not be supported, either as part of the initial development of the site or as part of any future changes of use or incremental expansion.

Development proposals for this site should also have due regard to all relevant policies contained within the Local Plan, in particular the Development Management DPD.

*Please note that the Council would be happy to see the removal of the proposed wording at Criterion VIII (in relation to the Ethylene Pipeline) subject to the submission of evidence from the L & K Group that this matter has been satisfactorily resolved through a separate legal agreement with the pipeline operator.*

## PROPOSED MODIFICATION TO POLICY DOS2

### **Policy DOS2: Land at Moor Lane Mills, Central Lancaster**

The Council will support proposals for the regeneration and redevelopment of land which surrounds Moor Lane Mills in Central Lancaster for a residential-led mixed use scheme incorporating employment uses and student accommodation.

The regeneration and re-use of this land will be tied to the wider regeneration of Lancaster city centre, particularly the regeneration of the Lancaster Canal Corridor site as identified under Policy SG5 of this DPD. The loss of car parking facilities will not be supported unless suitable alternative provision for car parking has already been provided, either on the Canal Corridor site or via other means to meet the needs of city centre users.

The buildings which comprise the Moor Lane Mills are considered to be of heritage value, which should be retained and sympathetically incorporated into future proposals for the wider site.

The Council will expect development proposals for this site to address the following matters:

- I. Delivering development that is of a high quality design and making use of materials that respect the character of the locality, particularly in the context of the Central Lancaster Conservation Area;
- II. Proposals will be encouraged to make use of sustainable construction and design aimed at minimising energy use and maximising energy efficiency;
- III. Proposals should seek to ensure that no adverse impact is created on the surrounding road network, local amenity and highway safety. Proposals that involve a significant increase in traffic movements into the site will need to satisfactorily demonstrate that it will not have any adverse impact on the traffic movements into central Lancaster;
- IV. Appropriate linkages are generated from the site to the city centre, encouraging access to the site by both cycling and walking;
- V. That any proposed use on the site for residential purposes meet appropriate amenity standards in terms of privacy distances, daylight and space standards in accordance with other relevant policies within the Development Management DPD;
- VI. Proposals seek to preserve, or enhance the setting of heritage assets in the immediate vicinity and across the wider townscape of Lancaster; and
- VII. Proposals should seek to provide positive inter-relationships with the adjacent Lancaster Canal in accordance with Policy T3 of this DPD providing a sufficient buffer between new development and the Canal, which is designated as a Biological Heritage Site (BHS).

Any development proposals for the site should also have due regard to all relevant policies contained within the Local Plan and, in particular the Development Management DPD.

## PROPOSED MODIFICATION TO JUSTIFICATION TEXT FOR POLICY DOS2

### Land at Moor Lane Mills, Central Lancaster

Land in the centre of Lancaster which includes a series of car parks and mill buildings have been identified for regeneration under Policy DOS2 of this DPD to deliver a range of residential uses including market housing, affordable housing and student accommodation.



The site has strong linkages with the strategic site of Lancaster Canal Corridor (identified under Policy SG5 of this DPD) which is directly to the north of Moor Lane Mills. It is anticipated that regeneration and redevelopment of this site will be linked with the wider regeneration of the Canal Corridor site and provides the opportunity to facilitate a wider, more comprehensive regeneration of Lancaster City Centre.

The site contains a number of heritage assets, particular the Moor Lane Mill buildings which are recognised for the historic importance. Any future proposals for the site should ensure that such assets are sympathetically retained and re-use.

The site also includes a range of Council owned car parking which currently serve an important role for visitors and users of the City Centre. The Council will not support the loss of such facilities without appropriate alternative car parking provision being secured.

The Council anticipate that the future redevelopment of the Moor Lane Mills site will come forward as part of the wider regeneration of Lancaster City Centre, however subject to meeting the requirements of Policy DOS2 the Council will support proposals for development in advance of the Lancaster Canal Corridor.

## PROPOSED MODIFICATION TO POLICY DOS3

### **Policy DOS3: Luneside East, Lancaster**

The Council will support proposals for the regeneration and redevelopment of Luneside East, Lancaster for a residential led mixed use development incorporating B1 employment uses, wider commercial uses and residential development including student accommodation.

The Council will require development to be taken forward through a comprehensive approach addressing the following issues:

- I. Investigate opportunities for the retention of existing buildings on the site, where possible to do so, where it incorporates the site's historic and industrial past into future design proposals (this should also include securing an active frontage along St Georges Quay);
- II. Delivering development that is of a high quality design and making use of materials that respect the character and setting of the site;
- III. Encouraging the use of sustainable construction and design aimed at minimising energy use and maximising energy efficiency;
- IV. Integration with surrounding areas, complementing neighbouring land uses and creating new linkages between the site and the city centre;
- V. The delivery of an appropriate mix of uses to achieve a balanced community and ensure that differing uses integrate properly with each other;
- VI. The creation of a network of open spaces and public realm that provides linkages from the site towards St Georges Quay, New Quay Meadow and Giant Axe Field;
- VII. Satisfactory conclusion to the remediation of any outstanding contamination issues;
- VIII. Make necessary contributions towards improvements to public transport access with improved linkages between the area, adjacent development opportunities and the city centre. This should be demonstrated via a properly monitored and managed Travel Plan detailing the measures to be provided to maximise the use of sustainable transport methods and seeking to reduce the need for private car use;

- ~~IX. Proposals will preserve or enhance the setting of the Grade I Listed Priory and Lancaster Castle; and~~
- ~~X. Proposals through the design, construction and occupation phases must seek to mitigate against existing flood risks. Proposals should be accompanied by a Flood Risk Assessment, which addresses the potential impacts of flooding both directly and indirectly on the site that is acceptable to the Environment Agency and Lead local Flood Authority.~~

~~Any development proposals for the site should also have due regard to all relevant policies contained within the Local Plan and, in particular the Development Management DPD.~~

## PROPOSED MODIFICATION TO JUSTIFICATION TEXT FOR POLICY DOS3

### Luneside East, Lancaster

Located on the southern banks of the River Lune on St George's Quay the two sites of Luneside East and Luneside West form one of the Council's Regeneration Priority Areas for the district (as defined in Policy EC5 of this DPD). Both benefit from planning permission. Substantial construction of residential development is already underway at Luneside West. However, Luneside East remains in need of regeneration and offers the potential to assist in meeting the housing needs of the district, utilising previously developed land and delivering development in a sustainable and accessible location.

Luneside East has a long history of industrial uses having been part of the main centre for employment and manufacturing in Lancaster. Evidence of previous industrial uses remain present on the site with part of the former warehouse and pump house the remaining structures on the site. Contamination is also noted to be an issue.

Whilst currently derelict and vacant, Luneside East's proximity to the city centre, Lancaster Castle and the successfully regenerated St Georges Quay make it an attractive site for redevelopment. Regeneration is considered to offer potential to help wider areas of deprivation in the locality and secure better connections to the city centre. It should be noted that planning permission has been recently granted for the regeneration of this site for student accommodation, supplemented by opportunities for commercial and business uses.

Luneside East benefits from planning permission for a mixed-use development, however whilst the site has been mainly cleared and remediated no development has yet commenced on the site.

The Council will continue to support regeneration proposals for this site where proposals seek to address amenity issues and capitalise on the area's historic past. Proposals should investigate opportunities to identify whether the remaining buildings on the site could be retained where it is practical and possible to do so. Proposals are expected to achieve high quality design that adds to and compliments the site's location on the quayside and gateway between the city centre and other areas of Luneside to the west.

## PROPOSED MODIFICATIONS TO POLICY DM19

### Policy DM19: Retail Development outside Defined Centres

Outside of defined town and local centres, the development of main town centre uses (as defined by Annex 2 of the Framework) will be supported provided that:

- I. The proposal generates no more than 150sqm gross floorspace *in total*;
- II. The proposal is located within the urban area of the district or within a sustainable settlement (as defined in Policy SP2 of the Strategy Policies and Land Allocations DPD;
- III. The proposal can be easily and safely accessed by foot and by cycle from the surrounding area; and
- IV. It will be compatible with surrounding land uses and will not detract from residential amenity and/or road safety.

Retail proposals that exceed 150sqm ~~will~~ *should be generally directed towards defined town centres areas as identified in the Local Plan Policies Maps. The cumulative impact of proposals will be considered in terms of the implication on the vitality and viability of defined centres in the locality.*

## PROPOSED MODIFICATIONS TO JUSTIFICATION TEXT FOR POLICY DM19

### Retail Development outside Defined Centres

It is recognised that not all retail development takes places within defined centres and therefore the Council will support small-scale retail development that demonstrates a local benefit and its proposed use serves the *local* community.

## PROPOSED MODIFICATIONS TO POLICY DM49

### Policy DM49: Development in the Green Belt

*Development proposals within the North Lancaster Green Belt will be considered in accordance with national planning policy and inappropriate development will be resisted.*

#### Re-use of Existing Buildings in the Green Belt

The re-use of buildings within the Green Belt will be considered *not inappropriate* where:

- I. It does not have materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it;
- II. Strict control is exercised over the extension of re-used buildings *so that it does not result in disproportionate additions over and above the size of the original building;* and over any associated uses of land surrounding the building that might conflict with the openness of the Green Belt and the purposes of including land in it;
- III. The building is of permanent and substantial construction, and is capable of conversion without major or complete reconstruction; and
- IV. The form, bulk and general design of the buildings are in keeping with their surroundings (proposals should seek to respect local building styles and materials).

#### Extension to Existing Dwellings in the Green Belt



The Council will not permit extensions to existing dwellings that result in disproportionate additions over and above the size of the original building. ~~create an adverse impact on the openness of the Green Belt.~~

***Replacement Dwellings in the Green Belt***

Proposals to replace an existing dwelling within the Green Belt that meet the following criteria will be supported by the Council:

- V. The existing dwelling is lawful and permanent in nature;
- VI. The new dwelling is not materially larger than the one it replaces ~~design, volume and massing of the proposal does not materially harm the openness of the Green Belt through excessive scale, bulk or visual intrusion;~~ and
- VII. The proposal adheres to the original dwelling curtilage.

Construction of permanent dwellings as replacements for mobile homes or caravans in the Green Belt will not be permitted.