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Our ref: 7/2014/E0222

Date: 28-May-2014



**BY EMAIL ONLY**

Dear 

**Application:** 7/2014/E0222  
**Proposal:** Zip Wire  
**Location:** Greenside Mine, Greenside Road, Glenridding, Penrith

Thank you for your enquiry in respect of the above. Please find attached our response.

Should you have any questions or queries please do not hesitate to contact us.

Yours sincerely

Andrew Smith  
Planning Assistant

**Greenside Mine, Greenside Road, Glenridding,  
Proposed Zip Wire Attraction**

**Our informal planning  
advice to you**

**Our reference for this advice is 7/2014/E0222**

## **First, some important information...**

The information contained in this advice is an informal opinion only and is based on the information which you have provided to us. The determination of a planning application is a formal public process, with inputs from a range of consultees. Any opinions given at this stage are wholly without prejudice to the determination of any application we may receive. This advice is produced at an early stage and should not be considered to be a comprehensive guide to potential issues.

The aim of this advice is to provide an indication, at an early stage, of the potential planning issues which your proposal would need to address, and to help you make an informed decision about whether to pursue an application.

## **Pre-application engagement with other parties**

Early engagement with the local community and interested parties is beneficial. The National Planning Policy Framework expects applicants to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community.

We recommend that applicants talk to other parties who may potentially be interested in the proposal, for example neighbours, the Parish Council, or interest groups such as Friends of the Lake District, before submitting a planning application.

The site is in Patterdale parish.

## **The process so far**

- We met you at Murley Moss on 30 April 2014.
- You provided written information to us (Annex A).
- We met you at Greenside Mines on 15 June 2014.
- We have prepared this Planning Advice Statement based on the information you have provided, and our own knowledge of the site.

## **Summary of advice**

The proposal is contrary to our planning policies in principle, because the majority of the development is in the open countryside and does not seem likely to meet policy exceptions.

There are a number of significant material considerations which would need to be fully considered and investigated before any planning application was submitted. Issues are likely to include: Landscape and character of the area; Access, traffic and safeguarding the rights of way network; the Scheduled Ancient Monument; Contamination and pollution; ground conditions; residential amenity; Ecological impacts (particularly impacts upon the SAC and SSSI); and economic considerations. Based on the limited information provided so far, it is not possible to offer detailed advice on a number of these matters. Even at this early stage, some of these issues give cause for concern.

## Detailed advice

### Likely key issues

As we have already discussed there are a number of issues which would be considerations in the determination of a planning application for the development of a Zip Wire attraction near Greenside.

In our view, significant issues are likely to include:

- The principle of the development in planning policy terms
- The impact of development upon the landscape and character of the area
- Access, traffic, travel and safeguarding the rights of way network
- The impact of development upon the Scheduled Ancient Monument
- The impact of development upon contaminated land
- The impact of development upon ground stability and conditions
- The impact of development upon the residential amenity of nearby dwellings (e.g. as a result of noise)
- Ecological impacts (particularly impacts upon the SAC and SSSI)
- The economic benefits of development

### The principle of the development in planning policy terms

By law we must determine planning applications in accordance with the provisions of our Development Plan (our planning policies) unless material considerations (for example site specific factors) indicate otherwise.

The following Development Plan policies are particularly relevant to this application.

#### [Lake District National Park Core Strategy](#)

- CS02: Achieving vibrant and sustainable settlements
- CS05: East Distinctive Area
- CS11: Sustainable development principles
- CS14: Sustainable transport solutions
- CS24: Sustainable tourism
- CS25: Protecting the spectacular landscape
- CS26: Geodiversity and biodiversity
- CS27: The acclaimed historic environment

#### [Lake District National Park Local Plan 1998](#)

- NE15: Protection of ancient monuments and sites
- NE16: Protection of archaeological sites

The Government's National Planning Policy Framework is also an important consideration in our decision making.

You can find copies of our local Plan on our web site  
<http://www.lakedistrict.gov.uk/planning/planningpolicies>

You can also [find the National Planning Policy Framework online](#).

## **The principle of development - summary of our policies**

The Government expects that great weight should be given to conserving landscape and scenic beauty in National Parks. National Parks have the highest status of protection in relation to landscape and scenic beauty. In compliance with Government policy, and to prevent harmful development that would result in the incremental degradation of the National Park landscape, we aim to direct the majority of new development towards more sustainable locations – that is identified rural service centres, village, and (to a lesser extent) cluster communities.

In the open countryside new development is very strictly controlled, and only permitted in a small number of exceptional circumstances. Our policies state that we will only support development in the open countryside where it demonstrates:

- i. an essential need for a rural location, or
- ii. it will help to sustain an existing business, including farm diversification schemes, or
- iii. it provides for a proven and essential housing need, or
- iv. an appropriate reuse, redevelopment or extension of an existing building.

This policy approach also applies to tourism development. Policy (CS24) expects that new tourism development will be focussed in rural service centres, such as Glenridding. This is to ensure that new tourism uses are positioned in locations that already have well established sustainable transport options, and to balance visitor demands with the protection of the landscape that tourism ultimately trades upon.

It is proposed that the existing tourist information centre and car park in Glenridding would be the point of arrival for the attraction. This is consistent with policy and a positive element of your proposal.

However, the majority of the development would be situated in the open countryside. The construction of the zip wire would be in the open countryside, fully outside the settlement. This is not a location in which policy would normally support new tourism developments.

Policy (CS24) heavily restricts new tourism development outside rural service centres (as the majority of your proposal would be) to three specific circumstances. New tourism development outside rural service centres will only be permitted where:

- i. it contributes to the diversification of a farm business; or
- ii. it relies upon a specific geographically fixed resource which justifies the development; or
- iii. it is within or relates well to the villages of Pooley Bridge or Ravenglass, which enable a choice of modes of transport, including sustainable options.

Your proposal does not appear to satisfy points i or iii above.

In respect of point ii above, Policy CS24 does acknowledge that there will be circumstances where a particular place has a specific characteristic that means that a particular development can only reasonably take place at that location. This is reference to instances where the development relies upon a specific geographically fixed resource (a recent example of such a proposal is the redevelopment of Lowther Castle). In such cases, development may be justified where it secures the conservation or interpretation of a cultural resource or a particular aspect of the natural environment which could not otherwise be achieved. Where such development would generate significant numbers of visitors, the proposal must include improvements to sustainable transport as an integral part of the development.

Whilst the start of the proposed zip wire would be at Greenside Mine (which is a geographically fixed resource of cultural significance), the details provided so far indicate that the development does not rely upon the Mine as a fixed geographical resource. Although the proposed zip wire start at the Mine, it is not reliant upon it.

Based on the information provided so far, and notwithstanding that the arrival point for the business would be in Glenridding, because the majority of the proposed development would be in the open countryside, and as the required criteria of policy CS24 do not appear to be met, the proposals seem contrary to the provisions of policy CS24, and therefore unacceptable as a matter of policy principle.

### **Material considerations**

Material considerations are particular factors which must be weighted in our decision making. Given the location of site, and the nature of the proposal, there are a number of important material considerations which any proposal would need to address.

### **The impact of development upon the landscape and character of the area**

National Parks have the highest status of protection in relation to landscape and scenic beauty. The purposes of the National Park as set out in law are to conserve and enhance the natural beauty, wildlife and cultural heritage of the area, and to promote opportunities for the understanding and enjoyment of the special qualities of the area by the public. If it appears that there is a conflict between these purposes, we are legally obligated to attach greater weight to the purpose of conserving and enhancing the natural beauty, wildlife and cultural heritage of the area comprised in the National Park. We also have a duty to seek to foster the economic and social well-being of local communities within the National Park.

Our Development Plan policies reflect this legal framework, and require that when assessing development proposals we give the highest level of protection to the landscape. Our policies also require that the type, design and scale of development, and levels of activity, should maintain and, where possible, enhance local distinctiveness, sense of place and tranquillity.

The Lake District offers a rich and diverse cultural landscape. The character of the landscape and the elements which make up that landscape vary between different areas of the National Park. We use the [Lake District Landscape Character Assessment](#) as a tool to help us identify and understand the characteristics and elements of particular areas, and to assess proposals. The Landscape Character Assessment is available online.

The proposed zip wire site is situated between the rugged volcanic high fells of the Hevellyn range, and the upland valley leading down to Glenridding. This is a landscape which is characterised by a strong sense of isolation, remoteness and tranquillity, particularly in the higher parts of the valley above and around the mine. The mine workings have a dominating presence locally, with the large scale historic tips a striking landscape feature. The area has a very strong sense of tranquillity due to its openness and perceived naturalness. There is also a relative absence of dwellings, minimal sources of artificial noise and few obvious signs of human influences, particularly amongst the fells. Moving down the valley there is a transition in landscape character, moving from the rugged steep fellside into greener pasture with views over the village and lake. Even in the lower valley towards the village, the landscape maintains a relatively strong sense of tranquillity.

It is important that the aesthetic and perceptual character of the landscape is maintained. Elements of a development which can harmfully impact upon the character of the landscape may include physical works and structures, but also levels of activity which can affect perceptions of wildness, isolation and tranquility. Any application would need to include sufficient information and detail for us to reach an informed judgement on landscape matters. This would include full plans and details of any structures and earth movements, and visual impact assessment information.

Based on the limited information provided so far it is not possible to comment further on landscape issues at this point – although this will clearly be a critical factor in our decision making given the sensitivity of the setting, the sensitivity of receptors, and the strength of protection offered by law to the National Park landscape.

### **Access, traffic, travel and safeguarding the rights of way network**

Your proposals have their point of arrival for members of the public at the Tourist Information Centre in Glenridding. This is appropriate and policy compliant, as it is within a rural service centre and provides the public with a range of sustainable transport options.

Your proposal is that the public would be moved from the Tourist Information Centre to

Greenside Hostel by a road train or minibus – no public vehicles would be permitted to use Greenside Road. Users would disembark the road train/minibus at the hostel and transfer to a 4x4 or similar for travel to the start platform.

Greenside Road and the track from the hostel to Sticks Pass are public bridleways, over which there is a legal right for the public to pass and repass on foot, by bicycle or on horseback. These routes are long established and heavily used. The condition of the road to Greenside is deteriorating, but currently driveable in an ordinary vehicle. The upper reaches between the hostel and Sticks Pass are currently wholly unsuitable for regular vehicle movements. Your proposals would necessitate physical works on these established rights of way to allow vehicles to run, park and turn on those routes. Your proposals would also result in regular vehicular trips along these routes, either by a small road train/minibus, or by 4x4. Local and national planning policies seek to safeguard, protect and enhance public rights of way and access. All of these matters are considerations which would need to be addressed.

Any application would need to demonstrate that the development would operate in a sustainable manner, without adverse impact upon users of the rights of way network, or the condition of the network. Any application would need to demonstrate that the impact of vehicle movements would not impact adversely upon users of the public right of way, including walkers, cyclists and equestrian users. If a management plan was proposed this would need to be provided in such a way as to be binding on the operator – for example through a unilateral obligation.

Your proposal is that zip wire users would travel the final section from the hostel to the start platform by 4x4 or similar. The proposal is to run vehicles from the hostel along existing fellside bridleway paths to the start platform, a distance of approximately 800m. This seems likely to give rise to significant concerns. At our meeting on 15 June 2014 you estimated the capacity of the facility as 16 users every 30 minutes (or 32 users per hour). This would equate to eight return trips per hour from the hostel to the start platform, based on a standard 4x4 with a driver and four passengers. This is potentially 64 return trips per day (assuming an eight hour operation), or 84 daily return trips based on a 10.5 hour operation [REDACTED]

The bridleway track beyond the hostel not designed or constructed for use by vehicles (see Annex B). The bridleway passes through the designated Special Area of Conservation and Site of Special Scientific Interest (SSSI) (see Annex C).

It seems likely that the bridleway beyond the hostel would need to be upgraded, and the margins of the track widened. A parking and turning area would need to be created adjacent to the start platform. For an application to be found acceptable, it would need to be demonstrated beyond doubt that the improvements required and ongoing usage would not cause landscape and visual harm, would not have a significant adverse impact upon the SAC/SSSI, and would not result in dangerous interactions between motor vehicles and bridleway users. You would need to be demonstrated that the proposals would not introduce harmful levels of activity and change into an area which is currently characterised by its sense of remoteness and isolation. You would

also need to be demonstrate that the physical works to, and ongoing vehicular use of, the track would not result in ground stability or ground contamination issues.

Based on the information provided about your proposal so far, and given the constraints outlined above, I have significant concerns about the proposed access arrangements beyond the hostel.

Large areas of land around Greenside are designated common land (see Annex C). Separate non-planning consents from the Secretary of State are required for certain works on common land. We strongly suggest that you investigate your non-planning obligations at an early stage, as they may impact upon your proposals. This process is administered by the Planning Inspectorate.

### **The impact of development upon the Scheduled Ancient Monument**

Greenside Mine is a historic lead mine, and [designated Scheduled Ancient Monument](#). Scheduled Ancient Monuments are heritage assets of the highest significance, which are afforded significant protection by law and by local and national planning policy. They are also the subject of separate non-planning regulation. The designated site boundary is extensive (see Annex C).

Mining commenced at Greenside in the 17th century. Production ceased in 1962. The oldest and uppermost workings lie on the flanks of Greenside and the most recent and lowest lying sites occur near the floor of the Glenridding valley. The site contains a wide range of surviving features associated with the full lifespan of the complex, including waste heaps, remnants of the water management system (such as reservoirs and leats), tramways, and the remains of a number of buildings.

Local and national planning policy requires that we seek to conserve heritage assets in an appropriate manner, so that they can be enjoyed for their contribution to the quality of life of this and future generations. The National Planning Policy Framework and our Local Plan policies (CS27) provide clear protection for the historic environment of the National Park, and require that developments conserve and enhance the character, integrity and setting of the historic environment. Any application would need to include enough information for us to reach an informed view about the impact of development upon the heritage interests of the site. We are required to identify and assess the significance of any heritage asset that may be affected by a proposal, including impacts on setting. We must consider the impact of any proposal, to avoid or minimise conflict between the heritage asset's conservation and the proposal.

The Government's strong view (as set out in the NPPF) is that great weight should be given to the conservation of designated heritage assets like Greenside – assets which are irreplaceable. Government policy clearly states that, in order to permit *any* harm or loss, there must be a clear and convincing justification. Substantial harm to designated heritage assets of the highest significance (such as scheduled monuments) will rarely be acceptable.

Any application submitted must describe the significance of any heritage assets affected, including any contribution made by their setting. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Desk-based assessment and, where necessary, field evaluation should be undertaken.

Without more detailed information clearly identifying the position of proposed development, including access and construction areas, it is not possible to comment further on archaeological issues at this point – although this will undoubtedly be a significant consideration if an application were submitted.

Separate non-planning consents from the Secretary of State are required for works to Scheduled Ancient Monuments. We strongly suggest that you investigate your non-planning obligations at an early stage, as they may impact upon your proposals. This process is administered by English Heritage.

#### **The impact of development upon the residential amenity of nearby dwellings (e.g. as a result of noise)**

The impact of development upon the residential amenity of dwellings close to the facility would be a material consideration in the determination of any planning application. The proposed zip wire would pass close to residential properties (Bell Cottage) and finish approximately 125m from the terraces on Greenside Road. Any application would need to include sufficient information to allow us to reach an informed decision on the likely impacts of development upon the amenities of nearby dwellings. Noise would be a particular issue. Accordingly a noise impact assessment should be submitted. We would seek the advice of Eden District Council's Environmental Protection Team to inform our assessment of any proposal.

#### **The impact of development upon ground stability and conditions**

As you know a large proportion of the area around Greenside is made ground or spoil from the historic mining use. The suitability and stability of the ground for development and ongoing use (including access tracks and turning areas), and the impact of any development upon the stability of the site is a material consideration in the planning process.

As such, any application would need to be supported by sufficient evidence to allow the Authority to form an informed view of the acceptability of your scheme in this respect. Such information will likely need to include ground surveys and physical investigation undertaken by a suitably qualified professional familiar with the issues associated with former mining sites.

#### **The impact of development upon contaminated land and pollution issues**

Greenside Mine is a historic lead mine. The site is a known source of contaminants, including arsenic, barium, cadmium, chromium, copper, lead,

nickel, zinc and asbestos. Any development proposal would need to demonstrate that there would not be any harmful release of contaminants from the site either during construction or operation, and that the development would not pose a risk to human health.

Any application would need to be supported by sufficient evidence, including professionally conducted ground and sub-surface exploration and investigation as appropriate to demonstrate the proposal was safe. A specification for any investigatory works should be prepared in discussion with Eden District Council, the Environment Agency, and Natural England.

The movement and storage of certain types of mining waste and contaminated material is subject to separate, non-planning, regulations and permitting. The Environment Agency is the permitting authority. We strongly suggest that you investigate your non-planning obligations at an early stage, as they may impact upon your proposals.

### **Ecological impacts (particularly impacts upon the SAC and SSSI)**

Greenside Mine is situated in an area close to the Helvellyn and Fairfield Site of Special Scientific Interest (SSSI) and the Lake District High Fells Special Area of Conservation (SAC). These designations offer the highest level of protection to the upland habitat, which is regarded as being amongst the best in Europe regarding ecological interests. These designations impose particular legal obligations upon us in our determination of a planning application.

Although the proposed start platform would be outside the SAC/SSSI designation (see Annex C), the proposed access beyond the hostel would be within the European site.

Where a development is proposed in or close to an SAC we must engage with certain tests of law in our determination of the application. We must first consider whether a proposal is likely to have a significant effect on the European site (either alone or in combination with other plans or projects). If a proposal is considered likely to have a significant effect (either alone or in combination) we must then decide whether the proposal may adversely affect the integrity of the European site. Planning permission would not be granted for operations which had a significant effect upon, or affected the integrity of, the European site. Potential sources of harm would include physical damage or alteration as the result of structures and works, damage as the result of activity or trampling pressure, and pollution.

We would seek the advice of Natural England to inform our assessment of any proposal.

Any application must be supported by sufficient evidence to allow us to reach an informed view of the proposals likely ecological impacts, and to comply with our legal obligations. Supporting information would need to be produced by a suitably qualified professional, and would need to include a site survey and assessment.

## **The economic benefits of development**

At our site meeting you noted that the proposed development would generate jobs and economic growth. This is capable of being a positive material consideration which we would weight in our decision making, although evidence of this would need to be provided under any application. Any submission should include clear details of the economic benefits of the proposal (for example a business plan, market research, and figures from other sites). Assertions typically carry little weight in our decision making.

## **Planning application requirements**

Should you choose to pursue a planning application your submission would need to include the following details and information:

- Completed application form
- Site location plan
- Existing and proposed plans
- Design and access statement
- Heritage statement
- Ecological surveys and assessment
- Construction method statement
- Noise assessment
- Contamination investigation and assessment
- Ground conditions investigation and assessment
- Supporting economic statement
- Travel plan and transport assessment
- Correct fee

Transparency of the planning process is important to us and our Committees, and accordingly our normal expectation is that all information submitted with any planning application is placed fully within the public domain.

You can find further details about our application requirements, download application forms, and read our guidance notes on our website (<http://www.lakedistrict.gov.uk/planning>).

## **Next steps**

As set out above, your proposal is highly complex, appears contrary to our Development Plan policies in its current format, and presents a number of significant material considerations which would need to be fully considered and investigated before any planning application was submitted. Your proposal challenges policy, and has the potential to cause adverse impact and harm in a number of ways.

If having considered the content above, you have any comments or questions, if you would like to set those out to us in writing, we will be happy to consider those points and issue one further updated statement as necessary.

At our meeting on 30 April 2014 you expressed an interest in entering into a Planning Performance Agreement in order to progress your proposal towards

an application submission. Given the limited detail which we have received to date, and the fact that you have yet to finalise a preferred scheme, we are not yet at a point whereby it would be appropriate to engage in a formal Planning Performance Agreement.

If, having considered the advice above, you still wish to progress your proposal to an application through the Planning Performance Agreement process, we would require some additional information from you.

I have included a brief summary of the Planning Performance Agreement process, and the additional information we would wish to see at Annex D.

Hopefully you find the above and attached useful and informative to your decision making. Should you have any questions, please do not hesitate to contact us.

Advice prepared by: **Andrew Smith, Planning Assistant**

andrew.smith@lakedistrict.gov.uk

01539 792660

Advice agreed by:- **David McGowan, Head of Development Management**

dave.mcgowan@lakedistrict.gov.uk

01539 792651

Date issued: **28 May 2014**

## **Annex A**

### **Written information you have given us**



Lake District National Park Authority  
Murley Moss, Oxenholme Road,  
Kendal, LA9 7RL

Telephone: 01539 724555  
Email: [planning@lakedistrict.gov.uk](mailto:planning@lakedistrict.gov.uk)

## Planning advice request

If you would like written planning advice you must email this form, along with a location plan, existing and proposed plans (if you would like specific advice on external alterations) and any other information which you think will be useful to us to [planning@lakedistrict.gov.uk](mailto:planning@lakedistrict.gov.uk). Further advice can be found on our website.

### 1. Who are you?

Title

Last Name

Company

Address

Town

County

Country

Postcode

### 2. How do we get in touch with you?

Email

Phone

### 3. Where is the site you want advice about?

Address

Greenside Mine

Town

Glen Ridding

County

Postcode

### 4. What do you want to do?

Construct a Zip wire attraction

### 5. What do you want to know from us?

As per meeting of 30<sup>th</sup> April 2014.

## 6. What do we need to know from you?

Our planning advice is based on the information we receive from you. Please tell us anything about the site or your proposal which will help us to answer your questions. Feel free to email us plans, photos, or other attachments with this request - our information requirements are just a minimum, the more information we have the more effectively we can respond.

### 6a. What things do you want to tell us about?

- Jobs
- Housing
- Types of uses
- Access
- Parking
- Vehicle movements/ traffic
- Foul drainage
- Ownership
- Wildlife
- Trees
- Flooding
- Opening hours
- Waste
- Industrial processes
- Other things

### 6b. What do you want to tell us about those issues?

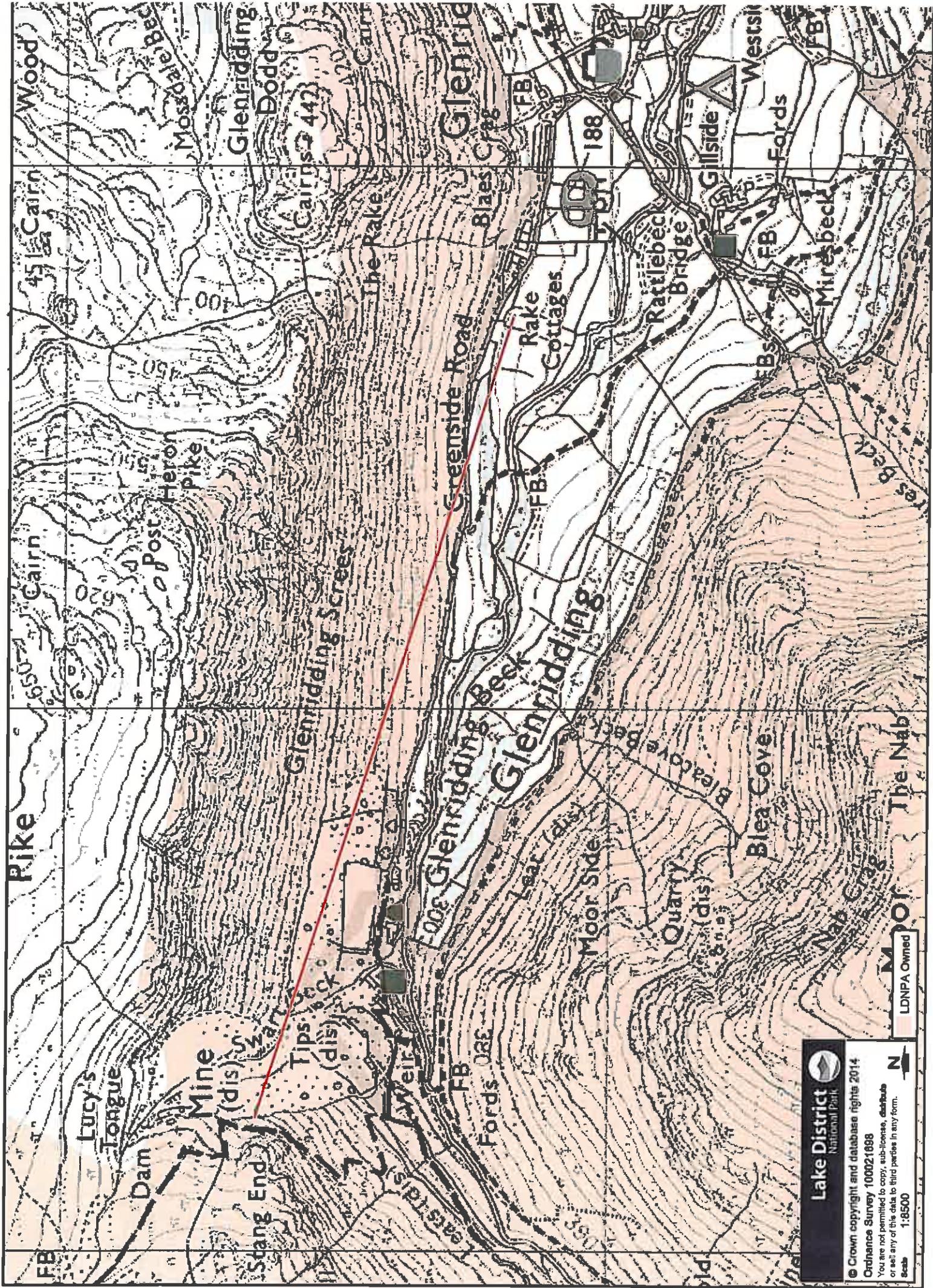
## 7. Checklist

- |   |  |
|---|--|
| <input type="checkbox"/> Completed this form?   | <input type="checkbox"/> Provided a location plan?                           |
| <input type="checkbox"/> Provided existing and proposed plans (if specific design comments are wanted)? | <input type="checkbox"/> Provided any other relevant supporting information? |

### Please note...

The Freedom of Information Act gives anyone the right to ask us for information we hold about any subject. Whilst we do not normally advertise requests for planning advice, we will provide copies of enquiries to the public upon request unless there are reasons why your query is exempt information under the provisions of Part II of the Freedom of Information Act.

Any advice we give before an application is submitted is informal and based on the information provided to us. The determination of a planning application is a formal public process involving a range of consultations. Any advice we give is without prejudice to the formal determination of a planning application.




**Lake District**  
 National Park

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## **Annex B**

### **Photos of the site**



Approx zip wire route

Approx. zip wire finish

Approx. zip wire route

Approx zip wire finish location





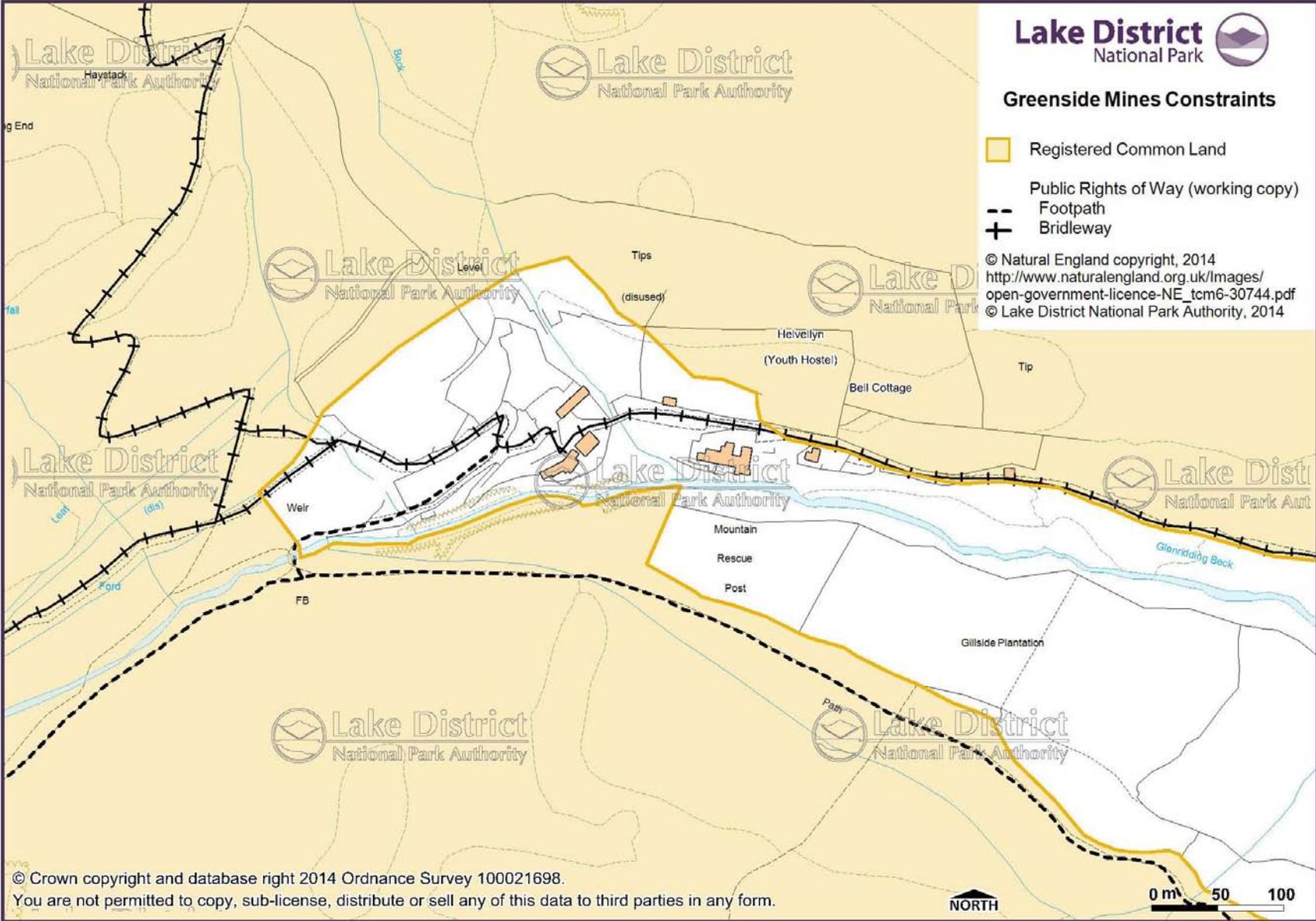
# View north from hostel

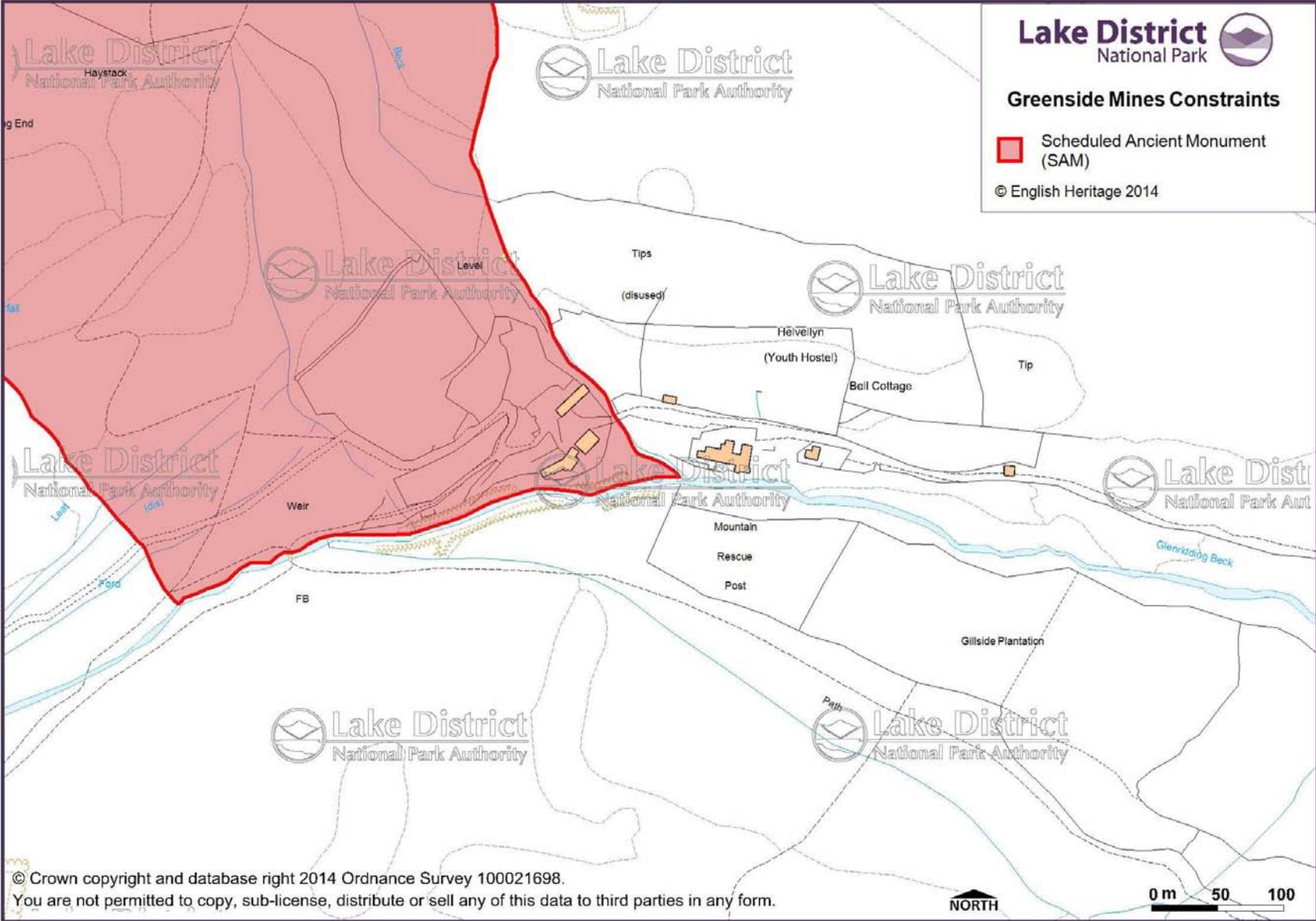


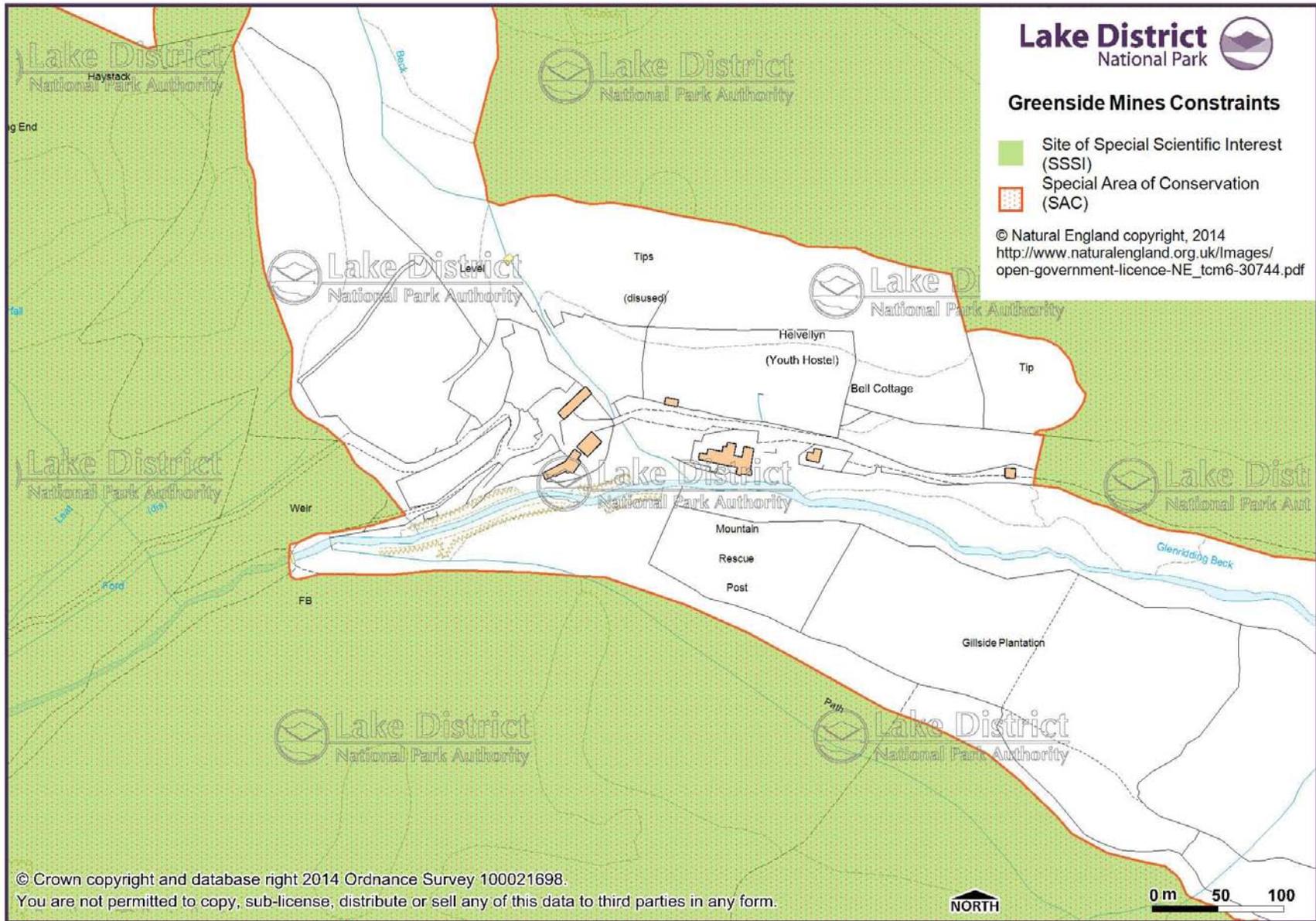
Approx. zip wire  
start

## **Annex C**

### **Designation maps**







## **Annex D**

### **Planning Performance Agreements – A Summary**

# Planning Performance Agreements – A Summary

## What is a planning performance agreement?

A Planning Performance Agreement, or PPA, is an agreement between a developer and a local planning authority about how a proposal is managed through the planning process. PPAs are collaborative. They establish a shared intention and set out clear project management (although we aim to keep them as simple as possible).

Planning Performance Agreements are a chargeable service

## What does a planning performance agreement do?

A PPA will improve certainty on process, timetable, responsibilities and information. As a minimum a PPA identifies the project team (which includes you and us), agreed tasks and a timetable. Sometimes our Development Control Committee will engage with proposals at the pre-application stage, however this is not guaranteed.

Planning performance agreements are best used to manage significant casework that is large in scale or complex in planning terms. Often a PPA is agreed at the concept stage and manages the pre-application, application and post-application process. They can be used for all or part of the planning process.

## What doesn't a PPA do?

A Planning Performance Agreement does not guarantee that permission will be granted, or that we will make a particular recommendation. Any advice or discussions are wholly without prejudice to the outcome of a formal planning application.

A Planning Performance Agreement also does not mean we will do all the work for you. Everyone has a responsibility to keep to the timetable, provide the agreed information, and to undertake the agreed tasks.

It is a collaborative process, and it isn't an easy option!

## What does a planning performance agreement cost?

Our fees are based upon our estimate of days we will spend on the project. They will be reached in agreement with you and set out in the PPA. We only aim to cover our costs. We cannot make a profit. Typically there will be a setup fee of at least £1,000, followed by staged payments at agreed levels, and to an agreed timetable. Fees are subject to VAT.

## What do I need to do to initiate a planning performance agreement?

If we can't understand what you want to do and where you want to do it, we will not be able to offer focussed advice. The planning performance agreement process works best when you have a firm, but draft, proposal in mind. It is important that we have enough information to understand your proposals so that we can identify potential issues, and agree the tasks each party needs to undertake.

In order to initiate a planning performance agreement we need, as a minimum: a clear and detailed description of your proposals; a clear location plan and site layout plan; indicative drawings and details of any buildings and structures

## Useful links and documents

- [Lake District National Park Core Strategy \(Local Plan part 1\)](#)
- [Lake District National Park Local Plan 1998 saved policies](#)
- [Lake District National Park Landscape Character Assessment](#)
- [National Planning Policy Framework](#)