

LUND FARM, ULVERSTON

Planning Brief



July 1999

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Planning Brief

1.0 Introduction

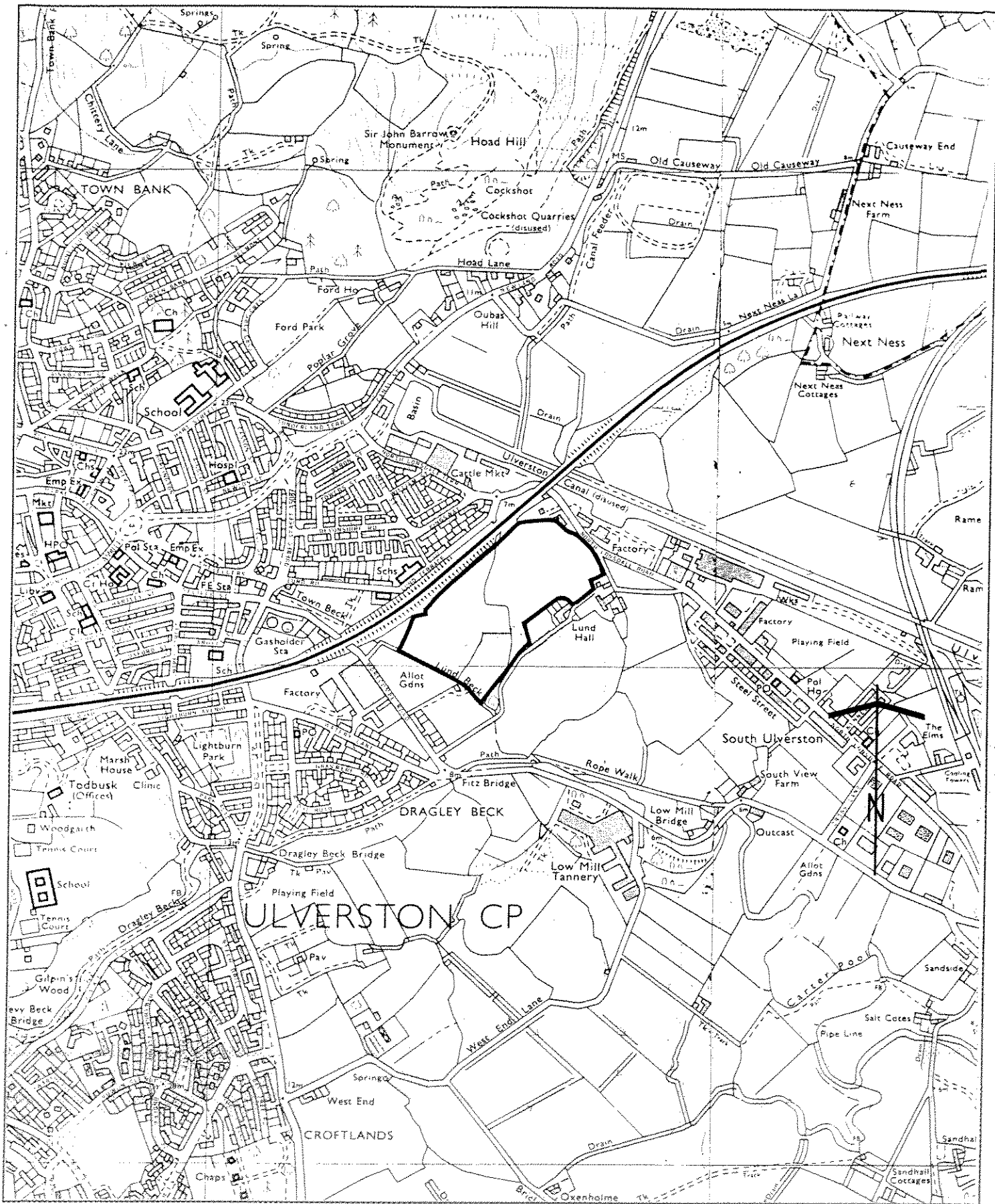
- 1.1 This document has been prepared by South Lakeland District Council in line with Policy S1 and other policies of the South Lakeland Local Plan. It is intended as a guide for developers, housebuilders and other parties interested in the development of the Lund Farm site which is allocated for housing.
- 1.2 The brief aims to highlight and draw together Local Authority policy affecting both the site and form of the likely development. It attempts where possible to expand these policies by relating them to the individual characteristics of the site, setting out perceived opportunities and constraints. In doing this it outlines the framework of policies to enable the development to proceed in a manner that is acceptable in terms of content and style, meeting all the standards set out in the Local Plan.

2.0 Site Description (see Maps 1 and 2)

- 2.1 The site is 7.9 ha. It lies to the west of Ulverston, less than one mile from the town centre. (See Map 1).
- 2.2 The site lies in an edge of town location surrounded on three sides by development and on one by open farm land. To the north west of the boundary is the Barrow to Lancaster branch railway line. The line is at the top of a heavily wooded embankment providing a green backdrop and limiting views into or out of the site. To the north and north eastern edges are industrial developments associated with the Canalside area. The south western boundary is Lund Beck, immediately next to which are allotment gardens, a civic amenity site, and farmland. The south eastern boundary borders the buildings of Lund Hall and Lund Hall Farm with pasture land beyond.
- 2.3 The site consists of open farmland bounded by walls and hedges. The land varies in height generally rising from the edges to the centre, the highest point being adjacent to Lund Hall. There are some steep gradients but most of the land is either flat or gently sloping.
- 2.4 There is an unmade private road adjacent to the site, connecting Morecambe Road with North Lonsdale Road. This is the access to the buildings of Lund Hall and it forms the south eastern boundary of the site. There are no existing public rights of way across the site. An existing underpass beneath the railway connects the site to Lund Terrace.
- 2.5 Map 2 shows the existing site topography and features.

3.0 Planning Background

- 3.1 The development will be guided by the principles set out in the South Lakeland Local Plan 2006. The policies can be seen in full in Appendix 1. It is these policies that are referred to throughout this document.
- 3.2 The site is allocated for housing development under policy H2 of the Plan. The section of the Plan entitled Standards for New Development sets out what will be expected and required from the development. It deals with design, landscape, footpaths, cycleways, and roads. It also sets targets and appropriate standards for residential density, affordable housing, public open space, children's playspace, services, and other requirements.

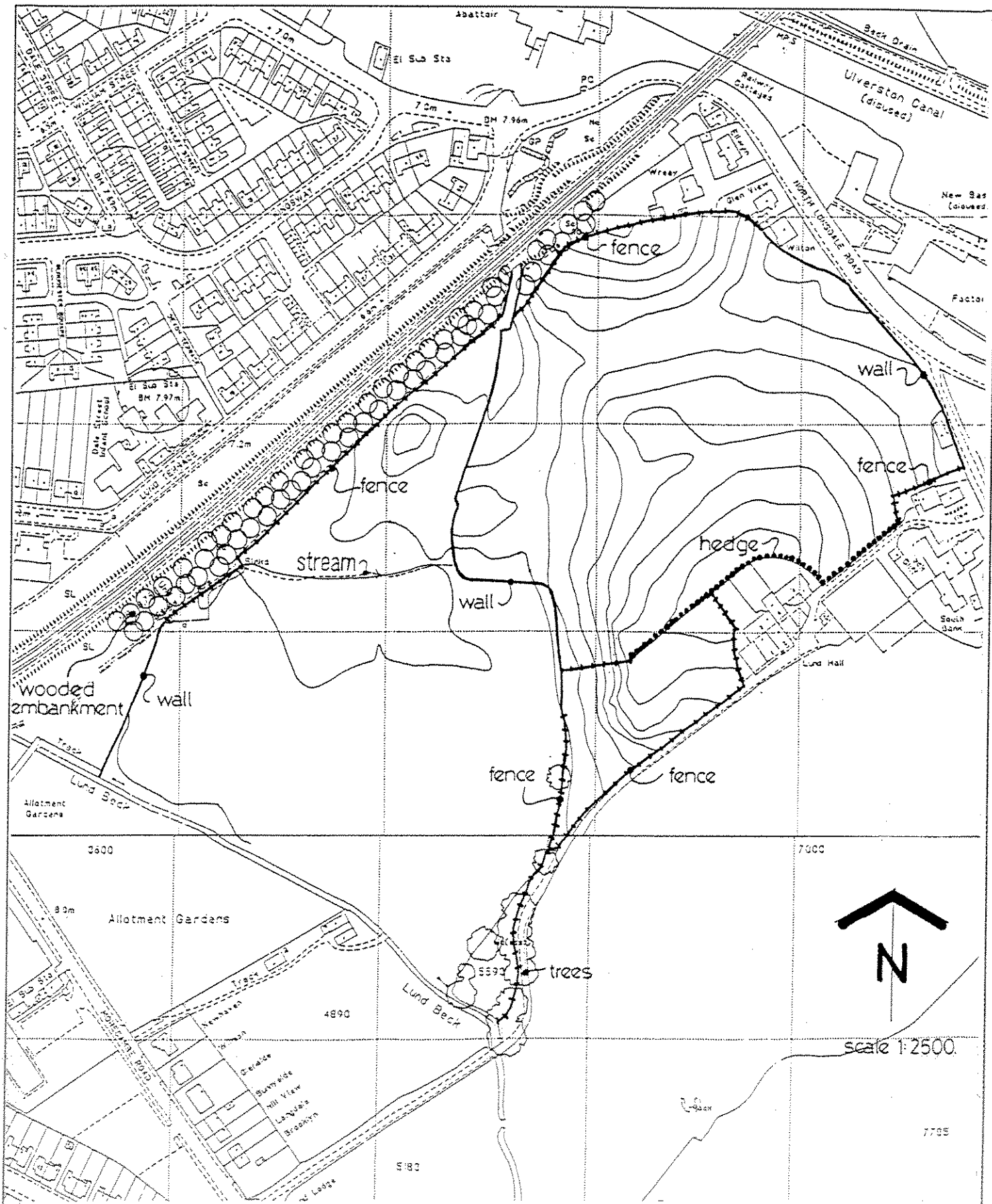


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Map 1
LOCATION PLAN

Scale 1:10 000



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Map 2
EXISTING FEATURES

Scale 1:2500

- 3.3 Because of the scale of development and its potential impact on the local service infrastructure building work should be phased. Any such phasing should be the subject of early consultation with the planning and highway authorities in order to minimise the impact of construction and residential traffic by early construction of estate roads and footpath links.
- 3.4 **Ulverston Canalside:** The housing site is situated to the south of an area called Canalside. This is the site of the former port of Ulverston. Today it suffers from many problems of dereliction and the blight of run down industrial buildings. South Lakeland District Council has been actively promoting regeneration of this area and has published a development brief (June 1991 and updated in 1998/99). The aim is to create an attractive mixed use area making the most of the waterside location.
- 4.0 **Services** (Map 3)
(Policy S29)
- 4.1 **Electricity:** Norweb will supply electricity to the site. At present there are several mains within the vicinity of the site. There are 11Kv cables running alongside the railway to the north west and also the length of North Lonsdale Road to the north east. It is expected that these would have the spare capacity to supply the site.
- 4.2 Norweb can be contacted at:

Norweb Connections
Parkside Road
Kendal
Cumbria

Contact: Mr Jerry Houldsworth on 01539 733833.
- 4.3 **Gas:** There is a 6 inch gas main lying beneath the length of North Lonsdale Road as it passes the site. This has spare capacity to supply the development without being modified or upgraded. However, a governor site of approximately 4 square metres will be required within the boundary of the development. The precise location will be determined on production of detailed layouts. The developer will be expected to contribute to the cost of the on and off site works at a level to be determined by Transco B G.
- 4.4 Transco B G can be contacted at:

Portway
Ashton-on-Ribble
Preston PR2 2YQ

Contact: R B Kilvington on 01772 205794.
- 4.5 **Water:** There is a 600mm water main running north/south to the east of Lund Farm buildings and a 6 inch main running along North Lonsdale Road. The water distribution network can support this development by utilising the water mains in Morecambe Road and North Lonsdale Road. However, the main within the development will need to be connected to both existing mains.
- 4.6 North West Water can be contacted at:

Network Connections (North)
P O Box 453, Lingley Mere
Lingley Green Avenue
Great Sankey
Warrington WA5 3QN

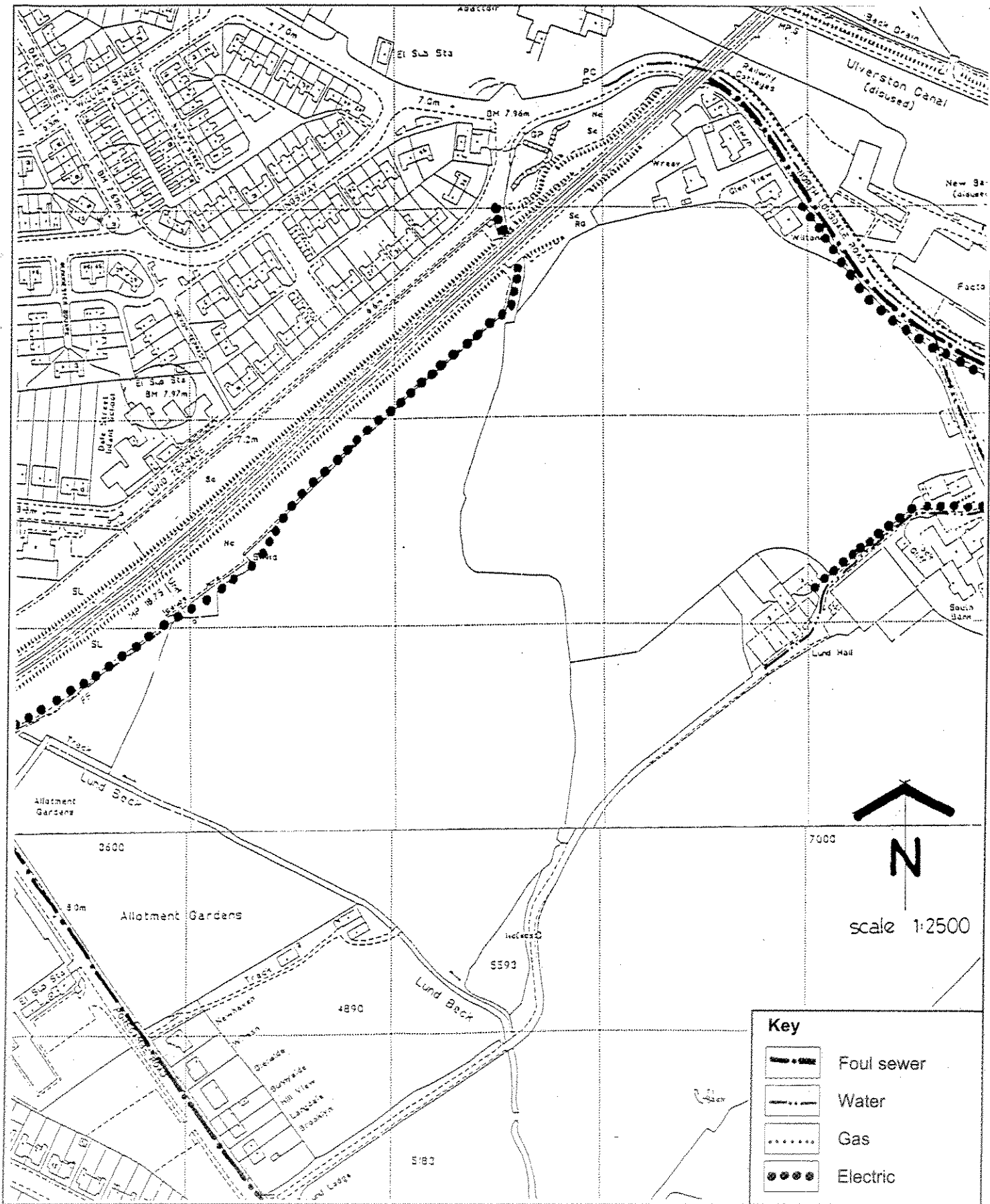
Tel: 01925 462200

- 4.7 **Sewerage:** The Wastewater Treatment Works are currently being upgraded to comply with the Urban Wastewater Treatment Directive; and secondary treatment will be installed by the end of the year 2000. For further information, please contact North West Water at the above address. Initial discussions with the District Council's Technical Services Group have suggested that due to the infiltration in the Ulverston sewage system, there may need to be improvements to the capacity in the sewers. There may be a need for a separate foul and surface water system to be installed within the site. There are foul sewers running beneath both North Lonsdale Road and Morecambe Road but Morecambe Road would be the most satisfactory point of access into the network. Developers will be expected to discuss the capacity of the sewers with the Technical Services Group.
- 4.8 **Surface Water Drainage:** The surface water run-off will have to be split due to the contours of the site, with the west part of the site discharging to Lund Beck and the east part to North Lonsdale Road. The drainage to the west of the site can be accommodated and accepted for adoption by the Environment Agency and North West Water requirements. With regard to drainage to the east, developers are advised to contact the Head of Technical Services and the Environment Agency to assess where the surface water discharges at North Lonsdale Road are to be received, as there is no natural watercourse.
- 4.9 The Head of Technical Services has confirmed that foul and roof drainage could be taken to the sewer in North Lonsdale Road, but considers that it will not be acceptable to discharge highway drainage to the public sewer and this will need to be taken elsewhere. One option would be to take highway drainage to soakaways, providing the ground is suitable and Cumbria County Highways agree to adopt a road with a soakaway. Alternatively the site could be developed with private highways and soakaways. This would also require the consent of the County Highways Authority. These matters will require resolution to the satisfaction of the Environment Agency and North West Water before planning permission will be granted.
- Contact: Head of Technical Services. South Lakeland District Council, Shearman House, Kendal (Tel: 01539 733333).
- 4.10 The Environment Agency has expressed concern over any increased discharge into Lund Beck. This watercourse already suffers from being tide-locked in periods of heavy rainfall, causing it to flood lower parts of the site. It may be necessary to provide works such as improvements to the course of the beck and the provision of on-site flood attenuation to limit the surface water discharge during storm conditions. The developer will need to provide the Environment Agency with run off calculations. It should be noted that any flood attenuation works should be sited outside the indicative flood storage area. Only green field site surface water run-off will be accepted.
- 4.11 **Flood Storage Area:** The area of indicative flood storage (about 45% of the site area) should not be developed but kept as open space. Any development outside the flood storage area will require that floor levels are set above 7.2m AOD. If a vehicular access is required across the flood storage area, the road level should be set at ground level or provide for open flow under the road.
- 4.12 The Environment Agency can be contacted at:

Ghyll Mount
Gillan Way
Penrith 40 Business Park
Penrith
Cumbria CA11 9BP

Contact Steve Russell on 01768 866666.

Also contact the Dominic Scott in the Environmental Protection Group at South Lakeland District Council, Town Hall, Queen Street, Ulverston (Tel: 01229 584424).



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Map 3
EXISTING SERVICES

Scale 1:2500

- 4.13 All flooding and drainage issues must be satisfactorily resolved before planning permission is granted.
- 4.14 As there is a possibility that part of the site may have once been used as a tip, developers must consult the District Council's Health, Safety and Licensing Group on the planning application with a view to investigating the possibility of contamination and future remediation (contact Sam Jelly on 01539 733333).
- 4.15 **Telephone:** British Telecom facilities are available along North Lonsdale Road. It is expected that distribution to houses would be underground. The development may affect the existing network resulting in the need for alterations to apparatus. Costs will be incurred by the developer for this work.
- 4.16 **Development Services:** The Directorate of Amenities and Development at South Lakeland District Council can offer professional advice on development and building control procedures.
- For advice on planning applications, contact the Head of Development Control, Peter Ridgway on 01539 733333.

For informal advice and pre-submission discussions on building regulations and associated matters, contact the Head of Building Control, John Sykes on 01539 733333.

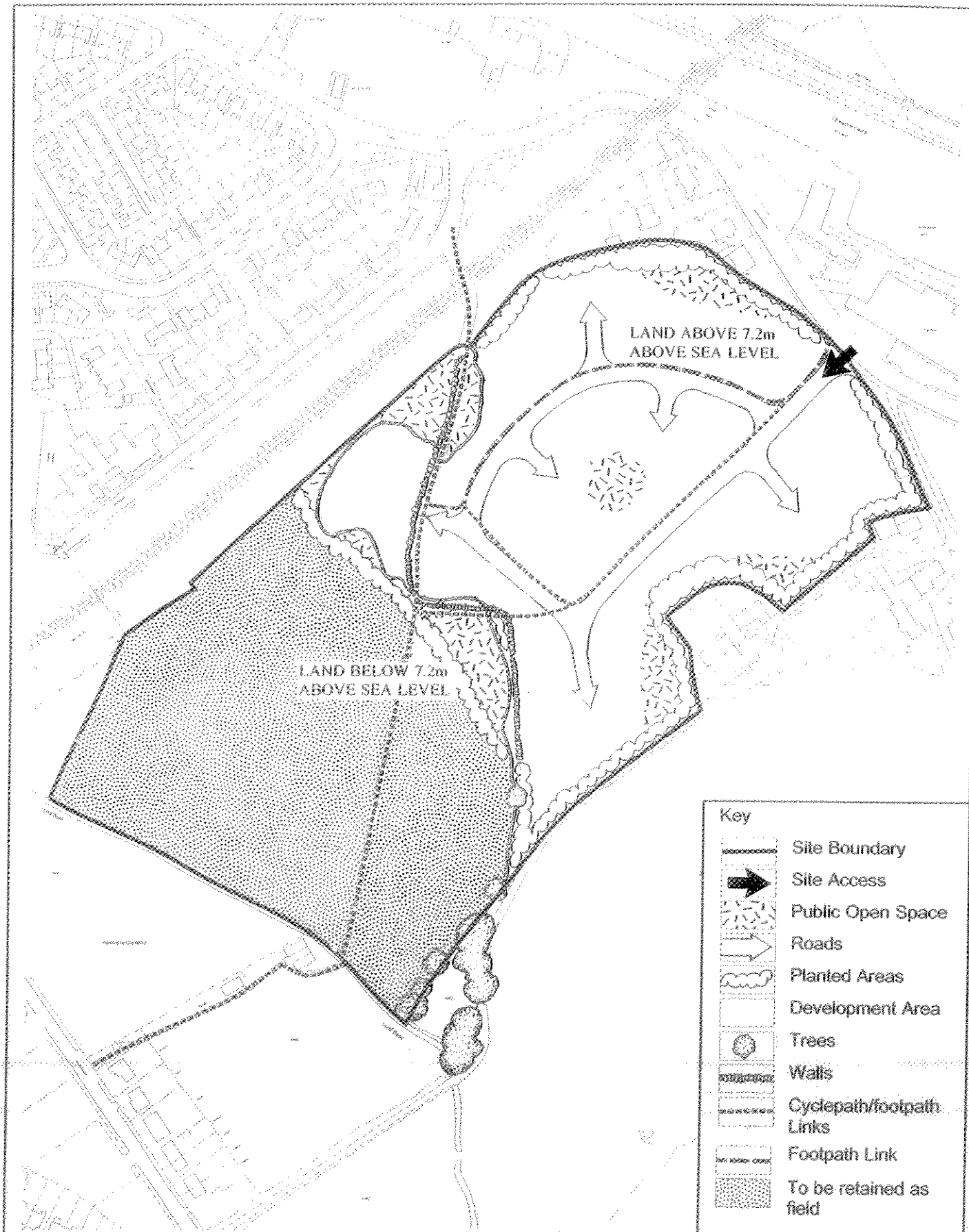
5.0 Development Integration

- 5.1 The design of the development needs to take account of any views into and from the site. A respect for the topography, together with sensible use of open space and landscaping will help to minimise impact. Developers will be required to ensure that the design of dwellings, the development layout and landscaping and screening, take account of the proximity of the houses at Lund Hall and North Lonsdale Road. Planting and landscaping will be required both within the development and on its boundaries, to assist its integration within the wider landscape setting. Materials chosen for houses should support these aims and the use of obtrusive and brightly coloured surfaces, out of context with the local stone and surrounding landscape will be discouraged. The use of existing features can assist in the assimilation of the development into the context of the site.
- 5.2 Developers will be expected to submit landscape context drawings, preferably prepared by a qualified landscape architect, showing both long distance and close up views, at the application stage, to illustrate how the impact of the development will be minimised and integrated into its surroundings. A variation in dwelling types, heights, and densities and the provision of small open space areas or "greens" (as indicated on Map 4) will help to define the neighbourhood and punctuate the layout. The use of such features will be necessary to help to achieve a more interesting environment, sympathetic to the Ulverston context.
- 5.3 The very scale of residential development, its potential impact on existing urban and rural areas and the effect of its design on eventual users are important matters which this brief is intended to address. The design of new residential development needs to address factors which apply at a number of different scales. The factors are examined in the adopted Cumbria Design Guide: Layout of New Residential Development. In line with PPG1 Annex A, the District Council will seek a written statement from developers of the site to outline the way in which they will address the issues raised in this brief as part of their overall design concept.

6.0 Housing

(Policies: H8, S2, S10, S12, S17)

- 6.1 In a development of this size it is expected that there will be a range of house types and densities over the site in order to reflect the variations in local demand. In designing a scheme, developers should where possible, incorporate the principles of the DETR's recent guidance "Planning for Sustainability: Towards Better Practice".



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Map 4
PROPOSALS

Scale 1:2500

- 6.2 A proportion of the site will be required to be developed for affordable housing in line with Policy H8. Affordability is defined as having a saleable or rent value below the market rate, which is related to the ability to pay by those in need. Approximately 25 affordable units would be expected on the site, the nature of which are matters to be negotiated between the developer and South Lakeland District Council at the time of a planning permission being considered. If possible, the affordable units should be integrated with the rest of the development and must be designed to an equally high standard.
- 6.3 The site is to be developed at a "medium" density. Medium is defined by the plan as approximately 25 houses per hectare. This figure is based on gross site area. Given that approximately 45% of the site is not considered suitable for development (see paragraph 4.11 above), a maximum of 112 dwellings will be allowed on the developable area. A higher density of development may be acceptable in the affordable elements of the site.
- 6.4 **Housing Layout:** Attention should be paid to designing spaces which promote distinctive and varied areas within the development. The use of shared surfaces and linked building forms will be encouraged to promote a sense of enclosure and shelter within the roads and building groups in the development. The approach to the design and layout of the site should seek to create a framework of routes and focal points in order to establish a sense of place and direction.
- 6.5 Buildings should be set within plots which reflect their size - large plots for detached houses, smaller plots for semi detached and terraced houses. Landscape schemes submitted as part of the detailed proposals should ensure a sense of continuity for front garden areas, but the responsibility for maintenance will be discharged to individual occupiers.
- 6.6 Opportunities should be taken to "design out crime" (Policy S12). The design and layout of houses, gardens, open space and footpaths can all make a positive contribution to reducing the opportunities for crime. Particularly important is the concept of defensible space in order to encourage "ownership" by residents. Circular 5/94 gives detailed advice on how to incorporate such features into proposals. Open plan garden areas, verges, large-scale garage courts or parking areas are to be avoided where possible.
- 6.7 The conservation of energy and reduction in the use of fossil fuels is increasingly becoming an important issue. In line with Government advice Policy S17 has been formulated to ensure that development proposals take account of all the opportunities to increase the energy efficiency of new developments. The orientation, layout and materials used in dwellings can all help to increase energy efficiency. Their design and orientation should also take account of the need to avoid problems of traffic noise and maximise the potential of the site in terms of outlook and aspect.
- 6.8 **Parking:** (Paragraph 3.23-3.25 of Cumbria Design Guide). Parking provision (Policy S10) will be expected to meet the criteria set out in the Cumbria Design Guide for New Residential Developments. This essentially means adequate off street parking or garaging for each dwelling, usually but not always within the domestic curtilage. There is increasing concern about the visual impact of parking within residential development in the District. This owes much to the standard house-types and layouts employed by many developers and the need to comply with parking guidelines. The use of innovative means to overcome these problems will be encouraged in the design of parking layout.
- 6.9 **House Design and Materials:** Housing in the surrounding area displays a variety of types and styles. This includes rendered post war semi's, redbrick houses, rows of terraces and more modern style houses, and also the more traditional stone buildings that comprise Lund Hall and farm. The new development may therefore be better to take on board the character, style and materials of the town as a whole rather than the immediate setting. A variety of styles and materials could be appropriate for parts or all of the site. House designs will be judged against the criteria set out in the South Lakeland Design Code (Policy S2). This comprehensively sets out expectations for setting, harmony, proportion, simplicity, detail, decoration, materials and craftsmanship. The approach to house design should seek to use the local character creatively and high quality modern design will also be encouraged.

- 6.10 Whilst a variety of housing types is required, there should be a continuity of design within particular groups of houses which relates to an overall architectural identity for the estate. Similar external finishes and building materials should be sought for groups of houses. This will enable architects to provide a more interesting environment with individual identity for groups of houses and also respond more readily to the opportunities provided by changing contours and landscape features. The maximum height of dwellings should normally be two-storey. Three storey dwellings will only be acceptable on the lower lying areas of the site and away from existing dwellings.
- 6.11 Dwellings must be completed either in a stone or rough cast rendered finish in a colour which blends with the local stone. The fenestration should reflect the traditional designs of the Ulverston area. The District Council is keen to establish a good quality roofscape, so roofs of houses and garages must be pitched and covered in local slate or an acceptable substitute, such as good quality roof tiles in grey with a thin leading edge. Most of the boundary walls should be constructed of local stone, particularly along the spine roads and access roads.

7.0 **Accessibility** (see Map 3)

Policies: TR2, TR4, TR5, TR6, TR7, TR8, S7, S8, S9, S10)

- 7.1 **Vehicular Access:** The vehicular access point for entry and exit to the development will be from North Lonsdale Terrace (See Map 4). The developer may be expected to contribute towards the improvement of the junction of North Lonsdale Road/the A590. A Traffic Impact Assessment (T.I.A.) may be required as part of the information supporting any submission for planning permission. It is essential that the access into the site is provided at the developers' expense before any development commences. The developer will also be responsible for any off-site improvements that may be required by the County Council, for example speed restriction features, increased footway provision and pedestrian crossing points. Off site works will be secured by a Section 106 Agreement as a part of the planning permission. Advice on this and other highway issues can be obtained from the Construction Services Department of Cumbria County Council at County Hall, Kendal.
- 7.2 **On-Site Road Layout:** All roads within the development should take account of the adopted Cumbria Design Guide - "Layout of New Residential Developments", particularly paragraphs 3.18-3.19. Developers are also advised to take on board the advice in "Places, Streets and Movement", the DETR's companion guide to Design Bulletin 32 on residential roads and footpaths. The development will be required to reflect the traditional pattern of roads in Ulverston which is characterised by informal road patterns and a hierarchy of different road sizes. Roads tend to be inter-connected to enable varied routes through the town. This helps to more evenly distribute the volume of traffic in addition to providing an interesting and convenient environment for pedestrians and cyclists. However, the layout of the development should avoid excessively winding roads and overlong cul-de-sacs which are inconvenient for pedestrians and which obscure views and landmarks within the development. The road layout should also be of an appropriate design to allow access by local bus services.
- 7.3 All roads constructed within the development must conform to the highway authority standards. The precise layout may be agreed at the detailed planning stage. Appropriate measures should be included to reduce the speed of traffic in order to create a safe environment within the development. Examples of such measures could be to avoid long stretches of straight road, to include chicanes, pinch points and different surfaces to distinguish different grades of roads within the development.
- 7.4 **Footpaths and Cycleways:** In line with the policies of the plan, the development of the site will need to make provision to accommodate cyclists and pedestrians. Regard will need to be taken of how new provision will fit into any existing external networks. Developers should also be aware of the importance of providing safe walking and cycling routes to primary and secondary schools.

- 7.5 New rights of ways must be created, including appropriate links to new areas of development. It is expected that links will be made for bicycles to the town centre, to the school and community centre situated on Lund Road/Lund Terrace, to the adjacent employment areas and to the Canalside. (See Map 4). Links between North Lonsdale road, Lund Terrace and Morecambe Road must be made as early as possible in the development.
- 7.6 The layout should seek to promote pedestrian movement through the development which is safe, attractive and convenient. There is also a need to link cul-de-sacs and areas of open space and to provide routes to local facilities and play areas within the development. Pedestrian routes should be directed along roads where possible and be fronted by housing in order to promote security. The use of varied spaces and landscaping will also be important to create visual interest along pedestrian routes.
- 7.7 It is expected that provision for disabled people will be incorporated into the design of the site. Such features include slopes and ramps complementing the use of steps in areas where there are steep gradients and lowered curbs used at crossing points. Other provision such as wheelchair friendly gates should also be considered.
- 7.8 The design, construction and materials of all routes should conform to highway authority standards for adoption. Surfaces, lighting, landscaping and safety of users are all to be considered. The cost of the provision will be met by the developer.
- 7.9 The road layout within the site should fully take into consideration the safety of both motorists and cyclists, especially where cyclists will need to use the new road network to access the cycle routes.
- 7.10 **Public Transport Provision:** Provision must be made to incorporate public transport links into the development. A bus link to Ulverston to cater properly for journeys to work, education, shopping and health visits will be expected. The developer is required to discuss with bus service operators in the area, whether there is any prospect of bus services being introduced along either Morecambe Road, North Lonsdale Road or Lund Terrace within the Plan period. If there is, the developer may be required to finance provision of any facilities such as shelters, lighting, information boards, seating etc that would make such services attractive to residents living in the new development. A full list of bus service operators can be obtained from Cumbria County Council, Public Transport Unit, Citadel Chambers, Carlisle CA3 8SG. Contact Martin Robertson on 01228 606726.

8.0 **Landscaping, Open Space and Play Space Provision** (see Map 3)
(Policies: S3, S5, S6, S18)

- 8.1 **Landscaping:** (Paragraphs 4.11 and 4.12 of Cumbria Design Guide). Both the hard and soft landscaping of an area can contribute much to character. It is important therefore that any proposals for the site should have a fully integrated landscaping scheme (preferably prepared by a qualified Landscape Architect) incorporating screening, shelter, planting programmes, plant types and management plans for future upkeep.
- 8.2 A high level of planting of shrubs and herbaceous plants is particularly important for achieving the early maturity of the development. Therefore, the Council will seek the provision of such planting on the boundaries of dwellings provided in the development in addition to grass and trees.
- 8.3 Every effort should be made to incorporate the existing landscape features of the site into any new proposals. Map 3 shows the existing features that should be retained, these include:
- Mature trees, stone walls and hedges. These may be augmented to provide greater screening or a green 'backdrop' to development. Such features should be protected during development construction.

- There is a small watercourse on the south western boundary which sometimes floods in periods of heavy rainfall. This shall be retained as an open stream and incorporated into the site's development. It may form part of a footpath corridor or be included in the open space allocations. No increase in surface water run-off should be directed into this watercourse unless mitigating measures are first in place.
- 8.4 Policy S18 highlights the need to balance the relationship between trees and buildings. On this site the mature trees are on one clump in the south east corner of the site and are best safeguarded as part of an area of open space. Appendix G of the Local Plan document sets out a number of guidelines that need to be taken into account in design and construction in areas that contain trees. Developers will be expected to conform to the principles and standards set out in BS 5837:1991 "Trees in relation to Construction".
- 8.5 **Open Space Provision:** (Paragraph 4.14 of Cumbria Design Guide). Policy S5 deals with open space requirements within new developments. The provision of adequate space for amenity and informal recreation is a very important aspect of any development. As stated, approximately 45% of the site is unsuitable for development and this area must be retained as open space. At least 10% of this open space must be made publicly available in accordance with Policy S5, and the remainder should preferably be retained in agricultural use. At least 10% of the developable area must be retained as public open space, play space or landscaping.
- 8.6 To lessen the visual impact of the scheme, the public open spaces should be on the more elevated parts of the site, close to existing houses or located to form "greens" as shown on the Proposals Map. The creation of small open space areas or "greens" will be encouraged as a focus for areas within the development. The rock outcrops and other areas of steep gradient or visual interest where possible will be kept intact and incorporated into the housing scheme and open space or as part of the landscaping. Where possible, open space should be fronted by houses and must be improved to a satisfactory standard which may include the provision of footpaths, cyclist routes and appropriate landscaping.
- 8.7 Screen planting should be used to prevent views of the civic amenity site to the west and to other areas where views into and out of the site are unattractive.
- 8.8 The area identified as the indicative flood storage area should be kept as open space as the low-lying land is liable to flooding during periods of high tides/heavy rainfall. Any infilling or development will exacerbate the flooding problem elsewhere.
- 8.9 **Children's Play Space:** Playspace is vital for the health and social development of children. Differing ages however have different needs and this must be reflected in the provision. Standards set out in Policy S6 are:
- TODDLERS: Minimum provision of 3 square metres of formal fenced children's playspace for each child space in family housing schemes over 0.5 ha, or 10 dwellings;
- JUNIORS (5-11): larger fenced areas with appropriate play equipment, located at around 400 metre intervals in housing schemes over 50 units; and
- OLDER CHILDREN: a kick-about space of about half an acre should be incorporated into housing schemes over 100 units.
- These requirements are in addition to each other rather than exclusive, and will be expected to be met as a formal requirement in granting permission.
- 8.10 Where it is intended that the Council will adopt open spaces, landscaping and play areas a commuted payment will be required to meet the costs of 10 year's maintenance. This commitment will be secured by the use of a planning obligation or as a condition of consent.

- 8.11 Any children's play areas must be located away from the railway line.
- 8.12 **Percent for Art:** The Council encourages developers to participate in this scheme. It is designed to improve the built environment by creating public art. Examples include sculptures, murals, tiling, paving design, stained glass and street furniture. Whilst the Council will not insist on such a scheme being provided here, the opportunity to participate is commended to prospective developers.

SOUTH LAKELAND LOCAL PLAN

The following policies are included in the South Lakeland Local Plan, adopted in September 1997.

S1 Planning Obligations and Planning Briefs

In the case of new housing, commercial, industrial and other developments, the District Council will seek, by planning condition or planning obligation under Section 106 of the 1990 Act, to provide infrastructure requirements and new social, recreational and community facilities where the need for these is fairly and reasonably related in scale and kind to the proposed development. Provision may be made on site, or contributions made for the provision of facilities elsewhere, the contributions directly related in scale to the benefit which the proposed development will derive from the facilities to be provided.

The District Council will provide Planning Briefs for all allocated sites over two hectares.

S2 South Lakeland Design Code

All new development is expected to take account of the following South Lakeland Design Code. Planning permission will not be given for development which fails to take proper account of that code:

1. **Character:** The design of new buildings should take account of existing distinctive local character. This should not exclude good contemporary architecture in keeping with its surroundings. A good original design will be preferable to a poor copy of a past style.
2. **Setting:** The setting of any building should be carefully considered, whether in the countryside or a built up area. Attention should be paid to its impact on public views into, over or out of the site. Those views should not be significantly harmed and opportunities should be taken to enhance them or open up new views. In the countryside or on the edge of settlements' buildings should be located to sit comfortably in the landscape and skyline developments should be avoided.
3. **Context:** New buildings should relate effectively to others around them adding interest and variety. New roofs should respect the roofscape of the area.
4. **Proportion:** New buildings should be well proportioned and in scale and character with the building to which they are added. Where appropriate, elevations should be in proportion with one another and with surrounding buildings. The size, spacing and location of openings should also be in proportion and related to the function of the building, and harmonious with its architectural style. Shop fronts should acknowledge the character and architectural style of upper floors; they should distinguish between separate buildings, be of materials and colours appropriate to the building and be well proportioned in themselves.
5. **Detail and Decoration:** In the design of new buildings, opportunities may be taken to add interesting details, ornamentation and expressions of local craftsmanship, whilst avoiding excessive and inappropriate clutter. The nature and colour of external woodwork, cladding and rainwater goods, should harmonise or where appropriate may contrast with the colour of the walling materials. In areas around buildings, the use of natural paving materials and traditional boundary treatments will be encouraged.
6. **Materials:** New buildings should be constructed of materials typical of, and used in similar proportion to, those traditionally used in the immediate surroundings. Special care should be taken in the AONB, Conservation Areas, and for development which affects the character or setting of a listed building. In those cases, local limestone, slate and other traditional South Lakeland materials and finishes should be used or very high quality modern substitutes. Large new buildings on the edge of towns or villages or in the open countryside should be finished or clad in subdued, usually dark, colours.
7. **Craftsmanship:** Building materials, particularly local stone, should be used in the traditional manner, with careful attention given to its bedding or "grain", the width of courses, the colour and style of pointing, the laying of slates in diminishing courses, and the texture and materials used in rendered finishes.

S3 Landscaping

A high standard of landscaping will be required of all new development, both for the initial scheme and its long term maintenance. Where possible existing landscape features shall be integrated into landscape schemes. Where the District Council intends to adopt an area of landscaping principally of benefit to the development itself, a commuted payment will be required to meet the costs of 10 year's maintenance. The requirements of this policy will be implemented as a condition of planning consent or by planning obligation as appropriate.

S5 Open Space

New residential development proposals over 0.5 hectare will be expected to provide a standard of open space provision in accordance with the guidelines set out in the plan or approved Planning Briefs. The costs of provision and enhancement will be met by the developer and a commuted payment will be required to meet the cost of 10 year's maintenance, where the provision is principally of benefit to the development itself. The requirements of this policy will be implemented as a condition of planning consents, or by planning obligation as appropriate.

S6 Children's Play Space

New housing sites will be required to include children's play space in accordance with the standards set out below, and the design requirements set down by the District Council.

- (a) toddlers: minimum provision of 3 square metres of formal fenced children's play space for each child bed space in family housing schemes over 0.5 hectares, or 10 dwellings; and
- (b) juniors (5-11): larger fenced areas with appropriate play equipment, located at around 400 metre intervals in housing schemes over 50 units; and
- (c) older children: a kick-about space of about half an acre should be incorporated into housing schemes over 100 units.

These requirements are additional to each other rather than exclusive.

S7 Road Provision and Design

All roads should be designed and constructed to conform to Highway Authority standards of safety and convenience. Where possible a flexible approach to design, landscaping materials and lighting should be adopted, to enhance an area's environmental quality.

In residential developments, traffic calming measures shall be provided by the developer to ensure the safety and amenity of residents. The need to cater for cyclists should be considered in the design of new roads and the redesign of existing roads and junctions. Where appropriate spine roads shall incorporate provision for bus services. Consideration should also be given to providing dedicated cycling space.

S8 Footpath Provision and Design

All footpaths shall be designed and constructed to highway authority standards, and seek to enhance the amenity, safety and environmental quality of areas through which they pass. Footpaths will be expected to provide access through all new residential and other developments, with appropriate links to existing and proposed areas of development.

S9 Cycleways

Where appropriate new developments shall include the provision of cycleways to a standard required by the County Highway Authority. All opportunities should be taken to provide cycleways through new developments, establishing links with existing areas, and contributing where possible to the development of cycling networks. The cost of cycleways will be met by the developers and secured by planning condition or planning obligation, as appropriate.

S10 Parking Provision in New Development

Off street parking will be required for new development. The District Council will calculate the requirements based on Cumbria County Council's published guidelines. However, the guidelines will be applied flexibly and will be relaxed in circumstances such as town centres and other locations which have good access to other areas of travel than the private car.

S11 Provision for Disabled People

In proposals for new developments, or alterations to existing buildings, to which the general public have access, the District Council will seek to negotiate appropriate provision for people with disabilities particularly where part M of the building regulations does not apply.

S12 Crime and Design

The opportunity to limit or deter crime shall be taken into account in the location, layout, landscaping, lighting and detailed design of all new development.

S17 Energy Conservation

Development proposals shall take account of opportunities to reduce energy needs in their siting, layout, landscaping and detailed design.

S18 Trees Close to Buildings

The need to balance the relationship between trees and buildings will be considered in the location, layout, landscaping and detailed design of all new development. Developments will be expected to comply with the guidelines set down in Appendix G, and the advice of the District Council's arboricultural officer.

S19 Percent for Art

All development proposals should, where possible, incorporate new works of art. The District Council will actively encourage collaboration between artists, craftspeople, developers, architects, landscape architects, engineers and other design professionals in new development schemes, major redevelopment and refurbishment projects.

S26 Sewage Treatment and Disposal

Development which fails to provide adequate means of sewage disposal and treatment, or where the capacity of the existing foul sewerage system or treatment works would be exceeded, will not be permitted.

The installation of septic tanks will be favourably considered where connection to the main sewers is not feasible, provided there is no adverse impact on amenity. Where necessary the District Council will impose planning conditions or secure a planning obligation to ensure that adequate sewage treatment facilities are available to serve the development.

Appendix A prescribes the following densities:

H = above 25 per hectare

M = approx 25 per hectare

L = below 25 per hectare

H8 Affordable Housing

On sites allocated for residential use in Policy H2 and other proposed housing sites, some housing should be provided to meet proven local needs, the proportion to be agreed through negotiation (Appendix A gives a broad indication of the expected scale of provision). The policy will be applied in settlements with a population of 3000 or fewer, to developments of 25 or more dwellings or to any residential site of one or more hectares, and elsewhere to developments consisting of 40 or more dwellings, or to any residential site of 1.5 hectares or more.

TR4 Traffic Calming

In considering proposals for new development, or alterations to roads and traffic circulation patterns in existing towns and villages, the District Council will, where appropriate, require the design and layout to limit traffic speeds and increase the safety and convenience of residents.

TR7 Opportunities for Pedestrians

Where feasible, the District Council will require new development schemes in town and village centres, to contribute to an improvement in conditions for pedestrians, with the objective of increasing journeys on foot, reducing car dependence and improving the environment. It will also promote footpath and footway improvement and enhancement schemes in partnership with the Highway Authority.

TR8 Opportunities for Cyclists

Provision for cyclists including cycle parking will be improved throughout the Local Plan area, with dedicated cyclist routes and joint use cyclepaths being identified and developed in Kendal (see Proposals Map), and within and between other settlements. The District Council will also require cyclepaths to be provided in conjunction with large scale residential developments. Cycleways should be provided to standards acceptable to all users and as required by the County Highway Authority, to ensure their long term adoption and maintenance by the County Council.

Secure cycle parking provision will be required in all new car parks particularly those associated with retail, leisure and educational developments and will be encouraged at public transport interchanges, railway stations and park-and-ride facilities. Where appropriate, cycle parking, changing and showering facilities will be sought in major industrial and commercial developments.