

Land Allocations

Infrastructure Delivery Plan (April 2013)



For South Lakeland District
outside the Lake District and Yorkshire dales
National Park



Contents

1.0	Introduction.....	4
	Scope and Purpose	4
	Context.....	5
	Infrastructure Definition	6
	Methodology.....	6
	Report structure.....	10
2.0	Demand for infrastructure	12
3.0	Physical Infrastructure - Transport	15
	Funding	18
	Kendal	21
	Ulverston and Swarthmoor	25
	Outside of Principal Service centres	26
	Public Transport – Bus Services.....	26
	Public Transport – Rail Services.....	27
	Foot/cycle paths/routes, bridleways	30
4.0	Physical Infrastructure – Water, Sewerage and Flooding.....	32
	Water supply	32
	Waste Water/Sewerage	33
	District Wide Issues	33
	Settlement specific Issues (Water/sewerage).....	34
	Flooding Issues.....	39
	Tidal and Fluvial Flood Risk and Flood Defence.....	39
	Shoreline Management Plan	41
	Surface Water Flooding Issues	41
	Emergency Flood Response	42
5.0	Physical Infrastructure - Energy	43
	Electricity	43
	Gas	46
	Renewable and low carbon energy and energy efficiency	46
6.0	Physical Infrastructure - Communications	49
	Telecommunications.....	49

7.0 Physical infrastructure - Waste Management	52
Household Waste Recycling – Waste Collection	52
Household Waste Recycling – Waste Disposal	54
8.0 Social Infrastructure - Education Facilities	56
Primary and Secondary School Provision	56
Funding Streams – Developer Contributions.....	78
Alternative funding	78
Further Education and Training facilities	80
9.0 Social Infrastructure – Housing and Health.....	83
Health.....	83
Adult Social Care.....	85
Extra Care Housing.....	86
Gypsies and Travellers.....	89
10.0 Social Infrastructure – Community Safety	90
11.0 Social Infrastructure - Community and Heritage	93
Leisure facilities (indoor sports/fitness).....	93
Cemeteries	95
Crematoria.....	97
Community centres/village halls	98
Libraries	98
Allotments.....	99
Historic Environment and Public Realm	103
12.0 Green Infrastructure	107
Open Space, (outdoor) Sport and Recreation	108
Ecological networks and landscape	109
Arnside & Silverdale Area of Outstanding Natural Beauty.....	110
Green walls and roofs and street planting.....	111
Green and Blue Corridors	112
13.0 Moving forward – plan delivery and monitoring.....	113
Monitoring and review	121
Appendices.....	122

1.0 Introduction

Scope and Purpose - n.b. this document has been superseded. Many of the links are out of date and all links have therefore been disabled.

- 1.1 In order to ensure new development delivers sustainable communities, the infrastructure, facilities and service needs of these populations must be properly planned for.
- 1.2 The National Planning Policy Framework (Link Disabled) stipulates that (para. 157) “Crucially, Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework” and (para. 162) Local planning authorities should work with other authorities and providers to: assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands” and (para. 177) “important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion”.
- 1.3 Paragraph 173 of the NPPF highlights the need to pay “careful attention to viability and costs in plan-making and decision-taking” and stresses that “Plans should be deliverable”. This means that the scale of development and specific sites proposed for development should not be subject to obligations and policy requirements such as requirements for affordable housing, standards, infrastructure contributions, that compromise their viability or deliverability or that prevent landowners and developers to achieve a competitive return.
- 1.4 This Infrastructure Delivery Plan (IDP) aims to:
 - Identify the District’s infrastructure needs for the plan period (up to 2025), including in particular those needs arising from new development;
 - Set out the costs, funding sources and delivery mechanisms associated with these infrastructure needs;
 - Improve lines of communication between key delivery agencies and the local planning authority, including identifying opportunities for integrated and more efficient service delivery and better use of assets;
 - Provide evidence for the setting of a Community Infrastructure Levy (CIL);
 - Provide a ‘live’ document that will be used as a tool for helping to deliver infrastructure and which can be regularly updated to reflect changing circumstances and needs and;
 - Further strengthen relationships between the South Lakeland Sustainable Community Strategy, the Council Plan and the Local Plan (links disabled).
- 1.5 This IDP provides a baseline position of the infrastructure requirements in the South Lakeland plan area but it is intended to be a live document. South Lakeland District Council (the Council) will continue to work closely with relevant partners and infrastructure providers throughout the plan period to ensure that the IDP can be reviewed and updated to reflect progress on infrastructure delivery as well as changing needs, circumstances and priorities.

Throughout this process, the IDP will aid the Council and relevant partners to prioritise spending on infrastructure and address funding gaps as well as helping to inform service and spatial planning decisions up to 2025 and beyond.

Context

- 1.6 The IDP sits alongside the Submitted Land Allocations Document and the Adopted Core Strategy comprising part of South Lakeland District Council's Local Plan (which excludes area of South Lakeland covered by the Lake District and Yorkshire Dales National Park Authorities). (Links Disabled)

It builds on the Infrastructure Position Statement issued in February 2012 (EVT05), which was drawn-up to support the preparation of the Land Allocations Document.

- 1.7 The Examination of the Land Allocations Document began on October 23rd 2012 and ran until 8th November 2012, although some key elements of the hearings were not completed, namely Matter 1 - Basis for the overall approach (Ex023) and Matter 2 (Ex023) – Overview of the allocations – Overview of the allocations. On 19th November, the Inspector granted suspension of the hearings to enable the Council to undertake further work on assessing the viability of the whole plan and of individual sites and also on developing the highways and wider infrastructure evidence. This IDP is one of the outcomes of this work. No date has been set as yet for the recommencement of the hearings. (Links Disabled)

- 1.8 The IDP will link closely with the Land Allocations DPD Viability Study April 2013 and in helping to set out proposals for a CIL charging schedule (see section 3 of this document).

Clarifying the infrastructure requirements and the costs and mechanisms of providing these is a key aspect of:

- determining the viability level of new developments;
- the level at which a CIL charge could be set and;
- what a CIL could fund.

- 1.9 Preparing an IDP aids the understanding of what demands may be made on developers in terms of contributing to infrastructure provision needs whether those arising from their particular development or those arising due to the cumulative impacts of development across the plan area or parts of it. This can then be considered alongside inherent development costs to calculate whether and what level of contribution(s) could be borne by individual developments and what level of CIL, if any, could be charged without compromising development viability.

- 1.10 However, it must be kept in mind that a key consideration when exploring viability and the setting of a CIL charging schedule for the South Lakeland area outside the National Parks is the high priority placed by the Council on the delivery of affordable housing. The provision of affordable housing is a requirement of Core Strategy policies CS6.3 and CS6.4 and is therefore a set demand on developers that must be taken into account in assessing what level of further contributions can be expected whilst ensuring that new development remains viable.

Infrastructure Definition

1.11 The Town and Country Planning Act 2008 (Link Disabled) defines ‘infrastructure’ as including (but not limited to) the following:

- Roads and other transport facilities;
- Flood defences;
- Schools and other educational facilities;
- Medical facilities;
- Sporting and recreational facilities;
- Open spaces; and
- Affordable housing.

1.12 Thus, infrastructure can include, but need not be limited to:

Table 1

What constitutes infrastructure?	
Physical	Utility services (water, electricity, gas, telecommunications), foul surface water (wastewater/sewage), flood defences, transport facilities (rail, roads, public transport, cycle paths, footpaths), waste management and disposal, Information technology (broadband and wireless; public phones)
Social	Health and social facilities (hospitals, doctors/GP surgeries, dentists, residential centres), education (nursery and pre school, primary, secondary and further and higher education/adult learning), leisure and community facilities (libraries, community centres, sports facilities, culture facilities, village halls, places of worship), culture and leisure (museum/galleries, theatres/venues, cinemas, sports centres, swimming pools, events, festivals etc.) and emergency services (fire, ambulance and police)
Green	Open spaces, parks, woodlands, waterways, children’s play areas, cemeteries, allotments, sports pitches and courts and green corridors

Methodology

1.13 This Infrastructure Delivery Plan (IDP) has been prepared based on on-going information gathering, consultation and dialogue with relevant service-providers and communities, which has taken place over a total period of over seven years¹ as part of the preparation of the Core Strategy and Land Allocations documents along with the findings of evidence base studies prepared to inform these documents and the on-going review of the strategies, plans and projects of relevant partners.

1.14 The results of the formal consultation feedback received in relation to the Core Strategy and the Land Allocations Documents can be found in the Consultation Statements for each (Core Strategy / Land Allocations) and in the Fact Files

¹ Since the inception, in 2005, of work to prepare the Core Strategy

accompanying the Land Allocations Document. However, in addition, there has been substantial informal consultation and dialogue, as well as meetings and general, regular liaison with all the key service-providers. Evidence of this is set out in consultation reports associated with both the Core Strategy (see [consultation statement and appendices](#) and the [representations statement](#)) the Land Allocations (see [document library SLA05-SLA09](#)). This close working will continue and will feed into periodical review and updating of the IDP to ensure that the document reflects changing circumstances and priorities. (Links Disabled)

- 1.15 Under the [Localism Act \(Section 110\)](#), Local Authorities are required to co-operate with each other and with key bodies to ensure that each has regard to the others' activities when preparing development plan. As set out in the Council's [Statement of Compliance](#), in preparing the plan, the Council has complied with the duty to co-operate by co-operating with other relevant local authorities and prescribed bodies to maximise the effectiveness of the plan, having regard to the strategic context of up to date Core Strategies in Eden, Lancaster and the Lake District, adopted housing allocations policies in the Yorkshire Dales and phasing arrangements in the Core Strategy in place to address impacts on the regeneration of Barrow. The bodies with which the Council has co-operated, strategic issues, arrangements already in place for on-going co-operation and details of strategic discussions with neighbouring authorities are documented in full in the Statement of Compliance. Table 2 identifies key service providers the Council has engaged with and the services and infrastructure types they are responsible for. (Links Disabled)
- 1.16 During the period in which the Land Allocations hearings were suspended, the Council has further engaged with key infrastructure providers to gather additional information, including any updates to the position since submission stage. Additionally, the Council has engaged with a number of smaller organisations to ensure that all potential infrastructure projects are taken into account in the preparation of this IDP, with a view to feeding into the preparation of a CIL.

[Table 2](#)

Key Bodies and Organisations the Council has engaged with in preparing the Infrastructure Delivery Plan	
BODY/ORGANISATION	Service responsibility
Cumbria County Council	Non-strategic highways network, cycle ways, rights of way, public transport, adult social care, waste disposal, education, fire and rescue, community safety, libraries, community centres, youth clubs and surface water drainage. Advisory service landscape, archaeology and biodiversity
Cumbria Fire and Rescue	Fire and Rescue
Cumbria Police	Policing
Cumbria Primary Care	Health care including dental care

Key Bodies and Organisations the Council has engaged with in preparing the Infrastructure Delivery Plan	
BODY/ORGANISATION	Service responsibility
Trust & NHS Cumbria	
Cumbria Wildlife Trust	Advisory service – biodiversity and geodiversity
Electricity Northwest	Electricity
English Heritage	Built and natural heritage assets
Environment Agency	Tidal and fluvial flooding
Highways Agency	Strategic road network – A590 and M6.
Mono Consultants (representing telecommunications agents)	Telecommunications
National Grid (Gas and Electricity Transmission and Distribution)	Gas and electricity networks
Natural England	Biodiversity and landscape
Network Rail	National Rail Network
North West Ambulance Service NHS Trust	Ambulance
Openreach on behalf of BT	Telecommunications
Sport England	General and Site specific
United Utilities	Sewerage Network including Waste Water Treatment Works

- 1.17 A range of evidence base studies covering the environment, housing, transport & infrastructure and employment & retail were drawn upon to inform the preparation of the Core Strategy and Land Allocations documents. Many of these were commissioned especially, whilst others were produced separately by other organisations. Details of all those studies and reports that form part of the evidence base and thus provide information on the infrastructure needs of the area can be found on the Council's [Evidence base web pages](#). (Link Disabled)
- 1.18 Further to these, the relevant strategies, policies, plans and programmes of a variety of organisations, including key service-providers were reviewed and taken into account as part of the Sustainability Appraisal Scoping exercises for both the Core Strategy and Land Allocations documents ([Core Strategy](#) / [Land Allocations](#)) and the information gathered from these also helped to inform direction in terms of the needs for infrastructure provision as well as expectations for future infrastructure delivery projects. (Links Disabled)
- 1.19 Guided by the evidence gathered through working with service providers and conducting evidence base studies, the types of infrastructure included in this Infrastructure Delivery Plan are listed in Table 3 below.

Table 3

Infrastructure Types covered in this document	
Physical Infrastructure	
Transport Issues	<ul style="list-style-type: none"> • Highways • Public Transport – Bus Services • Public Transport – Rail Services • Foot/cycle paths/routes, bridleways
Water Supply	<ul style="list-style-type: none"> • Water supply • Waste Water/Sewerage
Flooding Issues	<ul style="list-style-type: none"> • Tidal and Fluvial Flood Risk and Flood Defence (and prevention/mitigation – SuDS) • Surface Water Flooding Issues
Energy Supply	<ul style="list-style-type: none"> • Electricity • Gas/Electricity • Renewable energy
Information Technology	<ul style="list-style-type: none"> • Telecommunications • Broadband Access
Waste Facilities	<ul style="list-style-type: none"> • Municipal Waste • Household Waste Recycling

Social Infrastructure	
Education Facilities	<ul style="list-style-type: none"> • Schools • Further Education
Health and Housing	<ul style="list-style-type: none"> • Hospitals • GP Surgeries • Dental • Adult Social Care • Extra Care Housing
Emergency Services	<ul style="list-style-type: none"> • Community safety • Fire and Rescue • Mountain rescue

Community Facilities	<ul style="list-style-type: none"> • Leisure facilities • Cemeteries / crematoria • Community centres/village halls • Allotments • Enhancement of the public realm, including public art, civic space and the historic environment
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Green Infrastructure
<ul style="list-style-type: none"> • Open Space, Sport and Recreation including green/blue corridors • Sports Facilities • Ecological networks • Green walls/roofs

Report structure

1.20 This document firstly sets out the development and demographic context behind the need for new infrastructure before going on to report on each infrastructure type in turn, detailing the current position and the specific infrastructure requirements and delivery mechanisms.

1.21 The document takes each infrastructure type in turn and for each, sets out;

- the evidence base identifying need for that particular type;
- the current position in relation to that type;
- the nature of the requirement in relation to that type;
- the implementation and delivery mechanism(s), including details of partners involved, any key projects and costs and funding.

1.22 A schedule of the infrastructure projects referred to in this document is set out in **Appendix 1**. The schedule sets out required items of infrastructure indicating, where possible, the plan phase in which each is required, location, timescale, delivery (who), delivery (how), cost, funding mechanism and a brief description of the project.

Appendix 2 contains maps showing the catchment areas of primary and secondary schools in the District and thus shows to which schools developments would normally be expected to contribute to depending on the location of the development.

2.0 Demand for infrastructure

- 2.1 The Adopted Core Strategy 2010 identifies the quantum amount of housing and employment development required to meet needs up to 2025. In line with the Strategy, South Lakeland is planning to provide up to; (Link Disabled)
- 8,800 dwellings (of which approximately 3,080 dwellings will be located in Kendal and 1,760 in Ulverston) and;
 - 60 hectares of new employment floor space (of which approximately in the region of 21 hectares will be located in Kendal and in the region of 11 hectares in Ulverston).
- 2.2 Core Strategy Policy CS1.2 identifies the large towns (Principal Service Centres), small towns and large villages (Key Service Centres) and other villages where key services are present (Local Service Centres). It sets out that the greatest proportion (55%) of new housing, employment and other development will take place in the Principal Service Centres of Kendal and Ulverston followed by a further 13% in the Key Service Centres of Grange, Milnthorpe and Kirkby Lonsdale. 21% will be distributed throughout the 17 Local Service Centres and the remaining 11% will take place in the small villages and hamlets.
- 2.3 The Adopted Core Strategy includes two key policies (CS9.1 and CS9.2) which aim to support the delivery of new infrastructure across the District. Policy CS9.2 states that the Council will require new developments to secure improvements which are necessary to make the development acceptable by planning condition or obligations. It goes on to list the types of infrastructure which planning obligations may be sought to contribute towards.
- 2.4 The Land Allocations document identifies land to meet the requirements for new housing and employment development in accordance with the spatial strategy set out in the Core Strategy. The document also protects areas of public and amenity (non-public) open space, outdoor sports facilities and green gaps across the District. It identifies a small number of sites for community uses where specific projects had been identified by communities. These are set out in Table 4.

Table 4

Sites allocated for Community Use Infrastructure			
Settlement	Site ref.	Project	Delivery
Levens	RN125 – Land off Lowgate, Levens	Consultation to be held locally to determine whether to do up the old, small Village Institute, which can seat about 80	Apply for grants

Sites allocated for Community Use Infrastructure			
Settlement	Site ref.	Project	Delivery
		people, or go for a new build Village Hall which would meet the requirements of a Village of over 1,000 inhabitants now, and for the future (see also paras. 11.27-11.30).	
Urswick	ON57#	Multi-use games area, recreation, allotments	Lottery funding or a grant from 'Sports for all'
Burneside	ON47#	Replacement facilities (to compensate for loss resulting from development of site M38M	Anglers Inn Trust – funds from release of site M38M Land opposite Holme House for housing development. Partnership working with developer of site M38M, Anglers Inn Trust, community, SLDC, Burneside Tennis Club, Burneside Football Club, Other local sports clubs and Burneside Parish Council

- 2.5 The submission Land Allocations document (para. 2.67) sets out that development briefs will be prepared for some larger and/or more complex proposed allocation sites. The preparation of development briefs will be undertaken in consultation with the local communities they relate to, developers and other key partners, including relevant infrastructure providers. In doing so, specific infrastructure requirements relating to these sites may be identified to be included in the development briefs. These may include pieces of infrastructure already identified in this document or new and additional needs that arise over time. References to the development briefs and their infrastructure-related content will be added to this working document as applicable.
- 2.6 The development proposed through the Land Allocations document will inevitably have population growth implications, which in turn will increase demand for services and infrastructure whether generally or at specific locations as the result of individual or closely located developments. The housing growth expected during the plan period is illustrated in the table below.

Table 5

Housing units – proposed delivery by plan period				
AREA	PHASE 1 2012 - 2017	PHASE 2 2017 - 2022	PHASE 3 2022 - 2025	TOTAL
KENDAL	684	357	1147	2188
THE EAST (inc. MILNTHORPE & KIRKBY LONSDALE)	456	378	253	1087
ULVERSTON & FURNESS	703	411	410	1524
CARTMEL PENINSULA	251	331	153	735
TOTAL	2094	1477	1963	5534

New population forecasting data on (POP Group) will be available in summer 2013. Once this is available, details of expected population increase by plan phase will be added.

3.0 Physical Infrastructure - Transport

Table 6

Transport Evidence Base		
Document Library Ref	Document	Date
EvT01*	Kendal Transport Assessment	June 2009
EvT02*	Kendal Car Parking Study	June 2009
EvT03a* EvT03b* EvT03c*	Ulverston / Swarthmoor Transport Study Traffic Data Records Junction Analysis Outputs	Feb 2012
EvT04a*	Kendal Transport Study 2012	Jan 2012
EvT04b*	Kendal Transport Study 2011	Oct 2011
EvT06 / Ex016	Kendal Transport Improvements Report / Kendal LDF Transport Improvements Study by Cumbria County Council	Sept 12
EvT07 / Ex021	HA A590 Route Management Report 2012	Aug 12
EvT08	Go Easy Kendal Walking Map	2012
Ex046	Statement of Common Ground Cumbria County Council	22 Oct 12
RP03 *	Cumbria Local Transport Plan 3 (2011 – 2026)	2011
Ex038	Air Quality Updating and Screening Assessment 2012 and Addendum	June 2012
Ex038A	DEFRA letter concerning air quality management	Oct 2012
	The Lancashire and Cumbria Route Utilisation Strategy (Rail) and Northern Route Utilisation Strategy	August 2008 May 2011
	Cumbria Rights of Way Improvement Plan, Action Plans and definitive map	June 2007
	Further Highway Evidence to support Submission Land Allocations DPD	March 2013
	Cartmel Peninsula Traffic Impact Assessment Study	March 2013
	Crooklands Bridge Review	March 2013
Key Delivery Partners		
CCC, Highways Agency, Developers, Network Rail		

Local Transport Plan LTP3 (RP03)

3.1 Cumbria County Council (CCC) is the Highways and Transport Authority for South Lakeland, with responsibility and preparation of the Local Transport Plan (LTP3). This includes three elements:

- Strategy titled 'Moving Cumbria Forward 2011 – 2026' (this has been approved and can be found here on the CCC website).
- Implementation Plan (to be finalised Spring 2013)

- Policies (draft policies awaiting Cabinet approval summer 2013).

3.2 The LTP3 Strategy sets out an area transport statement highlighting the transport priorities for South Lakeland and the progress CCC is making to deliver them. This statement has been developed to align with local development priorities and will change as priorities change. The transport priorities for South Lakeland are to accommodate the required employment and housing growth in Kendal, Ulverston and Grange-over-Sands. Traffic growth must be tackled in Kendal to enable developments there to be delivered.

Priority Transport Improvement Schemes

3.3 The County Council's Transport Capital Programme (TCP) will support the delivery of infrastructure requirements for the proposed allocations within the South Lakeland Development Plan Document. The integrated transport block of the TCP provides funding for schemes costing more than £50,000 and less than £1 million, which improve infrastructure for pedestrians, cyclists, bus and road users. These Priority Transport Improvement Schemes (PTIS) can help provide the infrastructure required to bring forward new development. The PTIS are identified from a range of sources including study and modelling work in connection with proposed development allocations. The PTIS are then prioritised against how well they meet the 3rd Cumbria Local Plan Transport (LTP3) objectives; benefit the local community and the level of their cost.

3.4 The County Council Local Committee for South Lakeland has approved the schedule of priority improvement schemes for South Lakeland. These are schemes which cost over £50,000 and less than £1,000,000. The schedule will be reviewed and rolled forward annually to deal with the changing levels of funding and ensure the needs of Cumbria are being fully met.

The current schedule of Priority Transport Improvement Schemes for South Lakeland is summarised below:

Table 7

Priority Transport Improvement Schemes	
Scheme	Estimated Cost
Kendal Sustainable Transport Improvement Package	£600,000
Kendal Junction Capacity Improvement Package	£327,000
Car sharing laybys Junctions 36 (M6) and Brettargh Holt (A591)	£120,000
Footway, Lindale to Grange-over-Sands	£150,000
Removal of street clutter on Primary Route Network	£60,000

List as at March 2013

Major Transport Schemes

- 3.5 A number of major transport schemes in South Lakeland have been identified. These are schemes which cost at least £1 million. The delivery of the Allocations DPD is **not reliant** on these schemes being implemented.

Table 8

Major Schemes
Access to Canal Head, Kendal
A590 Improvements
Access to Kendal Fell Quarry
South Ulverston access route
Kendal to Keswick Cycleway
Footpath/cycleway connection, Arnside Viaduct
Realignment of A595, Grizebeck
Kendal Northern Development Route
Kendal Southern Link Road
Lakes Line improvements
A595 Improvements
Park and Ride, Kendal
Furness Line improvements

List as at March 2013

In addition to the above schemes, two others have been identified which directly relate to the delivery of two of the proposed land allocations these are:

- Access and bridge to Mainline Estate, Milnthorpe
- Access to Lightburn Business Park, Ulverston

Smaller highway improvement schemes

- 3.6 The Local Committee has delegated responsibility, through its devolved capital programmes, for highway improvement schemes of estimated value less than £50,000. Highway improvements comprise any change to the highway layout, as opposed to maintenance which is maintaining the highway as it already exists. Highway and transport improvements could include:

- new sections of footway;
- cycling infrastructure;
- bus shelter grants to Parish Councils;
- dropped kerbs for disabled accessibility;
- new traffic signs;
- traffic calming;
- speed limits and other traffic regulation orders;
- road widening; creation of passing places;
- bitmac surfacing to unbound stone surfaces;

- new street lighting schemes;
- pedestrian crossings;
- junction visibility improvements;
- junction improvements and
- handrails, pedestrian guardrail and other safety barriers.

3.7 Cumbria County Council has consulted local councils throughout the South Lakeland District Council area, to seek local community views regarding highway and traffic problems and suggestions for new infrastructure in their area, having particular regard to the proposed Land Allocations DPD. The list of specific small highways improvement schemes across the District is continuously reviewed as new suggestions are made and assessed and will be subject to regular review by the County Council's Local Committee for South Lakeland. The issues and suggestions contained in the lists will be used to challenge and test the conclusions of Transport Assessments and Transport Statements submitted by developers in support of planning applications and to aid identification of measures which will mitigate the adverse impacts of development related traffic and make developments more accessible by sustainable modes of transport.

Funding

Priority Transport Improvement Schemes

3.8 As regards the Kendal Sustainable Transport Improvement Package and Kendal Junction Capacity Improvement Package schemes, it is considered unlikely at this stage that any funding would be available for these two schemes. CCC and the District Council are committed to ensuring these schemes are delivered and will ensure the necessary funding is obtained through seeking contributions from developers where relevant and through active exploration of other sources of funding. In the case of the 'Kendal Sustainable Transport Improvement Package' and 'Kendal Junction Capacity Improvement Package', it is considered justifiable to obtain funding from the CIL (should the Council adopt a CIL) in order to realise the delivery of these schemes. PTIS that are required to mitigate the transport requirements of the development allocations in the DPD will be considered for funding through the TCP. South Lakeland Committee will also be able to consider using their devolved budget to assist in funding the required transport improvements.

Major Transport Schemes

3.9 In January 2012 the Government announced its proposals to devolve local major transport scheme funding from 2015/16 to new Local Transport Bodies. The Cumbria Local Transport Body (CLTB) is being set up to decide how to use the major scheme funding for the County. The CLTB will comprise membership from Cumbria County Council and Cumbria Local Enterprise Partnership. The CLTB will receive an indicative allocation of £11.8 million for the four-year period from 2015/16. A threshold of £1 million or more for the cost of schemes has been adopted. By the end of July 2013 the CLTB will need to have assessed, prioritised and agreed their programme of priorities for delivery from 2015/16. Scheme design, development and

approval of schemes will then be undertaken by March 2015 so that schemes can be completed by 2019.

- 3.10 Transport infrastructure schemes required to mitigate the transport implications of the development plan allocations in South Lakeland can be put forward for consideration for funding through this process. At this stage, it is far too early to establish as to whether or not any highways and transport mitigation in South Lakeland could be funded through this process, and hence the reliance at this point in time upon the S106 or CIL route.

Other funding

- 3.11 The County Council is pro-active in trying to bring in additional funding to deliver required transport infrastructure. Bids were submitted for the Government pinch point fund in 2012 and 2013 aimed at removing bottlenecks and improving access to employment and housing development sites. As additional funding is released the County Council will consider the scope for submitting bids for schemes which deliver infrastructure requirements for development allocations in South Lakeland. Only one strategic pinch point scheme in South Lakeland was submitted in 2012 for access improvements to potential strategic employment land off the A590 in Ulverston. However, this bid was unsuccessful.

- 3.12 Other potential sources of funding for highways infrastructure include the following (see Section 3 of this document for further details):

- Local Pinch Point Fund;
- Growing Places Fund (Cumbria Infrastructure Fund) and;
- Regional Growth Fund 4.

- 3.13 The Cumbria Local Enterprise Partnership (LEP) was allocated money from the Government, through the national 'Growing Places Fund' to help support local economic growth. Renamed locally as the Cumbria Infrastructure Fund (CIF) the allocated money has been identified to help promote the delivery of infrastructure projects needed to unlock developments that can help to create jobs and homes in Cumbria. The CIF is not intended to be gap funding to bridge viability gaps but it can help by financing up front infrastructure and thereby financial risk associated with development schemes. It is a revolving fund and it is expected that the amount of finance provided to help deliver the project is repaid to allow CIF to be replenished and recycled to help other schemes in Cumbria. It is envisaged that there will be several bidding rounds once the fund is replenished. The CIF is open to applications from across the whole of the County from the private, public sector and private/public sector partnerships, and thereby open to competitive bids.

- 3.14 Cumbria LEP agrees the investment priorities for the CIF. The CIF is a challenge fund and focuses on projects which offer a combination of:

- the greatest benefit to the economy through the delivery of jobs and homes;
- demonstrable value for money (i.e. cost relative to employment space or new homes created)
- leverage for the private sector

- the strongest prospects of recovering the funding the most quickly (security of repayment)

Site specific measures employment sites – enabling delivery of necessary access arrangements

3.15 In light of the current challenging economic conditions and the need to ensure the proposed allocations are viable, the Council is committed to working with developers and other bodies to support means of accessing necessary funding sources to realise the delivery of employment development. The Further Highways Evidence Study March 2013 identifies indicative costings associated with necessary access arrangements for a number of employment sites as follows:

Table 9

Indicative costings for access to employment sites	
Site	Indicative cost
Ulverston – Proposed Lightburn Road Business/Science Park site reference M11M-mod	£1,079, 971
Milnthorpe – Land adjacent to Mainline Business Park site reference E13M	£1,047,024 - site access and road junction; £233K to £1.24m for improved access at Crooklands Canal Bridge. Total - £2.2 million
Kendal – Land adjacent to Scroggs Wood site reference E4M	£385,387
Kendal – Land at Burton Road, Proposed Business/Science Park site reference M2M-mod	£380,001
Ulverston – Land at Ulverston Canal Head Site reference M28, E30/M26	Approximately £3 million
Endmoor – Land at North of Gatebeck Lane, Gatebeck EN20/EN33#	£346,896

Source: Further Highways Evidence Study March 2013

- 3.16 In light of the current economic conditions and evidence in the SLDC Land Allocations DPD Viability Study April 2013 April 2013 which shows currently employment development may not be viable, it is considered there is reasoned justification to use funds obtained through the CIL, should the Council successfully adopt a CIL, to support the delivery of the proposed employment allocations.
- 3.17 The Cumbria Local Economic Partnership (LEP) can make applications for grants to support specific projects that will deliver economic growth and is in the process of developing Investment Plans identifying investment priorities for the County. The Council has put a case forward to Cumbria County Council and Cumbria LEP to support the case for funding towards the delivery of necessary access arrangements for the sites below:

- Ulverston – Proposed Lightburn Road Business/Science Park site reference M11M-mod
- Milnthorpe – Land adjacent to Mainline Business Park site reference E13M
- Kendal – Land adjacent to Scroggs Wood site reference E4M

As referred to in paragraph 2.10 and 2.14, the County Council has identified the necessary highways access infrastructure requirements for site M11M-mod and E13M in the list of major schemes. These schemes will be considered by the Cumbria Local Transport Body for funding from the local major transport scheme fund.

Site specific requirements

- 3.18 Where a planning application is submitted, and a relevant Transport Assessment or Transport Statement identified that site-specific off-site highway improvements or transport improvements are required to mitigate the traffic impact generated by the development proposal, these will be required to be delivered either as planning obligations or through Section 106 Agreements.

Kendal

Mitigating Impact of proposed allocations

- 3.19 In the case of Kendal, there are significant constraints on the town's highway network with a number of junctions already at capacity. The Kendal Transport Study (January 2012) identifies the likely impact of the proposed land allocations for the highways network, highlighting the level of constraint. The Kendal Transport Improvements Study (September 2012) identifies a list of measures that would mitigate against the predicted highways impacts resulting from the proposed land allocations to ensure that, for example, resulting congestion can be mitigated to a level no worse than the current base scenario, allowing for natural growth. The measures include a package of sustainable transport measures and junction improvement schemes at a total cost of £2 – 2.3 million.

Table 10

Overall costs for the various sustainable transport measures and junction improvements		
Measure	Revenue	Capital
Junction Improvements		£322,000
Sustainable Transport Infrastructure		£583,000
Travel Plans	£80,000 - £120,000	£100,000 - £150,000
Cycling Infrastructure for LDF Developments	£50,000 - £80,000	£50,000 - £100,000
Marketing and Communication	£120,000 - £170,000	£20,000 - £40,000
Public Transport	£740,000	
Total	£990,000 - £1,100,000	£1,075,000 - £1,195,000

Source: Table 8.1 in the Kendal Transport Improvements Study Page 46 (EvT06 / Ex016)

Table 11

Summary of Junction Improvements and Indicative Costings		
Location	Improvement	Estimated Construction Costs
A5284 Sandes Avenue/Blackhall Road	Extend 2 lanes on Blackhall Road	£11,900
A6 Sandes Avenue/Beezon Road	Right turn into Beezon Road north	£1,500
A6 Wildman Street/Ann Street and A6 Longpool/Station Road	Combined scheme providing free flow for Longpool and Station Road traffic into Wildman Street	£100,300
A6 Highgate/Lowther Street	MOVA Control	£26,000
A6 Milnthorpe Road/Romney Road	Relocation of pedestrian refuges and amendments to staging	£79,200
Parkside Road/Valley Drive	Traffic signals and minor road widening	£73,700
A684 Sedbergh Road/Sandylands Road	Minor road widening	£27,600
A685 Appleby Road/Sandylands Road	Mini roundabout	£2,000

Source: Table 3.42 Kendal Transport Improvements Study Page 27 (EvT06 /Ex016)

Table 12

Summary of Sustainable Transport Improvements and Indicative Costings	
Sustainable Transport Improvement	Indicative construction cost (£) (rounded to nearest £10)
Pedestrian crossing improvements, Kendal Parks Road	£2,300
Pedestrian crossing improvements including pedestrian refuge, Heron Hill junction with Esthwaite Avenue	£9,710
Traffic calming incorporating speed cushions, Stainbank Road/Underwood	£25,010
Pedestrian refuge at junction of Vicarage Drive and Milnthorpe Road	£9,260
Improved surface for pedestrians, Garth Heads Lane	£47,800
North Kendal Cycle Route (Canal Head to Queen Katherine School)	£185,810
Pelican crossing and '20mph when lights flash' scheme, Appleby Road	£34,360
Traffic calming incorporating speed cushions, Valley Drive	£25,010
Pedestrian improvements incorporating	£30,740

Summary of Sustainable Transport Improvements and Indicative Costings	
Sustainable Transport Improvement	Indicative construction cost (£) (rounded to nearest £10)
footway widening, Parkside Road /Castle Rise	
A65 Burton Road Cycle Route (Kirkbie Kendal School to Oxenholme)	£208,700
Pedestrian improvements incorporating footway widening Kendal Green /St Thomas's School	£4,250

Source: Table 4.2 Kendal Transport Improvements Study Page 36 (EvT06 /Ex016)

- 3.20 The A65 Burton Road and North Kendal cycle route proposals will provide links to Westmorland Hospital, employment sites, schools and a supermarket. The resurfacing of Garth Heads Lane will encourage more journeys on foot and by bike helping to provide a continuous link avoiding the town centre. These schemes will support one of the key priorities of the Local Transport Plan Strategy; to enable more people to walk and cycle to work or school. In addition to these three schemes, there is a longer term aspiration to complete the Riverside cycle route via upgrades to the existing riverside path and provision of a cycle facility in the New Road corridor. This project will be developed in conjunction with consideration of development proposals for New Road Common and the Canal Head area.

Delivery of Measures - funding

- 3.21 Currently no committed CCC funds exist to support the delivery of these measures. As explained in paragraph 2.13 and 2.14, other sources of funding have to be accessed to ensure the measures are delivered. In this context, CCC and South Lakeland District Council will require developers to make financial contributions under the provisions of Core Strategy CS9.2 in order to obtain the necessary funding. Given the fact that each proposed allocation will have an impact on the highways network as a whole, and in light of the CIL 2010 regulations and the restrictions from April 2014 which will be placed on local planning authorities in terms of the number of pooled contributions they can collect towards a particular type of infrastructure (limit of 5), it is considered the range of measures would be a justifiable CIL candidate, should the Council adopt a CIL. In the meantime contributions will be secured through Section 106 obligations and will be based on a pro-rata calculation spread across the housing allocations in Kendal, Burneside, Oxenholme and Natland.

Kendal Air Quality Management Area – Traffic Impacts

- 3.22 Like many historic towns, which were not developed with today's vehicle usage in mind, the town centre of Kendal does experience some traffic congestion and associated traffic pollutants. This has resulted in some areas of the town experiencing pollutant levels of NO₂ above the EU and UK objective level of 40µg/m³. As a result of this an Air Quality Management Area was designated within Kendal Town centre (map) and an action plan to work towards lowering the level of pollution currently experienced has been developed (see appendix to 2012 Updating and Screening Assessment). (Links Deleted)

The action plan includes measures to encourage more journeys on foot, by bike and by bus. Three transport improvement schemes have been identified which will further develop the cycling networks in the town and other projects such as provision of electric vehicle charging points are also included. Implementing The Action Plan is an important means of improving air quality and reducing congestion in the town. The Action Plan sets out the delivery mechanisms for identified projects along with cost and anticipated timescales for delivery.

3.23 The Air Quality Action Plan includes the following projects:

- Local Transport Plan 3 and Kendal Road Network Alterations
- Local Sustainable Transport Fund Bid
- Kendal Park and Walk project
- Encouraging uptake of alternative fuel vehicles
- Enforcement of parking/loading restrictions
- Enforcement of weight restrictions
- Kendal Car Club
- SCOOT Traffic Control
- Use of S106 and the CIL
- Publicity/Social marketing campaign (including Go Easy – see below)
- SLDC and CCC Travel Plans
- Personalised travel plans

3.24 One project is the Go Easy Campaign (EvT08) which seeks to make a positive difference to Kendal's environment by encouraging and enabling people to make small but simple changes to their travel routines, helping to reduce Nitrogen Dioxide (NO₂) levels and the impact of NO₂ on air quality. This Campaign supports the delivery of one of the measures identified in the Kendal Transport Improvements Study i.e. Marketing and Communication. (Link Deleted)

3.25 Additionally, evidence shows that a reduction is predicted in annual mean NO₂ levels in the Kendal Air Quality Management Area over coming years under the current DEFRA emission factors, which take into account the predicted impact of cleaner cars. Furthermore, when the Euro 6 emissions standard is introduced in 2014, all new vehicles must comply with much tighter emission limits (much tougher than previously for NO₂) and in theory this will lead to lower emissions over time as older cars are replaced. This is the premise under which the DEFRA emission factors are calculated.

3.26 Canal Head has been identified as an important regeneration site for employment, housing, retail and leisure uses. Development-led road network improvements and alterations will be identified to accommodate the traffic flows generated as a result of this development. The improvements will also need to accommodate walking and cycling measures.

Ulverston and Swarthmoor

- 3.27 In Ulverston, significant housing allocations are proposed. These will also affect the road network around Swarthmoor. Additionally, Swarthmoor itself has some significant proposed allocations.
- 3.28 The results of the Ulverston and Swarthmoor Traffic Study, which assessed the impact of development for the A590 and local road network, indicate no need for any major new highway improvement schemes. However, the study emphasises that even without development proposed through the Land Allocations, there would be capacity issues on the part of the A590 within the eastern side of Ulverston and therefore intervention would be required to offset impacts from any new development. As stated in paragraph 7.5.1 of the report, whilst levels of traffic congestion in the area are such that they do not warrant radical improvements to infrastructure, or the introduction of measures specifically aimed against use of the car, improvements and measures are required to ensure congestion is minimised and that alternative modes of travel are made available to help reduce the reliance on the car. As stated in Paragraph 8.1.5 of the study, if the imbalance between the car and other more sustainable modes of transport is to be addressed, then a step change will be required in the public transport network. The step change will need to incorporate service improvements and infrastructure improvements to raise the profile of public transport and a range of suggestions for further consideration are put forward that include:
- Improving local bus services
 - Improving bus infrastructure
 - Utilising modern technology to better inform the public of bus services;
 - Highways Improvements
 - Cyclist and pedestrian measures and
 - Travel Plan measures both for new and existing developments.

A590 Route Management Strategy – Improvements to A590

- 3.29 The 2012 A509 Route Management Strategy (document reference Page 25-27) includes evidence of a high-level assessment of the issues associated with the proposed allocations for highways capacity on the A590. It concludes that outside of the stretch within Ulverston, there would be sufficient levels of capacity on the A590 to accommodate the extra traffic likely to be generated by the proposed allocations. There are no major highways improvement schemes proposed for the A590 as a result of the proposed allocations. There is however a scheme identified in the Highways Agency's A509 Route Management Strategy to provide a roundabout at the junction of the A590 with the A5092 at Greenodd. The Highways Agency state that work is due to start in September 2013 and will cost £1.5m.

Outside of Principal Service centres

- 3.30 A study Cartmel Peninsula Traffic Impact Assessment Study (March 2013) has been undertaken during the period of postponement of the Land Allocations Examination in Public. It found that traffic levels generated by the development proposed in Grange and the wider Cartmel peninsula would not have significant detrimental impacts on the local road network and therefore did not result in any need for mitigation or other measures to be put in place.
- 3.31 In rural areas the priority will be to enhance the range and level of provision of sustainable transport modes available to both residents and visitors.
- 3.32 The small transport improvement schemes identified by local area committees (see paragraph 3.6) are focused on improving the choice of transport modes to enable access to key facilities in villages and reducing the detrimental environmental impact of traffic.
- 3.33 Currently a number of informal layby's are used by residents who car-share as part of their journeys to work. It is proposed to create signed and properly laid out layby's to regularise the present ad-hoc arrangements and encourage more people to car-share. This will help reduce the number of cars on the road and in doing so lessen the problems of congestion in the Key Service Centres.
- 3.34 Work is proposed to complete the footway from the village of Lindale to Grange-over-Sands, 3 kilometres to the south and work began in March 2013 to complete the footway linking Oxenholme Village and Station with the Station Inn at the junction of the B6254 and Hayclose Lane (see here).[\(Link Deleted\)](#)
- 3.35 The desire for provision of electric vehicle charging points and increased provision of Sustainable transport schemes including walking and cycling generally are identified in the Council Plan.

Public Transport – Bus Services

- 3.36 The Adopted Core Strategy places a strong emphasis on the need to support and sustain bus services across the District. The Area Strategy policies in the Adopted Core Strategy contain a number of aims which seek to ensure bus services are supported and improved. The majority of bus services in Cumbria continue to be provided on a commercial basis, where fares collected (including rebate for accepting ENCTS passes for free travel) cover the costs of operation. Stagecoach in Cumbria is the main provider of commercial services in the County.
- 3.37 Where services are not commercially sustainable, CCC can provide a subsidy to meet the gap between costs and revenue. Decisions on which services are supported are made in line with agreed funding criteria. The current budget of £1.5 million is fully committed, so to support any new services would require some existing services to be reduced. Therefore to establish services to new developments will normally require “pump priming”, through developer contributions, to establish whether a service can be commercially viable in the long term.

- 3.38 County Council services are provided under contract by private operators, and the contracts are subject to competitive tender every four years.
- 3.39 In addition to the bus services a number of community transport schemes exist in the County. These comprise:
- Community minibuses which help groups and organisations to have accessible and affordable vehicles on a self-drive basis or with a driver supplied.
 - 'Rural wheels' a unique transport scheme that helps address the lack of good public transport in some rural areas. It provides door-to-door transport for people when required at reasonable costs.
 - Voluntary car schemes intended for those people who have no other means of transport.
 - Some similar schemes such as Carnforth Connect which used to run through the South Lakeland part of the AONB have had to be scaled-back or have ceased operation due to funding issues.

Public Transport – Rail Services

- 3.40 South Lakeland includes part of the West Coast Main Line railway (including one main line station at Oxenholme), part of an important regional railway (Furness line) and a small branch line (Lakes Line) from Oxenholme Station to Windermere in the Lake District National Park.
- 3.41 Network Rail is the statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings, viaducts, car parks and development of services. The rail operators on the routes in South Lakeland are Northern Rail, Virgin Trains and First Trans Pennine Express.
- 3.42 The main thrust of Network Rail's strategy for the North West is for a step change in services in terms of connectivity, journey time improvements and frequency through the 'Northern Hub' and an extensive programme of electrification. The Northern Hub is a programme of targeted upgrades to the railway in the North of England. Scheduled to complete in 2019, it will allow up to 700 more trains to run each day and provide space for 44 million more passengers a year. The Furness Line and the Windermere branch are not currently included in this programme, but the latter has been costed for inclusion should the Department for Transport reconsider the benefits electrifying the Lakes Line would bring. Electrifying the route would offer the opportunity to maintain through services and cut journey times between Oxenholme and Windermere. Catering for Tourism is considered to be a key market to develop.
- 3.43 The Lancashire and Cumbria Route Utilisation Strategy (RUS, August 2008) does not propose any significant changes for rail services in the area, however, more recent decisions mean that direct train services to Manchester Airport will be greatly reduced in 2014 although services will be maintained on the local line. This means that there will be more changes of train at Oxenholme rather than direct services to

Lancaster, Preston and Manchester. The RUS is not due to be refreshed, but Network Rail does have a licence condition to maintain the RUS. The rail regulator has determined that this maintenance does not mean to undertake a review of the original work, but instead to develop a more appropriate review. In 2011, Network Rail published a Northern RUS; this was a second generation RUS which reviewed specifically the findings of the previous geographic RUSs in the North, principally they only held a ten year view, whereas the industry latterly was using a thirty year horizon. The Northern RUS reviewed the projected growth scenarios to establish whether the strategy was still relevant. Where there was no change, the previous strategy remained; where the original strategy needed to be updated, the Northern RUS developed a new strategy. There were no changes in the strategy for Cumbria.

- 3.44 Network Rail have confirmed that they are happy to support the Land Allocations and that neither the levels of development nor current population projections pose a specific problem for the current network and service specification through the current Northern Rail franchise.
- 3.45 General increases in demand for rail services and use of stations are likely to be addressed at a local level by the train operating companies and station facilities operators in the first instance. Network Rail is keen to ensure that the rail network is protected and promoted wherever possible; this includes protecting the existing station car parks together with station improvements such as accessibility, security and information provision. In some instances this means increasing the capacity of car parks, as in the recent project at Oxenholme Station, which created an additional fifty three car park spaces with the aim of promoting multi-modal journeys.
- 3.46 Network Rail has recommended that the Council engage with CCC with regard to developing the service to meet aspirations during the next franchise.
- 3.47 As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. Depending on the size and impact expected to result from a given development, it may be appropriate to require developer contributions to fund such railway improvements and to require contributions towards rail infrastructure where they are directly required as a result of proposed development and where the acceptability of the development depends on access to the rail network. In order to be reasonable these improvements would be restricted to a local level and would have to be necessary to make the development acceptable. Contributions towards major enhancement projects that are already programmed as part of Network Rail's remit would not be sought. Developers may be required to fund any qualitative improvements required to level crossings as a direct result of the development proposed (i.e. cases where a development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over a railway).
- 3.48 The Community Rail Partnership has several small projects identified to improve local stations as set out in **Table 13** below. All the proposals are within the station area leased from Network Rail by TPE or Northern Rail.

Table 13

Community Rail Partnership has several small projects identified			
Station	Projects	Delivery/funding partners	Indicative Cost
Burneside	Surfacing the access road to the station so that it can be adopted by Cumbria CC in the future and low level lighting installed	Community Rail Partnership, funded by Cumbria CC	£4,800
Burneside	Install gates at the un-gated crossing to the west of the station	Community Rail Partnership, Network Rail	Unknown
Kendal	Install a raised flower bed, in the leased area of the station and to add some temporary art work, again within the leased area	Community Rail Partnership Funded by sponsors	£600
Oxenholme	Station development plan. This could involve additional toilets and platform canopies.	Community Rail Partnership, future franchise holders and Network Rail, CCC	Unknown
Arnside	Station development plan.	Community Rail Partnership, Morecambe Bay Partnership, CCC	Unknown
Grange	Long term plans as part of the Morecambe Bay Partnership's Headlands2Headspace project	Community Rail Partnership, Morecambe Bay Partnership, Heritage Lottery Fund	Unknown
Ulverston	Long term plans as part of the Morecambe Bay Partnership's Headlands2Headspace project	Community Rail Partnership, Morecambe Bay Partnership, Heritage Lottery Fund	Unknown
Kents Bank	New shelter on down platform	Community Rail Partnership, Cumbria CC and with a DfT grant	£16,000
Cark	Old shelter on the down platform is being refurbished and glazed and it is planned to add CCTV	Cumbria CC and the DfT (grant via ACoRP)	£20,000 + £10-15,000 for CCTV
Cark	Raised flower beds are to be added Spring 2013	Community Rail Partnership	£2000

- 3.49 There are also known issues at Arnside station due to the lack of formal access to the south bound platform of Arnside railway station for disabled travellers. This means that disabled travellers wishing to alight at Arnside currently have to travel to Carnforth, disembark, get on another train and return to Arnside so that they can get off on the northbound platform. A need is also identified for passenger access improvements at Ulverston. This would be expensive and would involve money from Network Rail and relevant train operating company, plus possible capital contributions from others such as CCC.

Foot/cycle paths/routes, bridleways

- 3.50 South Lakeland District, both within and outside of the National Parks, is well-known and well-used as a popular location for high and low level recreational walking. It has an extensive network of footpaths and bridleways as can be seen from CCC's [definitive map](#) of rights of way.
- 3.51 The Cumbria Rights of Way Improvement Plan sets out proposals for improving the County's Rights of Ways Network and action plans are produced to detail individual works (the 2010/11 action plan details work for 2012/13). Various delivery partners including CCC, LDNPA and YDNPA are involved.
- 3.52 Two schemes have been identified in the Rights of Way Improvement action plans which will provide increased off-road recreational opportunities on foot and by bike to encourage active travel. The Kirkby Lonsdale riverside footpath scheme will complete a very well utilised footpath along the River Lune. Additionally, work has begun, and in some sections is now complete (see here), on a fully accessible multi-use route for walkers, cyclists and horse riders is proposed along the former railway line between Milnthorpe and Hincaster. (Links Disabled)
- 3.53 Parish Councils also play a part in creating new footways and often identify local needs in their Parish Plans and deliver them through their own mechanisms, sometimes with grants from funding such as the Heritage Lottery Fund. For example, Allithwaite Parish Council is currently preparing to bid for monies from the Natural England Paths for Communities (P4C) fund with the aim of improving opportunities for safe sustainable travel around the village to serve an existing need but also to support new development proposed through the Land Allocations document.
- 3.54 There are proposals to develop the electric bike network implemented by the Lake District National Park Authority so that it covers the whole of South Lakeland.
- 3.55 The Marine and Coastal Access Act (2009) placed a duty on the Secretary of State and Natural England to create a continuous long distance walking route around the English coast. Natural England is now working to create the England Coast Path as a new National Trail. The coast is being divided up into implementation stretches where extensive local consultation will take place. The stretch within South Lakeland will be implemented within the Plan period.
- 3.56 Core Strategy policy CS9.2 sets out that developer contributions will be required for cycle, bridleway and pedestrian provision where appropriate. However, for

improvements to foot, cycle or bridle routes that are strategic in nature, it may be appropriate to utilise CIL monies.

4.0 Physical Infrastructure – Water, Sewerage and Flooding

Table 14

Water, Sewerage and Flooding Evidence Base		
Document Library Ref	Document	Date
Ex037	Statement of Common Ground United Utilities	Oct 2012
United Utilities 502.1 United Utilities 502.1a	UU Statement in response to Inspectors Matters and Issues 502.1 – Letter 502.1a - Spreadsheet	Sept 2012
	Note of agreed meeting with UU – position as at Sept 2011	Sept 2011
SLA12a*	Appropriate Assessment Screening Report	Jan 2012
SLA12b*	Appropriate Assessment Screening Report Supplement	Jan 2012
SLA12c*	Appropriate Assessment Report	Jan 2012
EvE06*	North West and Wales Shoreline Management Plan	Feb 2011
EvE07*	Strategic Flood Risk Assessment	Oct 2007
	Environment Agency Kent Leven Catchment Flood Management Plan	Dec 2009
	Green Infrastructure in Cumbria	July 2010
	Green Infrastructure to Combat Climate Change – a Framework for Action in Cheshire, Cumbria, Greater Manchester, Lancashire and Merseyside	March 2011
Key Delivery Partners		
UU, EA, , SLDC Environmental Protection, CCC		

Water supply

- 4.1 United Utilities has a statutory duty to develop and maintain an efficient and economical system of water supply within its area. A proposal for expenditure in the years 2010 – 2015 is contained within UU's five-year Investment Plan - Asset Management Programme (AMP).

4.2 The plan covers aspects such as building new and modernising existing water pipes to ensure a reliable supply, reducing the number of overflows from sewers and improving water and wastewater treatment works to deal with growing population and climate change.

4.3 In terms of water supply, there is considered to be sufficient capacity to accommodate new development as proposed over the next fifteen years in South Lakeland. There are no current plans for new water networks within South Lakeland or major cleaning of existing networks. However, there could be implications for a need to enhance water quality following the implementation of the Water Framework Directive.

4.4 The Investment Plan includes detailed breakdown of expenditure projections for water and sewerage service.

Waste Water/Sewerage

District Wide Issues

4.5 The Council has liaised closely with United Utilities to identify the likely impact of the development proposed in the Local Plan on waste water and sewerage capacity as evidenced in the Statement of Common Ground between United Utilities and South Lakeland District Council (Ex037) as well as the statements prepared by United Utilities to the Inspectors Matters and Issues (United Utilities 502.1 and 502.2 document reference). (Links Disabled)

4.6 United Utilities will require conditions to be attached to any Planning Approval that require surface water to be dealt with by the most sustainable means. United Utilities has emphasised the importance of only foul flows entering the sewer network and separate systems of drainage. In addition United Utilities has advised that investigations for surface water diversion out of the existing public sewerage network could be investigated as part of development proposals.

4.7 United Utilities does not object to the levels of development proposed during the development plan period and is willing to make bids in the next AMP 2014 where improvements are required. The Statement prepared by United Utilities to the Inspectors Matters and Issues sets out United Utilities' advice regarding each proposed allocation site (as evidenced in the spreadsheet – doc reference number 502.2), in terms of the phasing/timing of development. This enables United Utilities to most appropriately manage the impact on its assets. (Link Disabled)

4.8 United Utilities is currently considering lists of projects that will require major capital investment in Asset Management Plan 6 period 2015-2020. All projects will need to be subjected to an application for funding within the 2014 Company Business Plan. All bids must be made by 2014. UU gave assurances that it will submit applications by 2014 in cases where funding is required. United Utilities is currently preparing its Business Plan to be submitted to OFWAT in 2014, which will identify an overall scale of investment for the whole Northwest Region which United Utilities believes is

required over the next 5 years to address necessary service delivery. The Plan does not include a breakdown of the different schemes/requirements; however, it is informed by a range of submissions which are determined by high level/risk assessment and robust knowledge including adopted and emerging local plans as prepared by Local Planning Authorities.

- 4.9 United Utilities emphasised that even if a bid is submitted there is no guarantee that funding will be approved by OFWAT. The speed at which approved schemes are implemented will depend on the priority given to schemes within the 5-year programme and the time required to design, obtain planning permission and construct. Funding is more likely to be acquired in cases where there is development certainty (i.e. clear evidence of developer interest).
- 4.10 United Utilities emphasised that surface water should be dealt with by the most sustainable means, there should be foul flows only into the public sewer network and opportunities for diversion of surface water out of the existing public sewerage network could be investigated. Separate systems will be required for surface water and foul drainage. Under the Flood and Water Management Act 2010 developers will no longer have an automatic right to connect surface water to the public sewerage network.

Settlement specific Issues (Water/sewerage)

- 4.11 Based on evidence provided in the statement submitted by United Utilities in response to the Inspectors matters and issues and also on-going engagement between the Council and United Utilities in the preparation of the DPD as evidenced in the notes from the meeting of 5th September 2011, United Utilities has highlighted those areas of the district where investment is needed either to provide further capacity within the sewer network or improve efficiency of Waste water Treatment Works (WwTW).
- 4.12 The table below provides a summary of sewerage infrastructure issues/constraints in relation to those settlements where there is an identified issue with the sewer network and/or treatment works. It also includes reference to delivery mechanism i.e. through Asset Management Plan Period 6 funds.

Table 15

Summary of sewerage infrastructure issues in relation to sewer network, treatment works and delivery mechanism by settlement			
Settlement	Network Capacity Issues	Waste Water Treatment Works Issues	Delivery – Funding Source, Timescales
Ulverston	-	Process Upgrade at Ulverston Treatment Works required.	United Utilities – AMP6 2015-2020

Summary of sewerage infrastructure issues in relation to sewer network, treatment works and delivery mechanism by settlement

Settlement	Network Capacity Issues	Waste Water Treatment Works Issues	Delivery – Funding Source, Timescales
		Restraints to be placed on allowance for amount of housing on Croftlands sites within phase 1 (2012-2017) of the plan period	
Kendal	Limited capacity within the NW Kendal area. Extra capacity required, UU advises development to be phased in phase 2 of the plan period (2017-2022) in NW Kendal.	Sufficient capacity for 2000 dwellings – as referenced in the Appropriate Assessment Report.	United Utilities – AMP6 2015-2020
Cartmel	Severe hydraulic incapacity in Cartmel Village. Capacity issues with downstream Pumping Stations will prevent any development before Phase 2 of the plan period as a minimum.	-	United Utilities – AMP6 2015-2020
Grange	There are potential hydraulic constraints at downstream pumping station.	-	United Utilities – AMP6 2015-2020
Milnthorpe	Significant investment is required in AMP6 at The Strand Pumping Station, before UU can agree to the release of large		United Utilities – AMP6 2015-2020

Summary of sewerage infrastructure issues in relation to sewer network, treatment works and delivery mechanism by settlement

Settlement	Network Capacity Issues	Waste Water Treatment Works Issues	Delivery – Funding Source, Timescales
	pockets of land. Therefore larger sites are in Phase 2.		
Endmoor	-	Works are at capacity. Network reinforcement measures needed. Development to be in phase 2 of the plan period (post 2017)	United Utilities – AMP6 2015-2020
Burneside	Capacity constraints on the network. Extra capacity required. UU latest advice – development to be phased in phase 2 of the plan period (2017-2022)	-	United Utilities – AMP6 2015-2020
Cark/Flookburgh	Cark Pumping Station is one of a line of pumping stations that ultimately feed to Grange WwTW for treatment. The problems of infiltration and increased flows impact on the network in respect of flooding and downstream assets. As a consequence of this, sites in Cark/Flookburgh to be in phase 2 of the plan period.		United Utilities – AMP6 2015-2020

Kendal

- 4.13 There is currently loading capacity at Kendal WwTW, however, for the number of dwellings that are proposed, a full process and hydraulic survey of the Works will have to be undertaken so that United Utilities can assess the cumulative impact of development proposals during the whole of the plan period. As the sewer network is at capacity in North Kendal, United Utilities has advised the Council that it would be able to most appropriately manage the impact if any significant development came forward after 2015 in this part of the town, providing United Utilities obtain funding through OFWAT to undertake the necessary upgrades. United Utilities will be building into the 2014 Business Submission to OFWAT a case for funding to provide the means to accommodate development, which will boost the economy. It will be important to understand the detail of the drainage proposals for the allocated sites and United Utilities has advised that opportunities for surface water diversion out of the existing public sewerage system could be investigated.
- 4.14 A feasibility study is being undertaken on Kendal WwTW. Recommended phosphorous levels are set by Environment Agency (EA) through discharge consents, and until EA impose a new requirement for a lowered rate, United Utilities will continue to discharge at the current rate. United Utilities stated achieving any required lower rates would depend on new/better technology. Further Phosphorous removal would only be undertaken if United Utilities were required to achieve a tighter standard as set by the EA following their review of water quality. Newer technology, which is not currently available, would be required to achieve any standard below 1mg/l. United Utilities has advised development in the Kendal area should be capped at 2000 properties unless a more stringent phosphorus effluent standard can be achieved.
- 4.15 United Utilities has advised that it would be able to most appropriately manage the impact of sites in North Kendal if they only come forward in the latter periods of the plan period (phase 2) when sewerage network improvements are in place, however, it is expected that if an application for planning permission on these sites is brought forward in advance of the phasing programme identified, the impact on the wastewater network will be considered to ensure that the impact of the proposal, plus the impact of any relevant planning permissions in existence, is acceptable in advance of the delivery of any infrastructure solution for the wider network.
- 4.16 Strategically there is sufficient water supply to accommodate levels of new development, but there are potential risks of deterioration of water quality.
- 4.17 The Appropriate Assessment of the Land Allocations document found that impacts on the River Kent SAC would be likely without specific works to upgrade the sewerage network in the Kentrigg area of Kendal. As such, these works are critical to the delivery of the plan.

Burneside

- 4.18 United Utilities is currently investigating reasons for current sewer network problems in and around the village. Surface water entering the foul network system is a key

issue; it could be taken out of the system through improvements. Wider flooding issues need to be taken into account. United Utilities has advised that opportunities for diversion of surface water could be investigated.

- 4.19 United Utilities has stated that they are requesting funding from OFWAT in AMP6 to improve capacity in Burneside (UU document reference 502.1a). Proposed allocations for development in Burneside would assist, and be taken into account, in the bid. (Link Disabled)
- 4.20 The Appropriate Assessment of the Land Allocations document found that impacts on the River Kent SAC would be likely without specific works to upgrade the sewage network at Steeles Row, Burneside. As such, these works are critical to the delivery of the plan.

Endmoor/Crooklands

- 4.21 United Utilities is currently undertaking a Feasibility Study looking into current issues associated with the Crooklands and Low Park works. United Utilities advised that these works might be closed. Current works at Endmoor are at capacity, but there are issues with providing an electricity supply to the site. An application for funds is needed to ensure there is sufficient capacity to meet future needs. United Utilities stressed they would support submission of application for funds in 2014; however, funding is more likely to be obtained where there is a clear degree of commitment to development.
- 4.22 Water pressure/flow issues in Endmoor and Crooklands. Network reinforcement measures are needed (mains and pumping). United Utilities advised that these works might be rationalised.

Kirkby Lonsdale

- 4.23 Haweswater/Thirlmere aqueduct 22m wide easement is required for any development proposals near to the aqueduct.
- 4.24 This is part of the Lunesdale siphon and consists of four individual pipes. The easement is quoted at 14 yards from the outer edge of each pipe. Protection measures to enable the aqueduct to be traversed are possible. Those measures must be approved and their construction supervised by United Utilities engineering partners at the expense of the developer.

Cartmel

- 4.25 Historic problems with infiltration (sewer on one side of the river and village on the other). United Utilities is currently investigating the problem. A new pipe or lining are quite likely to be needed. If not at a high cost, problem could be sorted in the current AMP period, but if significant funding is needed then United Utilities would need to put in for bids in the AMP6 period. The issue does not prevent site allocations coming forward.

Cark

- 4.26 Cark Pumping Station is one of a line of pumping stations that ultimately feed to Grange WwTW for treatment. The problems of infiltration and increased flows impact on the network in respect of flooding and downstream assets.

Grange over Sands

- 4.27 Strategically United Utilities has sufficient water to supply all the Council's aspirations. There are existing diurnal pressure patterns indicating that further development in that area would require additional pumping and potential network reinforcement. The scale of that reinforcement would be heavily dependent on the final scale and nature of that development.

Milnthorpe

- 4.28 The Strand pumping station has no further capacity and requires improvement before any significant development can be accommodated. United Utilities is willing to submit an application for funding in 2014.

Ulverston

- 4.29 United Utilities advises that process upgrades are required at Ulverston Wastewater Treatment Works. In order to ensure the works operate efficiently, United Utilities advises that it would be able to most appropriately manage the impact on its assets if the amount of development to come forward in Ulverston in Phase 1 of the plan period is restricted. United Utilities reiterates the importance of surface water being dealt with by the most sustainable means and not entering the public sewerage network.
- 4.30 United Utilities is currently undertaking a scheme at Morecambe Road, Ulverston to address the problem of unsatisfactory intermittent discharges into the Leven estuary. This will be achieved by providing screening and storage, to limit the storm discharge frequency and the abandonment of the current sewer storm overflow in Morecambe Road.

Flooding Issues

Tidal and Fluvial Flood Risk and Flood Defence

- 4.31 A Strategic Flood Risk Assessment (SFRA) was undertaken for South Lakeland in 2007 and has been used to inform decisions relating to the location of new development. Flood layer information is monitored and updated regularly. Importantly, the most up to date flood zone information available has been used to inform the site assessment process and sustainability appraisal along with views of The Environment Agency, Cumbria County Council, and the Environmental Protection Team of SLDC.
- 4.32 Critical floodplains include those between Burneside and Kendal, and around Dragley Beck, Ulverston. These floodplains must be preserved (Environment Agency's – Kent and Leven Catchment Flood Management Plan). There are several areas of raised defences within South Lakeland. Flood defences are typically raised

structures that alter natural flow patterns and prevent floodwater from entering properties in times of flooding. The most important areas of defence are at Kendal, Ulverston and Levens. In Kendal, SLDC developed a flood alleviation scheme at Stock Beck which has successfully reduced the risk of flooding in that catchment. This scheme will shortly be transferred to The Environment Agency to operate and manage.

- 4.33 There is always the residual risk that these defences may fail, as a result of either overtopping and/or breach failure. In Kendal the greatest area of risk is considered to be in central Kendal. In the Mintsfeet area of Kendal, industrial development has taken place in close proximity to the defences; the risk associated with a breach of the defences in an industrial area is not as high as in residential areas. Within Ulverston and Levens, the existing flood defences are situated adjacent to developed areas.
- 4.34 The issue of potential flood hazard due to flood defence failure should affect future planning considerations informed by the SFRA, particularly in Ulverston, Levens and Kendal. It is vital that the detailed site based Flood Risk Assessment undertaken at planning application stage for all potential future development in defended areas of the District considers both the likelihood and consequence of defence failure in their vicinity.
- 4.35 The EA has provided a list of sites where they and CCC are proposing to seek funding for flood risk schemes. Within the plan area these are:
- Carling Steps, Burneside (surface water);
 - Steels Row and Bridge Street, Burneside (surface water, fluvial and sewer);
 - Flookburgh (tidal);
 - Grange-over-Sands (fluvial and tidal);
 - Aynam Road, Kendal (fluvial);
 - Carus Green, Kendal (fluvial);
 - Hallgarth, Kendal (surface water);
 - Highgate, Kendal (surface water);
 - Sampool, Levens (tidal);
 - Millness, near J36 M6 (surface water);
 - Sandside, Kirkby-in-Furness (tidal);
 - Soutergate, Kirkby-in-Furness (fluvial and surface water);
 - Rydal Road, Ulverston (fluvial);
 - Flood Risk Management Scheme, Ulverston (fluvial);
 - Arrad Marsh/Canal Foot, Ulverston (tidal);
 - Becks Road, Ulverston (fluvial);
 - North Lonsdale Road, Ulverston (fluvial, tidal, surface water) and;
 - North Lonsdale Terrace, Ulverston (fluvial, tidal, surface water);
- 4.36 There is however no guarantee that funding for these schemes will be forthcoming and it is proposed that use of the CIL might be considered if this is the case. The EA and CCC continue to work on investigating what is needed to address flood risk at these locations and to establish likely costs for delivering these measures.

Shoreline Management Plan

- 4.37 The North West and Wales Shoreline Management Plan (February 2011) identifies that within the plan area, key sections of our coast will continue to be defended from tidal flood risk through the maintenance of existing flood defences by the EA. However, other areas, such as parts of the southern reaches of the Cartmel peninsula are to be subject to 'managed retreat' or 'no active intervention' meaning that the dynamics of and the areas protected by existing flood defences will change over time. South of Flookburgh, an arrangement between the EA and a private company that run a large holiday park in that area is in place to maintain the flood defences there.

Surface Water Flooding Issues

- 4.38 Under the Flood and Water Management Act 2010, CCC is now the lead local flood authority responsible for surface water, ground water and ordinary watercourses. A number of areas in the District are prone to surface water flooding risk to various degrees. For the vast majority of sites, sustainable urban drainage systems should overcome such problems; however, some sites may require more intensive solutions to overcome current problems. These solutions are likely to require significant on-site attenuation measures to the potential costs of the developer.
- 4.39 A Cumbria Surface Water Management Plan (SWMP) is being drafted by CCC as part of their duties under Flood & Water Management Act. At its phase 2 stage, it identified Kendal and Ulverston as the two locations in the South Lakeland area most prone to surface water flood risk. The preparation of the SWMP is now in the third and final phase.
- 4.40 Ulverston is a location where intervention may be required to reduce existing and future flood risk (see para. 4.35). Particular concerns in Ulverston include Steel Street, Lonsdale Road, Canal Head and North Lonsdale Road and Beckside Road. One option being considered is the use of the Ulverston Canal as a means of helping to resolve local surface water problems. This will require the formation of a 'water level management' plan for the canal. GSK development may represent an opportunity to help address key issues here.
- 4.41 Another location that will be highlighted as a possible Critical Drainage Area is Kendal where future development to the north and east could increase flood risk to existing areas.
- 4.42 In assessing and advising on proposed site allocations, The EA, CCC, and SLDC (Environmental Protection) have taken account of the latest information from Flood Maps for Surface Water, maps of Areas Susceptible to Surface Water Flooding as well as records of local surface water flooding. The sustainability appraisal of proposed site allocations also takes account of Flood Maps for Surface Water.
- 4.43 The EA stresses the importance of supporting the use of sustainable urban drainage systems to prevent surface water entering the sewerage system and thus exacerbating the effects of sewerage flooding. There is also a requirement by UU for

no surface water on new developments to be directed to the foul sewer to help alleviate and avoid adding to capacity issues.

- 4.44 Measures such as Sustainable Drainage Systems or Sustainable Urban Drainage Systems and the incorporation of green infrastructure into new developments will help to mitigate and manage surface water and thus, flood risk. Green infrastructure can also serve as storage for flood waters.
- 4.45 Surface water management and drainage measures would normally be paid for as part of the cost of development whilst provision of on-site green infrastructure would normally be delivered through section 106 agreements. Improvements to green infrastructure of a strategic nature however may more appropriately be delivered through the use of the CIL (see Green infrastructure section).

Emergency Flood Response

- 4.46 In the event of any major emergency a high level meeting set up between police, fire, and ambulance, EA, CCC and District Councils etc. At this meeting (Strategic Coordination Group) it would be decided whether evacuation of an area would be needed. Evacuation routes would be decided between the police and the agencies present and would be tailored to suit the emergency at that time.
- 4.47 For flooding, specific buildings are identified for sheltering people that may have been or are about to become homeless. These buildings are called Emergency Assistance Centres (previously known as Reception Centres) and are typically secondary schools as they have access, parking, catering and space. For example, in Kendal Queen Katherine School is used and the Council has an agreement with the Leisure Centre also. Access routes would need to be in place to any school. The Council would also use community centres and charitable body buildings such as village halls and Salvation Army buildings. Churches can also be used for small numbers of people.
- 4.48 CCC would assist in the evacuation by providing buses. The police would control traffic. The Council open the reception centre and welcome people inside.

5.0 Physical Infrastructure - Energy

Table 16

Energy Evidence Base		
Document Library Ref	Document	Date
EvE04*	Cumbria Renewable Energy Capacity & Deployment Study and Annexes	Aug 2011
EvE09*	Cumbria Wind Energy SPD	Dec 2007
	Scope for Renewable Energy in Cumbria study	Aug 2009
	Nat Grid cabinet report 1 and 2 and website and timetable	
F0S01*	National Grid Transmission Response to further consultation with service providers and Key Bodies (informal)	October 2010
FCS01*	National Grid Transmission Response to Further Options Consultation with Service Providers and Key Bodies (informal)	October 2011
Key Delivery Partners		
National Grid, ENW, renewables developers, private developers, CCC		

Electricity

- 5.1 Electricity North West (ENW) Limited owns and operates the electricity distribution network that supplies electricity to customers in South Lakeland. Electricity distribution in the UK is a regulated activity and Ofgem is the Regulator. Ofgem determines the efficient level of funding for each distribution network operator. The current funding period extends until March 2015. ENW is currently negotiating with Ofgem for the next Regulatory period which starts in April 2015 and finishes in March 2023.
- 5.2 Within the current Regulatory period ENW is undertaking the following major works within the South Lakeland area:
- Replacement of the Grid Transformers at Ulverston Bulk Supply Point (a 132kV to 33kV substation) with units of larger capacity i.e. replacement of existing 60MVA transformers with 90MVA transformers. The main driver for the transformer replacement is the condition of the existing units but larger units are installed to cater for anticipated growth in demand.
 - Installation of power factor correct capacitors at 3 primary substations that are connected to Kendal Bulk Supply Point. This will have the result of lowering electricity losses and releasing capacity in the network.

5.3 For the next Regulatory period ENW is considering the following reinforcement works:

- Installation of a third Grid transformer at Kendal Bulk Supply Point to increase the capacity to Kendal and the surrounding area.
- Replacement of the Primary Transformers at Kendal primary substation (33kV to 11kV substation) with units of larger capacity i.e. replacing 23MVA transformers with 32MVA transformers. This will increase the capacity at Kendal primary substation by 9MVA.
- Replacement of the 33kV switchboard at Kendal Bulk Supply Point.

It should be noted that at this stage these are only proposals and the decision to proceed with these investments will only be made once the “need” is validated.

5.4 The above major works apply to the higher voltage networks i.e. 132kV and 33kV. Reinforcement of the lower voltage networks is decided upon and executed in much shorter timescales, often instigated by applications for new connections. The rules surrounding financial contribution by new connection customers towards reinforcement costs are detailed in the Statement of Methodology and Charges for Connection to Electricity North West Limited's Electricity Distribution System.

5.5 The works within the current Regulatory period are committed to financially and are planned to meet existing identified needs and reinforce the higher voltage networks. The works proposed for the next Regulatory period are based on extrapolation of observed demand plus our estimate of increased demand due to the impact of connection of new low carbon technologies to deliver the fourth Carbon budget. ENW is developing costs for the works in the next Regulatory period and they are yet to be agreed with the Regulator.

5.6 It is possible that the developments proposed in the Land Allocations will require reinforcement to the lower voltage networks which may require a contribution from the connecting party towards the cost of reinforcement (as defined in the Methodology statement above). Without knowledge of the size and type of supply required for the developments it is not possible to be any more definite about what will be required. Only when the customer has firm load requirements and location details can a system study be undertaken to ascertain the scale of impact of potential new development. Similarly, much more detail is required before costs can be estimated.

5.7 ENW is preparing an investment plan based on their best knowledge of what might happen to demand for electricity between now and 2023. Their licence requires that they invest efficiently so if demand increases do not materialise then they will not make the investment i.e. the need for investment will need to be validated.

5.8 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. It is the role of the local distribution companies (ENW) to distribute electricity to homes and businesses. Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new

development at substations. If there are significant demand increases across a local distribution electricity network area then the local network distribution operator may seek reinforcements at an existing substation or a new grid supply point.

- 5.9 National Grid are currently working on a major project – North West Coast Connections – which will provide a connection into the National Electricity Transmission System (NETS) for the proposed 3.2 GW Moorside nuclear power station, to be built near Sellafield in West Cumbria and for a number of new wind farms in the Irish Sea.
- 5.10 This is an important project for Cumbria, including South Lakeland. The project aligns with UK energy policy and with Britain's Energy Coast, a regeneration project, which aims to establish West Cumbria as a major national hub for low carbon and renewable energy generation. This could have consequential benefits that South Lakeland is keen to capitalise upon, for example, in terms of supply chain businesses.
- 5.11 National Grid has been and will continue to undertake technical and environmental investigation work, as well as extensive public consultation in relation to the project. Initially, six broad strategic options for connection were identified and consulted on. Two of these options have been carried forward for further assessment to identify potential route corridors where new infrastructure could be located. Once the work to develop the route corridors is complete, there will be several stages of consultation and detailed design development. It is expected that a planning application will be submitted to the Planning Inspectorate in 2015 with a decision in 2017.
- 5.12 The full and final project cost is not known at this stage. The project costs were estimated at the Strategic Options stage and the range of costs for the options being progressed range from £0.5bn to £3.4bn. As the route corridors and construction technologies to be used are determined in more detail, the cost range will be defined more clearly. It is also likely that there will be some costs incurred for changes to the 132kV network in the North West, although until it has been determined which route corridors the project will use, the extent of any required changes cannot be determined and so it has not been possible to estimate these additional costs at this stage.
- 5.13 National Grid would pay up front for the cost of required transmission works. These costs would then be recovered over several decades through Transmission Network Use of System (TNUoS) charges which are levied on generators and suppliers, and these costs ultimately filter down to consumers and businesses nationwide through their electricity bills.
- 5.14 National Grid continues to work with ENW to assess options for any consequential changes that would need to be made to the 132 kV network in the North West. This assessment includes consideration of appropriate allocation of responsibility for funding of the works that would be required. If the Moorside nuclear connection proceeds then National Grid will have to develop the most efficient connection solution considering all the pertinent factors. This may impact the ENW network significantly or not at all depending on their chosen solution. Until National Grid

confirm their preferred solution ENW cannot confirm what may or may not be required.

- 5.15 A commitment to work in partnership with National Grid on this project is set out in the Core Strategy (policy CS7.7) and has been agreed officially by the Council in the signing of a Planning Performance Agreement along with a consortium of other Cumbria Local Authorities.

Gas

- 5.16 National Grid owns and operates the high pressure gas transmission system in England. New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments. This is likely to be the case with the growth in demand generated as a result of the Core Strategy and Land Allocations documents.
- 5.17 National Grid Gas Distribution own and operate the local gas distribution network in South Lakeland. The confidential nature of the process means National Grid are unable to confirm whether they are currently processing or have made any offers for connection within Cumbria.
- 5.18 As part of the evidence to support the Adopted Core Strategy, National Grid provided information relating to likely effect of new development on existing gas supply for all the service centres based on a five year forecast. In all cases it was not anticipated that within the next five years development will result in the need for reinforcement at the point of where the nearest gas connection is located as there is sufficient capacity to accept the full load.
- 5.19 Longer-term impact has not been ascertained. Even though at this point in time there seems to be no indication of reinforcement costs, this could change due to new developments being handled on a first come first served basis.
- 5.20 It should be noted that the information is indicative as the dynamics constantly change. Evidence in the Settlement Fact Files Appendix 1E and document reference (F0S01* and FCS01*), which sets out national Grid's responses to consultation on the Land Allocations proposals shows that the vast majority of the proposed allocation sites already have a gas supply or can readily be connected to a gas supply.

Renewable and low carbon energy and energy efficiency

- 5.21 South Lakeland outside the National Parks has been identified as having a significant renewable energy resource and currently has installed renewable energy generation capacity of at least 36MW. Currently, this is predominantly made up of commercial wind energy schemes (>30MW) including a recently completed 12MW wind farm

near Old Hutton. Additionally, there are many smaller schemes across a wide range of renewable energy types such as small scale hydro-electric, wind and solar installations, including those on private homes. Many of these are difficult to record accurately as they fall within permitted development rights.

- 5.22 There has been a focus on wind energy across Cumbria over the past 10-15 years, due to the high wind resource, high landscape value and public objection to wind energy developments. This focus led to the production of a Wind Energy Supplementary Planning Document for Cumbria in 2007, whilst other Cumbria-specific studies have assessed the County's potential for accommodating a wider range of renewable technologies. These documents built upon two other studies; a technical 'Planning and Renewable Energy Development in Cumbria' study by Axis Planning Consultants undertaken in 2003 to input to the Joint Cumbria and Lake District National Park Structure Plan and a regional 4NW study 'Towards Broad Areas for Renewable Energy Development' by Ove Arup and Partners in 2008.
- 5.23 The Wind Energy SPD assessed a range of constraints to wind energy, with a focus on landscape. It identified that South Lakeland outside the National Parks has large areas of land with low (all scales generally inappropriate) or low to moderate (single turbines or up to a small group 3-5 turbines) capacity for commercial wind energy development. However, a significant area lying south east of Kendal was identified as having moderate capacity (up to a small group – 3-5 turbines). The recently completed wind farm at Old Hutton falls within this area.
- 5.24 The Scope for Renewable Energy in Cumbria study (2009) was not District-specific but identified that Cumbria has a significant resource for a range of renewable energy technologies, especially on and off-shore wind.
- 5.25 The Cumbria Renewable Energy Capacity and Deployment Study (2011) looked at a range of constraints and found that Cumbria has deployable renewable energy resources of 606MW by 2030 (including that already installed) but that in order to meet this target, the level of deployment needs to significantly increase. South Lakeland outside the National Parks is identified as being able to provide 14% of the total deployment for the County requiring an additional 47MW to be deployed by 2030 out of a total accessible resource (outside designated landscapes) of 504MW. The study suggests that this will require continued deployment of commercial wind along with increased deployment of other renewables including solar and hydro, particularly on a microgeneration scale. Positive planning policies to support deployment are also required.
- 5.26 Core Strategy policy CS7.7 supports, in principle, appropriately located renewable and low carbon energy schemes and the Wind Energy SPD will continue to be used in determining applications for commercial wind energy schemes. Currently, Core Strategy policy CS8.7 requires new developments to meet Building Regulations / Code for Sustainable Homes standards and from 2013, new commercial buildings over 1000sqm. will be required to meet BREEAM excellent standards. These requirements and any installations that go over and above the policy requirements are funded by individual developers. CS8.7 also sets out ambitions for local target

setting in future planning documents utilising the Cumbria Renewable Energy Capacity and Deployment Study findings.

- 5.27 SLDCs Council Plan 2013-2017 sets out a commitment to preparing Development Management policies requiring improved standards of sustainability including energy efficiency and encouragement of green build projects. The Council also seeks to improve the energy efficiency of existing private housing stock through schemes such as the Green Deal, support individuals and communities that wish to achieve carbon savings, reduce greenhouse gases or develop microgeneration projects and support start-up businesses in the sustainable technology/green economy sector.
- 5.28 There are no specific requirements for renewable energy installations or energy efficiency measures to support the delivery of the DPD. However, it is necessary for new development to contribute to local, national and international objectives to increase the amount of energy generated from renewable resources and reduce carbon emissions. Renewable and low carbon technologies and energy efficiency measures will support the plan by contributing to it's objectives and making it more sustainable.

6.0 Physical Infrastructure - Communications

Table 17

Communications Evidence Base		
Document Library Ref	Document	Date
	Mobile Operators Annual Roll-out Plans 2012-2013 (paper copies only)	October 2012
	Mobile Operators Association Fact Sheets	
	Connecting Cumbria through superfast broadband summary document/cabinet reports, newsletters, website, news releases	
Key Delivery Partners		
CCC, BT Openreach, BT Global Service, European Rural Development Fund, Mobile Operators		

Telecommunications

Landlines and home broadband

- 6.1 In relation to the provision of new landline and home broadband services, the Open Reach New Sites team that covers South Lakeland has confirmed that they work on a site-by-site basis and to a Service Level Agreement, which includes a universal obligation to provide network connections to all new developments. This approach means that the costs of providing this infrastructure are not known in advance. Required changes to the existing network infrastructure (such as moving a connection pole to accommodate a site) are paid for by the developer, whilst Open Reach pay for the on-site connections required and these are made in collaboration with the developer.

Mobile networks

- 6.2 In order to work, mobile phones require a network of base stations in places where people want to use them to transmit and receive the necessary radio signals. There is ever-increasing demand for network upgrades and expansion so that customers can use their mobile phones when and where they want; furthermore, mobile devices are increasingly being used to access a wide range of data services by mobile broadband.
- 6.3 Communications infrastructure is however not considered to be a major critical concern in terms of future infrastructure planning. Mono Consultants Limited who represent the main mobile operators state that demand for additional infrastructure is consumer led and consequently it is difficult to quantify what level of need may arise from additional development. Additionally, it is not possible for any

telecommunications operator to give a clear indication of what their infrastructure requirements are likely to be in 5, 10, 15 or 20 years time.

- 6.4 Thus demand-led approach means that the rollout of additional base station infrastructure tends to be reactive rather than proactive. The cost of required infrastructure is therefore not known in advance but is paid for by the Mobile Operators. Annual Rollout Plans are submitted to Local Planning Authorities each October to give an indication of sites required for the following twelve months. The most recent was provided in October 2012. The Plans for South Lakeland provide details of all existing base stations within the Authority's area and an indication of those additional sites each operator anticipates requiring over the coming twelve months.
- 6.5 It should be noted that telecommunications infrastructure is a rapidly evolving technology and therefore there may be need over the plan period for further infrastructure development to meet changing technological demand and for new ways of improving quality of coverage and/or network capacity to be developed.

Broadband Access

- 6.6 CCC is a partner in the Connecting Cumbria through Superfast Broadband project. On 29 November 2012 CCC signed a £51m contract with BT Global Service that will deliver the infrastructure to make superfast broadband services available across Cumbria. The project is intended to be delivered by 2015 and will focus investment on areas the commercial market does not currently supply. This will make it possible for communities across the County, often in rural areas, to access superfast broadband even where they won't be reached by the market. Delivery will be supported by funding and resources provided by BT who will contribute £15m, Broadband Delivery UK (BDUK) (£17.1m), European Rural Development Fund (ERDF) (£13.7m), CCC, other Councils across Cumbria (collectively £5m), the private sector and others.

Table 18

Timetable for programme of Connecting Cumbria work	
29th November 2012	Contact signature. State aid approval imminent.
January 2013	Cabinet considers recommendation for Strategic Roll-out. Consultation with stakeholders. State aid approved.
Feb-March 2013	Detailed roll-out planning phase. Initially a high level, exchange by exchange plan will be released, with more detailed local plans following as roll-out progresses. Strategic Implementation Plan agreed by CCC Cabinet. Working to secure major project approval from European Commission.
Spring 2013	Work on the ground begins
2013 – 2015	Project delivered across Cumbria

- 6.7 Under the contract, 93% of properties in Cumbria will have access to superfast services (30Mbps) as this project focuses only on those rural areas eligible for BDUK and ERDF funding. The remaining 7% will receive a minimum broadband speed of at least 2Mbps. Whilst recognising the importance and benefits of this project, an issue remains in that the remaining 7% that does not receive the superfast services will include urban edge areas which is where many business parks and industrial estates are located.
- 6.8 For those areas that are predicted to be in the 7% that will have basic broadband coverage, the project team will be working with local elected members, hub coordinators, local businesses and other community activists to establish if there are other local solutions that can be developed to improve the service and CCC continues to work towards achieving 100% coverage of superfast broadband across Cumbria. Private sector funding might be an option for areas that are deemed to be commercially viable markets. There are aspirations to introduce wi-fi in town centres in South Lakeland in order to support businesses as well as enabling town centre access for residents and visitors.
- 6.9 A strategic objective in the adopted Core Strategy is “Supporting improvements to rural accessibility and lobbying to improve broadband access in rural areas”. Additionally, SLDC’s Council Plan sets out key priorities for economic growth focusing on digital and technology-led businesses and as such, it is important that superfast coverage is also sought for the areas not covered by the current project. It is considered that this gap could represent a funding deficit and thus could potentially be filled by the CIL.
- 6.10 Positive objectives and policies could be developed, for example through the planned Development Management Policies Local Plan document, to help to provide the basis for negotiating the appropriate inclusion of broadband infrastructure within new developments. This would set a positive indication for actions to be taken by the Council or other bodies (e.g. releasing land and buildings for the installation of equipment) to support broadband deployments.

7.0 Physical infrastructure - Waste Management

Table 19

Waste Management Evidence Base		
Document Library Ref	Document	Date
RP04*	Cumbria Minerals & Waste Development Framework adopted Core Strategy and Generic Development Control Policies and appendices (April 2009) and Resubmitted Site Allocations Policies Documents and Site Assessment Report- South Lakeland (now withdrawn)	2009 & 2012
	Plastic and cardboard collections Cabinet report	19 Sept 2012
	Draft CCC Minerals & Waste Local Plan	Feb 2013
Key Delivery Partners		
CCC, SLDC Streetcare/Waste Recycling Team, contractors		

Household Waste Recycling – Waste Collection

- 7.1 SLDC is the waste collection authority for the whole of South Lakeland. It currently operates a kerbside collection system whereby general waste, which is taken to Mechanical and Biological Treatment (MBT) Plants, is collected one week and recyclables (paper, glass, tins and green waste) are collected the next. Currently, 46% of household waste in South Lakeland is recycled.
- 7.2 An expanded version of this system, including plastic and cardboard, began in a trial area on 15th October 2012 for an initial 6 months. Proposals are in place to extend the trial to the 31st March with a view to then reviewing the trial and rolling the expanded system out across the District.
- 7.3 However, even with the roll-out of plastic and cardboard kerbside collection, the Council does not expect to meet its locally set 50% recycling target. As such, the Council are also looking at what other options might be possible, for example, a scheme to collect food waste and/or other materials might be considered, as set out in the Council Plan. Subsidised 'jhome' composting bins have been provided to a substantial number of households.
- 7.4 The Council also operates, via a contract with Cumbria Waste Management, 29 recycling 'bring' sites across the District to which residents can take recyclables (paper, glass, tins, cardboard and plastic), along with some further paper and card banks serving schools. The number of sites was reduced from 55 in recent years and may be further reduced as the kerbside collection service expands. The contract has been extended for a further year, following which, the Council plans to tender again for a 2-3 year period. A risk however is that landowners, such as supermarkets, who host the sites, have not been willing to enter into formal leasing agreements.

- 7.5 Alternative ways of operating waste collection services are continually being explored. The kerbside collection and ‘bring’ site services will need to be expanded to serve the development identified in the Land Allocations document as and when development takes place.
- 7.6 The current waste and recycling 2013/14 waste contract budget is £4,897,485 (subject to Council approval) and is funded by the Council through Council Tax and other income streams such as government payments. The Council are notified once new roads (resulting from new developments) are adopted and the roads are added onto the maintenance/inspection and street cleansing regimes, including kerbside collection of waste and recyclables. The Council receive a payment for each new home which is expected to cover the cost of expanding the service to accommodate the new homes, although there are concerns as to whether or not this will fully cover the extra cost. To revise the current contract for a further 6000 properties would increase the cost by £229,343 bringing the total contract price to £5,126,828.
- 7.7 In addition, start up costs to develop the existing service to provide waste and recyclables collection for a further 6000 properties are as follows:

Table 20

Start up costs to develop the existing service to provide waste and recyclables collection for a further 6000 properties	
Need	Cost
Provision of extra bins	£240,000
Provision of extra boxes	£48,000
2 extra 24 tonne vehicles	£220,000
4 extra operatives	£86,000
Total	£594,000

This would therefore require an additional total of £823,343 to be found by the Council to provide these services for an additional 6000 properties.

- 7.8 Another key issue is the need for provision of additional capacity to process the collected waste and recyclable materials. For example, if the Council were to roll out cardboard and plastic recycling across the District, the existing transfer/bulking sites, such as Kendal Fell Quarry, will not have the capacity to process the additional materials. This situation will be exacerbated by the need to also process the extra waste and recyclables collected from the new homes planned through the Land Allocations document. The cost of taking materials to distant sites would be prohibitive due to the need for financial savings and as such existing sites require investment to increase their processing capacity and/or new, suitably located sites need to be found and developed.

Household Waste Recycling – Waste Disposal

- 7.9 CCC is the waste planning and the waste disposal authority for Cumbria. The Adopted Cumbria Minerals and Waste Development Framework Core Strategy identified a need for two MBT plants to tackle municipal waste – one in the north and one in the south of the County. Locations were to be specified through a Cumbria Minerals and Waste Site Allocations Policies DPD. The municipal waste contract that was subsequently signed with Shanks, led to one MBT plant being built at the Hespian Wood landfill complex, near Carlisle, and one at Sowerby Woods Business Park, near Barrow-in-Furness.
- 7.10 The Cumbria Minerals and Waste Site Allocations Policies and Proposals Map documents were in the process of being examined by the Planning Inspectorate on behalf of the Secretary of State in Spring 2012. However, during the Examination, the Government introduced the current development plan system. As a result, CCC decided that the priority should be to commence work on a new Minerals and Waste Local Plan. The MWDF Site Allocations Policies and Proposals Map were therefore withdrawn from their examination process.
- 7.11 Following this, CCC has recently published for consultation its Regulation 19 draft Minerals and Waste Local Plan 2013 to 2028. This includes strategic policies, development control policies and site allocations. Draft policies SP2 Provision for waste, SP3 Waste capacity, SP4 Strategic areas for new waste management developments, DC7 Criteria for waste management facilities, DC8 Criteria for landfill, SAP1 Household Waste Recycling Centres and SAP2 Waste treatment facilities, including MBT plants, Materials Recovery Facilities and transfer and bulking stations, are the most relevant. They set out provision for an integrated network of waste facilities, and criteria for new facilities, that are sustainable and able to accommodate the wastes arising within Cumbria until the end of the Plan period, with acceptance of limited cross-boundary movements (net self-sufficiency).
- 7.12 CCC's long-term municipal waste² management contract is based around the two MBT plants at Carlisle and Barrow in Furness which have throughput capacity for 150,000 tonnes of waste/year. It is anticipated that these plants will have spare capacity of around 20,000 tonnes/year, which could be taken up by commercial and industrial wastes. The municipal waste management contract takes account of population growth.
- 7.13 Kerbside waste and other municipal waste collected by the Council is currently delivered to Kendal Fell Transfer Station where it is 'bulked up' and unsorted waste is then transported to the recently opened MBT plant at Sowerby Woods in Barrow. This MBT plant processes the municipal waste and any non-recyclable waste collected at the kerbside by the Council. It separates recyclables and produces a Solid Recovered Fuel (SRF), diverting 75% or more of the waste from landfill. The residual waste that is left after processing is landfilled at the nearby Bennett Bank landfill site.

² Municipal waste is basically the grey bin and blue boxes of household waste collected by the district Councils, waste taken to the Household Waste Recycling Centres (HWRCs), the relatively small amounts of commercial and industrial wastes that some businesses pay the DC to collect and street sweepings.

- 7.14 CCC are responsible for three Household Waste Recycling Centres (HWRC) in the South Lakeland area outside the National Parks. These are Canal Head HWRC in Kendal, Guides Lot HWRC in Grange over Sands and Morecambe Road HWRC in Ulverston. There is a fourth HWRC in the Lake District National park at Ambleside.
- 7.15 CCC's earlier programme for Household Waste Recycling Centres (HWRC), which was set out in the MWDF draft Site Allocations Policies, has been constrained by austerity measures – this DPD did not identify any further HWRC provision in South Lakeland. The only provision now made in the draft Minerals & Waste Local Plan is for sites that may be needed to replace existing ones. In South Lakeland, land next to Kendal Fell quarry is identified as a replacement for the Canal Head HWRC, which is affected by regeneration/development proposals for the Canal Head area.
- 7.16 The only non-inert landfill in the south of the County is Bennett Bank near Barrow in Furness. That has planning permission until 2017. The draft Minerals & Waste Local Plan identifies Goldmire quarry near Barrow as a potential site for non-inert landfill to take over from Bennett Bank from 2017 onwards. The plan does however include much lower estimates of need for landfill capacity than those included in the Minerals and Waste Development Framework Core Strategy, i.e. 1.3 Million cubic metres from 2013 to 2028 instead of the 7 Million cubic metres from 2008 to 2020. It remains to be seen if a new landfill would be a viable proposition.
- 7.17 On the whole, the commercial and industrial wastes streams are slightly ahead of municipal waste in terms of reduction/re-use/ recycling. However, the Environment Agency's 2009 survey for the North West concluded that around 75% of the commercial and industrial wastes that had been landfilled could have been fairly readily recycled/recovered and that 97.5% were potentially recyclable/recoverable.
- 7.18 In the draft Minerals & Waste Local Plan it is estimated that six sites of 2 to 3ha will be needed for treating commercial and industrial wastes in the County. In South Lakeland, the plan identifies the floor of Kendal Fell quarry as one of these sites but points out that most of this site is within the Lake District National Park and thus outwith the plan area of the Cumbria Minerals & Waste Local Plan. There has, however, been co-operation between CCC and the Lake District National Park Authority to agree this allocation.
- 7.19 All domestic waste disposal costs are paid for by CCC with monies coming from Council tax, at present it is down to the collection authority to collect and pay disposal for any recyclates it collects, income is generated from the sale of materials, with this income and with a recycling reward paid from CCC for every tonne of recyclate collected (currently £60 per tonne) these offset the cost of collecting these materials.
- 7.20 It is the responsibility of the collection authority (SLDC) to try and get the best value it can for all materials. There are however limited numbers of suppliers whom can deliver this service in this area, therefore it is hard for SLDC to generate a competitive price for its collected recyclable materials at this time . It will be up to SLDC to look at innovative ways to try to maximise its assets, and generate extra income, and as part of its work, SLDC will be considering outside investment to achieve improvements.

8.0 Social Infrastructure - Education Facilities

Table 21

Education Evidence Base		
Document Library Ref	Document	Date
Ex027A	CCC Education Impacts Kendal	Sept 2012
Ex027B	CCC Education Impacts Milnthorpe, Ulverston & Grange	Sept 2012
Key Delivery Partners		
CCC, individual colleges and schools		

Primary and Secondary School Provision

8.1 South Lakeland has;

- 53 primary schools (including 3 infant schools and 2 junior schools), 1 of which is an academy.
- 9 secondary schools (6 with sixth forms), of which 6 are academies.
- 2 special schools and 5 strategically resourced units in based in other schools in the District.

Appendix 2 contains maps showing the catchment areas of primary and secondary schools in the District and thus shows to which schools developments would normally be expected to contribute to depending on the location of the development.

8.2 CCC is the Education Authority for Cumbria. SLDC and CCC have engaged closely around existing and future education infrastructure needs. It is intended that this close working relationship will continue. As part of this work, in February 2012 CCC prepared an assessment of the potential effects of new development on schools in the District. Subsequent information was added in September 2012 (EX027A and EX027B). Through this process CCC highlighted locations where existing schools may not have sufficient spaces to address the impact of proposed development.

8.3 CCC has since updated this information to further support the Land Allocations document.

8.4 Overall, several primary schools in the area are operating at or very close to full capacity and this is expected to continue. The scale of development proposed in some areas is likely to require additional provision to provide additional places.

8.5 In the case of secondary schools, although pupil numbers are generally expected to reduce to 2022, the expected increase in primary numbers feeding into the secondary system may see rolls recover beyond that and secondary school intakes are set to increase from September 2018. The scale of potential development in

areas like Kendal is expected to mean that additional secondary places will be required.

8.6 Developer contributions will be essential in ensuring the delivery of additional school capacity in Cumbria. Policy CS9.2 of the SLDC Core Strategy highlights the potential role of development contributions towards education infrastructure. However, to aid securing the provision of additional places through the development management process, the County Council has prepared a Planning Obligations Policy Document, which sets out Cumbria County Council's detailed approach to delivering Transport, Education and Adult Social Care infrastructure across Cumbria. The document is currently in draft and was considered by the County Council's Cabinet on the 8th November 2012 and endorsement to carry out a stakeholder consultation exercise was received. This stakeholder consultation took place between 10th December 2012 and 28th January 2013. Further refinement of the Obligations Policy is currently taking place in light of the consultation responses. It should be noted that the education element of this policy document was subject to an earlier consultation in September/October 2011 involving Local Authorities, the development industry (i.e. house builders and agents), selected community representatives and other stakeholders. The County Council is therefore satisfied that the approach towards education contributions is appropriate and in full accordance with the content of the CIL Regulations 2010, and the Guidance issued in December 2012.

8.7 **Level of Impact – Settlement Wide**

8.7

Based on phasing information for Kendal taken from table **1A: Overall Housing Requirement and Balance between Settlements** in the Land Allocations Development Plan Document (DPD) Submission Edition May 2012 and using the pupil yield population-led modelling approach set out in CCC's Education Infrastructure Statement, the proposed numbers of dwellings are expected to have the following impacts.

8.8

In summary the education impacts over the plan period are:

Table 22

Education Impacts over the plan period		
Location	Need – quantified in terms of total additional school places required	Capacity over Plan-Period
Kendal	430 places required (rounded) – Primary School Places across all Kendal Schools (equivalent of a full 2-form entry primary school or two single entry form schools). Available – 93 Places	Insufficient capacity over plan period. Phase 1 – Need to be met through expansion of existing schools. Phase 2 – Need to be met through expansion of existing schools

Education Impacts over the plan period		
Location	Need – quantified in terms of total additional school places required	Capacity over Plan-Period
	<p>Net Shortfall – 337 Places</p> <p>317 – Secondary School Places required</p> <p>Available – 150 Places Net Shortfall – 167 Places</p>	<p>Broad Locations – Need to be met either through large-scale expansion of existing schools, or provision of new school/schools.</p> <p>Will push net capacity over plan period to the limit.</p> <p>Need to be met through large scale expansion of existing schools</p>
Ulverston	<p>251 – Primary School Places across all Ulverston Primary Schools</p> <p>179 – Secondary School Places</p>	<p>Insufficient capacity over plan period Need to be met either through large scale expansion of existing schools, or provision of new school.</p> <p>Insufficient capacity over plan period at Ulverston Victoria High</p>
Grange-over-Sands	<p>102 – Primary School Places</p> <p>73 – Secondary School Places</p>	<p>Insufficient capacity over plan period Grange CE School</p> <p>Insufficient capacity in Cartmel Priory CE</p>
Milnthorpe	<p>37 – Primary School Places</p> <p>27 – Secondary School Places</p>	<p>Sufficient capacity Milnthorpe Primary School</p> <p>Sufficient capacity Dallam School</p>
Kirkby Lonsdale	<p>26 – Primary School Places</p> <p>19 – Secondary School Places</p>	<p>Sufficient capacity at St Mary's CE School</p> <p>Sufficient capacity at Queen Elizabeth Secondary School</p>
Allithwaite	<p>21 – Primary School Places</p> <p>15 – Secondary School Places</p>	<p>Sufficient capacity in Allithwaite CE School</p> <p>In conjunction with allocations elsewhere in Cartmel Peninsula insufficient capacity at Cartmel Priory CE</p>
Arnsdale	<p>16 – Primary School Places</p>	<p>Sufficient capacity in Arnsdale</p>

Education Impacts over the plan period		
Location	Need – quantified in terms of total additional school places required	Capacity over Plan-Period
	12 – Secondary School Places	Primary School Sufficient capacity at Dallam School, Milnthorpe
Broughton-in-Furness	3 – Primary School Places 2 – Secondary School Places	Sufficient capacity at Broughton-in-Furness CE School Sufficient capacity at John Ruskin School
Burneside	19 – Primary School Places 13 – Secondary School Places	Sufficient capacity at St Oswald’s CE Primary School Insufficient capacity within Kendal secondary school over plan period in conjunction with other allocations – Queen Katherine.
Burton-in-Kendal	25 – Primary School Places 21 – Secondary School Places	Insufficient capacity over plan period at Burton Morewood CE Primary School Sufficient capacity at Queen Elizabeth School, Kirkby Lonsdale
Cartmel	11 – Primary School Places 8 – Secondary School Places	Sufficient Capacity at Cartmel CE Primary In conjunction with allocations elsewhere in Cartmel Peninsula insufficient capacity over plan period at Cartmel Priory CE
Cark/Flookburgh	14 – Primary School Places 10 – Secondary School Places	Some capacity issues within Flookburgh CE Primary School In conjunction with allocations elsewhere in Cartmel Peninsula insufficient capacity over plan period at Cartmel Priory CE
Endmoor	25 – Primary School Places	Sufficient capacity in St Patrick’s CE School

Education Impacts over the plan period		
Location	Need – quantified in terms of total additional school places required	Capacity over Plan-Period
	18 – Secondary School Places	Sufficient capacity at Queen Elizabeth School, Kendal
Great/Little Urswick	5 – Primary School Places	Some capacity issues at Low Furness CE Primary School, Great Urswick over plan period
	4 – Secondary School Places	Insufficient capacity in conjunction with other allocations over plan period– Ulverston Victoria High
Greenodd/Penny Bridge	4 – Primary School Places	Sufficient capacity at Penny Bridge CE School
	3 – Secondary School Places	Insufficient capacity in conjunction with other allocations over plan period – Ulverston Victoria High
Holme	35 – Primary School Places	Insufficient capacity at Holme Community School over plan period
	19- Secondary School Places	Sufficient capacity at Dallam School
Kirkby-in-Furness	10 – Primary School Places	Some capacity issues at Burlington CE School over plan period
	7- Secondary School Places	Sufficient capacity at Dowdales School, Dalton-in-Furness
Levens	10 – Primary School Places	Sufficient capacity at Levens CE School
	7 – Secondary School Places	Sufficient capacity at Dallam School
Natland	6 – Primary School Places	Insufficient capacity within St Mark’s Primary School, Natland in conjunction with sites in Oxenholme, part of Kendal
	4 – Secondary School Places	Insufficient capacity in conjunction with other allocations in Kendal area within Kirkbie Kendal Secondary School

Education Impacts over the plan period		
Location	Need – quantified in terms of total additional school places required	Capacity over Plan-Period
Oxenholme	17 – Primary School Places	Insufficient capacity within St Mark’s Primary School, Natland in conjunction with sites in Oxenholme, part of Kendal
	12 – Secondary School Places	Insufficient capacity in conjunction with other allocations in Kendal area over plan period within Kirkbie Kendal Secondary School
Sandside/Storth	6 – Primary School Places	Sufficient capacity at Storth CE School
	4 – Secondary School Places	Sufficient capacity at Dallam School
Swarthmoor	32 – Primary School Places	Insufficient capacity over plan period in Pennington Primary School
	23 – Secondary School Places	Insufficient capacity at Ulverston Victoria High in conjunction with other allocations

8.9 In summary, the schools listed below will have insufficient capacity to accommodate needs arising from the proposed allocations over the whole plan period. In the case of Kendal, the level of insufficient capacity would be significantly less if needs generated by the broad locations and Kendal Canal Head are not accounted for, but there would still be insufficient capacity in the town schools to accommodate the proposed allocations alone over the whole plan period.

Table 23

Schools with projected insufficient capacity to accommodate the overall impact of the proposed allocations over the whole plan period
Kendal Primary Schools
Kendal Secondary Schools
Ulverston Primary Schools
Ulverston Victoria High
Grange CE Primary School
Cartmel Priory CE Secondary
Burton Morewood CE Primary School

Flookburgh CE Primary School
Burlington CE School, Kirkby-in-Furness
Holme Community School
St Mark's Primary School, Natland
Pennington Primary School
Low Furness CE School, Great Urswick

Detailed breakdown of level of impact – settlement wide

Kendal

- 8.10 Within Kendal, between 2012 and 2025 a total of 2,185 new homes will be delivered in 3 phases
- Phase 1 (2012-17) – 360 dwellings, estimated to produce 72 additional primary aged children, equating to 10 or 11 pupils per primary year group [i.e. $7 \times 10.2 = 72$ pupils]. It is also estimated to produce 52 secondary aged children [i.e. $5 \times 10.4 = 52$ pupils].
 - Phase 2 – (2017-22) 678 dwellings (1,038 dwellings when combined with phase 1), estimated to produce a total of 208 primary aged children, which would equate to 30 primary aged pupils per year group [i.e. $7 \times 30 = 210$ pupils]. It is also estimated to produce 98 secondary aged children [i.e. $5 \times 19.6 = 98$ pupils].
 - Phase 3 - (2022-25) 1147 dwellings (2,185 dwellings when combined with phase 1 and 2), is estimated to produce 437 primary aged children, which would equate to 63 primary aged pupils per year group]. It is also estimated to produce 317 secondary aged children [i.e. $5 \times 63.4 = 317$ pupils].
- 8.11 These developments will impact upon the following schools:
- Primary Schools: St Thomas's CE, Stramongate Community School, Castle Park, Ghyllside (Academy, a Community Primary Associate Training School), Dean Gibson (Catholic), Heron Hill, Vicarage Park CE, St Mark's CE (Natland)
 - Secondary Schools: Queen Katherine School (Academy), Kirkbie Kendal School (Academy).

Primary School Need

- 8.12 As a result of the above, it is calculated that in Kendal the proposed allocations will create a need for 437 primary school places, or 7 year groups of 62 primary aged year groups in the town. This equates to just more than the equivalent of a full 2-form-entry primary school (60 places/year group, 420 places in total), or two single entry form schools (with 30 places each /year group, 210 places each school). This is without providing any surplus capacity, ideally 5-8% of the total number of places available. Surplus capacity accommodates any 'natural' increases in population, and/or provides places for people moving into the area.
- 8.13 It is projected that approximately 93 of the estimated 430 pupils from the developments can be accommodated in local schools without any expansion.

However, these spaces are not necessarily in the right location, i.e. the developments are not in the catchment of the schools with projected spare capacity.

- 8.14 It is possible that the additional pupils from the identified allocated sites (excluding the Broad Locations and Kendal Canal Head), within the South Lakeland Land Allocations Development Plan document can be accommodated in existing (but expanded) schools. It is projected that these sites will yield a net shortfall of 176 places, see **Table 24** below These will need to be secured using developer contributions via S106 or CIL as appropriate.
- 8.15 Following these identified sites, broad locations and an assumption for the amount of housing that could be delivered at Kendal Canal Head have been identified by SLDC. The County Council would seek to accommodate around 161 primary-age children from these developments, and would look to accommodate these children either through the large scale expansion of existing schools, or through the provision of new school/schools via the Development Management S106 or CIL route as appropriate. Any possible expansion of schools would have to be subject to consultation and political approval of the County Council, once a full assessment of existing school assets has taken place.

Table 24

Primary Places needed in Kendal				
Phase	Total Dwellings	Pupil Yield	Available Spaces	Needed Spaces
Allocated Sites in Kendal	1385	269	93	176
Kendal Broad Locations and Kendal Canal Head	800	161	0	161

Secondary School Need

- 8.16 The proposed impact of development is anticipated to produce 317 new secondary school pupils.
- 8.17 Further, more detailed work will need to be undertaken when planning applications are received to determine the exact impact of individual schemes. However, it is apparent that there will be a need for development within the town to provide appropriate capacity through mitigation delivered with the use of developer contributions.
- 8.18 It is projected that approximately 150 of the estimated 317 pupils from the developments can be accommodated in local schools without any expansion. This will leave a shortfall of 167 secondary school places. However it should be noted that the current spare capacity (150) is not necessarily well related to the location of the proposed housing developments.

- 8.19 To explain this further, it is expected that 150 of the additional pupils from the identified sites (excluding the “Broad Locations” and Kendal Canal Head) within the Submission South Lakeland Land Allocations Development Plan Document can be accommodated in existing schools. This means that there is projected to be a net shortfall of 52 spaces to meet the requirements of these developments.
- 8.20 In relation to the “broad locations” and Kendal Canal Head there will be no capacity to accommodate the needs of the children from these developments. Therefore it will be necessary to find additional accommodation for the circa 115 secondary-age children from these developments. These children need to be accommodated through the large scale expansion of existing schools. To mitigate the effects of this, it is considered likely that additional secondary school places will need to be secured and it is expected that, in the future, contributions towards the provision of these can be secured through the developer contributions working with SLDC via S106 or CIL as appropriate.

Table 25

Secondary Places needed in Kendal				
Phase	Total Dwellings	Pupil Yield	Available Spaces	Needed Spaces
Allocated Sites in Kendal	1385	202	150	52
Kendal Broad Locations and Kendal Canal Head	800	115	0	115

How the additional places will be delivered

- 8.21 Moving forward necessary delivery will be supported by continued close working with SLDC through the development management process and appropriate contributions through Section 106 Agreements or a potential Community Infrastructure Levy will need to be secured, and the money pooled to enable a strategic approach to be taken having regard to the circumstances at the time.
- 8.22 At the moment, Cumbria County Council is not therefore seeking a specific site/s allocation for either primary or secondary school provision, but intends to deliver any additional capacity through the S106 or CIL route depending upon the circumstances at the time. This is explained in more detail below.

Primary Schools

Proposed Housing Sites excluding “Broad Locations” and Kendal Canal Head

- 8.23 The County Council will look to accommodate 176 children within existing schools, where appropriate through the provision of additional capacity, which is well related to development.

Broad Locations and Kendal Canal Head

- 8.24 Based on projections there will be a requirement to provide a further 161 new primary school places to address the impact of the Broad Locations and Kendal Canal Head. This figure is the equivalent of a one form entry school.
- 8.25 It is envisaged that the identified additional capacity can be funded through appropriate developer contributions secured through the development management process in accordance with the CIL Regulations 2010, initially using S106 and potentially a CIL, once this has been prepared.

Secondary Schools

- 8.26 The County Council will look to accommodate 167 children within existing schools through the provision of additional capacity which is well related to development location. This will be funded through appropriate developer contributions and secured through the development management process in accordance with the CIL Regulations 2010 initially using S106 and potentially CIL once this has been developed.

Options

- 8.27 The options to provide extra capacity may include major expansions/redevelopment of current schools to provide additional forms of entry or provision of a new school(s) on an appropriate location(s). The County Council will begin to consider the longer term options in conjunction with SLDC, Local Members and the schools themselves for the provision of additional education facilities in Kendal. It will be necessary to recognise that any additional education provision established within Kendal to cope with this rise in pupil numbers would be subject to a full consultation and political approval of the County Council, once a full assessment of existing school assets has been undertaken.
- 8.28 Notwithstanding this point, it is nonetheless difficult to be definitive at this stage about where and what type of additional school accommodation will be necessary, given the dispersed nature of the housing sites, which do not involve a single large strategic location. Hence a phased approach as outlined above is considered the most appropriate in the case of Kendal's education needs, and equally applies across South Lakeland District. The County Council is fully confident that it is capable of carrying out subsequent work with SLDC to bring about appropriate solutions to cater for local education needs through the normal development management process utilising S106 or potentially CIL, without necessarily being specific about the exact type and location of that additional provision at this stage.

School Transportation

- 8.29 As outlined above, if school capacity cannot be provided within safe walking distance of a development, the County Council may seek a contribution towards the provision of free school transport to mitigate the effects of a new development, as this can

otherwise create significant additional unreasonable ongoing costs to the County Council. This transport option would not be the County Council's preferred solution, and would only be done where it is not possible to provide school places within safe walking distance of a development.

Ulverston

- 8.30 Within Ulverston, between 2012 and 2025 a total of 1,247 new homes will be delivered in 3 phases;
- Phase 1 – 267 (assumes pupil yield will apply from 2012/17)
 - Phase 2 – 462 (assumes pupil yield will apply from 2017/22)
 - Phase 3 – 518 (assumes pupil yield will apply from 2022/25)
- 8.31 These developments will impact on 5 primary schools;
- 1 St. Mary's Voluntary Aided Catholic school
 - 1 Voluntary Aided CE school (Church Walk)
 - 3 Community schools – Sir John Barrow, Croftlands Infants and Croftlands Juniors
- 8.32 And one secondary school; Ulverston Victoria High School.
- 8.33 Using the population led modelling it is projected that these developments will yield 251 Primary School aged pupils and 179 Secondary School aged pupils.
- 8.34 Ulverston is split into two areas with regards to primary schools, with Ulverston Infants and Sir John Barrow serving the North of the town and Croftlands Infant and Junior schools serving the South. It is projected that approximately 125 of the estimated 251 pupils from the developments can be accommodated in local schools without any expansion (leaving a net remaining yield of 126 pupils). However, these spaces are not necessarily in the right location, i.e. the developments are not in the catchment of the schools with projected spare capacity.
- 8.35 Based on the proposed allocations, the County Council would seek to accommodate around 126 primary-age children from these developments, either through the large scale expansion of existing schools, or through a contribution towards the provision of new school via the Development Management S106 route, or future consideration given to the potential role of CIL.
- 8.36 Options to provide this additional capacity will be considered as sites come forward. At this stage, it is not necessary that a specific site should be identified to provide this additional capacity. The County Council will work with developers and SLDC to seek appropriate S106 contributions to mitigate the effects of new development until such time as a CIL is put in place.
- 8.37 Where necessary the County Council, working closely with SLDC, will use the approach contained in the Planning Obligations Policy Document to seek contributions to secure the amount of school provision required. As stated in the introduction, developer contributions will be essential in delivering additional school places.

- 8.38 Current (2011) General Practitioner Records (GPR) indicate that there are insufficient places in the secondary school (Ulverston Victoria High (UVH)), to accommodate pupil yield from all planned land allocations In Ulverston, Urswick, Swarthmoor and Penny Bridge.
- 8.39 This means that contributions from the development management/CIL process are required to ensure appropriate mitigation can be provided.

Grange-over-Sands

- 8.40 Within Grange, the land Allocations document proposes that 507 new homes will be delivered. These land allocations are in 3 phases;
- Phase 1 – 50 (assumes pupil yield will apply from 2012/17)
 - Phase 2 – 304 (assumes pupil yield will apply from 2017/122)
 - Phase 3 – 153 (assumes pupil yield will apply from 2022/25)
- 8.41 These developments will impact on
- 1x Voluntary Controlled CE primary school (Grange CE School)
 - 1x Voluntary Aided CE secondary school (Cartmel Priory, Cartmel)
- 8.42 It is projected that the proposed allocations would result in an additional 102 primary aged pupils and 73 secondary aged pupils. It is projected that there will be insufficient spaces within local primary schools to accommodate this level of increase.
- 8.43 When the number of secondary pupils is considered with the pupil yield from other settlements with which Grange shares a secondary school catchment (for Cartmel Priory) there is insufficient secondary school capacity to meet the needs of development at Grange-over-Sands. The additional primary provision will be secured through the Development Management process and the use of Section 106 Agreements using the tried and tested approach outlined above, while CIL or S106 could be used to secure the necessary secondary provision. The secondary school, Cartmel Priory, includes the developments in Cartmel, Cark/Flookburgh and Allithwaite.

Kirkby Lonsdale

- 8.44 Within Kirkby Lonsdale, between 2012 and 2025, the Land Allocation document proposes that a total of 129 new homes will be delivered in the following phases;
- Phase 1 – 69 (assumes pupil yield will apply from 2012/17)
 - Phase 2 – 40 (assumes pupil yield will apply from 2017/122)
 - Phase 3 – 20 (assumes pupil yield will apply from 2022/25)
- 8.45 These developments will impact on:
- 1x Voluntary Aided CE primary school (St Mary's CE School, Kirkby Lonsdale)
 - 1x secondary academy (Queen Elizabeth Secondary School, Kirkby Lonsdale)

- 8.46 It is projected that the proposed allocations would result in an additional 26 primary aged pupils and 19 secondary aged pupils and that there will be sufficient spaces within the existing schools to cope with this rise.

Milnthorpe

- 8.47 A total of 186 dwellings are proposed in Milnthorpe through the Land allocations document. These land allocations are in 3 phases;

- Phase 1 – 71 (assumes pupil yield will apply from 2012/17)
- Phase 2 – 70 (assumes pupil yield will apply from 2017/22)
- Phase 3 – 45 (assumes pupil yield will apply from 2022/25)

- 8.48 These developments will impact on;

- 1x Community school (Milnthorpe Primary School)
- 1x Dallam Secondary School, Milnthorpe (Academy)

- 8.49 Using the population led model it is projected that these dwellings will yield 37 Primary School aged pupils and 27 Secondary School aged pupils.

- 8.50 It is projected that there will be sufficient spaces within the existing school to cope with this rise. There are sufficient spaces within the secondary school (Dallam School) for any rise in population that comes from the possible developments.

Local Service Centres

Allithwaite

- 8.51 A total of 103 dwellings are proposed in Allithwaite through the Land allocations document across 2 phases;

- Phase 1 – 93 (assumes pupil yield will apply from 2012/17)
- Phase 2 – 10 (assumes pupil yield will apply from 2017/22)

- 8.52 These developments will impact on;

- 1x Allithwaite CE School, Allithwaite
- 1x Cartmel Priory CE Secondary School

- 8.53 It is projected that the proposed 103 dwelling allocations would result in an additional 21 primary aged pupils and 15 secondary aged pupils. It is projected that there will be sufficient spaces within the primary school to cope with this rise. However, the cumulative impact of the developments across the secondary school's catchment, including developments in Grange-over-Sands, Cartmel and Cark/Flookburgh, which means that contributions will be sought through developer contributions to provide appropriate mitigation.

Arnside

- 8.54 Although it is now proposed to approach Land Allocations within the Arnside and Silverdale AONB through a separate plan covering the whole AONB, it is still possible to estimate impacts on education based on the housing numbers proposed in the Land Allocations document as these housing requirements will need to be met

through any separate plan produced. In the Submission Land Allocations document, a total of 81 dwellings are proposed in Arnside across 2 phases;

- Phase 1 – 27 (assumes pupil yield will apply from 2012/17)
- Phase 2 – 54 (assumes pupil yield will apply from 2017/22)

8.55 These developments will impact on;

- 1x Arnside National Primary School
- 1x Dallam Secondary School, Milnthorpe (Academy)

8.56 It is projected that the proposed 81 dwelling allocations would result in an additional 16 primary aged pupils and 12 secondary aged pupils. It is projected that there will be sufficient spaces within the primary school at Arnside and at Dallam Secondary School in Milnthorpe to cope with this rise.

Broughton in Furness

8.57 The submission Land Allocations document proposes a total of 16 dwellings in Broughton-in-Furness all in a single phase:

- Phase 1 – 16 (assumes pupil yield will apply from 2012/17)

8.58 These developments will impact on;

- 1x Broughton-in-Furness CE Primary School
- 1x John Ruskin Secondary School, Coniston

8.59 It is projected that the proposed 16 dwelling allocations would result in an additional 3 primary aged pupils and 2 secondary aged pupils. It is projected that there will be sufficient spaces within the primary school in Broughton-in-Furness and in the secondary school at Coniston to cope with this rise.

Burneside

8.60 The submission Land Allocations document proposes a total of 28 dwellings in Natland all in a single phase:

- Phase 3 – 83 (assumes pupil yield will apply from 2022/25)

8.61 These developments will impact on;

- 1x St. Oswald's CE Primary School, Burneside
- 1x The Queen Katherine Secondary School, Kendal

8.62 It is projected that the proposed 93 dwelling allocations would result in an additional 19 primary aged pupils and 13 secondary aged pupils. It is projected that there will be sufficient spaces within the primary school; St. Oswald's CE Primary School, Burneside.

8.63 It is also projected that there will be insufficient space within the secondary school; The Queen Katherine School, Kendal to cope with this rise, when combined with the Kendal developments.

Burton-in-Kendal

8.64 The Land Allocations document proposes a total of 146 dwellings in Burton across 3 phases:

- Phase 1 – 39 (assumes pupil yield will apply from 2012/17)
- Phase 2 – 65 (assumes pupil yield will apply from 2017/22)
- Phase 3 – 42 (assumes pupil yield will apply from 2022/25)

8.65 These developments will impact on;

- 1x Burton Morewood CE Primary School,
- 1x Queen Elizabeth Secondary School, Kirkby Lonsdale

8.66 It is projected that the proposed 146 dwelling allocations would result in an additional 29 primary aged pupils and 21 secondary aged pupils. It is projected that there will be insufficient spaces within Burton Morewood CE Primary School, Burton-in-Kendal, to cope with this rise. However, there will be sufficient space within the secondary school; Queen Elizabeth School, Kirkby Lonsdale.

Cark/Flookburgh

8.67 The Land Allocations document proposes a total of 71 dwellings in Cark/Flookburgh across 2 phases:

- Phase 1 – 41 (assumes pupil yield will apply from 2012/17)
- Phase 2 – 30 (assumes pupil yield will apply from 2017/22)

These developments will impact on;

- 1x Flookburgh CE Primary School, Flookburgh
- 1x Cartmel Priory CE Secondary School, Cartmel

8.68 It is projected that the proposed 71 dwelling allocations would result in an additional 14 primary aged pupils and 10 secondary aged pupils. It is projected that there will be some capacity issues within the primary school. A detailed assessment will be needed at the point of submission of application to determine need and the nature of mitigation required. However, with this allocation in addition to the allocations in Grange-over-Sands and Cartmel, there is insufficient space within the secondary school; Cartmel Priory CE School, Grange-Over-Sands to cope with this rise, which means that contributions will be sought through developer contributions to provide appropriate mitigation.

Cartmel

8.69 The Land Allocations document proposes a total of 54 dwellings in Cartmel across 2 phases:

- Phase 1 – 34 (assumes pupil yield will apply from 2012/17)

- Phase 2 – 20 (assumes pupil yield will apply from 2017/22)

8.70 These developments will impact on;

- 1x Voluntary Controlled CE school (Cartmel CE Primary)
- 1x Cartmel Priory CE Secondary School

8.71 Using the population led model it is projected that these 54 dwellings will yield 11 Primary School aged pupils and 8 Secondary School aged pupils.

8.72 It is projected that the primary school will be able to accommodate the additional children arising from the new development. However, the cumulative impact of the developments across the secondary school's catchment, including developments in Grange-over-Sands, Cartmel, Allithwaite and Cark/Flookburgh, means that there will be insufficient space there to cope with this rise.

8.73 The General Practitioner Register (GPR) is showing that in the future the number of children in the catchment of the primary school is below the intake. However, the school attracts children from out of catchment. Therefore notwithstanding out of catchment children, it is projected that currently the school will be able to accommodate these additional children arising from the new development.

8.74 However, with this allocation in addition to the allocations in Grange-over-Sands, there is insufficient space within the secondary school; Cartmel Priory, Cartmel to cope with this rise, meaning contributions from the development management/CIL process will be required to ensure appropriate mitigation can be provided. The secondary school, Cartmel Priory, includes the developments in Grange-over-Sands, Cark/Flookburgh and Allithwaite.

Endmoor

8.75 The Land Allocations document proposes a total of 125 dwellings in Endmoor across 2 phases:

- Phase 2 – 100 (assumes pupil yield will apply from 2012/17)
- Phase 3 – 25 (assumes pupil yield will apply from 2017/22)

8.76 These developments will impact on;

- 1x St. Patrick's CE Primary School, Endmoor
- 1x Queen Elizabeth Secondary School, Kirkby Lonsdale

8.77 It is projected that the proposed 125 dwelling allocations would result in an additional 25 primary aged pupils and 18 secondary aged pupils and that there will be sufficient spaces within the primary school in Endmoor and the secondary school in Kirkby Lonsdale to cope with this rise.

Holme

8.78 The Land Allocations document proposes a total of 132 dwellings in Holme across 3 phases:

- Phase 1 – 23 (assumes pupil yield will apply from 2012/17)
- Phase 2 – 60 (assumes pupil yield will apply from 2017/22)

- Phase 3 – 49 (assumes pupil yield will apply from 2022/25)

8.79 These developments will impact on;

- 1x Holme Community School
- 1x Dallam Secondary School, Milnthorpe (Academy)

8.80 It is projected that the proposed 132 dwelling allocations would result in an additional 35 primary aged pupils and 19 secondary aged pupils. It is projected that there will be insufficient spaces within the primary school to cope with this rise and additional provision will be required. However, it is projected that there will be sufficient space within the secondary school; Dallam School, Milnthorpe to cope with this rise.

Kirkby-in-Furness

8.81 The submission Land Allocations document proposes a total of 52 dwellings in Kirkby-in-Furness all in a single phase:

- Phase 1 – 52 (assumes pupil yield will apply from 2012/17)

8.82 These developments will impact on;

- 1x Burlington CE Primary School, Kirkby-in-Furness
- 1x Dowdales School, Dalton-In-Furness

8.83 It is projected that the proposed 52 dwelling allocations would result in an additional 10 primary aged pupils and 7 secondary aged pupils and that this will result in some capacity issues within the primary school. A detailed assessment will be needed at the point of submission of an application to determine need and the nature of mitigation required. The secondary school; Dowdales School, Dalton-In-Furness has sufficient capacity to cope with this rise.

Levens

8.84 The submission Land Allocations document proposes a total of 50 dwellings in Levens across 3 phases:

- Phase 1 – 43 (assumes pupil yield will apply from 2012/17)
- Phase 2 – 20 (assumes pupil yield will apply from 2017/22)
- Phase 3 – 10 (assumes pupil yield will apply from 2022/25)

8.85 These developments will impact on;

- 1x Levens CE Primary School, Levens
- 1x Dallam Secondary School, Milnthorpe (Academy)

8.86 It is projected that the proposed 50 dwelling allocations would result in an additional 10 primary aged pupils and 7 secondary aged pupils. It is projected that there will be sufficient spaces within the primary school and secondary school to cope with this rise.

Natland

- 8.87 The submission Land Allocations document proposes a total of 28 dwellings in Natland all in a single phase:
- Phase 1 – 28 (assumes pupil yield will apply from 2012/17)
- 8.88 These developments will impact on;
- 1x St Mark's Primary School, Natland
 - 1x Kirkbie Kendal Secondary School, Kendal
- 8.89 It is projected that the proposed 28 dwelling allocations would result in an additional 6 primary aged pupils and 4 secondary aged pupils and that there will be insufficient spaces within the primary school to cope with this rise in conjunction with sites in Kendal and Oxenholme. There will be insufficient space within the secondary school Kirkbie Kendal School.
- 8.90 The catchment of St Mark's Primary School covers Natland, Oxenholme and also extends into part of Kendal. CCC are currently working with South Lakeland District Council regarding a potential s106 contribution for a development on land proposed for allocation (RN133M), which is now the subject of a S78 planning appeal. This highlights the strategic view that needs to be taken for school organisation in the Kendal area.

Oxenholme

- 8.91 The Land Allocations document proposes a total of 85 dwellings in Oxenholme across 2 phases:
- Phase 1 – 61 (assumes pupil yield will apply from 2012/17)
 - Phase 2 – 24 (assumes pupil yield will apply from 2017/22)
- 8.92 These developments will impact on;
- 1x St Mark's Primary School, Natland
 - 1x Kirkbie Kendal Secondary School, Kendal
- 8.93 It is projected that the proposed 85 dwelling allocations would result in an additional 17 primary aged pupils and 12 secondary aged pupils. It is projected that there will be insufficient spaces within St Mark's Primary School, Natland, to cope with this rise in conjunction with sites in Kendal and Natland (see above). There will be insufficient space within the secondary school; Kirkbie Kendal School, Kendal.

Penny Bridge/Greenodd

- 8.94 The submission Land Allocations document proposes a total of 22 dwellings in Penny Bridge all in a single phase:
- Phase 1 – 22 (assumes pupil yield will apply from 2012/17)

- 8.95 These developments will impact on;
- 1x Penny Bridge CE Primary School
 - 1x Ulverston Victoria High School, Ulverston
- 8.96 It is projected that the proposed 22 dwelling allocations would result in an additional 4 primary aged pupils and 3 secondary aged pupils and that there will be sufficient capacity within the primary school to cope with this rise. With this allocation in addition to the allocations in Ulverston, there is however insufficient space within Ulverston Victoria High, Ulverston to cope with this rise.

Storth/Sandside

- 8.97 Although it is now proposed to approach Land Allocations within the Arnside and Silverdale AONB through a separate plan covering the whole AONB, it is still possible to estimate impacts on education based on the housing numbers proposed in the Land Allocations document as these housing requirements will need to be met through any separate plan produced. The Land Allocations document proposes a total of 31 dwellings in Storth/Sandside, all in a single plan phase:
- Phase 1 – 31 (assumes pupil yield will apply from 2012/17)

- 8.98 These developments will impact on;
- 1x Storth CE Primary School, Storth
 - 1x Dallam Secondary School, Milnthorpe (Academy)
- 8.99 It is projected that the proposed 31 dwelling allocations would result in an additional 6 primary aged pupils and 4 secondary aged pupils. It is projected that there will be sufficient spaces within the primary school and within Dallam School to cope with this rise.

Swarthmoor

- 8.100 The submission Land Allocations document proposes a total of 161 dwellings in Levens across 3 phases:

- Phase 1 – 35 (assumes pupil yield will apply from 2012/17)
- Phase 2 – 36 (assumes pupil yield will apply from 2017/22)
- Phase 3 – 90 (assumes pupil yield will apply from 2022/25)

- 8.101 These developments will impact on;
- 1x Pennington Primary School, Pennington
 - 1x Ulverston Victoria High School, Ulverston
- 8.102 It is projected that the proposed 161 dwelling allocations would result in an additional 32 primary aged pupils and 23 secondary aged pupils and that there will be insufficient spaces within Pennington Primary School, Pennington, to cope with this rise, meaning that additional provision will be required. With this allocation in addition to the allocations in Ulverston, there is insufficient space within the secondary school; Ulverston Victoria High, Ulverston to cope with this rise.

Urswick

8.103 The Land Allocations document proposes a total of 27 dwellings in Little Urswick across 2 phases:

- Phase 1 – 10 (assumes pupil yield will apply from 2012/17)
- Phase 2 – 17 (assumes pupil yield will apply from 2017/22)

8.104 These developments will impact on;

- 1x Low Furness CE Primary School, Great Urswick
- 1x Ulverston Victoria High School, Ulverston

8.105 It is projected that the proposed 27 dwelling allocations would result in an additional 5 primary aged pupils and 4 secondary aged pupils. It is projected that there will be some capacity issues within the primary school. A detailed assessment will be needed at the point of submission of application to determine need and the most appropriate mitigation. With this allocation in addition to the allocations in Ulverston, there will be insufficient space within the secondary school; Ulverston Victoria High, Ulverston to cope with this rise.

Smaller settlements

8.106 For smaller settlements and rural areas CCC will work with SLDC to identify the school places that will need to be provided as a result of any housing development which is proposed. For smaller settlements the County Council will work with SLDC to identify the school places that will need to be provided as a result of any housing development which is proposed. The additional required provision will be secured through the Development Management process and the use of Section 106 Agreements using the tried and tested approach outlined above. The process will also align with the County Council's Planning Obligation Policy Document.

Delivery

8.107 In several Key and Local Service Centres, no additional school place provision is required as a result of the development proposed in the Land Allocations document. However, in the Principal Service centres of Kendal and Ulverston, as well as several Local Service Centres, need for both additional primary and/or secondary provision will be required.

8.108 CCC has significant recent experience of delivering new school place provision, and is confident that working with SLDC, necessary additional school places can be delivered through appropriate contributions via S106 and potentially, the CIL with the money pooled to enable a strategic approach to be taken having regard to the circumstances at the time.

8.109 Based on the information set out for each settlement above, the total additional pupil numbers generated and overall costs of the resulting provision required are set out in **Table 26** below.

Table 26

Global cost to provide new education provision required as a result of proposed developments within South Lakeland					
	Average Pupil No.		Cost		
	Primary	Secondary	Primary	Secondary	Notes
Kendal	176	52	£2,147,200	£ 936,000	Primary - Also includes 62 pupils that fall into the Natland/Oxenholme Catchment. Secondary - Combination of 2 secondary schools
Kendal broad Locations and Kendal Canal Head	161	115	£3,447,000	£2,070,000	Primary - 161 pupils would justify a new school. Therefore DfE Multiplier not sought instead £3.447 million for a 1 F.E. primary school. Also includes 40 pupils that fall into the Natland/Oxenholme Catchment.
Kirkby Lonsdale	0	0	£ -	£ -	
Milnthorpe	0	0	£ -	£ -	
Ulverston	126	209	£1,537,200	£3,762,000	
Grange-over-sands	25	0	£ 305,000	£ -	Secondary - Combined with Cartmel
Cartmel	0	41	£ -	£ 738,000	
Arnside	0	0	£ -	£ -	
Storth/Sandside	0	0	£ -	£ -	
Holme	23	0	£ 280,600	£ -	
Burton	33	0	£ 402,600	£ -	
Endmoor	0	0	£ -	£ -	
Levens	0	0	£ -	£ -	
Natland	6	0	£ 73,200	£ -	Secondary - Combined with Kendal
Oxenholme	17	0	£ 207,400	£ -	Secondary - Combined with Kendal

Global cost to provide new education provision required as a result of proposed developments within South Lakeland

	Average Pupil No.		Cost		Notes
	Primary	Secondary	Primary	Secondary	
			£	-	
Burneside	0	0	-	-	Secondary - Combined with Kendal
Cark/ Flookburgh	10	0	£ 122,000	-	Secondary - Combined with Cartmel
Allithwaite	0	0	-	-	Secondary - Combined with Cartmel
Urswick	7	0	£ 85,400	-	Secondary - Combined with Ulverston
Swarthmoor	15	0	£ 183,000	-	Secondary - Combined with Ulverston
Penny Bridge	0	0	-	-	Secondary - Combined with Ulverston
Broughton	0	0	-	-	
Kirkby-in-Furness	10	0	£ 122,000	-	
TOTAL	609	417	£8,912,600	£7,506,000	
		TOTAL	£16,418,600		

Notes in relation to Table 26

This methodology has limitations due to future projections only being available for children who have been born to date. Therefore the costs are based on an estimate, pupil numbers in these areas might rise or fall before construction begins. The table above indicates the average number of pupils at primary and secondary phase by which the local school's capacity is likely to be exceeded taking account of the estimated pupil yields from all potential developments.

The cost section in the table reflects that in the absence of actual or estimated cost information the County Council has used Department for Education (DfE) construction cost multipliers (as amended/available/appropriately updated) to indicate the anticipated cost of providing additional school places. These multipliers are linked to location factors, which adjust the base multiplier to reflect the differing costs of building nationwide. These have not been updated by the Government in some time. Given this, where used, the last published multiplier will be updated by the County Council to reflect the latest circumstances on a case by case basis. The table uses the current DfE multiplier of £12,200 per primary aged pupil and £18,000 per secondary pupil. Due to some of the secondary schools cover a number of Key Service Centres the cost has been combined.

Funding Streams – Developer Contributions

- 8.111 Having considered issues, it may be the case that the delivery of secondary education infrastructure in Kendal and across the District would be best delivered through the use of CIL, however until a CIL is adopted and enforced S106 agreements will continue to be used to secure contributions towards necessary infrastructure.
- 8.112 In relation to primary education infrastructure in Kendal S106 agreements can continue to be used, with each allocation contributing to specific infrastructure within the school catchment areas. However, the potential to deliver primary education infrastructure through CIL will be carefully considered as it may be that such infrastructure would be best delivered through this mechanism.
- 8.113 If CIL is considered the best mechanism to secure specific infrastructure S106 would continue to be used up until CIL is in force. Therefore the start date for the CIL will effectively be the break-off point in using S106 for these areas of infrastructure beyond that point.
- 8.114 Wherever CIL is not utilised, primary school facilities could be secured by S106 agreements related to specific areas of infrastructure.
- 8.115 How contributions would be secured does require further consideration moving forward. CCC will therefore work closely with SLDC as work on the development of their CIL progresses, and through this process greater clarity around the most appropriate means to seek appropriate contributions will emerge.
- 8.116 Upon adoption of CIL the charging schedule would be expected to undergo continuing review. Through this, ongoing consideration would be given to the potential inclusion of education infrastructure within charging schedules.

Alternative funding

- 8.117 The County Council, as with all local authorities, every year receives Basic Need Funding from the Department for Education (DfE) to provide additional school places.
- 8.118 This is because the County Council is responsible for ensuring that there are sufficient school places locally to meet demand; this is a statutory duty. Local Authorities can use this money to fund projects at any publicly funded schools, including voluntary-aided schools and academies (including at existing or new Free Schools) where they address basic need pressures.
- 8.119 In 2012-13, some £800 million of basic need funding was allocated by Central Government to Local Authorities across England and Wales to provide school places where needed in their area, in all categories of publically-funded schools. Of this amount, Cumbria received just £2 million. The main funding of this Government education pot is being spent within London, for example, Brent LA has received £24 million, Waltham Forest LA has received £20 million, and Barking and Dagenham LA

has received £21.9 million. Cumbria's geography serves to lessen the level of grant it received. In the County there are many rural schools, which have spare capacity available. These however are poorly related to larger settlements and locations where there are severe shortages in school places. When looking at Cumbria, capacity at these schools serves to hide those areas where there are severe shortages in provision, which reduces the level of Government funding that is provided.

8.120 The disproportionately small amount of Government money that the County Council receives through the Basic Need Fund will be used to deal with general population rise. It is not intended to pay for the impact of new dwellings and households arising from that growth. It is therefore expected that this source of funding to deliver school expansion arising from new development growth can only be derived from S106 developer contributions and/or CIL.

8.121 There are 5 funding streams available to CCC for education through the schools capital allocations from central government.

Table 27

Funding streams available to CCC for education		
Funding stream	Purpose	Amount
Basic need funding	For local authorities to provide school places where needed in their area, in all categories of publically funded schools, including Academies	£800 million (England); £2 million (Cumbria)
Maintenance capital to local authorities	To support the needs of the schools that local authorities maintain	£686 million (England); £7.5 million (Cumbria)
Maintenance fund for Academies	Funding from central Government direct to Academies	£276 million (England)
Locally-coordinated Voluntary Aided programme (LCVAP)	supports maintenance needs of voluntary aided schools	£174 million (England); £2.58 million (Cumbria)
Devolved Formula Capital for schools.		£200 million (England); £1.39 million (Cumbria)

Between 2011-12 and 2012-13 Capital Allocations for Cumbria has been cut by £2.78 million, from £13.74 million to £10.96 million

8.122 Within Carlisle alone there is a need to provide places for pupils due to a population rise. To provide these places it will cost £12.25 million, with Basic Need Funding (2011-12) of £3.87 million; therefore there is a £8.38 million shortfall. There are also

projected a lack of places in Whitehaven, Aspatria, Penrith and Kendal. Funding for these and any other shortfalls resulting for example, from new housing development, must come from other sources. CCC does not have sufficient funds to cover the shortfalls and therefore any housing projects will be required to make contributions to ensure that the provision required as a result can be made.

Further Education and Training facilities

Kendal College

- 8.123 Kendal College specialises in further and higher education and apprenticeships and offers a broad range of courses. Around half of the College's 948 students are from within the plan area, with many more coming from areas of South Lakeland that fall within the Lake District or Yorkshire Dales National Parks, although students attend the College from as far away as Poulton-le-Fylde and Silloth in north western Cumbria.
- 8.124 The College has spent £24 million over the last five years on new facilities and buildings. At the main campus, £12.9 million was invested in 2008 to provide an extension and new build incorporating a new reception area, conference and seminar facilities, hairdressing salon providing real experience for students, 250-seat café and a construction and heritage centre providing high-quality training facilities for carpentry, joinery, brickwork, plumbing and electrical installation. In 2010 a Design and Engineering centre was built in conjunction with a local business and more recently, a £1.7 million purpose-built performance and theatre facility for performing arts and technical theatre students called 'The Box' was developed. This forms part of a wider Arts and Media Campus in the town centre together with further facilities for music, media and theatre students at The Allen, the College's original location. Further monies have been spent on The Castle Dairy, a Grade I Listed restaurant and art gallery that provides real working experiences for students and apprentices.
- 8.125 The College has submitted a planning application to build a new £1.98 million engineering, science and technology centre which will enable training and skills development to support South Lakeland's hi-tech engineering and renewable energy industries. This is expected to be complete by summer 2014 subject to planning approval. A further £200,000 will be invested to install adequate parking facilities at the centre. The College also plans to improve and extend the Digital Heritage and Media curriculum, which will cost a further £1.9 million, confirmation of this should be forthcoming during summer 2013.
- 8.126 The College's Principal has confirmed that the College could accommodate a significant increase in additional students and that if in the future there was a need for further expansion of buildings and facilities this could and would be funded by the College using funding from the Skills Funding Agency (SFA). However, new buildings are based on ability to pay, so the new engineering, science and technology building is to be funded 50/50 by the College themselves and the SFA. The Digital Heritage and Media Centre may be 100% funded by grant aid from the SFA but this is not confirmed.

Barrow in Furness VI Form College

8.127 Barrow in Furness VI Form College takes approximately 30 students per year from the South Lakeland plan area. The College has confirmed that it will grow to meet any additional demand. In the past, the college has been around one hundred students larger in broadly similar accommodation and so they are confident that the initial increase resulting from any new development can be coped with. The College has no current plans to expand as numbers of pupils in year 11 at catchment secondary schools are falling. The College is in a plan-led funding regime, so increases are funded lagged by one year through the Education Funding Agency (EFA). Any bids for further funding if expansion was required would be made to the Department for Education.

Furness College

8.128 Furness College, in Barrow-in-Furness has 348 students from the South Lakeland plan area including some from as far away as Kendal and Milnthorpe. The College provides Level 1, Level 2, Level 3 and University level courses, apprenticeships and also accommodates work based learners.

8.129 The college has 5000 students all together and plans to grow by 50% over the next 5 years. This growth will include the development of new courses to match labour market requirements both locally and nationally. The funding for these courses will be through the EFA and SFA. Over 500 students already study a wide range HE courses and this is growing. Furness College is the only provider of Construction Management Foundation Degree in Cumbria. The college also hosts a University Centre in partnership with the University of Cumbria. These courses are funded through student loans. Barrow-in-Furness has one of the highest numbers of apprenticeships in the North and Furness College has a large team who work with employers in both the Furness and South Lakeland area.

8.130 A recent £43 million new, additional college building provides the state of the art facilities and resources required to accommodate this growth. The building is in use now but the final Sports Hall (part sponsored by the English Cricket Board) and large all-weather pitches will be completed ready for a Grand Opening on 15th June this year (2013).

8.131 These new facilities cover every vocational area to meet the needs of the community and beyond, including hair, beauty and spa training, craft engineering, motor vehicle and technical engineering resources, media rooms with suites of industry standard equipment, a virtual nursery for early years students, a clinical demo room for cadet nurses, a commercial restaurant for hospitality students and construction workshops, all of which offer the highest possible quality resources. The college is confident that it will be well equipped to train a workforce to deliver Code for Sustainable Homes level 5 & 6 housing in the future. The new building was planned to allow further growth in many areas as well as the development of a gym, aerobics space and Environmental Science laboratories.

- 8.132 The college is also in the process of planning the building of an Innovation Centre for sustainable construction and renewable energies. This will be funded through the College's capital investment fund, the catalyst fund and other sponsors.

Lancaster & Morecambe College

- 8.133 Lancaster & Morecambe College provides further and higher education courses and training including apprenticeships. The College currently has 208 learners attending College courses from the South Lakeland area. Demand for places from South Lakeland has remained fairly stable over the last few years and it is expected that this will continue into the future.
- 8.134 The College does have capacity to accommodate any increase in learners from South Lakeland. The College is flexible and regularly increases or reduces capacity on its courses to meet the changing demands and needs of learners.
- 8.135 The College is investing in the region of £11.5M in its campus over the next three years which will see new facilities including a new learning and student support centre, a new construction centre, new eating and social space, refurbished classroom provision, new facilities for Hairdressing, Beauty Therapy and Hospitality learners and a new employer conference and training centre. This is in addition to recently completed works including a new music centre, new facilities for Access learners and new sports facilities including a 3G pitch and fitness suite.
- 8.136 Funding for increased learner numbers, particularly those aged 16-19 and apprentices will be available through the College's contracts with the SFA and the EFA. In addition the College has launched a number of Higher Education Courses competitively priced for those learners that do not want or cannot commit to the large cost of a University course. These courses are funded via student fees. Students can secure loans from the Student Loans Company.

9.0 Social Infrastructure – Housing and Health

Table 28

Housing and Health Evidence Base		
Document Library Ref	Document	Date
	Planning Committee Report granting permission for new health centre in Grange	30 Sept 2010
	Email setting out position at March 2009 regarding dentist provision	March 2009
EvH06a EvH06b	Older People Planning4Care report Older People Housing Report	Nov 2009
	CCC Extra Care Strategy	2011
	South Lakeland Adult Social Care District Plan 2012-2014	2012
	Commissioning Strategy for Older People and their Carers 2010-2019	2010
	Older Persons Housing Strategy	2012
	Cumbria Joint Strategic Needs Assessment 2012-2015	2012
EvH01a EvH01c	Cumbria Gypsy and Traveller Accommodation Needs Assessment and Appleby Fair Report	2008
EvH01d	South Lakeland Gypsy and Traveller Accommodation Report	Nov 2011
Key Delivery Partners		
Cumbria PCT, NHS Cumbria, CCC, individual surgeries and other facilities		

Health

Hospitals

- 9.1 The nearest hospital for residents in most of the south and east of the District is the Westmorland General Hospital, which lies on the southern edge of Kendal. However, this site offers only limited services and no accident and emergency unit. Lancaster Royal Infirmary, which is over 20 miles from Kendal also serves this area and offers acute care/A+E facilities. Residents in the west of the District are served by Furness General Hospital in Barrow.

GP Surgeries

- 9.2 The Council undertook a consultation with GP Surgeries in 2009 in order to explore likely impact of new development for GP services in the next 15 years based on the Core Strategy housing land requirements. GP surgeries generally cover a large catchment area or large population; as such they are often found within larger settlements or located in settlements that act as a 'hub' in a wider hinterland.

- 9.3 This consultation showed that some surgeries had no existing spare capacity and were liaising with the Primary Care Health Trust with regard to future infrastructure planning, whilst others had a large amount of spare capacity. Many surgeries are constrained in terms of having the capacity to expand i.e. lack of available space, whilst others do have space. All surgeries stated that they would welcome expansion.
- 9.4 The implications of new housing development will inevitably result in increasing patient numbers which, in some surgeries, would result in additional GP time being required and increased staffing implications. In addition to GP services a number of surgeries offer a wide range of other services including physiotherapy, smoking cessation classes, antenatal/midwife services, health visitor services, counselling, and out-reach clinics.
- 9.5 In Grange-over-Sands, work begun in March 2013 on a new surgery. This will increase capacity as well as upgrading and improving existing provision by co-locating the existing surgeries in Grange within the new facility.

Dental care

- 9.6 At March 2009 there were 5053 people without an NHS Dentist in South Lakeland. However, 7500 places were commissioned in Kendal, which came on stream from June 2009 onwards.
- 9.7 This new capacity, coupled with other local commissioning at existing practices meant that at March 2009, it was considered that there was no need to invest further in South Lakes up to 2011, which was as far ahead as the Local Health authority were planning at the time.
- 9.8 All allocations to new Practices are made via the PCT. A database of people wanting an NHS Dentist is maintained and informs commissioning decisions. Local situations are kept under review but the PCT are now able to commission locally where problems emerge.
- 9.9 Cumbria Clinical Commissioning Group (NHS Cumbria) have confirmed that they anticipate that the population impact on healthcare associated with the additional housing set out in the Land Allocations document would be absorbed by existing NHS infrastructure.
- 9.10 The only exception to this is the development in Kendal. It is anticipated that over the lifetime of the Plan, on the basis of 3080 new properties between 2003 and 2025 and a ratio of 2.1 persons per new household (giving an approximate increase of 6500 people) Kendal is likely to require additional medical and dental provision. This would however depend upon the impact on the overall population i.e. the extent to which new housing is occupied by existing residents or by new population from outside the District area.
- 9.11 The indicative cost of a new medical practice, using estimates from recent capital build within South Lakeland as a bench mark, would be around £3m in capital. This would provide a practice for 7000 patients, or if developed under a private finance

initiative would be c£160-180k per annum. This estimate for a new centre can be taken to cover both medical and dental costs.

- 9.12 There is a national set formula which determines the funding associated with each patient registered with a medical practice and this funding moves as patients move practice, so as a patient list increases, so does the funding. As such, there are existing funding streams to cover the costs of any required increase in health infrastructure. It is likely that NHS dental provision will be similarly funded in the future although funding mechanisms for NHS dental services will be subject to national amendment in the next 2-3 years and therefore it is possible that there will be further cost pressures over and above those estimated.

Potential Funding

- 9.13 There is an issue of timing, particularly for the Kendal area, as there is a lag between population increase and funding to the practice. Whilst CIL monies can only be used for things for which there is no other available funding mechanism, NHS Cumbria have identified that it would be beneficial if CIL resources were available to help pump prime new medical and dental infrastructure in Kendal as the new facilities would be needed before the resources from the cumulative impact of the population increase had reached the practices on the ground. The Adopted Core Strategy contains a policy (CS9.1) supporting the delivery of health care provision related infrastructure working in partnership with key bodies such as the Cumbria Primary Care Health Trust.

Adult Social Care

- 9.14 CCC has a duty to carry out an assessment of need for community care services where a person appears to be someone for whom community care services could be provided and a person's circumstances may need the provision of some community care services. (NHS & Community Care Act 1990 – Section 47(1)) The Chronically Sick and Disabled Persons Act 1970 sets out the range of services local authorities should provide to meet the needs of 'disabled people' including practical help in the home; providing meals; access to recreational facilities outside the home; help to take advantage of educational facilities; and help with work for adaptations to the home. Once a community care assessment is carried out, Councils need to make decisions about whether to provide support or not to individuals. Fair Access to Care Services guidance (FACS) provides Councils with an eligibility framework for adult social care to identify whether or not the duty to provide services is triggered. Needs that are identified as eligible and which sit within the laws relating to a duty on Social Services to provide services must be met. How those needs are met is a separate issue.
- 9.15 Despite the significant role of District Councils and Disabled Facilities Grants in supporting the needs of clients who require adaptations to their properties, ultimately the 'welfare duty' for meeting assessed needs remains with CCC. In situations where DFG funding is restricted, CCC may be required to provide appropriate support in the form of increased care packages, possible admission to a care home or direct funding of adaptations. Moreover, even when adaptations are provided there will

frequently be a requirement for care within the home. The cost of providing care is significant, estimated at £24,505 for a 5 year period (based on 6.5 hours domiciliary care per week).

- 9.16 South Lakeland's existing population composition gives rise to significant levels of need for support. Work undertaken with the Cumbria Intelligence Observatory calculates that 38 per 1,000 in the Kendal Housing Market Area; 31 per 1,000 in the Kendal Rural HMA; 51 per 1,000 within the Cartmel Peninsula HMA; 39 per 1,000 in the Ulverston and Furness HMA, 32 per 1,000 in the Central Lakes HMA and 31 per 1,000 in the Dales HMA are currently recipients of support from adult social care and have physical disability; these ratios are anticipated to increase in line with predictions relating to demographic changes. Any new housing developments, combined within an aging population can be expected heighten the requirement for the provision of additional services.
- 9.17 Partners across Cumbria prepare regular revisions to the Cumbria Joint Strategic Needs Assessment. The current Cumbria Joint Strategic Needs Assessment (2012-2015) sets out in detail issues and priorities around social care needs in the County. South Lakes Adult Social Care District Plan 2012-2014 and Furness Adult Social Care District Plan 2012-2014 set out area-specific information with regards social care. These documents state that national austerity measures have had a direct impact on the money available to CCC which has led to the requirement to identify savings across the whole council, including Adult Social Care. This will change the way Adult Social Care is delivered and funded but may provide opportunities to meet needs in different ways. The documents also set out an action plan for each area as to how Adult Social Care will be delivered, although this is not accompanied by detailed costings, the documents envisage funding through CCC.
- 9.18 Provision of adult social care may be supported through S106 agreements.

Extra Care Housing

- 9.19 CCC has a duty under the 1948 National Assistance Act (Section 21(1)) to provide residential accommodation to some adults over 18 years old who through age, illness, disability or any other circumstances are in need of care and attention which would otherwise be unavailable to them.
- 9.20 Extra care housing can include a range of housing types but a common principle is that it provides independent living accommodation with a level of support equivalent to that of a care home.
- 9.21 There are currently four extra care housing schemes in South Lakes:
- Birthwaite at Windermere (45 flats) is provided by South Lakes Housing
 - Jenkins Crag in Kendal, (37 flats) is provided by Impact Housing Association
 - Rowan Court in Ambleside is provided by Impact Housing Association (18 flats).
 - K-Village (Kendal) - maximum of 40 units available for people with care needs

- 9.22 The recommended norm for provision is 25 places per 1,000 people over 75 (with an equal 50:50 ratio of sale and rented provision).
- 9.23 CCC's Commissioning Strategy for Older People and their Carers 2010-2019 states how it will seek to put in place services to support the increasing number of older people in the county and achieve the best possible outcomes for them. It describes how it wishes to reshape and modernise services for older people to provide choice and independence for as long as possible. An important part of achieving this is to provide increased opportunities for older people with care and support needs to be supported in extra care housing.
- 9.24 The County Council has adopted an Extra Care Strategy 2011-2029 which was developed in partnership with South Lakeland District Council and other local authorities. The importance of working in partnership with Cumbria County Council to bring forward sites for Extra Care housing is also highlighted in SLDC's Older Persons' Housing Strategy 2012-2017. The further development of extra care housing is a priority for CCC Adult Social Care as stated in the Commissioning Strategy for Older people and their Carers 2009-19, and the CCC Extra Care Housing Strategy 2011- 2029.
- 9.25 The Extra Care Strategy makes projection of need for additional Extra Care housing in South Lakeland based upon an independent analysis of need provided by "Planning 4Care" (2009). This results in a projection that 320 Extra Care units would be needed in South Lakeland by 2019 to meet need.
- 9.26 The table below shows the projected overall requirement for extra care housing in South Lakes (with an equal 50:50 ratio of sale and rented provision).

Table 29

Projected overall requirement for extra care housing in South Lakes	
Ambleside	19
Grange over Sands	42
Kirkby Lonsdale	9
Kendal	91
Milnthorpe	52
Sedbergh	11
Ulverston	64
Windermere	32
Total	320 (258 in plan area)

When current supply is removed from this total, this results in the need for 255 additional units by 2019. This need can then be assessed at Housing Market Area (HMA) level based upon the percentage of the population in each HMA.

- 9.27 The expectation is that Extra Care Schemes are best developed in settlements that enable the elderly access to services but also to help retain access to other social networks. The Extra Care Strategy identifies Grange over Sands and Ulverston as locations in South Lakeland that should be prioritised for development of Extra Care. There is no provision in these settlements at present.
- 9.28 The provision of an extra 8,800 new homes in South Lakeland outside the National Parks over the plan period will create a further requirement for the provision of extra care housing over and above this conservative baseline requirement.
- 9.30 As an estimate of the additional requirement, evidence supporting CCC's Extra Care Strategy highlights a minimum requirement for 1,465 extra care housing units for older people in Cumbria in 2009. When this figure is divided by the estimate of 222,488 households in Cumbria (based on 2011 CACI data) it quantifies a requirement for approximately 0.0066 extra care housing units per household.

a) Number of homes proposed (8,800 2003-2025)
b) 0.0066 ECH units required per home
a) x b) = Requirement
8,800 x 0.0066 = 58 Extra Care Units across SLDC Planning Authority Area – Over and above the baseline requirement

- 9.31 A typical new Extra Care housing scheme with around 40 units costs around £5.5million to build although the cost of building an Extra Care scheme will vary from scheme to scheme, depending on where the funding is coming from and issues such as the availability of land and the level of facilities provided. The majority of extra care schemes built in recent years have depended on combinations of a number of funding sources.
- 9.32 There are several ways in which the local authorities in Cumbria can support the development of extra care housing. Finding a suitable site and location is a key stage in any new housing development and many of the extra care housing schemes built in Cumbria in recent years have got off the ground due to District Authorities selling or leasing their land to Housing Associations at a discounted rate. Plots of land for possible development will continue to be identified and considered for the development of extra care housing. Countywide, CCC has also allocated £2 million to its Capital Budget to support the development of new schemes.
- 9.33 Bidding for public subsidy to support the delivery of extra care housing schemes is often unsuccessful, and has led to very slow growth in the number of extra care housing properties available. New housing development will create increased

requirement which in the context described will heighten the levels of shortfall in provision.

- 9.34 The current funding climate does present challenges for the delivery of Extra Care housing. The Government has established a Care and Support Specialised Housing Fund to which bids can be made for financial support to develop Extra Care Housing. A bid is expected to be made to support development of a scheme in Ulverston. CCC is also considering how its own land / sites may help with the development of additional Extra Care housing.
- 9.35 Planning gain has previously been used to achieve housing with support for older people in Kendal and can also be expected to contribute to additional Extra Care housing. Developer contributions will be important in ensuring the delivery of sufficient levels of specialist housing to meet the requirements created by new development however, it is also suggested that extra care housing could be a candidate for the use of CIL.

Gypsies and Travellers

- 9.36 A Gypsy and Traveller Accommodation Needs Assessment for Cumbria was undertaken in 2008 and was accompanied by a report looking specifically at the impacts of and needs generated by the annual Appleby Horse Fair. This showed some need for traveler accommodation although it did not establish where this need existed. A further report was produced covering South Lakeland in 2011 in order to establish where the need existed, however, the study found no evidence of need for traveller accommodation. As such, the Land Allocations document does not propose any sites for traveler accommodation.
- 9.37 At the Land Allocations hearings in October and November 2012, the Inspector advised that neither the Cumbria-wide study, not the more recent South Lakeland-specific study met new national policy requirements for evidence of need to cover the full plan period.
- 9.38 In response to the Inspector's concerns, SLDC in conjunction with all other Cumbrian authorities has commissioned a study to assess needs to the end of the plan period. This Joint study is now underway and is due for completion by summer 2013.
- 9.39 Additionally, SLDC is committed to preparing a Gypsies and Travellers DPD to respond to any evidence of need found by the joint study and to reflect the latest national policy guidance. This DPD will provide an update to Core Strategy policy and will, if necessary, identify sites for traveller accommodation provision. This is set out in the latest Local Development Scheme.

10.0 Social Infrastructure – Community Safety

Table 30

Emergency Services Evidence Base		
Document Library Ref	Document	Date
	Cumbria Community Safety Strategic Assessment South Lakeland District Summary	Dec 2012
Key Delivery Partners		
Cumbria Constabulary, Cumbria Fire Service, Cumbria Ambulance Service, Mountain Rescue Teams		

Fire and Rescue

- 10.1 Cumbria Fire & Rescue Service (CFRS) Kendal Locality is situated in the South East of Cumbria and covers, along with Barrow Locality, the whole of South Lakeland (plus areas of Eden District Council). Kendal Fire Station is the administrative base for the Kendal Locality.
- 10.2 Fire cover across South Lakeland is delivered by 7 fire stations. Kendal Fire Station provides full time day crew (0800-2000) with retained support during the day and fully retained outside of this. Kendal Fire station is currently staffed by fire-fighters providing day time cover and crewing 1 fire engine. 1 Major Rescue Vehicle (MRV), 1 High Volume Pump (HVP), with support from retained staff. The HVP is available to respond throughout Cumbria and cover for National Incidents.
- 10.3 Arnside, Kirkby Lonsdale, Milnthorpe stations provide a single fire engine each through retained fire-fighter cover. Ulverston has two fire engines that are covered by fire-fighters working on a retained duty system. Broughton and Grange fire stations each have one fire engine with Grange operating a specialist wildfire team and Land Rover capability; again these operate on a retained basis. Ulverston, Broughton and Grange stations are managed from the Barrow Locality offices.
- 10.4 There are currently no plans to restructure or change the existing service delivery model and locality areas. The Localities covering South Lakeland have been successful in reducing fire risk and continues to deliver an effective, efficient and proportionate prevention and protection activities across the area.

Mountain Rescue

- 10.5 Duddon and Furness Mountain Rescue have confirmed that they do not consider that the service and rescue infrastructure they provide will be impacted on by the development proposed and therefore they are comfortable that there are no infrastructure requirements arising or action that needs to be taken through the

Infrastructure Delivery Plan or the Land Allocations document in respect of their service. They confirmed that the position for Kendal Mountain Rescue Team is the same.

Community safety

- 10.6 South Lakeland falls under the jurisdiction of Cumbria Constabulary and is a safe place to live. The District has the second lowest crime rate of all the Districts in Cumbria and is the seventh least deprived district in terms of crime in the whole of England. Crime in the district has been falling year on year and in 2012 it fell by 0.8%. A useful summary of the current position regarding community safety and crime in South Lakeland can be found in the Cumbria Community Safety Strategic Assessment: South Lakeland District Summary.
- 10.7 Despite the relative safety of the District, there are some key problem areas and it is of course important to ensure that crime remains low and that aspects such as perception and fear of crime do not impact negatively on people's quality of life.
- 10.8 Many crime-related problems can be reduced through design. Cumbria Constabulary offers specialist expertise and advice free of charge (paid for by the Constabulary) on how to incorporate design features into new developments and other projects in order to address or avoid issues. They also assess new developments for accreditation under the Secured by Design Award – a standard that has been shown to significantly reduce the likelihood of burglary.
- 10.9 Designing-out crime can save money in the future by avoiding problems. For example, Kendal's multi-story car park used to cost around £30,000 per year in repairing criminal damage alone but new security features were installed and have significantly reduced this cost.
- 10.10 Community safety infrastructure can constitute aspects of design as well as a range of relatively small-scale measures. In South Lakeland these are and could be utilised further to ensure that crime remains low in the District and to ensure that people also *feel safe*.
- 10.11 Suggestions from Cumbria Constabulary as to what measures could be beneficial in the South Lakeland area include:
- Careful design to creating welcoming environments that are hostile to those wishing to use them improperly by avoiding the creation of areas that are secluded or cannot be seen;
 - Design layouts of new developments to enable natural surveillance of play areas, parks and other public spaces;
 - Expansion of the limited existing CCTV coverage in Kendal and Ulverston;
 - Using 'white-light' in public locations (as opposed to using yellow sodium lighting), to positively influence people's behaviour, ensuring that the type of lighting and the way the light is directed and located is carefully considered;
 - Combining CCTV and white light is reported to be a particularly good combination for crime reduction –use of this combination is recommended in Abbott Hall Park, Kendal for instance;

- Number plate recognition cameras installed within speeding cameras and at strategic locations, reflecting the fact that 60% of detected crime in the area is committed by those who have come to the area from other parts of the country– this would act as a deterrent as it would be much easier to identify what vehicles had entered and left an area and when;
- Measures to aid the provision of additional security measures on, for example, industrial estates where there are issues of burglaries and where collectively, all premises on the Industrial Estate would benefit but where no individual business is willing to pay for or maintain them;
- Ongoing programme of measures including cutting back excessive vegetation, fixing or introducing lighting and improving street furniture to help reduce anti-social behaviour – under the Criminal Justice Act, Cumbria Constabulary can now ask the Council to act, for example, to remove (and pay for the removal of) vegetation where this is an issue and the Council are obliged to act; this wasn't the case before;
- Design advice sought on more developments and more developments seeking to achieve Secure by Design Award standard.

11.0 Social Infrastructure - Community and Heritage

Table 31

Community and Heritage Evidence Base		
Document Library Ref	Document	Date
	Council plan	March 2013
	Cumbria County Council Libraries Review – Public and Stakeholder Engagement Overview report	Summer 2011
	Library Services Review – Next Steps Cabinet Report	September 2001
	Conservation Area Appraisals	
Key Delivery Partners		
CCC, Parish Councils, Lakes Leisure, individual sports clubs, SLDC, private developers/companies, Brewery Arts Centre		

- 11.1 Parish Plans provide an invaluable source of information regarding community needs and aspirations within each parish. The Council will work with communities and Parish/Town Councils to identify local community needs and means in which these can be delivered through new development opportunities. In the case of a number of the proposed allocation sites, there is opportunity through the production of development briefs to provide additional community facilities as part of wider development schemes in consultation with the community. Neighbourhood Plans brought forward by parish and town Councils through the new Localism Act also fit with national Government planning policies including the emerging National Planning Policy Framework. These Plans can be used to identify community needs at a Parish level.

Leisure facilities (indoor sports/fitness)

- 11.2 Lakes Leisure is currently SLDC's leisure partner, providing services through Council owned leisure centres at Kendal and Ulverston and an outdoor activity centre at Windermere, which falls within the Lake District National Park. The centres at Kendal and Ulverston offer a wide range of indoor sports and cultural facilities and programmes, including 25m swimming pools, children's/learner pools, gym facilities, table tennis, bowls, football, hockey, yoga and pilates and triathlon events and sports training.
- 11.3 The centres also host swimming lessons and fitness classes, sports clubs including waterpolo, diving, tennis and canoeing, events and competitions and other leisure activities. The centre at Kendal offers conference suites and room hire as well as a 900 seat theatre and arts venue whilst the centre at Ulverston is home to Cumbria's biggest indoor tennis centre. Lakes Leisure works very closely with strategic partners across the South Lakeland area including; South Lakeland District Council, NHS

Cumbria Partnership, Age UK, Brewery arts centre and Alzheimers society to provide facilities with benefits for all sections of the community.

- 11.4 Lakes Leisure have confirmed that in terms of current provision of indoor sports facilities in South Lakeland outside the National Parks, the key issue relates to renewing and improving existing facilities rather than providing additional facilities. There is currently very little latent demand or deficiency in indoor sport provision locally but the centres are now aged and face increasing costs of operation and maintenance.
- 11.5 The Council has as a priority, to work with partners to invest in the area's culture and the wellbeing of its residents. The Council is committed to enabling provision of core facilities in Kendal and Ulverston. Actions set out in the Council Plan 2013-2017 are to conduct a Leisure Service Review, producing affordable options for physical and leisure activities and to build on the Olympic legacy to promote healthier lifestyles, exercise and sport.
- 11.6 The Council is currently in the process of preparing for a new leisure partnership arrangement, to be in place by 2014. This will be for a 10-year duration with the potential for two 5 year extensions. One of the criteria for this new arrangement will be the need for the leisure partnership to have the capacity and capability to undertake a review and renewal of the current leisure facilities and service provision in South Lakeland. The process of moving towards the setting of a new leisure partnership arrangement is set out below. It is expected that the revised Leisure Partnership will be identified and appointed by October 2013, to commence in April 2014.
- 11.7 As part of delivering its priorities, the Council will undertake discussions with partners, including Active Cumbria (Cumbria's Sport and Physical Activity Partnership) on a facilities strategy, to include the options for reinvestment in the leisure centres and how they relate and link up with other smaller facilities, including those associated with schools and the Multi Use Games Areas. Such a 'hub and spoke' approach will provide access for those areas that lie some distance from the main hubs at Kendal and Ulverston Leisure Centres. In the most rural areas, where residents live well beyond the normal travel time for indoor sports facilities, the Council will work with its leisure partner to offer outreach programmes. The Council and its leisure partner will need to work with schools and community organisations to investigate opportunities for opening up the use of community-based facilities for public use. This would extend use of existing facilities and strengthen links between schools, owners of facilities and communities and further reduce any need for additional facilities.
- 11.8 Lakes Leisure suggest that centres will deliver greatest benefit by considering new ways of working which, deliver facilities and programmes based on detailed evidence about the facilities local residents use most, provide multifunctional buildings of high quality energy efficient design and make the most of opportunities for co-locating facilities and utilise dual/multi use facilities. For example gyms to be utilised for GP referrals and occupational health uses as well as for fitness and training, sports halls used as theatres or performance spaces as the existing Westmorland Hall at Kendal

Leisure Centre and cafeterias and reception areas serving as art and exhibition galleries. This approach will ensure that facilities provide a broadened range of community benefits whilst also being as financially and environmentally sustainable as possible. The Council and its partners are active in exploring how facility investments are coordinated and optimised.

Cemeteries

- 11.9 Under Section 214 of the Local Government Act 1972, Councils of Districts, London Boroughs and Parishes are empowered to provide, maintain and manage cemeteries and burials grounds, whether in or outside their area. Any new provision of cemeteries in South Lakeland District (within and outside of the National Parks) is thus likely to fall on South Lakeland District Council. Although private companies can, and regularly do, establish crematoria with associated land for the burial of cremated ashes, the economics of running a purely earth burial ground with its high maintenance costs and diminishing asset value means there are very few privately operated cemeteries. The one exception is the increasing popularity of 'woodland' burial sites which can generally be operated successfully by private operators due to the lower maintenance requirements and ability to use ground which would be considered unsuitable for a traditional cemetery.
- 11.10 On 1st April 1974, South Lakeland District Council took over the functions of the existing Town and Borough Council Burial Boards, and have managed the existing cemeteries ever since without needing to expand them. Although the District Council is not legally obliged to provide burial space where other options exist such as crematoria, it seems likely that public pressure would insist on space being available. There are no funding streams in place or ring fenced for new provision and it would need to be found from the Council's capital budgets, perhaps with some contribution from whichever Town Council would most benefit from the new provision.
- 11.11 Due to the foresight of the Victorians (and also their high mortality rate) the cemeteries in South Lakeland (outside the National Parks) were established with large amounts of future space for burial, in 1855 (Kendal), 1878 (Ulverston), and 1889 (Grange-over-Sands). As well as the ground within the established cemetery boundaries, land is identified for extension at all three locations, currently being used as allotments. However, a large area of the designated extension land in Ulverston was re-used for the Larch Grove affordable housing development in the 1990s.
- 11.12 Within the existing cemetery boundaries and before any extension land would need to be prepared for use; the current usage situation (overall averages, not adjusted by religious denomination) is set out by settlement below.
- 11.13 The number of burials does not correlate with the number of new graves used or needed since many burials are a second burial in an existing grave. Interment of cremated remains is legally a burial but many of these are in existing graves or new small spaces.

Kendal - Parkside cemetery

- 11.14 This cemetery is most likely to be affected by an increased population growth due to the development proposals set out in the Land Allocations document, although there are many variables that make it difficult to predict future cemetery usage, including; a higher than average elderly population; people living longer; the choice of cremation rather than burial (particularly if a crematorium is established locally – see below) and; the age profile of the population for the proposed new homes.
- 11.15 Parkside Cemetery currently has two sections in use, one designated for ‘Church of England’ burials and one undesignated. Due to a utilities pipeline that crosses over and precludes the use of part of the C of E section, this is likely to reach capacity in around 7 years, based on a past average of 25 new spaces used per year. The undesignated section will then become the only remaining land within the current cemetery boundaries, with 200 spaces and an average usage of 30 per year, giving a projected maximum of 7 years until capacity. It does seem very likely that new space for burial in Kendal will be needed at some time around 2025 (the end of the plan period) or shortly afterwards.
- 11.16 The designated extension land is on Castle Hags allotments, which are non-statutory and can be reclaimed by the Council with reasonable notice. Due to its current use, this area would need considerable preparation and infrastructure improvements to assimilate it into Parkside Cemetery. This is expected to cost upwards of £50,000 and could be appropriate for funding through the CIL. The land was originally included in the Canal Head Area Action Plan area for housing use but is thought to have been re-allocated as cemetery extension in reserve.

Ulverston cemetery

- 11.17 400 spaces are currently available inside the existing cemetery boundary with an average yearly usage of 16 new grave spaces, giving approximately 25 years remaining usage. There is an area of allotment land allocated for cemetery extension, but it will require considerable preparation time and investment in the infrastructure to bring it up to an acceptable standard, at a cost of approximately £50,000. This extension has also been considered for housing development in the past, initially being rejected because of access concerns to Priory Road.

Grange-over-Sands - Grange Fell cemetery

- 11.18 480 spaces are currently available inside the existing cemetery boundary with an average yearly usage of 15 new grave spaces. This gives approximately 32 years remaining usage. The extension land, *excluding* the proportion which has been given over to the Allotment Association on a 50 year lease, should yield another 350 potential spaces. The extension could be brought into use with a relatively small investment in infrastructure (paths, walls etc.) amounting to a cost of approximately £10,000.
- 11.19 Establishing a new cemetery, if it is not adjacent land to an existing site, can be a protracted issue requiring environmental surveys, planning consent, building work and other resource demands. Although there is likely to be a lower level of opposition

from nearby residents to new cemetery provision than to a crematorium proposal, some opposition is likely. In order to establish a completely new site, or to bring into use some reserve land, would require a lead time of at least 5 years.

- 11.20 There are currently no plans to seek further land (other than that already within existing cemeteries or already designated for future cemetery use) for provision of a cemetery service in Kendal or elsewhere. Seeking to do this could pose considerable difficulties as land suitable for a cemetery can also be viewed as a potential housing site. With housing provision being the top priority for the Council, use of land for housing is inevitably likely to take precedence. This was certainly the case with Larch Grove in Ulverston. Housing pressures are clearly an issue when considering what new land might be required for future cemetery provision.
- 11.21 Another issue is that the provision of new cemetery space in South Lakeland is likely to have implications for allotment provision as much of the land currently designated for future cemetery use is in use as allotments. Even where the allotments are not provided statutorily, it is likely that there would be public demand for replacement allotment provision if the existing allotments were lost.

Crematoria

- 11.22 The Council is championing the need for a crematorium in South Lakeland and has identified in the latest Council Plan 2013-2017 that it will explore options to work with others to provide one. There is an existing need for a crematorium as South Lakeland has a higher than average percentage of people over 60 and residents currently have to be transported to crematoriums in Barrow or Lancaster when cremation is required. There are concerns that the length of the journey, which can take up to 2 hours, unnecessarily adds to the stress for bereaved families. Additionally, demographic trends show that the District has an ageing population and that the population is expected to grow, this means that demand for a crematorium is likely to increase throughout the Plan period.
- 11.23 It may be difficult to find a suitable site for a crematorium. An application by for a Crematorium at Gatebeck Lane, near Endmoor was refused on appeal in 1999 (5/1998/1301 & 5/1998/1504) on the grounds of unsustainability, impacts on the character and appearance of area and access and transport issues. A further application by the same company for a crematorium at Sampool Bridge near Levens was also refused on appeal (SL/2005/1180) in 2005 on the grounds of flood risk, impacts on the character and appearance of area and access issues.
- 11.24 There is a risk that pressure could be put on land identified for employment uses in the Land Allocations document for use as a crematorium. A further issue is funding. Based on the build costs of recent Crematoria projects in the North West and further afield, the cost of a new new-build Crematorium is estimated to be between £1 and 2 million.
- 11.25 The Council envisage an enabling role in the process of delivering a new crematorium; it is expected that any provision would have to be wholly delivered by private finance and the usual planning and environmental considerations would have to be met.

11.26 Two companies have recently expressed an interest in crematoria provision in the area and have met with the relevant Portfolio Holder to discuss the matter.

Community centres/village halls

- 11.27 There are 43 Village Halls within South Lakeland outside the National Parks; a number of them have been successful in refurbishing their buildings in the relatively recent past. However, liaison with ACTion for Communities in Cumbria (who play a key role in supporting local communities, including in issues around villages halls/community assets) has shown that whilst in the areas under SLDC Planning jurisdiction, there is no great demand for the introduction of new Village Halls/Community Assets, there is a demand for the refurbishment and sometimes expansion of existing Village Halls/Community Assets. This is distinct from general maintenance, which is largely self-funded or financed through small scale funding applications.
- 11.28 Information has been provided by ACTion for Communities in Cumbria suggesting that between (approximately) £3.3m and £4.6m is required over the coming years to enable works to be undertaken to the 17 village halls and similar community buildings in the plan area that require refurbishment or other improvements as well as to enable the provision of new halls in some cases. This is based on the average actual cost of works for those halls where works have recently been undertaken (£275,000) and the estimated likely cost of works required.
- 11.29 Large scale refurbishment projects require a significant financial outlay which the community cannot fund themselves. This external funding has traditionally been sourced from major funders, such the BIG Lottery. However, recently the BIG Lottery has restricted not only the amount of money available to Community Buildings, but it has also restricted the communities that are eligible to apply. The eligibility is based on Lower Super Output Areas linking to areas of deprivation and excludes the majority of South Lakeland, including some of the areas considered to be the most deprived in the District.
- 11.30 It may be that funding to address needs for improvements to village halls and other community buildings could be gained through CIL. Communities will be awarded 15% of CIL monies raised in their area capped at £100 / dwelling, local authority consults with community even if they do not have a neighbourhood plan in place. Up to 25% (uncapped) will be awarded to communities with a neighbourhood plan in place.

Libraries

- 11.31 There are currently 6 libraries within the plan area at Kendal, Ulverston, Grange, Milnthorpe, Kirkby Lonsdale and Arnside. CCC has confirmed that there are currently no plans to change the number of libraries in the plan area or elsewhere in the County.
- 11.32 There has been a 20% decline in the numbers of people using Cumbria's libraries since 2005 as well as a change in the way people are using libraries. CCC are currently in the process of reviewing the County's library service and have held public consultation to assess library users views on the future of library services in Cumbria.

As part of the review and in light of the results of the consultation, CCC are developing ways of addressing and responding to these changes through increased use of technology such as e-books and audio books and greater online provision of services. Measures such as enabling greater access to computers and requiring computer users to join the library have increased library use and borrowing. The number and type of services provided at libraries has also increased, for example, some main libraries can now issue bus passes, and further community services may be provided at libraries in the future.

- 11.33 Additionally, CCC is changing the way that library services are provided in rural areas. Some smaller, self-issue, unstaffed libraries called Library Links have already been developed in existing buildings and in conjunction with the relevant local communities. Further locations for these services may be identified in the future to ensure continued access to library services for residents of rural communities.

Allotments

- 11.34 There are 29 sites classified as allotments in the South Lakeland area outside the National Parks containing 664 individual plots and amounting to just over 20 hectares. The Council has handed the management of most allotments in the District over to respective town Councils. A remaining allotment site in Ulverston is due to be handed over to the town Council shortly.
- 11.35 The Open Space, Sport and Recreation Study (2008) showed a high level of demand for new, additional allotment provision and a need to increase the quality of existing provision. Existing allotments are operating at almost 100% capacity, most are below the 60% quality threshold set in the study and there is a high level of demand for additional provision across the area, and in particular in the Principal and Key Service Centres , although waiting lists for allotments in Kendal have reduced in recent years and currently stands at 53.
- 11.36 There is a particular lack of existing provision in Kirkby Lonsdale and Milnthorpe. There is also continual demand for alterations and improvements to existing sites across the area.
- 11.37 The Study also showed that the large size of plots is an issue and suggested that plots could be split to create more manageable areas and to cater for some of the unmet demand; it also sets out what measures are required on each existing allotment site to bring the site up to the 60% quality standard. This information is presented in Table 32.

Allotments and action required	
Site Name	Action required
Kendal area	
Allotment Gardens at Hill Place, Oxenholme	The site is meeting a catchment need and so needs to be retained. It is currently poorly used with little cultivation. There is a need, therefore to encourage take up and improved up-keep of plots at the site to enhance quality and increase value above the thresholds.

Allotments and action required	
Site Name	Action required
Shaw Brow Allotments	Removal would not create a catchment gap. Its catchment area is covered by the catchment areas of a number of high value sites. The proximity of these may impact on the value score. However, this is a large site with a significant waiting list. This demand cannot be catered for at any other sites currently and therefore this site is meeting a need in the local area. Retain and increase value.
Sedbergh Road Allotments	Removal would not create a catchment gap. Its catchment area is covered by the catchment areas of a number of high value sites. The proximity of these may impact on the value score. However, this is a large site with a significant waiting list. This demand cannot be catered for at any other sites currently and therefore this site is meeting a need in the local area. Retain and increase value.
Allotment gardens adjoining Fletcher Square	Increase quality
Allotment gardens adjoining Kendal Castle	Increase quality
Allotment Gardens off Fowl Ing Lane, Kendal	Increase quality to above the threshold. This can be achieved through enhancing path quality.
Allotment Gardens to rear of Castle Drive, Kendal	Increase quality to above the threshold. This can be achieved through provision of on-site information.
Allotments adjoining Kendal Golf Course, Kendal	Increase quality to above the threshold. This can be achieved through provision of on-site information.
Allotments adjoining Recreation Ground at Wattsfield Lane	Maintain current standards.
Allotments adjoining St. Thomas's C of E School	Increase quality to above the threshold.
Allotments at Wattsfield Lane	Maintain current standards.
Town View Allotments	Maintain current standards.
Coley Barn Allotments	Increase quality to above the threshold. This may be achieved through enhancing quality and maintenance of the paths.
Natland Road Allotments	Increase quality to above the threshold.
Rinkfield Allotments	Increase quality to above the threshold.

Allotments and action required	
Site Name	Action required
Ulverston	
Allotment Gardens adjacent to Canal Street, Ulverston	Increase quality to above the threshold by, for example, enhancing internal paths.
Allotment Gardens adjacent to Garden Terrace, Ulverston	Increase quality to above the threshold by, for example, enhancing internal paths.
Allotment Gardens adjacent to Lund Road, Ulverston	Increase quality to above the threshold by, for example, providing on-site signage.
Allotment Gardens adjacent to Morecambe Road, Ulverston	Increase quality to above the threshold by, for example, enhancing internal paths.
Allotment Gardens adjacent to the A5087, Ulverston	Increase quality to above the threshold by, for example, enhancing internal paths.
Dragley Beck Allotments	Increase quality to above the threshold by, for example, enhancing internal paths.
Grange over Sands and surrounds	
Allotment Gardens adjacent Cartmel Village Hall, Cartmel	Work to increase quality to above the threshold. For example, this could be achieved through provision of on-site signage with basic up to date information.
Allotment Gardens adjacent Eccleston Meadow, Flookburgh	Increase quality to above the threshold. For example, this could be achieved through provision of on-site signage with basic up to date information.
Yewbarrow Allotments, Grange-over-Sands	Although this is a well-maintained site, work towards increasing the quality score through, for example, the provision of on-site signage with basic up to date information.
Kirkby Lonsdale	
Raygarth Allotments,	Increase quality to above the threshold by, for example, providing on-site signage and information.

Allotments and action required	
Site Name	Action required
Kirkby Lonsdale	
Milnthorpe	
Stewart Close	Increase quality to above the threshold by, for example, improving internal footpaths.
Kirkhead	Increase quality to above the threshold by, for example, providing on-site information signage.
Allotment Gardens at corner of Grisleymires Lane and Church Street, Milnthorpe	Increase quality to above the threshold by, for example, improving internal footpaths.
Allotment Gardens adjacent to Summerville Road, Milnthorpe	Increase quality to above the threshold by, for example, improving internal footpaths.
Arnside	
Allotments off Silverdale Road	Maintain current standards.
Allotments at Ashmeadow	Maintain current standards.

11.38 Several areas of designated cemetery extension land are currently used as allotments. Although they are not statutory allotments and thus there is no formal requirement to replace them, when they are taken up for use as cemetery land, this, along with population growth and new residential development will further exacerbate need and increase demand for new allotments further.

11.39 Core Strategy Policy CS8.3b sets out standards for the amount of allotment space per 1000 head of population and states that new allotment provision will be based on evidence of demand set out in, for example, parish plans and waiting lists. The Council will work with Town and Parish Councils to increase provision as appropriate. Developer Contributions may be used to implement improvements required, however, it is considered that there may also be scope for the use of CIL, for both qualitative and quantitative allotment provision given that allotments are often used by people from a wide area.

Historic Environment and Public Realm

- 11.40 South Lakeland has an extremely rich built heritage, including a wealth of historic buildings and historical remains and historic parks and gardens. This heritage contributes much to the quality of life enjoyed by the District's residents. It is also fundamental to the District's popularity as a visitor destination and, consequently, makes a significant contribution to its economic prosperity.
- 11.41 In recent years, appraisals have been undertaken of all 10 Conservation Areas in South Lakeland outside the National Parks. It is now the intention to prepare management plans for each of the Conservation Areas. Work is underway with 3 communities, Kirkby Lonsdale, Cartmel and Kendal on background work for these management plans including audits of Building at Risk. This work will guide the content of the management plans for these areas, identify projects to address the issues and objectives of the management plans and will feed into the preparation of design briefs for problem areas. In settlements where there is insufficient community resource or desire, the undertaking of this background work will fall to the Council and core policy work for the management plans will also be undertaken by the Council in conjunction with communities.
- 11.42 Areas of Arnside have also been appraised as a potential Conservation Area. Consultation is due to take place on the outcomes of the appraisal when. Other candidates for new Conservation Areas will be appraised over the coming years.
- 11.43 South Lakeland outside the National Parks has around 1500 listed buildings. Around 300-350 of these have been recently (since when – when were they last surveyed?) re-surveyed and it is expected that a further 400 will be re-surveyed as part of the work with communities on Conservation Area Management Plans. Therefore it is hoped that within three years, half of the total number of listed buildings in the area will have been re-surveyed. The survey work may generate some heritage projects but there will also be cases where listed buildings are in the private ownership of people that are unwilling to cooperate to address the issues at their properties.
- 11.44 Around 60 buildings or structures, such as Arnside Tower and Gleaston Castle are listed but are functionally obsolete and are therefore classed as 'at risk'. A survey of such buildings and structures was undertaken in 1994 and around half have been taken out of 'at risk' status since through appropriate remedial works. For example, Greenside Lime Kiln in Kendal was brought back into use as a heritage attraction/feature through a programme of restoration and installation of footpaths and interpretation. However, as some structures are regenerated, others fall into disrepair and become 'at risk'.
- 11.45 Funding is a key issue. A programme of further survey work is required to enable solutions for 'at risk' buildings to be identified. Funding is also a problem for smaller and private projects (including environmental enhancements), which were once funded through a Council grants programme for which the budget has now been removed.

- 11.46 A key current heritage issue in Grange is the recently listed 1930s lido. It is SLDC owned and is part of an area allocated in the land Allocations document and identified for a wider regeneration scheme. SLDC have funded the preparation of a brief for a Conservation Management Plan for the lido. This brief will identify constraints and costs and will go out to tender shortly. The plan will be expected to identify possible access options and possible community and commercial uses for the lido. It is likely that the works will cost several hundred thousand pounds, although lottery funding could cover some of this.
- 11.47 SLDC considers that historic buildings and conservation areas are key components in the quality of the local environment and as such represent community infrastructure. Development has implications for the retention of a high quality historic environment as housing, commercial and retail development and their associated impacts such as traffic and parking all have effects on historic buildings and places.
- 11.48 There are three areas where CIL monies could assist in such work. For example, highway infrastructure projects can often provide opportunities for investment in the historic environment through archaeological investigations, or through improvements to the public realm in affected areas. In this respect, CIL funding could provide a multiplier effect, with funding for specific infrastructure projects also creating spin-off benefits for the historic environment.
1. Upgrades to the public realm in historic areas
 2. Historic Parks and open spaces
 3. Heritage Buildings or Places at risk

Specific projects arising in these three areas are set out in Table 33 below.

Historic Environment Projects	
Public Realm and Historic Parks in Historic areas	
Kendal	
	• New Road car park
	• Fellside Pathways public realm
	• Bowling Fell/Castle Howe/Garth Heads repair and conservation
	• Canal Corridor behind Aynam Place and Wilson Street public realm
	• Canal Corridor at the Lound/Change Bridge public realm
	• Peppercorn Lane Car Park
	• Maude's Meadow/Nobles Rest Green Spaces
	• Woolpack Yard public realm
	• Surroundings to Nether Bridge public realm
	• Grounds of Abbot Hall/Holy Trinity Church
	• Stramongate Bridge approach public realm
	• Blackhall Road
	• Exchange Court
	• Courts off Dowker's Lane
	• Fletcher Square
	• Captain French Lane and the Green

Historic Environment Projects	
Public Realm and Historic Parks in Historic areas	
Ulverston	
<ul style="list-style-type: none"> • Buxton Place Car Park and Little Union Street • Bolton's Place and passageways public realm • Theatre Street Car Park • Queens Court public realm • Ford Park • Victoria Road public space • Union Place Car Park • Back Lane/Tarnside public realm • Lower Brogden Street public realm • Dalton gate/Stocksbridge Lane car parks • Gill Banks Beck Riverside Walk 	
Grange over Sands	
<ul style="list-style-type: none"> • The Lido regeneration • Promenade Public realm • Berners Close Rail Bridge replacement • Park Road and The Ornamental Gardens • Hampsfell Road public realm • Kents Bank Road Car park • Community Orchard 	
Cartmel	
<ul style="list-style-type: none"> • Ford Road/The Institute car park • Town End open space • The Fishstones/The Cross in The Square 	
Milnthorpe	
<ul style="list-style-type: none"> • The Cross and War Memorials • The Square and The Green public realm 	
Beetham	
<ul style="list-style-type: none"> • Beetham Bridge car park and War Memorial public realm 	
Burton in Kendal	
<ul style="list-style-type: none"> • The Square public realm • Cocking Yard public realm 	
Buildings at Risk	
<ul style="list-style-type: none"> • Gleaston Castle • Arnside Tower • Hazelslack Tower • Beetham Hall • The Lido, Grange over Sands • Devil's Bridge, Kirkby Lonsdale • Castle Dairy, Kendal 	

Public realm

11.49 Improving the public realm of the Key and Principal Service Centres in particular is very important so as to provide a more pleasant environment for both residents and visitors. This could include public art and signage improvements at various locations

across the District. New signage has recently been successfully introduced in Kendal, incorporating maps and directions as well as photographs and information about things to see and do as well as the history of the area.

- 11.50 There are particular aspirations for further public realm improvements in Kendal, Milnthorpe and Cartmel. In Kendal, it is intended to enhance or introduce shared surfaces in the Market Place, Kent Street, Highgate and Stramongate, re-introduce the original surface materials to some of the historic Yards and implement a shop-front improvement scheme. There are also plans to redevelop the informal area currently used for parking between New Road and the River Kent as a public space with seating and planting. In Milnthorpe and Cartmel streetscape improvements are planned.
- 11.51 There are also plans to improve the offer of traditional markets across the District and increase footfall, including offering start-up business stalls.
- 11.52 Core Strategy policy CS9.2 sets out that the Council will work with developers and service providers to secure “..... enhancement of the public realm, including public art, civic space and the historic environment”.

12.0 Green Infrastructure

Table 34

Green Infrastructure Evidence Base		
Document Library Ref	Document	Date
	Green Infrastructure in Cumbria	
	Green Infrastructure to Combat Climate Change – a Framework for Action in Cheshire, Cumbria, Greater Manchester, Lancashire and Merseyside	
EvE08	Open space study	Feb 2008
	Headlands to Headspace document	Feb 2009
	Council plan	March 2013
	Cumbria Biodiversity Action Plan	
	Biodiversity 2020: A strategy for England's wildlife and ecosystem services	2012
	Arnside & Silverdale AONB Management Plan and Action Plan	2009
	Air Quality reports and action plan https://www.southlakeland.gov.uk/your-environment/pollution/air-quality/	
	Natural Environment White Paper	2011
Key Delivery Partners		
CCC, Morecambe bay Partnership, Arnside & Silverdale AONB, SLDC Parks, SLDC Environmental Protection, Cumbria Wildlife Trust, Cumbria Local Nature Partnership, Morecambe Bay Local Nature Partnership		

- 12.1 Green infrastructure is the network of natural environmental components that lies within, around and between towns and villages. In the same way that the transport infrastructure comprises a network of roads, railways, airports etc, green infrastructure has its own physical components ranging from small pockets of urban vegetation and street trees to parks, gardens and from ponds, rivers and lakes to hedges, farmland, moorland and forestry.
- 12.2 Green Infrastructure provides multiple social, economic and environmental benefits including;
- Managing surface water;
 - Managing temperature changes and extremes;
 - Carbon storage and sequestration;
 - Improving and maintaining good air quality;
 - Managing flood risk and water resources, including water quality;

- Food production;
 - Provision for health, recreation and wellbeing;
 - Reducing the need to travel by car (by providing safe and pleasant routes for walking or cycling);
 - Supporting wildlife and biodiversity, including helping species adapt to climate change;
 - Helping to ensure that areas are attractive as destinations for businesses and tourists;
 - Reducing soil erosion.
- 12.3 Green infrastructure is therefore a cost-effective way of meeting multiple objectives, including many of those set out in the Core Strategy (pages 11-13), and the Council Plan, as a single piece of green infrastructure can provide several benefits and perform multiple functions concurrently.
- 12.4 South Lakeland is a largely rural district and has high levels of green infrastructure provision. The key need across all types of green infrastructure is to develop this to ensure that the existing provision is of high quality and that it is linked up to create a true and permeable network.
- 12.5 Core Strategy policy CS9.2 sets out that the Council will work with developers and service providers to secure the necessary improvements to green infrastructure including recreation provision (including open space, allotments, play and sport facilities) and biodiversity.

Open Space, (outdoor) Sport and Recreation

- 12.6 Policies in the 2006 Local Plan required new open spaces and play areas to be provided on new developments over a certain size without taking existing local provision into account. Core Strategy policies CS8.3a and CS8.3b have instigated a move towards a more pragmatic approach to provision, requiring new on-site provision only where existing local provision does not meet set quantity standards and requiring contributions to qualitative improvements where quantity standards are already met. This approach ensures that over or unnecessary provision does not occur, quality of provision is improved and all developments are required to contribute (although smaller developments may only be required to contribute financially to qualitative improvements where on-site provision would be unreasonable due to site size etc), meaning that the need generated by the cumulative impacts of many small developments are accounted for alongside the needs generated by individual larger sites. The requirements of policies CS8.3a and CS8.3b are secured through Section 106 agreements.
- 12.7 The 2008 Open Space, sport and recreation study showed that at a district-level, the key issue in the plan area regarding open space provision is the need to improve quality. Nevertheless, there are also some areas where increased quantity is required or will be required as the result of new development. These deficits, along with qualitative deficits, can be addressed through the application of policies CS8.3a and CS8.3b to some extent. However, catchment gaps or qualitative deficits that exist

away from areas where new development is planned or in strategic locations cannot be filled in this way and will require alternative funding mechanisms, and may include CIL. There are for example aspirations to make improvements to main parks in the Key and Principal Service Centres including Ford Park, Maudes Meadow, Abbott Hall Park and Castle Hill in Kendal and through the '3Ps' (3 parks) project in Grange.

Ecological networks and landscape

- 12.8 South Lakeland planning area is fortunate to contain 16,116 hectares of land designated as SSSI (92.7% of which is in a favourable or recovering condition), an Area of Outstanding Natural Beauty and all or part of 6 Natura 2000 sites of international importance as well as several national and local nature reserves and county wildlife sites. Parts of the area fall within The Morecambe Bay Limestones and Wetlands Nature Improvement Area, one of the 12 Nature Improvement Areas designated nationally in 2012. Additionally, the whole of South Lakeland falls within the Cumbria Local Nature Partnership area and parts of the area fall within the Morecambe Bay Local Nature Partnership area. This shows that the importance of the area's biodiversity and ecological networks is recognised but also that key measures are in place to improve and capitalise upon these assets. Indeed, the area is of exceptionally high biodiversity and contains a high number of priority habitats and species within and outside of designated sites.
- 12.9 Nature Improvement Areas (NIAs) will be the focus for locally-led projects and will have a share of £7.5 million to restore habitat for the benefit of wildlife and people. NIAs are funded until April 2015 through DEFRA and Natural England. In the Morecambe Bay Limestones and Wetlands NIA, three officers dedicated to woodlands, wetlands and grasslands respectively have been employed.
- 12.10 Local Nature Partnerships are designed to *"work at a strategic scale to improve the range of benefits and services we get from a healthy natural environment. They will aim to improve the multiple benefits we receive from the good management of the land"*. The Council is involved in the work that has already begun on setting out the way forward for both the Cumbria and Morecambe Bay Local Nature Partnerships. It is intended that the Cumbria Local Nature Partnership will become self-sufficient by 2015 and work is underway to draw up the terms of reference for the partnership. The Morecambe Bay Local Nature Partnership is already coordinating a series of projects that will bring environmental, social and economic benefits to the area.
- 12.11 Further projects also incorporate action to protect and improve the biodiversity of the area such as the RSPB Futurescapes project, which focuses on public awareness raising relating to the Natura 2000 sites in and around Morecambe Bay, however, there is limited funding for habitat or landscape restoration.
- 12.12 Cumbria Wildlife Trust run a range of habitat restoration projects, currently including Haymeadows, Wetland Restoration, Peat, High Fell and Juniper projects as well as a red squirrel project. Some of these relate to areas with South Lakeland but often not the areas outside of the National Parks.
- 12.13 [Biodiversity 2020: A Strategy for England's wildlife and ecosystem services \(2012\)](#) sets out the strategic direction for biodiversity policy for the next decade and a 2020

mission to halt biodiversity loss, support healthy, well-functioning ecosystems and establish coherent ecological networks with more and better places for nature for the benefit of wildlife and people. It is essential that partners work together at different levels to support this.

- 12.14 At a local level, discussions with Cumbria Wildlife Trust, CCC's Ecologist and others have shown that priorities in need of action within the Plan area are as follows:
- restore and enhance habitats, particularly to deliver favourable condition of priority habitats;
 - ensure that areas of particular importance for wildlife are part of a wider well-connected ecological network;
 - create more, bigger and less fragmented areas for wildlife, with no net loss of priority habitat;
 - improve facilities and accessibility at key SSSI and nature reserves/wildlife sites to enhance visitor experiences and;
 - increase opportunities for people to get close to and take action for nature.
- 12.15 These key areas should be borne in mind when implementing Core Strategy policy CS8.4 and thus when requesting developer contributions towards biodiversity. However, given the strategic nature and wide-ranging (rather than site specific) benefits, there may be opportunities to seek CIL monies to support the delivery of these measures.

Arnside & Silverdale Area of Outstanding Natural Beauty

- 12.16 Part of the Arnside & Silverdale Area of Outstanding Natural Beauty (AONB) falls within the Plan area, with the remainder falling within the Lancaster district. The AONB is a nationally important landscape, highly valued for its biodiversity and geology, scenic and recreational value and its rural economy.
- 12.17 The primary purpose of an AONB is to conserve and enhance the natural beauty of the landscape, whilst meeting the need for quiet recreation and taking account of the economic and social needs of local communities. This includes the conservation of biodiversity, geological, historical and vernacular as well as landscape features.
- 12.18 'Area of Outstanding Natural Beauty' is a statutory designation. The legal framework for Areas of Outstanding Natural Beauty is provided by the Countryside and Rights of Way Act (2000).
- 12.19 The Council has a statutory duty to have regard to the purposes of the AONB in exercising its functions and to prepare a joint Management Plan for the area with other local authorities and partners. The Council forms part of the AONB Partnership for this purpose. A staff team is employed on behalf of the Partnership to coordinate and deliver implementation of the Management Plan.
- 12.20 The Strategic Priorities for the AONB Partnership with respect to landscape for 2012-15 are;
- To develop a sound understanding of the state of the AONB and it's special qualities;

- To work with others to plan and deliver landscape scale conservation and enhancement that provides a range of ecosystem services and improves resilience to climate change;
- Enable the positive management of natural and cultural heritage by providing high quality advice and support to landowners and managers and facilitating ‘good practice’ practical management through a range of mechanisms and;
- To work with others, in particular local authorities, to develop and ensure implementation of development management and other policies which result in positive outcomes for the landscape quality of the AONB.

12.21 These priorities will be reflected in the review of the AONB Management Plan, which is currently underway, with a reviewed Plan due to be published in 2014. The Council is closely involved with this process.

12.22 The core work of the AONB management team is funded by Defra and the four partner local authorities, whilst grant funding is attracted to carry out projects which deliver Management Plan objectives. Whilst commitment to the AONB Partnership remains, pressure on public funding streams means that there is a growing need to seek additional methods of securing the funding required to continue to deliver the AONB Management Plan comprehensively throughout the Plan period. There may be opportunities to seek CIL monies to support aspects of this delivery.

12.23 Key pieces of infrastructure currently required in the part of the Arnside & Silverdale Area of Outstanding Natural Beauty that falls within the Plan area include, but are not restricted to;

- Car parking for Arnside Station (this may be provided as part of a station improvement plan – see also Rail transport section page);
- Additional car parking for Arnside generally;
- Station improvements (including for disabled rail users) (this may be provided as part of a station improvement plan – see also Rail transport section page);
- Pedestrian and cycle link across the Arnside viaduct (Network Rail included structures in recent works to the viaduct that would allow a pedestrian/cycle route to be fixed to the viaduct but a recent grant to Morecambe Bay Partnership for cycle routes around Morecambe Bay did not include funds for this work).
- Provisions for improved coastal access, including as part of the England Coast Path.

Green walls and roofs and street planting

12.24 Work is progressing to investigate the potential for green roofs, green walls and additional street planting in Kendal Town Centre. This is being driven by the Kendal Air Quality Management Area Action Plan (see paras. 3.22-3.25) but also has links to improving the streetscape and public realm and action to mitigate against and adapt to climate change. A study has been commissioned by the Council to look into the possible locations around the town centre at which green roofs, walls and additional

planting could take place as well as what types of vegetation might be most suitable, how much the recommended actions might cost and how they might be delivered.

Green and Blue Corridors

- 12.25 The area is fortunate to have a number of accessible corridors providing multiple functions including recreation, biodiversity, health and well-being, sustainable transport and education. These include river corridors such as along the River Kent, canal corridors such as along the route of the Lancaster Canal and along the canal at Ulverston and promenades such as those at Grange and Arnside.
- 12.26 There are aspirations to enhance the Lancaster Canal corridor and to raise it's value as a multifunctional trail for walkers, cyclists and horse-riders. This could potentially involve interpretive and educational signage, improved surfaces and features and biodiversity and conservations enhancements.

13.0 Moving forward – plan delivery and monitoring

Identification of essential infrastructure required to deliver the necessary infrastructure to support the plan and the role of CIL/developer contributions as a means of ensuring its delivery

- 13.1 This section of the report sets out how the Council proposes to deliver the necessary infrastructure required to support the plan. It is based on the evidence gathered and identified in this report, taking into account what is considered to be critical infrastructure to the delivery of the plan, and the likely available sources of funding to support infrastructure delivery at this point in time. The Council is committed in principle to adopting a Community Infrastructure Levy (CIL) to support the funding of infrastructure. A timetable for preparing a CIL is set out in the recently approved Local Development Scheme. Prior to the introduction of CIL the proposals relating to CIL in this document remain provisional.
- 13.2 In accordance with Section 206 of the Planning Act 2008, South Lakeland District Council can, should it choose to, decide to, levy the CIL on new development to help support the delivery of infrastructure necessary to help realise the implementation of the development plan and support the development of the area. In determining whether there is a need for the Council to charge CIL, it must be shown there is evidence of an aggregate infrastructure funding gap, having considered known and expected infrastructure costs and other sources of possible funding available to meet those costs. Throughout the report numerous references are made to the consideration of using the Community Infrastructure Levy as a means of supporting the delivery of infrastructure in the absence of available funding. The Council is committed in principle to adopting a CIL, provided there is evidence to justify CIL would be viable, and sets out a timetable for its preparation in the recently approved 2013-2015 Local Plan Local Development Scheme. It is anticipated the CIL would be adopted in July 2014. It is important to emphasise the CIL is not expected to contribute fully to plugging the aggregate infrastructure funding gap, it is one funding source.
- 13.3 Developer contributions in the form of Section 106 agreements, have an important role to play in ensuring infrastructure necessary to the delivery of the plan is provided and costed for. The Council must use Section 106 agreements for such purposes in the future in accordance with the CIL Regulations 2010. The restrictions to be placed on the number of pooled contributions authorities can collect from developments towards infrastructure have a fundamental bearing on what CIL could be used for (see paragraphs 3.14-3.19). There can be no overlap in the use of CIL and S106.
- 13.4 In order to identify what infrastructure is considered essential to the implementation of the plan and whether CIL could be used to help fund such infrastructure an attempt has been made to classify types of infrastructure into different categories as shown in Appendix 1 (Infrastructure Schedule). The Infrastructure Schedule breaks down the different types of infrastructure into five categories (see paragraph 13.8

below). It identifies where known possible sources of funding to support the delivery of the infrastructure and groups different types of infrastructure together.

13.5 In summary it is considered the following types of infrastructure are essential to the delivery of the plan having taken into account available sources of funding and CIL Regulations 2010 and Council priorities and therefore it is considered they should be funded in whole or part by CIL and in the case of school places and Kendal Highways Improvement Package of Measures by S106 until CIL is introduced.

- Kendal Highways Improvement Package of Measures as identified in the Kendal LDF Transport Improvements Study September 2012
- Highways Infrastructure (provision of necessary access arrangements) – to support delivery of the identified employment sites as identified in the Further Highway Evidence to support Submission Land Allocations DPD and the Crooklands Bridge Review report
- Primary School places in Kendal and Ulverston schools, and secondary school places in Kendal, Ulverston and Cartmel Priory School.

13.6 There are a number of essential types of infrastructure such as sewerage infrastructure, health care provision, primary and secondary school places (locations not identified above), waste management and surface water management to which CIL would not be required to help fund their delivery. In some cases S106 agreements will be used for example, or the requirements are specific to a site and it would be inappropriate to require the use of CIL. In some cases, the funding has already been allocated, or there is a source of funding which whilst not available at present through future allocation processes could be made available (this is the case with the identified sewerage infrastructure requirements).

13.7 A number of types of infrastructure have been identified as not essential to the delivery of the plan, but which subject to Council priorities and the identification of available sources of funding could be considered suitable CIL candidates.

Infrastructure Schedule - Categorisation

13.8 The Infrastructure Delivery Plan provides evidence of the infrastructure needs and costs where known as shown in the Infrastructure Schedule (Appendix 1) and classifies types of infrastructure into different categories. It reflects the current thinking on the use of CIL and will be used to inform future decisions on what CIL could be used to fund.

- Critical CIL (coded CC) – these are items of infrastructure it is considered are **essential** to the delivery and implementation of the plan and which it is considered having taken into account expected infrastructure costs and other sources of possible funding and CIL 2010 Regulations **should** be funded in whole or part by CIL.
- Critical, possible CIL (CPC) – these are items of infrastructure it is considered are **essential** to the delivery and implementation of the plan and which it is considered having taken into account expected infrastructure costs and other sources of possible funding and CIL 2010 Regulations **could possibly** be funded in whole or part by CIL depending on Council priorities and available sources of funding.

- Critical but not CIL (coded CNC) – these are items of infrastructure it is considered are essential to the delivery and implementation of the plan but where, because there are known allocated funds to support their delivery, funding should be obtained through future allocations from other sources, or S106 agreements, it is therefore considered there is no need to use CIL.
- Desirable and possible CIL (DPC)– these are items of infrastructure it is considered are not essential to the delivery and implementation of the plan, but which nevertheless support plan objectives and will support the development to be delivered by the plan and thus, having taken into account expected infrastructure costs and other sources of possible funding and CIL 2010 Regulations could be possibly funded in whole or part by CIL depending on Council priorities and available sources of funding;.
- Desirable but not suitable for CIL (coded DNC) – these are items of infrastructure which it is considered are not essential to the delivery and implementation of the plan, and which it is considered it is not necessary/appropriate to use funds through CIL bearing in mind Council priorities and CIL 2010 Regulations.

Site specific requirements

- 13.9 In accordance with the CIL 2010 Regulations, local planning authorities can continue to use S106 planning obligations provided these meet the three statutory tests (see paragraph 3.14). Types of infrastructure which might be considered as appropriate to fund through S106 agreements may include for example on-site flood mitigation measures. The developer alone will be expected to contribute to the cost of this type of infrastructure through S106 agreements. Equally, the provision of affordable housing will continue to be secured via Section 106 agreements.

Identification of a Provisional Draft Community Infrastructure Levy infrastructure funding target – Provisional Draft Regulation 123 List

- 13.10 Based on the evidence in the Infrastructure Schedule, we have identified a number of infrastructure items which could be funded through the CIL. Identified below is a provisional draft Regulation 123 List, the items listed are considered critical to the delivery of the plan. As it is refined, further items of infrastructure may be included. As can be seen calculating the total cost of these items amounts to a total sum of roughly £23.9 million. This figure provides an indication of the minimum likely CIL infrastructure funding target, and will be finalised further as the Council prepares its Draft Regulation 123 list.
- 13.11 The SLDC Land Allocations DPD Viability Study April 2013 April 2013 provides evidence that employment development (excluding hotels and supermarkets) in the district based on current economic conditions may be 'unviable' and therefore it is important where possible to access other sources of funding to help realise their delivery. Evidence in the Further Highways Evidence Study March 2013 identifies indicative costs associated with delivery of necessary access arrangements for some of the proposed allocated employment sites, and it is considered justified that the CIL could be used to help to support the delivery of these particular requirements in this context.

Provisional Draft Regulation 123 List

Table 35

Project Name/Infrastructure	Timescale Start	Timescale End	Assumed Cost
Kendal Highways Improvements Package of Measures	2013	2025	£2.3 million approx.
Primary Education Places for schools located in Kendal* and Ulverston *excludes broad locations and Kendal Canal Head	2013	2025	£3,684,400 approx.
Secondary Education Places for schools located in – Cartmel, Kendal* and Ulverston *excludes broad locations and Kendal Canal Head	2013	2025	£5,436,000 approx. (broad locations and Kendal Canal Head – extra £5.5 million)
Highways Infrastructure (provision of necessary access arrangements) – as identified in the Further Highway Evidence to support Submission Land Allocations DPD and the Crooklands Bridge Review report to support delivery of the identified employment sites.	2013	2025	Total – around £7 million approx.
<p>TOTAL cost of infrastructure likely to require funding through the CIL – approximately £18.4 million, if Broad Locations and Kendal Canal Head impact on education included = approximately £23.9 million.</p> <p>The list of items identified are considered critical to the delivery of the plan, other items may be added as the preparation of the draft Reg. 123 is progressed further.</p>			

- 13.12 The evidence base used to consists of an area-based approach, which involves a broad test of viability across the area. In accordance with regulation 14 (1), the Council must show and explain how the proposed levy rate (or rates) will contribute towards the implementation of the plan and support the development of its area.
- 13.13 The Council must set out its proposed levy rate(s) in a charging schedule. The initial stage of preparing a charging schedule focuses on determining the levy rate(s). When the Council submits its draft charging schedule to the Community Infrastructure examination, it must provide evidence on economic viability and Infrastructure Planning. In setting levy rates, the Council 'must aim to strike what appears to the charging authority to be an appropriate balance between the desirability of funding infrastructure from the levy and the potential effects (taken as a whole) of the imposition of the CIL on the economic viability of development across its area. Further work is to be undertaken based on the evidence used to inform the Land Allocations DPD Viability Study April 2013 in order to identify possible draft CIL rates for the district. The Land Allocations DPD Viability Study April 2013 has tested the effect of different S106 rates for the different typology of sites.

The Statutory Tests for the Use of S106

- 13.14 Regulation 122 (2) of the CIL regulations 2010 introduced into law three tests for planning obligations in respect of development that is capable of being charged CIL. This includes most buildings. Obligations should be:-
- Necessary to make the development acceptable in planning terms
 - Directly related to the development
 - Fairly and reasonably related in scale and kind to the development.
- 13.15 It is important that charging authorities ensure there is no overlap in the use of CIL and S106 so as to avoid a situation where a developer pays CIL and then is asked to provide infrastructure through a S106 agreement for which the Authority is collecting CIL payments, resulting in the developer paying twice. To avoid this, authorities adopting CIL are required under Regulation 123 of the CIL Regs to prepare and publish a list of those items or types of infrastructure it intends to fund through CIL.
- 13.16 For the majority of developments infrastructure requirements will be funded through CIL and other funding streams and can no longer be the subject of S106 agreements. However, authorities need to identify whether there are any sites which have particular on-site infrastructure requirements which are either going to be difficult to fund through CIL within required timescales (e.g. not enough funds available or too expensive) or better provided through S106 (e.g. provided on site by the developer) or where the CIL generated is likely to be less than the value of the S106 obligations. Where this may be the case authorities should include such sites in the R123 list as exceptions and therefore not liable for CIL.

Limiting the Use of 'pooled' S106 Contributions post April 2014 (or on local adoption of CIL)

- 13.17 After 6 April 2014 the use of pooled contributions collected through S106 obligations will be limited for all authorities. The impact of this provision is that authorities will

only be able to accept a maximum of five contributions towards infrastructure projects or types of infrastructure that could otherwise be funded from the CIL.

- 13.18 The Council will need to carefully consider the restrictions on the use of pooled contributions, in terms of ensuring there is no risk of both double charging and also inability to levy contributions in the future for certain types of infrastructure. For Highways Infrastructure requirements associated with the delivery of the package of transport measures identified in the Kendal Transport Improvements Study, the Council in partnership with CCC will continue to secure S106 obligations to help fund these measures in advance of any adopted CIL bearing in mind the limitations to be imposed on the number of pooled contributions, local planning authorities can collect.
- 13.19 In the case of education infrastructure requirements, the Council in partnership with CCC will use S106 obligations to help fund primary and secondary school places in advance of the adoption of any CIL. If CIL is adopted, consideration will be then be given to using funds through CIL to fund primary school places in Kendal and Ulverston, and secondary school places in Kendal, Ulverston and Cartmel.

Other Sources of Funding

- 13.20 The CIL is not expected to contribute fully to plugging the aggregate infrastructure funding gap, it is one funding source. This section of the report identifies other potential sources of funding which could be used to help fund the infrastructure which is required to ensure the plan is delivered and implemented.

New Homes Bonus

- 13.21 The Council has agreed to use money from the New Homes Bonus (NHB) to fund housing projects and significant projects in the district that will benefit the local community. The funding will be split between two separate schemes, Affordable Housing and Locally Important Projects. The Council is expecting to receive the NHB funding by the end of March 2013 and totalling £328, 256. The money will be split 60/40 between the two schemes with £196, 954 being spent supporting affordable housing projects, investment in housing matters and neighbourhood planning. The remaining £131, 302 is earmarked for important local projects such as the addition or extension of social facilities, improvements to paths, walkways and the local environment with all the projects having to meet the community's need and aspirations and that are identified as priorities in local community plans.
- 13.22 Local communities will need to bid for the funding available and put forward their ideas and initiatives to be assessed to see if they meet the NHB criteria. The first round of bidding is on 15 March and will continue until 14 June 2013.

Growing Places Fund – Cumbria Infrastructure Fund

- 13.23 There are three objectives associated with the £500M Growing Places Fund. These are:
- To generate economic activity in the short term by addressing immediate infrastructure and site constraints and promote the delivery of jobs and housing;

- To allow local enterprise partnerships to prioritise the infrastructure they need, empowering them to deliver their economic strategies
- To establish sustainable revolving funds so that funding can be reinvested to unlock further development, and leverage private investment.

13.24 Allocations were made to local authorities in 2011/2012 with Cumbria Local Enterprise Partnership (LEP) creating a Cumbria Infrastructure Fund to support infrastructure projects which unlock development, creating jobs and homes in Cumbria.

Regional Growth Fund (RGF)

13.25 Operating across England from 2011 to 2016, the RGF is a £2.6billion fund to support projects and programmes that lever private sector investment to create economic growth and sustainable employment. Round 4 opened for applications in January 2013. There is a minimum bid threshold of £1 million.

13.26 Eligibility for applying for the bid is based around the following:

- Private sector organisations are eligible to bid either individually, or in partnership with other private or public sector organisations, either for a project or programme
- Public sector organisations can only bid as part of a programme/consortia bid and there must be a private sector lead for that bid
- Organisations can be part of more than one bid; for example, a company may be submitting a bid of their own and be one part of a programme bid as well.

13.27 The criteria for RGF bids to show that they would:

- Create additional sustainable private sector growth
- Rebalance the economy in those areas currently dependent on the public sector
- Not otherwise go ahead without support from the Regional Growth Fund
- Offer value for money
- Be State Aid compliant.

13.28 Cumbria Local Enterprise Partnership has been allocated approximately £4 million from this fund and is currently in the process of distributing it out.

Specific Highways Infrastructure Funds:

Local Pinch Point

13.29 In the Autumn 2012 Statement, it was announced that there would be a fund worth £170m which is available to “remove bottlenecks on the local highway network which are impeding growth. The fund reflects the government’s commitment to supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people. The fund is aimed at those schemes that can be delivered quickly with immediate impact. The department’s funding contribution (in the form of capital) is only available in 2013 to 2014 (up to £70m) and 2014 to 2015 (up to £100m).

13.30 The Department for Transport envisage that there would be two levels of funding:

- Small schemes requiring DfT funding of between £1m and £5m; and

- By exception, large schemes requiring DfT funding above £5m but no more than 320m.

13.31 Promoters are required to commit a minimum of 30% of the scheme cost to demonstrate strong local support. The guidance states that "schemes should address congestion or provide or improve access to key economic sites through solutions that can be delivered quickly, particularly where they:

- Improve access to a development site that has the potential to create jobs and housing;
- Improve access to urban employment centres.

Local Transport Plan Minor Works (Moving Cumbria Forward – Cumbria Transport Strategy 2011-2026)

13.32 The Local Transport Plan capitalises on the available funding mechanisms and provides a structured approach to the allocation of any available funds. The identification of need is based on Studies and Research, Community Concerns and District/Local Plans. The programme is developed with regard to a prioritisation of projects and these are reviewed on an annual basis.

13.33 In January 2012 the Government announced its proposals to devolve local major transport scheme funding from 2015/16 to new Local Transport Bodies. The Cumbria Local Transport Body (CLTB) is being set up to decide how to use the major scheme funding for the County. The CLTB will comprise membership from Cumbria County Council and Cumbria Local Enterprise Partnership. The CLTB will receive an indicative allocation of £11.8 million for the four-year period from 2015/16. A threshold of £1 million or more for the cost of schemes has been adopted. By the end of July 2013 the CLTB will need to have assessed, prioritised and agreed their programme of priorities for delivery from 2015/16. Scheme design, development and approval of schemes will then be undertaken by March 2015 so that schemes can be completed by 2019.

13.34 The Council has put forward a case to Cumbria County Council and the Cumbria LEP to support funding towards the delivery of necessary access arrangements for the sites below:

Table 36

Ulverston – Proposed Lightburn Road Business/Science Park site reference M11M-mod
Milnthorpe – Land adjacent to Mainline Business Park site reference E13M
Kendal – Land adjacent to Scroggs Wood site reference E4M

As referred to in paragraph 3.5, the County Council has identified the necessary highways access infrastructure requirements for site M11M-mod and E13M in the list of major schemes. These schemes will be considered by the Cumbria Local Transport Body for funding from the local major transport scheme fund.

Monitoring and review

- 13.35 This IDP provides a baseline position of the infrastructure requirements in the South Lakeland plan area but it is intended to be a live document. The Council will continue to work closely with relevant partners and infrastructure providers throughout the plan period to ensure that the IDP can be reviewed and updated to reflect progress on infrastructure delivery as well as changing needs, circumstances and priorities.
- 13.36 Through this process, the IDP will aid the Council and relevant partners to prioritise spending on infrastructure and address funding gaps as well as helping to inform service and spatial planning decisions up to 2025 and beyond.
- 13.37 Progress on the delivery of infrastructure will be monitored and reported upon in the Annual Monitoring Report.

Appendices

Appendix 1: Infrastructure schedule

Appendix 2: School catchment maps

Transport

Category (CC, CPC, CNC, DPC, DNC)	Settlement	Type	Infrastructure Required	Plan phase - when required	Delivery Org(s)	Estimated Cost	Funding	Other Potential Funding Sources	Notes/Summary/Details
CC	Kendal	Sustainable transport	Kendal Sustainable Transport Improvement Package (overlap with projects below)	Phase 1 onwards	CCC	£600,000	Developer contributions until CIL, then CIL		CCC Priority Transport Improvement Schemes (PTIS)
CC	Kendal	Pedestrian	Pedestrian crossing improvements, Kendal Parks Road	Phase 1 onwards	CCC	£2,330	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Sustainable Transport Improvements
CC	Kendal	Pedestrian	Pedestrian crossing improvements including pedestrian refuge, Heron Hill junction with Esthwaite Avenue	Phase 1 onwards	CCC	£9,710.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Sustainable Transport Improvements
CC	Kendal	Highway safety	Traffic calming incorporating speed cushions, Stainbank Road /Underwood	Phase 1 onwards	CCC	£25,010.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Sustainable Transport Improvements
CC	Kendal	Pedestrian	Pedestrian refuge at junction of Vicarage Drive and Milnthorpe Road	Phase 1 onwards	CCC	£9,260.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Sustainable Transport Improvements
CC	Kendal	Pedestrian	Improved surface for pedestrians, Garth Heads Lane	Phase 1 onwards	CCC	£47,800.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Sustainable Transport Improvements
CC	Kendal	Cycling	North Kendal Cycle Route (Canal Head to Queen Katherine School)	Phase 1 onwards	CCC	£ 185,810.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Sustainable Transport Improvements
CC	Kendal	Pedestrian/Highway safety	Pelican crossing and '20mph when lights flash' scheme, Appleby Road	Phase 1 onwards	CCC	£34,360.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Sustainable Transport Improvements
CC	Kendal	Highway safety	Traffic calming incorporating speed cushions, Valley Drive	Phase 1 onwards	CCC	£25,010.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Sustainable Transport Improvements
CC	Kendal	Pedestrian	Pedestrian improvements incorporating footway widening, Park Side Road / Castle Rise	Phase 1 onwards	CCC	£30,740.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Sustainable Transport Improvements
CC	Kendal	Cycling	A65 Burton Road Cycle Route (Kirkbie Kendal School to Oxenholme)	Phase 1 onwards	CCC	£208,700.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Sustainable Transport Improvements
CC	Kendal	Pedestrian	Pedestrian improvements incorporating footway widening Kendal Green / St Thomas's Sch	Phase 1 onwards	CCC	£4,250.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Sustainable Transport Improvements

Transport

CC	Kendal	Junction improvement (collective)	Kendal Junction Capacity Improvement Package (overlap with projects below)	Phase 1 onwards	CCC	£322,200	Developer contributions until CIL, then CIL		CCC Priority Transport Improvement Schemes (PTIS)
CC	Kendal	Junction improvement	A5284 Sandes Avenue/Blackhall Road	Phase 1 onwards	CCC	£11,900.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Junction Improvements
CC	Kendal	Junction improvement	A6 Sandes Avenue/Beezon Road	Phase 1 onwards	CCC	£1,500.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Junction Improvements
CC	Kendal	Junction improvement	A6 Wildman Street/Ann Street & A6 Longpool/Station Road (combined scheme)	Phase 1 onwards	CCC	£100,300.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Junction Improvements
CC	Kendal	Junction improvement	A6 Highgate/Lowther Street	Phase 1 onwards	CCC	£26,000.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Junction Improvements
CC	Kendal	Junction improvement	A6 Milnthorpe Road/Romney Road	Phase 1 onwards	CCC	£79,200.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Junction Improvements
CC	Kendal	Junction improvement	Parkside Road / Valley Drive	Phase 1 onwards	CCC	£73,700.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Junction Improvements
CC	Kendal	Junction improvement	A684 Sedbergh Road/Sandylands Road	Phase 1 onwards	CCC	£27,600.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Junction Improvements
CC	Kendal	Junction improvement	A685 Appleby Road/Sandylands Road	Phase 1 onwards	CCC	£2,000.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Junction Improvements
	Rural	Sustainable transport	Car sharing laybys Junctions 36 (M6) and Brettargh Holt (A591)		CCC	£120,000			CCC Priority Transport Improvement Schemes (PTIS)
	Grange	Pedestrian	Footway, Lindale to Grange over Sands		CCC	£150,000.00			CCC Priority Transport Improvement Schemes (PTIS)
	District	Highway safety	Removal of street clutter on Primary Route Network		CCC	£60,000.00			CCC Priority Transport Improvement Schemes (PTIS)
CC	Kendal	Public transport	Public transport	Phase 1 onwards	CCC	£740,000.00	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Junction Improvements
CC	Kendal	Sustainable transport	Marketing and Communication re sustainable travel	Phase 1 onwards	CCC, SLDC	circa £200,000	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Junction Improvements
CC	Kendal	Sustainable transport	Travel Plans	Phase 1 onwards	CCC, SLDC	circa £270,000	Developer contributions until CIL, then CIL		Kendal LDF Transport Improvement Study - Junction Improvements
CC	Milnthorpe	Site access	Site access and road junction for Land adjacent to Mainline Business Park site reference E13M		CCC, developer	£1,047,024	Developer/CIL/Other sources - LEP funds	Possible funding through major transport scheme fund	Further Highway Evidence to Support Submission SLDC Land Allocations (AECOM study). Identified by CCC as a major transport scheme.

Transport

CC	Milnthorpe	Site access	Improved access at Crooklands Canal Bridge		CCC, developer	£233K to £1.24m	Developer/CIL/Other sources - LEP funds		Further Highway Evidence to Support Submission SLDC Land Allocations (AECOM study)
CC	Ulverston	Site access	Access for Proposed Lightburn Road Business/Science Park site reference M11M-mod		CCC, developer	£1,079,971.20	Developer/CIL/Other sources - LEP funds	Possible funding through major transport scheme fund	Further Highway Evidence to Support Submission SLDC Land Allocations (AECOM study). Identified by CCC as a major transport scheme.
CC	Kendal	Site access	Access for Land adjacent to Scroggs Wood site reference E4M		CCC, developer	£385,387	Developer/CIL/Other sources - LEP funds		Further Highway Evidence to Support Submission SLDC Land Allocations (AECOM study)
CC	Kendal	Site access	Access for Land at Burton Road, Proposed Business/Science Park site reference M2M-mod		CCC, developer	£380,001.60	Developer/CIL/Other sources - LEP funds		Further Highway Evidence to Support Submission SLDC Land Allocations (AECOM study)
CC	Gatebeck/Endmoor	Site access	Access for Land north of Gatebeck Lane, Endmoor		CCC, developer	£346,896	Developer/CIL/Other sources - LEP funds		Further Highway Evidence to Support Submission SLDC Land Allocations (AECOM study)
CC	Ulverston	Site access	Access for Land at Ulverston Canal Head Site reference M28, E30/M26		CCC, developer	£3 million	Developer/CIL/Other sources - LEP funds		Further Highway Evidence to Support Submission SLDC Land Allocations (AECOM study)
DPC	Kendal	Sustainable transport	Kendal Park and Walk (Air Quality Action Plan Action)		SLDC, Kendal Futures	<£10,000	Unknown - none currently in place		Air Quality Action Plan 2012
DPC	District	Sustainable transport	Encouraging use of alternative fuel vehicles - e.g. electric charging points		SLDC	Unknown	Unknown - none currently in place		Air Quality Action Plan 2012
DPC	District	Public transport	New bus services to serve new developments		CCC	Unknown	S106, possibly then CIL		
DNC	Allithwaite	Pedestrian	Network of safe, enjoyable footpath and bridleway links through and around the village	Phase 1 onwards	Allithwaite PC, Natural England (P4C scheme), CCC	Total ? - 30 per sq m and the width would be 2m.	Parish Council bidding for Natural England P4C monies		Fotopaths provision in Allithwaite still needed if bid unsuccessful
DNC	District	Rail	Electrification of Windermere Branch Line		Network Rail	£14.8m	DfT		
DPC	District	Rail	Improvements to rail services and infrastructure necessitated as a result of new development		Network Rail, CCC, Community Rail Partnership	?	S106, CIL		
DNC	District	Rail	Major/strategic rail enhancement projects		Network Rail	?	Network Rail		

Transport

DNC	Burneside	Rail/highway	Surfacing the access road to the station so that it can be adopted by Cumbria CC in the future and low level lighting installed		Community Rail Partnership	£4,800	Community Rail Partnership		
DNC	Burneside	Rail	Install gates at the un-gated crossing to the west of the station		Community Rail Partnership,	Unknown	CCC		
DNC	Kendal	Rail	Install a raised flower bed, in the leased area of the station and to add some temporary art work, again within the leased area		Community Rail Partnership,	£600	Community Rail Partnership		
DPC	Oxenholme	Rail	Station development plan. This could involve additional toilets and platform canopies.		Network Rail, Community Rail Partnership	Unknown	Network Rail, Community Rail Partnership		
DPC	Arnside	Rail	Station development plan.		Community Rail Partnership	Unknown	Community Rail Partnership		
DNC	Grange	Rail	Long term plans for station as part of the Morecambe Bay Partnership's Headlands2Headspace project		Community Rail Partnership,	Unknown	Funded by sponsors		
DNC	Ulverston	Rail	Long term plans as part of the Morecambe Bay Partnership's Headlands2Headspace project		Community Rail Partnership,	Unknown	Community Rail Partnership,		
DNC	Kents Bank	Rail	New shelter on down platform		Future franchise holders and Network Rail, CCC	£16,000	future franchise holders and Network Rail, CCC		
DNC	Cark	Rail	Old shelter on the down platform is being refurbished and glazed and it is planned to add CCTV		Community Rail Partnership, Morecambe Bay Partnership, CCC	£20,000 + £10-15,000 for CCTV	Community Rail Partnership, Morecambe Bay Partnership, CCC		

Transport

DNC	Cark	Rail	Raised flower beds are to be added Spring 2013		Community Rail Partnership, Morecambe Bay Partnership, Heritage Lottery Fund	£2,000	Community Rail Partnership, Morecambe Bay Partnership, Heritage Lottery Fund		
DPC	Arnside	Multimodal	Provision of additional parking facilities for station users and general public		SLDC, developers, parish council	?			
DPC	Arnside	Pedestrian/cycling	Pedestrian and cycle link across the Arnside viaduct		AtoG, Morecambe bay Partnership, AONB, CCC, SLDC	Over £ 1 million	?	Possible funding through major transport scheme fund	Identified by CCC as a major transport scheme.

Community

Category (CC, CPC, CNC, DPC, DNC)	Settlement	Type	Infrastructure Required	Plan phase - when required	Delivery Org(s)	Estimated Cost	Funding	Other Potential Funding Sources	Notes/Summary/Details
CPC	Kendal	Cemeteries	Cemetery extension	3	SLDC	>£50,000	possibly CIL		
CPC	Ulverston	Cemeteries	Cemetery extension	3+	SLDC	£ 50,000.00	possibly CIL	SLDC	Not expected to be required until beyond end of plan period but depends on age profile of population/death rate etc
CPC	Grange	Cemeteries	Cemetery extension	3+	SLDC	£10,000	possibly CIL	SLDC	Not expected to be required until beyond end of plan period but depends on age profile of population/death rate etc
DPC	District	Community buildings	Village Halls - Refurbishment/improvements /extensions/new build		Parish Councils	£3.3m - £4.6m	CIL (parish share)	?	Previous funding streams such as BIG Lottery now not available to most South Lakeland communities
DNC	District	Cemeteries	Crematorium		SLDC, developer/private provider	£1-2M	Private investment		
DNC	Levens	Community buildings	Planned village hall relocation or refurbishment		Parish Council	?	Application for grants available at the time		Site proposed for allocation
DNC	District	Libraries	Improvements and changes to library provision		CCC, communities in the case of library links	?	Existing CCC budgets	?	
DNC	Urswick	Sport/Leisure	MUGA		Urswick PC	?	Lottery or Sports for All Grants	?	
DNC	Burneside	Sport/Leisure	Replacement facilities (to compensate for loss resulting from development of site M38M)		Anglers Inn Trust, developer of site M38M, SLDC, Burneside Tennis Club, Burneside Football Club, Other local sports clubs and Burneside Parish Council	?	Funds from release of site M38M Land opposite Holme House for housing development.		

Community

DPC	District	Community safety	Community safety measures		Cumbria Police, SLDC, developers, housing associations	?	?	?	
DPC	Kendal	Sport/Leisure	Reviewed leisure facilities	2-3	SLDC, Lakes Leisure	?	?	?	
DPC	Ulverston	Sport/Leisure	Reviewed leisure facilities	2-3	SLDC, Lakes Leisure,	?	?	?	
DPC	District	Sport/Leisure	Allotments - qualitative and quantitative provision		Town/parish Councils, SLDC	?	S106/CIL	?	

Education

Category (CC, CPC, CNC, DPC, DNC)	Settlement	Type	Infrastructure Required	Plan phase - when required	Delivery Org(s)	Estimated Cost	Funding	Other Potential Funding Sources	Notes/Summary/Details
CC	Kendal	Primary	Primary school places		CCC	£2,147,200.00	S106 until CIL, then CIL		Combination of 2 secondary schools Primary - Also includes 62 pupils that fall into the Natland/Oxenholme Catchment. 176 pupils would justify a new school. Therefore DfE Multiplier not sought instead £3.5 million for a 1 F.E. primary school.
CC	Kendal Broad Locations	Primary	Primary school places		CCC	£3,447,000.00	CIL		
CC	Kendal	Secondary	Secondary school places		CCC	£936,000.00	S106 until CIL, then CIL		Combination of 2 secondary schools Primary - Also includes 62 pupils that fall into the Natland/Oxenholme Catchment. 176 pupils would justify a new school. Therefore DfE Multiplier not sought instead £3.5 million for a 1 F.E. primary school.
CC	Ulverston	Secondary	Secondary school places		CCC	£3,762,000.00	S106 until CIL, then CIL		
CC	Cartmel	Secondary	Secondary school places		CCC	£738,000.00	S106 until CIL, then CIL		Cartmel Priory - includes contributions from other settlements in catchment
CC	Kendal Broad Locations and Kendal Canal Head	Secondary	Secondary school places		CCC	£2,070,000.00	CIL		
CC	Ulverston	Primary	Primary school places		CCC	£1,537,200.00	S106 until CIL, then CIL		
CNC	Grange-over-sands	Primary	Primary school places		CCC	£305,000.00	S106		Grange
CNC	Holme	Primary	Primary school places		CCC	£280,600.00	S106		Holme
CNC	Burton	Primary	Primary school places		CCC	£402,600.00	S106		Burton Morewood School
CNC	Natland	Primary	Primary school places		CCC	£73,200.00	S106		St Mark's Natland
CNC	Oxenholme	Primary	Primary school places		CCC	£207,400.00	S106		St Mark's Natland
CNC	Cark/Flookburgh	Primary	Primary school places		CCC	£122,000.00	S106		Flookburgh
CNC	Urswick	Primary	Primary school places		CCC	£85,400.00	S106		Low Furness
CNC	Swarthmoor	Primary	Primary school places		CCC	£183,000.00	S106		Pennington
CNC	Kirkby-in-Furness	Primary	Primary school places		CCC	£122,000.00	S106		Burlington School

DNC	District	FE	New Engineering, Science and Technology centre for	1	Kendal College, SLDC, local businesses, Cumbria CC	£1.98m + £200,000 for parking	50/50 College and Skills Funding Agency		
DNC	District	FE	Improving and extending Digital Heritage and Media	1	Kendal college	£1.9m	Potentially Skills Funding Agency but not confirmed		
DNC	District	FE	New facilities at Lanc and Morecambe college		L&M College	£11.5M	L&M College/Skills and Education funding agencies		
DNC	District	FE	Additional places at Lanc and Morecambe college		L&M College	?	Skills Funding Agency, Education Funding Agency, Student Loan Company		

Energy

Category (CC, CPC, CNC, DPC, DNC)	Settlement	Type	Infrastructure Required	Plan phase - when required	Delivery Org(s)	Estimated Cost	Funding	Other Potential Funding Sources	Notes/Summary/Details
CPC	District	Electricity	Reinforcement to the lower voltage networks as a result of new development		Electricity NW	?	S106/CIL		
DNC	District	Electricity	National Grid upgrade to support new nuclear power station in West Cumbria	3	National Grid, Electricity North West, CCC and all Cumbria District and Borough Councils, affected Lancashire Councils	£0.5bn to £3.4bn + costs to fund changes local distribution network associated with main grid upgrade	National Grid		Cost depends on final route option
DNC	Kendal	Electricity	Installation of a third Grid transformer at Kendal Bulk Supply Point to increase the capacity to Kendal and the surrounding area	2-3	Electricity NW	?	Electricity NW		
DNC	Kendal	Electricity	Replacement of the Primary Transformers at Kendal primary substation (33kV to 11kV substation) with units of larger capacity i.e. replacing 23MVA transformers with 32MVA transformers. This will increase the capacity at Kendal primary substation by 9MVA	2-3	Electricity NW	?	Electricity NW		
DNC	Kendal	Electricity	Replacement of the 33kV switchboard at Kendal Bulk Supply Point	2-3	Electricity NW	?	Electricity NW		
DNC	Kendal	Electricity	Installation of power factor correct capacitors at 3 primary substations that are connected to Kendal Bulk Supply Point. This will have the result of lowering electricity losses and releasing capacity in the network	1	Electricity NW	?	Electricity NW		

Energy

DNC	Ulverston	Electricity	Replacement of the Grid Transformers at Ulverston Bulk Supply Point (a 132kV to 33kV substation) with units of larger capacity i.e. replacement of existing 60MVA transformers with 90MVA transformers. The main driver for the transformer replacement is the condition of the existing units but larger units are installed to cater for anticipated growth in demand	1	Electricity NW	?	Electricity NW		
DNC	District	Energy efficiency	Energy efficiency measures to existing & new build housing		Developers, SLDC, individuals, Housing associations	?	Green Deal		
DNC	District	Renewables	Renewable/low carbon energy generation		renewables developers, private developers	?	Renewables developers, private developers	S106	

Flood mitigation and surface water management

Category (CC, CPC, CNC, DPC, DNC)	Settlement	Type	Infrastructure Required	Plan phase - when required	Delivery Org(s)	Estimated Cost	Funding	Other Potential Funding Sources	Notes/Summary/Details
CNC	District	SUDS/ surface water	SUDS and other surface water management measures in new developments		EA, developers, SLDC, CCC	?	Normal development costs		
DPC	Kendal	Fluvial	Fluvial flooding mitigation		EA, CCC	?	CIL		
DPC	Kendal	Fluvial	Fluvial flooding mitigation		EA, CCC	?	CIL		
DPC	Ulverston	Fluvial	Fluvial flooding mitigation		EA, CCC	?	CIL		
DPC	Ulverston	Fluvial	Fluvial flooding mitigation		EA, CCC	?	CIL		
DPC	Ulverston	Fluvial	Fluvial flooding mitigation		EA, CCC	?	CIL		
DPC	Grange	Fluvial/tidal	Fluvial and tidal flooding mitigation		EA, CCC	?	CIL		
DPC	Ulverston	Fluvial/tidal/ surface water	fluvial, tidal and surface water flooding mitigation		EA, CCC	?	CIL		
DPC	Ulverston	Fluvial/tidal/ surface water	fluvial, tidal and surface water flooding mitigation		EA, CCC	?	CIL		
DPC	Burneside	Surface water	Surface water management		EA, CCC	?	CIL		
DPC	Kendal	Surface water	Surface water flooding mitigation		EA, CCC	?	CIL		
DPC	Kendal	Surface water	Surface water flooding mitigation		EA, CCC	?	CIL		
DPC	Millness	Surface water	Surface water flooding mitigation		EA, CCC	?	CIL		
DPC	Burneside	Surface water/fluvial	Surface water management, fluvial flood mitigation and sewer measures		EA, CCC	?	CIL		
DPC	Kirkby in Furness	Surface water/fluvial	Fluvial and surface water flood risk mitigation		EA, CCC	?	CIL		
DPC	Flookburgh	Tidal	Tidal flooding mitigation		EA, CCC	?	CIL		
DPC	Levens	Tidal	Tidal flood risk mitigation		EA, CCC	?	CIL		
DPC	Ulverston	Tidal	Tidal flooding mitigation		EA, CCC	?	CIL		
DPC	Kirkby in Furness	Tidal	Tidal flooding mitigation		EA, CCC	?	CIL		
DNC	District	Flood defences	Maintenance of existing flood defences and other measures of new defence if required for sections of coast identified for continued defence in the Shoreline Mangement Plan		EA	?	EA		

Waste water / sewerage

Category (CC, CPC, CNC, DPC, DNC)	Settlement	Type	Infrastructure Required	Plan phase - when required	Delivery Org(s)	Estimated Cost	Funding	Other Potential Funding Sources	Notes/Summary/Details
CNC	Kendal	General capacity	Limited capacity within the NW Kendal area. Extra capacity required		UU		United Utilities – AMP6 2015-2020		
CNC	Burneside	General capacity	Capacity constraints on the network. Extra capacity required.		UU		United Utilities – AMP6 2015-2020		
CNC	Cartmel	General capacity/ Pumping station	Severe hydraulic incapacity in Cartmel Village. Capacity issues with downstream Pumping Stations. Works required to resolve.		UU		United Utilities – AMP6 2015-2020		
CNC	Cark/Flookburgh	General capacity/apparatus/structural	Measures to address problems of infiltration and increased flows impact on the network in respect of flooding and downstream assets.		UU		United Utilities – AMP6 2015-2020		
CNC	Grange	Pumping station	Resolve hydraulic constraints at downstream pumping station.		UU		United Utilities – AMP6 2015-2020		
CNC	Milnthorpe	Pumping station	Significant investment is required in AMP6 at The Strand Pumping Station		UU		United Utilities – AMP6 2015-2020		
CNC	Endmoor	Structural/General capacity	Network reinforcement measures needed.		UU		United Utilities – AMP6 2015-2020		
CNC	Ulverston	WwTW	Process Upgrade at Ulverston Treatment Works required.		UU		United Utilities – AMP6 2015-2020		

Communications

Category (CC, CPC, CNC, DPC, DNC)	Settlement	Type	Infrastructure Required	Plan phase - when required	Delivery Org(s)	Estimated Cost	Funding	Other Potential Funding Sources	Notes/Summary/Details
DPC	Areas not covered by Connecting Cumbria project	Broadband	Superfast broadband for areas not covered by Connecting Cumbria project		SLDC, Kendal Futures, BT, CCC	?	CIL		
DNC	District	Broadband	Superfast broadband for 93% of Cumbria	1	BT, BDUK, ERDF, Cumbria County Council, other Councils across Cumbria, the private sector and others.	£51m	BT, BDUK, ERDF, Cumbria County Council, other Councils across Cumbria, the private sector and others.		Connecting Cumbria project
DNC	Town centres (KSCs PSCs)	Wi-fi	Town Centre wi-fi		SLDC	£20,000 - £30000		Private funding from benefiting businesses	

Waste management

Category (CC, CPC, CNC, DPC, DNC)	Settlement	Type	Infrastructure Required	Plan phase - when required	Delivery Org(s)	Estimated Cost	Funding	Other Potential Funding Sources	Notes/Summary/Details
CNC	District	Kerbside collection	Expansion of existing waste/recyclate collection service to include new properties		SLDC	£229,343	SLDC Council tax/other SLDC monies		
CNC	District	Kerbside collection	Start up provision for expansion of waste/recyclate collection service		SLDC	£594,000	SLDC Council tax/other SLDC monies		
DPC	District	Waste Facilities	Additional capacity for transfer/bulking		SLDC, CCC, waste contractors	?	CCC, SLDC, Private investment		

Health and Housing

Category (CC, CPC, CNC, DPC, DNC)	Settlement	Type	Infrastructure Required	Plan phase - when required	Delivery Org(s)	Estimated Cost	Funding	Other Potential Funding Sources	Notes/Summary/Details
CNC	District	Extra care housing	258 extra care units already required (baseline need)	1	CCC, SLDC, housing associations, developers	c.£35m based on assumption that 40-unit = £5.5m	S106	Public subsidy - but generally not forthcoming	
DPC	District	Extra care housing	58 extra care units resulting from needs generated as a result of new housing development	By phase 3	CCC, SLDC, housing associations, developers	c.£7.9m based on assumption that 40-unit = £5.5m	S106, CIL?	Public subsidy - but generally not forthcoming	
CNC	Kendal	Medical provision	New medical practice	By phase 3	NHS	£3m	NHS	Private finance initiative	System means that funding will not be available until after need is generated and therefore NHS have asked if CIL could be considered to pump prime a new medical centre

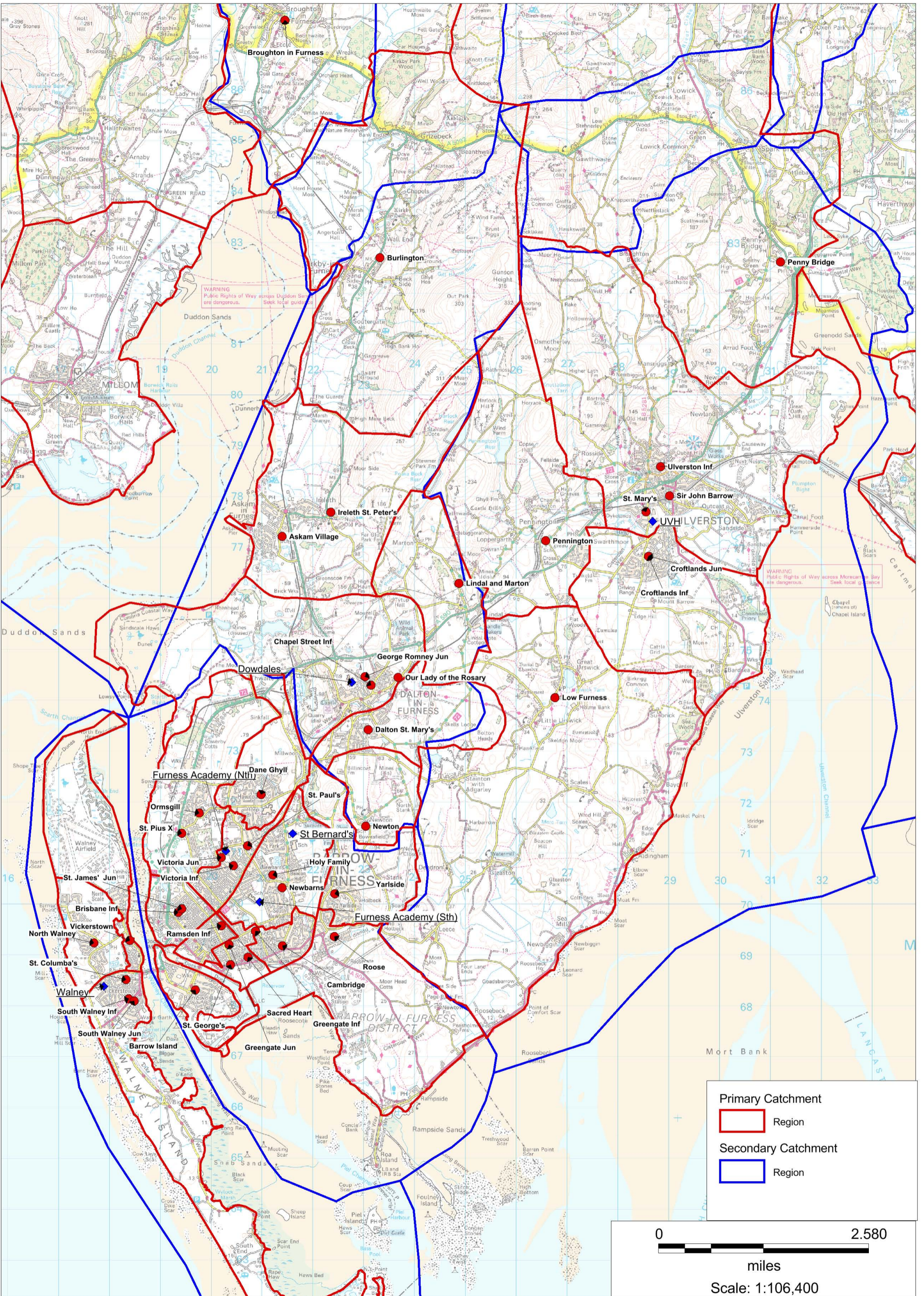
Historic Environment & Public Realm

Category (CC, CPC, CNC, DPC, DNC)	Settlement	Type	Infrastructure Required	Plan phase - when required	Delivery Org(s)	Estimated Cost	Funding	Other Potential Funding Sources	Notes/Summary/Details
DPC	District	Conservation and enhancement	Range of historic environment/public realm protection and improvement projects in historic areas		SLDC, town/parish councils	?	?		
DPC	Kendal	Public realm	Various public realm improvements		SLDC, CCC	£220,000	SLDC, CCC		
DNC	District	Public realm	Shop front improvement scheme		SLDC, local businesses	£30,000	SLDC Capital projects bid	To be match funded by the benefitting businesses	
DPC	Milnthorpe	Public realm	Streetscape improvements		SLDC, CCC	£50,000	SLDC, CCC	S106	
DPC	Kendal	Public realm	New Road project		SLDC, CCC	£500,000	SLDC, CCC		

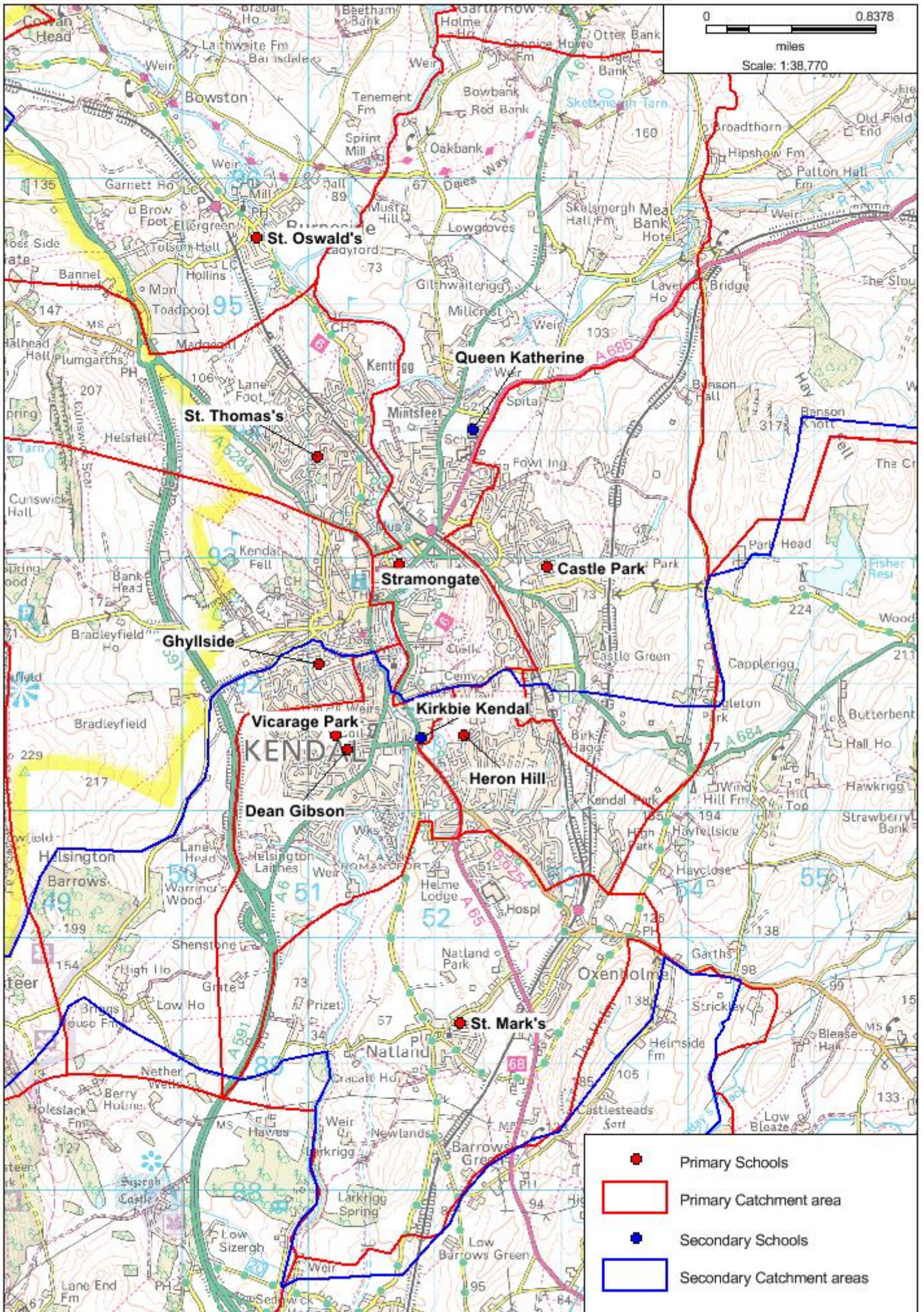
Green Infrastructure

Category (CC, CPC, CNC, DPC, DNC)	Settlement	Type	Infrastructure Required	Plan phase - when required	Delivery Org(s)	Estimated Cost	Funding	Other Potential Funding Sources	Notes/Summary/Details
DPC	District	Biodiversity	Habitat restoration		CWT, CCC, SLDC	?	S106/CIL		
DPC	District	Biodiversity	Ensuring that areas of importance for wildlife are part of a wider and properly connected network		CWT, CCC, SLDC	?	S106/CIL		
DPC	District	Biodiversity / enhancement	Making more of existing provision, such as altering mowing regimes on any grassed areas to enable them to flourish for biodiversity.		CWT, CCC, SLDC	?	S106/CIL		
DPC	District	Biodiversity/ Education	Improvements to a number of SSSIs and Nature Reserves/Wildlife sites to increase their accessibility and enhance the visitor experience		CWT, CCC, SLDC	?	S106/CIL		
DPC	District	Biodiversity/ Education	Enhancing opportunities for people to get close to nature		CWT, CCC, SLDC	?	S106/CIL		
DPC	District	Open space	Qualitative and quantitative open space improvements		developers, SLDC	?	S106/CIL		
DPC	Kendal/District	Open space	Improvements to main parks		Kendal Town Council, SLDC				
DPC	Kendal/District	Urban planting	Green walls, planting, green roofs		SLDC	?	S106/CIL		Primarily to support essential air quality improvements but will also help to meet other objectives
DPC	Kendal	Green Corridors	Lancaster Canal multifunctional trail		CCC, SLDC, Canal & River Trust, Sustrans	?	CCC, SLDC, Canal & River Trust, Heritage Lottery	Fundraising by friends groups	
DPC	AONB	Multi	Delivery of aspects of AONB Management Plan		AONB partnership, AONB Management Team	?	?	Grants, Local Authority contributions, DEFRA	Some aspects cannot be funded through existing streams.

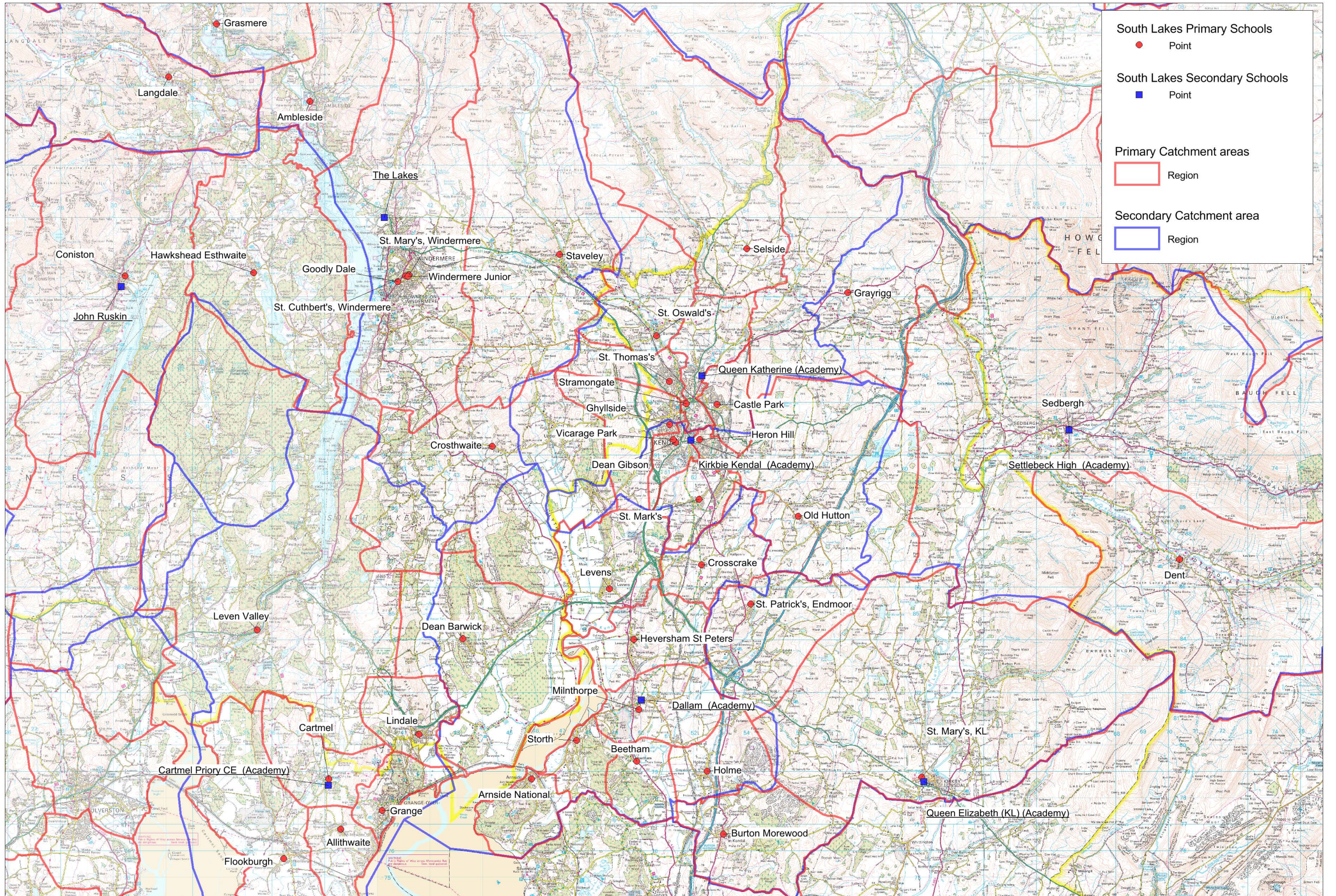
Furness Primary and Secondary Schools 2012



Cumbria County Council- Kendal Area



South Lakes Primary and Secondary Schools 2012



Cumbria County Council- Ulverston Area

