



South Lakeland Local Plan

Supplementary Planning Document South and East of Milnthorpe

Development Brief



Adopted April 2015

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Foreword

This Development Brief has been prepared by South Lakeland District Council in accordance with the Local Plan Land Allocations Development Plan Document to provide guidance - including on layout and design principles - for the development of land South and East of Milnthorpe. It provides additional guidance on the interpretation of Policy LA2.11 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) and other relevant Local Plan policies. It was adopted by South Lakeland District Council on 29th April 2015 as a Supplementary Planning Document and forms a material consideration when determining any planning application submitted for the site.

It provides the development framework for achieving the vision for the site to create a new attractive southern approach to Milnthorpe village and a range of high quality homes for the local and wider community. The aim is also to create fully integrated and accessible residential areas with green spaces of high value for people and wildlife. The design and layout of the site should also take full account of its location close to the village centre and in an attractive landscape overlooking the Arnside Silverdale Area of Outstanding Natural Beauty (AONB) and Dallam Park. It will deliver a range of well-designed and attractive homes and energy efficient homes that will meet the current and future needs of the local and wider community as well as blending in with the local character of the area.

This document is to be read in conjunction with South Lakeland District Council's relevant planning policy documents (including the Adopted Local Plan Land Allocations Document and the Core Strategy).

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1. INTRODUCTION

1.1 Purpose

- 1.1.1 This Development Brief is a Supplementary Planning Document providing additional guidance on the interpretation of Policy LA2.11 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to Land South and East of Milnthorpe and other relevant Local Plan policies.

POLICY LA2.11: LAND SOUTH AND EAST OF MILNTHORPE

Purpose:

To ensure that the site delivers high quality sustainable development and that landscape, transport, drainage and biodiversity impacts are effectively mitigated.

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF THIS SITE.

AS WELL AS OTHER CORE STRATEGY POLICY REQUIREMENTS, DEVELOPMENT MUST MAKE PROVISION FOR THE FOLLOWING:

- A SUBSTANTIAL, HIGH QUALITY LANDSCAPED FRONTAGE TO THE A6;
- PEDESTRIAN AND CYCLE LINKAGES TO THE VILLAGE CENTRE;
- REINFORCEMENT OF EXISTING TREE GROUPS;
- MITIGATION MEASURES TO OFFSET ANY POTENTIAL FOR ADVERSE IMPACT TO THE EXISTING HIGHWAYS NETWORK;
- A HABITAT SURVEY AND SAFEGUARDING AND REINFORCEMENT OF AREAS OF BIODIVERSITY INTEREST.

Implementation

SLDC to prepare Development Brief. By Development Industry and Social Housing Providers through Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework – net additional dwellings by settlement, gross affordable housing completions.

- 1.1.2 The adopted Land Allocations DPD (Development Plan Document) allocates a 7 hectare site (gross) on land at South and East of Milnthorpe, for housing development and requires a development brief to be prepared to guide the phasing, distribution of development, layout, design, landscaping and infrastructure (such as roads and open space) for the development of the site.

- 1.1.3 This Development Brief aims to provide clear guidance for the future development of the land. It forms a material consideration in determining planning applications for the site. Its primary purpose is to deliver the vision for the site by:
- providing a development framework, incorporating appropriate design standards and principles to ensure a high standard of design and sustainability;
 - providing a framework for the delivery of traffic and movement, landscape, green infrastructure and other types of infrastructure; and
 - setting out a framework for delivery, including planning application requirements.

1.2 Vision

The Vision for South and East Milnthorpe is that the development will:

- **deliver a range of well-designed, attractive and energy-efficient homes that will meet the current and future needs of the local and wider community as well as blending in with the local character of the area;**
- **create an attractive residential gateway on the edge of Milnthorpe village, taking advantage of its location close to the village centre and set within an attractive landscape overlooking the Arnside & Silverdale Area of Outstanding Natural Beauty (AONB) and Dallam Park;**
- **provide a high quality frontage to the A6; and**
- **provide accessible green spaces of high value to people and wildlife.**

- 1.2.1 The vision for South and East Milnthorpe is to be achieved through the following:

- The creation of two distinct character areas each providing an individual identity, enabling the site to respond positively to its local context and character and providing different types of housing design and style;
- By enhancing the ecological value of parts of the site through the creation of new areas of open space and a network of green corridors, creating areas of wildlife habitat value;
- The creation of a development that is easy to access as well as to move through, across and around through the provision of new pedestrian and cycle links to the village centre and facilities on Beetham Road taking advantage of the existing public right of way that runs from north to south through the site;

- By retaining and enhancing views out from the site towards the west through the orientation of development ;
- Ensuring the new development, whilst being informed by the character and appearance of older properties in close proximity to the site, provides a mix of designs and styles which expands the housing offer within Milnthorpe as a whole;
- Providing a range of housing, including affordable housing and extra care housing, that meets the needs identified for Milnthorpe and the wider area;
- By ensuring the development responds sensitively to the site's open countryside setting and high landscape backdrop to the east, west and south through the creation of a soft boundary edge that merges into the countryside.
- By respecting the amenity of local residents through careful siting and orientation of new buildings.
- Provide energy efficient homes utilizing methods of sustainable construction and renewable energy sources.

1.3 Delivering the Council Plan and local strategies

- 1.3.1 Delivering the vision for the site through the Development Brief will contribute to the Council's strategic aims and objectives for South Lakeland as set out in the Council Plan, making it the best place to live, work and explore by:

Providing homes to meet need

- Delivering the specific target of 1,000 affordable homes to rent over the period 2014-2025;
- Enabling of new affordable housing and open market housing through private sector led developments.

Enabling and delivering opportunities for sustainable economic growth

- Helping towns and villages to thrive commercially whilst retaining their distinctive character.
- Enabling sustainable development within Milnthorpe providing opportunities for housing and the enhancement of the village's distinctive character and offer.

Protecting the environment

- Ensuring that the design and layout of development respects Milnthorpe and its surrounding high quality environment, including the Arnsdale Silverdale Area of Outstanding Natural Beauty and its setting and makes a positive contribution to the quality of life.
- Encouraging the best standards for new development, demonstrating quality and sustainability.

Improving health and reducing health inequalities

- Ensuring that the area remains a safe place to live;
- Supporting the creation of new green spaces and cycleways.

1.3.2 Delivering the vision for the site will also contribute to the area strategy for the east of the district including Milnthorpe, as set out in the Core Strategy which seeks the delivery of a moderate amount of new housing (including affordable housing) to meet the needs and aspirations of the local community. The provision of new pedestrian and cycle access to the village centre will also help support key priorities set out in the Cumbria Local Transport Plan 2011 – 2026, which includes enabling opportunities for more people to walk and cycle.

1.4 Planning Policy Context

1.4.1 The Development Brief is required to be in accordance with the adopted planning policy context relevant to the site, together with other legislation as appropriate. In this regard, the current 'Development Plan' for South Lakeland (outside the two National Parks), comprises:

- **Local Plan - Core Strategy DPD (adopted October 2010)** – the adopted Core Strategy identifies a requirement for 8,800 homes to be delivered across South Lakeland within the plan period (2010-2025). Milnthorpe, along with Grange-over-Sands and Kirkby Lonsdale are expected to accommodate approximately 13% of these homes. Relevant policies contained within the adopted Core Strategy, are included in Appendix 1 to this brief:
- **Local Plan – Land Allocations DPD (adopted December 2013)** – this allocates the land at South and East Milnthorpe for around 155 dwellings (policy LA1.3). Paragraph 2.77 requires that a development brief will be prepared for the Milnthorpe site, to be adopted by December 2014. It also includes a site specific policy (LA2.11) relating to the site. The suggested number of dwellings is not fixed as it is based on broad assumptions about the site's potential capacity.
- **South Lakeland Local Plan 2006 - & Alterations (final composite plan) published September 2007** – This combines the Local Plan adopted in 1997 and the alterations to the Local Plan adopted in March 2006. The Local Plan 2006 contains a number of saved and extended policies of relevance to the development of the site. See Appendix 1 to this brief;
- **Cumbria Minerals and Waste Local Plan** (adopted April 2009) – this sets out how Cumbria's sustainable minerals and waste management developments that will be needed in Cumbria by 2020 and beyond will be planned.

- 1.4.2 The above documents form the current development plan for South Lakeland and any planning application must be shown to be in accordance with them. The Development Brief must also be in accordance with these documents. In addition any planning application must be shown to be in accordance with the National Planning Policy Framework.
- 1.4.3 **National Planning Policy Framework** (March 2012) – This is a material planning consideration in planning decisions. It sets out the Government's planning policies for England and how these are expected to be applied. This includes the need to boost significantly the supply of housing (paragraph 47) and the need to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities (paragraph 50). The new [National Planning Practice Guidance](#) was published on 6 March 2014. Both are available to view on the government's Planning Portal website.
- 1.4.4 South Lakeland District Council intends to introduce a Community Infrastructure Levy (CIL) in 2015. When it is adopted developers will be required to pay a sum of money to the Council which will be used to provide or improve infrastructure needed to support development.

1.5 Sustainability Appraisal (Strategic Environmental Assessment)

- 1.5.1 The land at South and East Milnthorpe has already been subject to Sustainability Appraisal as part of the site assessment process in preparing the Land Allocations document. It is therefore not necessary to undertake further Sustainability Appraisal of the Development Brief. This approach has been approved by the three statutory bodies, Natural England, the Environment Agency and English Heritage. Key findings from the Land Allocations DPD's Sustainability Appraisal for the site have been used to help inform the Brief, these are referred to in Section 3.

1.6 Habitats Regulations Assessment

- 1.6.1 Assessment is required under the Habitat Regulations of the potential impact of development plans on sites of international nature importance. The South and East Milnthorpe site was assessed in this way as part of the Land Allocations process. No likely significant effects were found.

1.7 Consultation – Engagement

1.7.1 The Council has undertaken extensive public and stakeholder engagement and consultation in preparing the Development Brief. Details of the comments received through the consultation/engagement process, and how the preparation of the Brief has taken account of them can be found in the Consultation Statement. A key component of this engagement was a drop-in event held at Milnthorpe Methodist Church Hall on 3rd March 2014 which was attended by around 80 people. A further event was held at the on the Catholic Church Hall Milnthorpe on 26th November 2014 which was attended by around 50 people.

1.7.2 Examples of how key issues raised have been used to inform the Development Brief are:

- Significant areas of public open space and play area;
- Requiring a proportion of homes to be provided as affordable homes to meet local needs;
- The overall layout considers the impact on adjoining properties, the primary school and nearby Dallam Park and Arnside/Silverdale AONB;
- The need to improve public transport and pedestrian accessibility

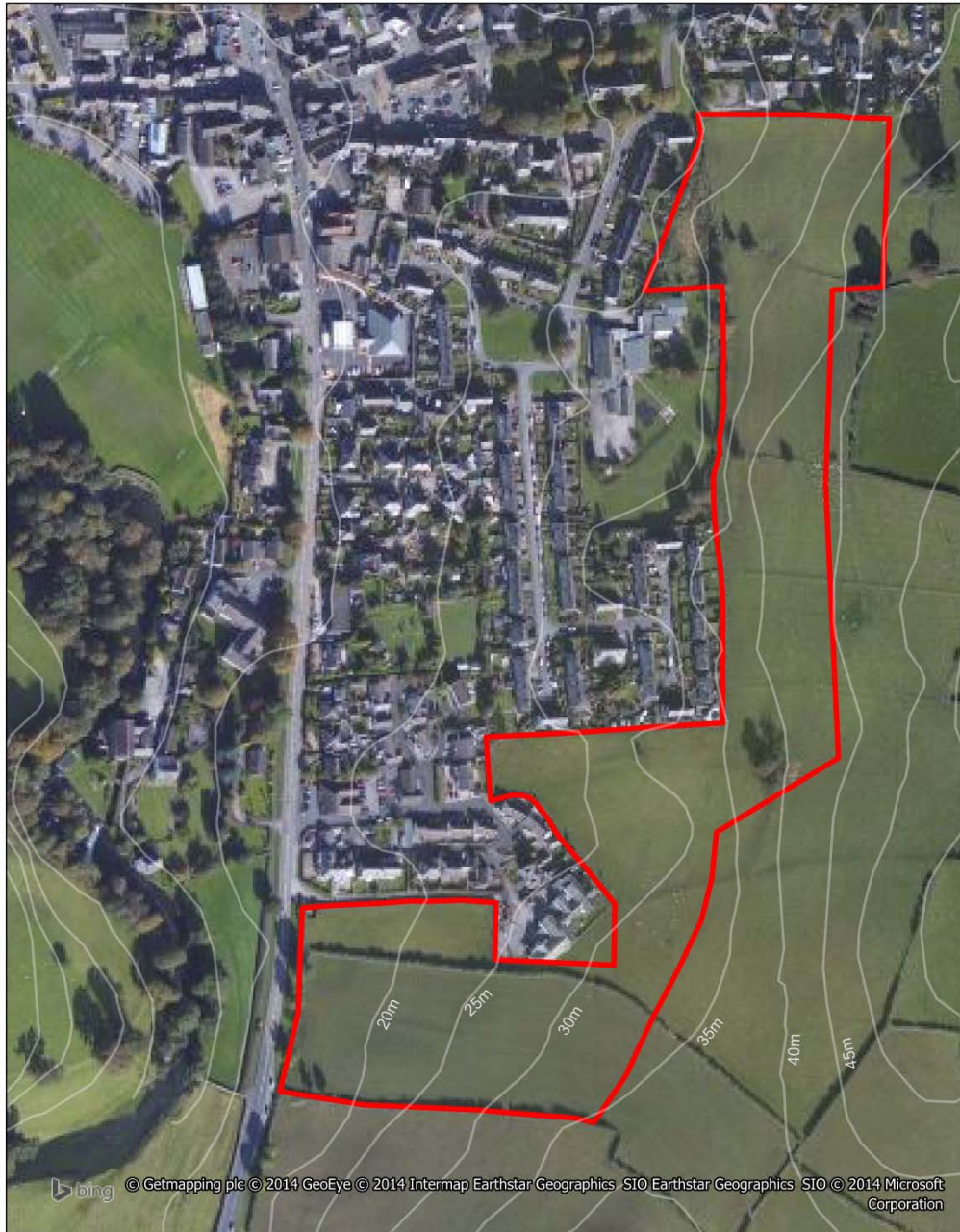
2. SITE AND SITE CONTEXT

- 2.0 This section sets out and assesses the site and its context in terms of location, land use, planning history, accessibility and site characteristics. It then considers the constraints and opportunities for the development of the site.

2.1 Site Location

- 2.1.1 The site is located on the south-eastern edge of Milnthorpe. The northern tip of the site is very close to the village centre and adjoins the Conservation Area, the former St. Thomas' Vicarage and also more recent residential properties at Beech Close. It is bounded by open countryside to the east and south and by residential development and Milnthorpe Primary School to the west. The southern part of the site looks out over the grounds of Dallam Historic Park and the Arnsdale & Silverdale AONB (see figure 1.1). The site is in close proximity to Morecambe Bay Special Protection Area (SPA), Special Area of Conservation (SAC), Ramsar site and Site of Special Scientific Interest (SSSI).

**Figure 1.1 Site Location, showing 5m contours
Land South and East of Milnthorpe**



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2.2 Land Use

- 2.2.1 The majority of the site consists of grassland currently used for grazing or silage. There are no buildings on the site. A small triangular shaped part of the site at the rear of numbers 1 to 21 Firs Road, to the north of Milnthorpe Primary School, is unused and overgrown.

2.3 Landowners/Developer Interest

- 2.3.1 The whole site is owned by one land owner - Dallam Tower Estate.

2.4 Planning History

- 2.4.1 There is no planning history (within last 5 years) affecting the site in terms of previous applications for new development.

2.5 Landscape Character

- 2.5.1 Within the Cumbria Landscape Character Appraisal Tool Kit the site lies within Character Type 7a – Low Drumlins which advises that development should be of a high quality and be well related to the distinctive grain and scale of the landscape.

2.6 Topography

- 2.6.1 The site comprises sloping improved pasture that is located on the western slope of a drumlin landform. Generally the land slopes down from the east to the west. See Figure 1.1 for contours. There are some particularly steep parts of the site, especially along the eastern boundary and to the east of Milnthorpe Primary School in particular. The eastern boundary of the site was drawn to avoid skyline development as far as practicable.

2.7 Existing Natural and Built features on and close to the site

Natural

- 2.7.1 The site comprises open fields used for grazing. There are broad and (mainly) continuous hedgerows and a number of mature trees within, bounding and around the edge of the site. The River Bela runs through Dallam Park to the west of Beetham Road (A6).

Built

- 2.7.2 There are no buildings on the site but the site lies alongside the existing edge of the village. To the north it adjoins Milnthorpe Conservation Area where it is

overlooked by the former Vicarage and residential properties at Beech Close. The former Vicarage is an imposing building set within large grounds. The site is bounded by two-storey residential development and Milnthorpe Primary School to the west. Most of the two storey houses and the school on Firs Road and Firs Close are at a significantly lower level than the development site. Residential properties at The Ashes and the Willows adjoin the lower southern part of the site. They consist of a mix of bungalows, two storey houses and Hartland House Care Home. Generally the surrounding buildings have dark grey slate roofs and are faced with stone, grey/sand coloured pebbledash or white painted render.

2.8 Views

- 2.8.1 The drumlins to the south and east of the site shield it from views from the south and east. Most of the site is hidden from views from the north and west by existing development.
- 2.8.2 The southern part of the site offers stunning views of Dallam parkland and the dramatic scenery of the Arnside & Silverdale AONB.

2.9 Accessibility

Road Access

- 2.9.1 Beetham Road (A6) runs north/south to the west of the site. This offers the only potential primary access to the site at the southern entrance into the village. Main Street (B6384) and The Square runs from east to west through the village centre to the north of the site. A number of cul-de-sacs feed off the A6 and The Square. There are narrow field gates to the site from The Willows and in the vicinity of minor highways leading to the Square.

Rail Access

- 2.9.2 The nearest railway station is 2.7 miles away at Arnside where trains run to London, Manchester Airport, Barrow-in-Furness and Carlisle.

Bus Provision

- 2.9.3 Local Bus services run through Milnthorpe from Arnside to Kendal (551-552 Service) and Lancaster to Keswick (555 Service). The nearest bus stops are on Main Street near the market square and on Beetham Road near Milnthorpe Methodist Church. There are no bus stops at the southern end of Beetham Road.

Cycle Access

2.9.4 The immediate local area does not have any dedicated/off-road cycle lanes.

Public Rights of Way

2.9.5 There is one public right of way which runs from north to south through the site. It runs along the western edge of the northern part of the site from The Square/Firs Road and eventually links through to Paradise Lane to the south of the village.

2.10 Archaeology and Heritage

2.10.1 There are no known archaeological remains on the site but it is located between a Bronze Age cremation cemetery revealed at Dallam School and prehistoric sites in Dallam Park. It is considered that there is the potential for currently unknown prehistoric remains to survive there. In line with the National Planning Policy Framework and Local Plan policy, any forthcoming planning application should include an archaeological desk-based assessment and evaluation, in this instance a geophysical survey.

2.10.2 The northern part of the site abuts the Milnthorpe Conservation Area boundary alongside the former St Thomas's Vicarage. The southern part of the site is opposite the Grade II Registered Park and Garden of Dallam Tower.

2.11 Ground Conditions

2.11.1 No contamination is either recorded or suspected on the site. However, given the future residential use on the site, a preliminary risk assessment will be carried out in support of any planning application with a full site investigation to follow if the site possesses a potentially significant risk.

2.11.2 Some of the development land is steeply sloping and a survey will be required to assess the stability of the ground and identify if any remedial measures are required during construction.

2.12 Flooding Matters – Drainage

2.12.1 The site lies within Flood Risk Zone 1, where there is a low probability of river or tidal flooding. A small part of the site (3%) has a 1:200 year occurrence of surface water flooding to a depth of less than 0.1m and 4% of the site has a 1:200 year occurrence to a depth of 0.3m.

- 2.12.2 Due to the size of the site, a Flood Risk Assessment will be prepared and submitted in support of any planning application which will confirm that surface-water run-off will not exceed existing Greenfield run-off rates including an allowance for climate change.

2.13 Utilities

Intermediate Pressure Gas Pipeline

- 2.13.1 An intermediate pressure pipeline crosses the southern part of the site in an east/west direction. Any work within 10 metres of this pipe will require the permission of the National Grid.

2.14 Constraints and Opportunities

- 2.14.1 In response to the site's context and characteristics assessed earlier in this section, constraints and opportunities have been identified which have informed and influenced the proposals for the site. Some of these are mapped in Figure 1.2.

Constraints

- 2.14.2 The following constraints have been identified.

- **Sensitive edges with existing houses.** Careful consideration needs to be given in the layout and design of development to seek to minimise impact on the residential amenity of neighbouring properties.
- Issues of access, car parking, site security, and any potential impact on the operation of **Milnthorpe Primary School and Family Centre** (including Joey's Nursery) need to be considered.
- **Varied topography;** the site is sloping in aspect with steep sections in places especially the eastern part of the site.
- The potential impact of development in the northern part of the site on **Milnthorpe Conservation Area** needs to be taken into account.
- To the west of the site, the special character of **Dallam Park and the Arnside & Silverdale Area of Outstanding Natural Beauty** need to be taken into account in the design and layout of development and location of open space and landscaping.
- **Open countryside setting;** the site merges into the open countryside on its southern and eastern boundaries and careful consideration needs to be given to the interrelationship of any new building and the countryside in order to achieve an appropriate transition between the built up area and the adjoining landscape;

- **Drainage**; parts of the site do not drain well and a very small part is subject to surface water flood risk. There is a need to ensure that surface water from the site does not cause flooding problems on and off the site.
- The potential for currently unknown prehistoric remains of **archaeological interest**.
- An underground intermediate pressure **gas pipe** crosses the southern part of the site.

Opportunities

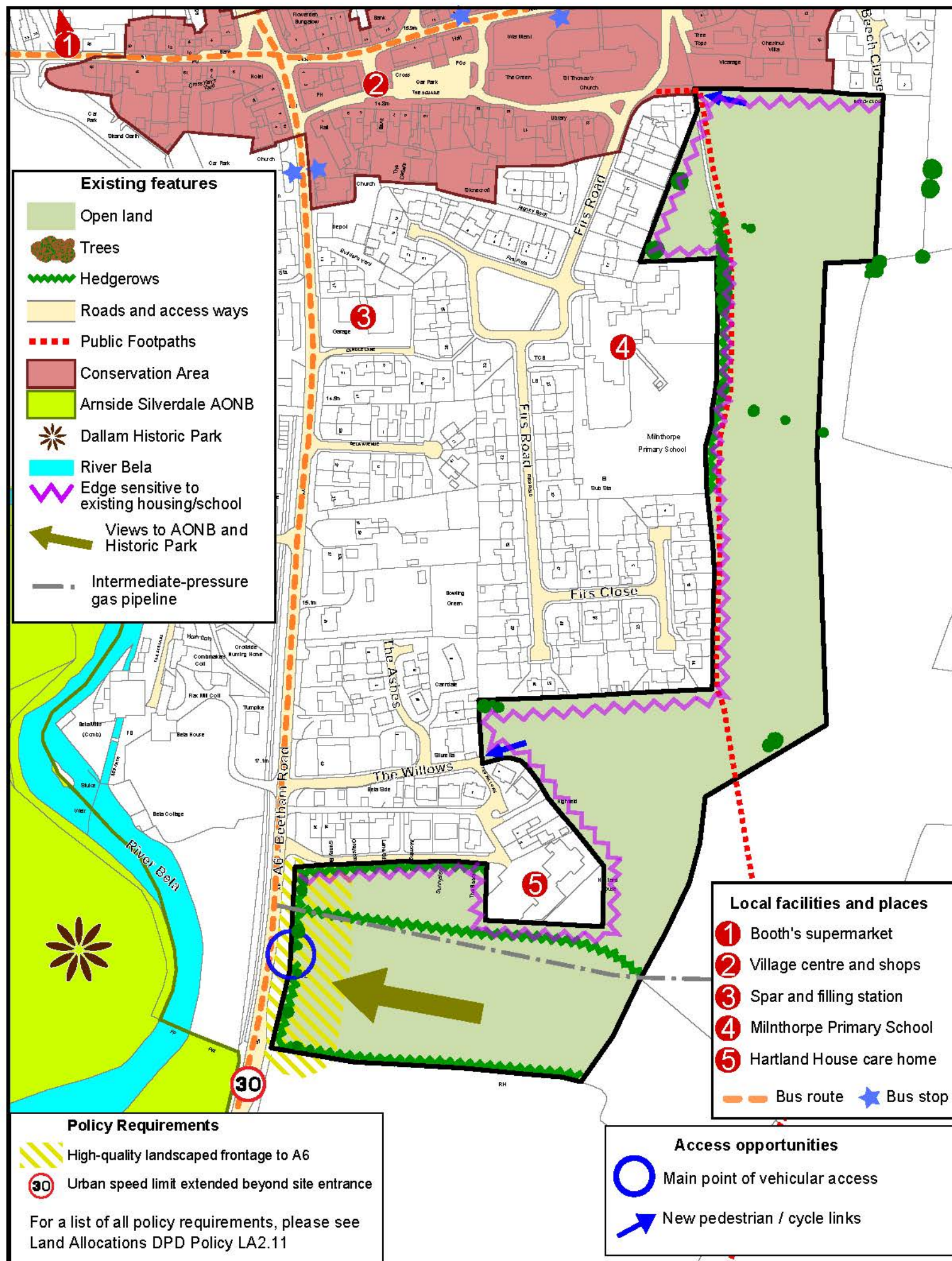
2.14.3 The site offers the following opportunities.

- The opportunity to provide a mix of housing including **35% affordable housing**
- The opportunity to provide **extra care housing units** to meet evidence of need.
- For the design and layout to respect nearby **existing built form and landscape** setting whilst introducing its own character and variety of style.
- The introduction of residential **character areas** where the scale of development, the layout and design can be based upon clearly defined characteristics.
- The creation of an attractive **gateway feature** at the southern entrance to the village on the A6.
- The opportunity to **maintain and enhance existing woodland, trees and hedgerows** where possible and appropriate on and adjacent to the site through incorporating these features within the landscape structure/green infrastructure strategy and to provide important natural habitat for wildlife.
- The opportunity to **enhance ecological habitat** through creation of new wildlife habitat on the southern part of the site.
- The improvement of the quality and amount of **open space** provision in the immediate area particularly **play facilities**, providing benefits to the wider community through enhancing informal recreation/leisure.
- The opportunity to **enhance pedestrian and cyclist permeability to surrounding area** – retaining or diverting the existing right of way and providing new footpath and cycle route links to surrounding residential development and the village centre.
- **Creation of a primary vehicular access** to the site from Beetham Road (A6).

- There may also be an opportunity to create a **second minor access** beside the former Vicarage to serve a small part of the site.
- The opportunity **to extend and improve access to Hartland House Care Home**

Development Brief: South & East Milnthorpe

Figure 1.2 Constraints and Opportunities Map (Indicative map)



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3. DEVELOPMENT FRAMEWORK – PROPOSALS AND REQUIREMENTS

3.1 Development Requirements – Land Allocations DPD

- 3.1.1 South and East of Milnthorpe site will be developed in accordance with the requirements set out in Policy LA2.11:

POLICY LA2.11: LAND SOUTH AND EAST OF MILNTHORPE

Purpose:

To ensure that the site delivers high quality sustainable development and that landscape, transport, drainage and biodiversity impacts are effectively mitigated.

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF THIS SITE.

AS WELL AS OTHER CORE STRATEGY POLICY REQUIREMENTS, DEVELOPMENT MUST MAKE PROVISION FOR THE FOLLOWING:

A SUBSTANTIAL, HIGH QUALITY LANDSCAPED FRONTAGE TO THE A6; PEDESTRIAN AND CYCLE LINKAGES TO THE VILLAGE CENTRE; REINFORCEMENT OF EXISTING TREE GROUPS; MITIGATION MEASURES TO OFFSET ANY POTENTIAL FOR ADVERSE IMPACT TO THE EXISTING HIGHWAYS NETWORK; A HABITAT SURVEY AND SAFEGUARDING AND REINFORCEMENT OF AREAS OF BIODIVERSITY INTEREST.

Implementation

SLDC to prepare Development Brief. By Development Industry and Social Housing Providers through Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework – net additional dwellings by settlement, gross affordable housing completions.

- 3.1.2 Supporting paragraph 3.65 states that key issues for the site include mitigating landscape impacts, particularly at the frontage of the site with the A6 where it forms the entry point to the village and lies opposite the very high quality landscape in the form of Dallam Park and the Arnside & Silverdale AONB. It notes the need for a high quality approach to landscaping in this area and sensitively designed access arrangements. It also notes that the urban speed limit should be extended past the site access, in order to help ensure safe access to the site and present a gateway to Milnthorpe.

3.2 Sustainability Appraisal

- 3.2.1 The Sustainability Appraisal for the whole site scored quite well. The site scored particularly well in relation to access to shops, schools, health services, jobs and transport although negatively scoring factors included impact on landscape and biodiversity interests. These are addressed by the Local Plan policies and this development brief.
- 3.2.2 Measures in this Development Brief will help address these issues. For example, a multi-functional green infrastructure framework will help mitigate impacts on landscape and biodiversity, and also help with climate change adaptation and retention of greenfield run-off rates by minimising non-permeable surfaces.

3.3 Land Uses – including types

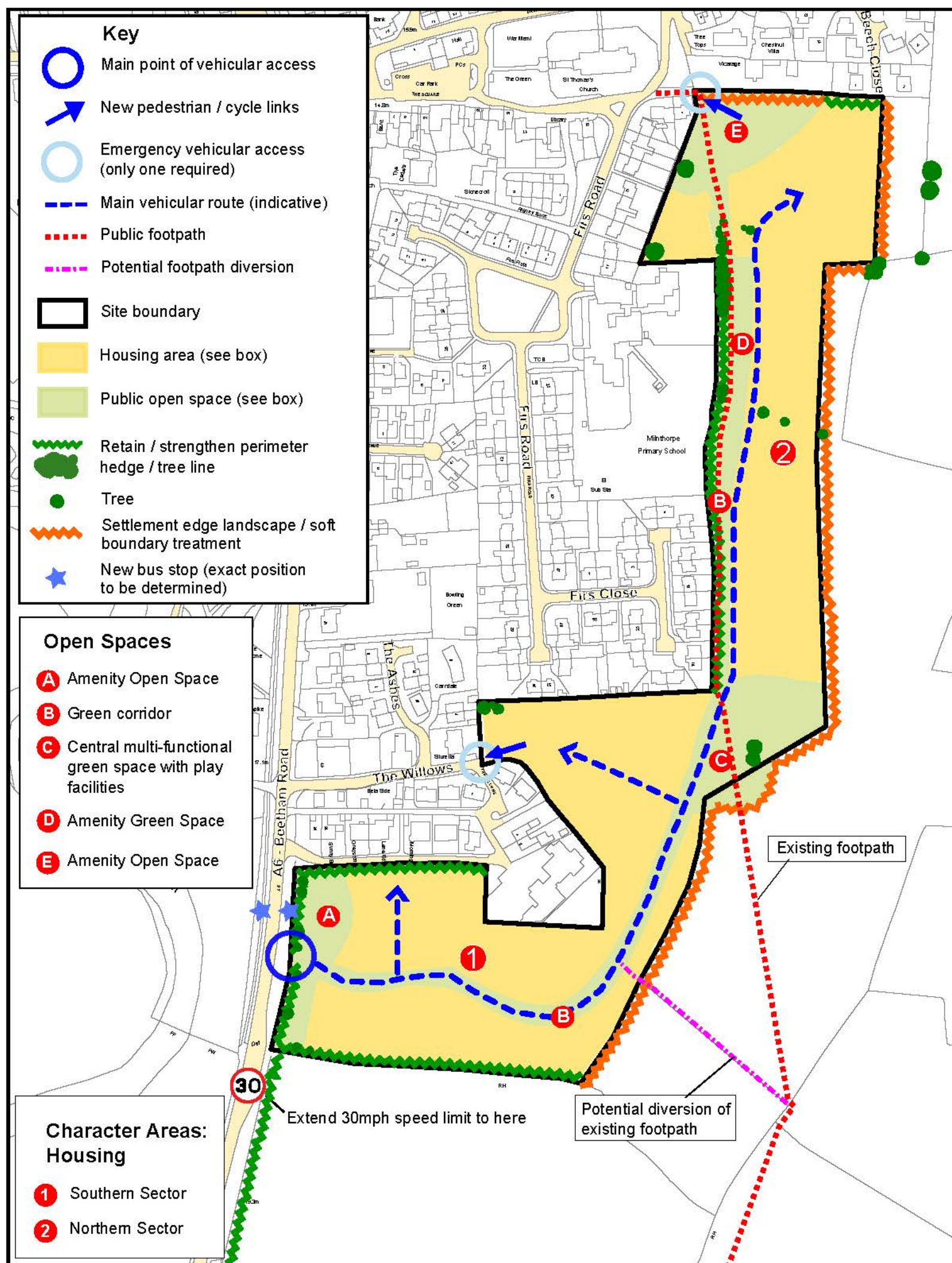
Land Uses

- 3.3.1 The major use of the site is **residential** development, with a significant proportion of **public open space**, including **play** provision and **landscaping**. A small triangular area, while part of the overall housing site allocation, may have potential for other uses which complement the development of the site. The indicative plan below (Figure 1.3) sets out the land uses at South and East Milnthorpe. It also indicates where the main vehicular route leading from Beetham Road (A6) into the site could be located and the requirement for footpaths and cycle routes between the site and nearby residential areas and the village centre. It also identifies the indicative location of proposed character areas and green spaces, to inform detailed design and layout proposals at the planning application stage.

Note: The proposal map at figure 1.3 is an indicative plan. The detail of the final site layout for development will be determined at the planning application stage. It sets out essential elements of the green infrastructure/landscape framework and traffic and movement framework for the site and shows the appropriate balance between developable and non-developable areas in this context.

Development Brief: South & East Milnthorpe

Figure 1.3 Land Use Proposals Map (Indicative map)



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Housing Character Areas

- 3.3.2 The site will be designed to take account of guidance within two character areas in order to ensure the design and layout of development responds positively to the local context and different site features creating interest and difference in style. The Character Areas suggested are referred to as the following (see Figure 1.3 and Design and Layout Principles for more details).

1 Southern Sector

2 Northern Sector (south of the former Vicarage and east of Firs Close and Milnthorpe Primary School)

Housing Requirements

- 3.3.3 The development will provide a mix of housing types and tenures based on the local evidence base (current at the time any proposal is made) and viability considerations and subject to further discussions with the District Council. This mix will be provided to create choice, varied building forms and to help respond to the different character of the different parts of the site and its local context. House types should be influenced by site-specific considerations. For example development of a different scale and form will be necessary on the site in order to achieve a positive layout that respects existing character, context, residential amenity and topography.

Affordable Housing

- 3.3.4 In accordance with Policy CS6.3 of the Core Strategy, no less than 35% of the total number of dwellings must be affordable subject to viability. The Council would expect a wide range of different dwelling types to meet evidenced affordable housing needs. Affordable houses will be mixed/pepper-potted throughout the development. Developers should follow the Council's [Affordable Housing Guidance for Developers](#) which is updated annually.

Open Market Housing

- 3.3.5 An analysis of general market supply and demand for open market housing (Table ES2 page 13 of the 2014 Strategic Housing Market Assessment Update) suggests shortfalls in detached and terraced properties, properties with one or two bedrooms and properties with four or more bedrooms in the Kendal Rural Area which includes Milnthorpe.

Self-Build Properties

- 3.3.6 The Council is supportive of self-build projects and encourages an element of this type of property as part of the overall mix.

Housing Technical Standards Review

- 3.3.7 The outcome of the Government's housing technical standards review was set out in the Planning Written Ministerial Statement 25 March 2015. This affects the types of technical standards local authorities can apply to new housing. The government has withdrawn the Code for Sustainable Homes. Under the review, Local Authorities will be able to apply additional optional Building Regulations on water and access through new adopted local plan policies. A new nationally described space standard has also been introduced.
- 3.3.8 Any planning application decisions on the site will be subject to standards set within adopted Local Plan policy and relevant National policies at the time they are made. Under current adopted Local Plan policy new residential development will be required to meet standards in line with those set in current Building Regulations. However, the Council will continue to encourage development that promotes a high standard of sustainable construction and energy efficiency above and beyond current mandatory standards set within Building Regulations (see paras 3.12 - 3.14).
- 3.3.9 The Council continues to encourage the design of a proportion of homes to Lifetime Homes standard and in particular the provision of:
- ground floor accommodation which can be converted to shower facilities;
 - straight stairway to facilitate the provision of stair lifts.

Extra Care Housing

- 3.3.10 Based on current evidence of need for extra care housing (Planning4Care report), it is considered appropriate that within the overall housing mix the provision of between 30-50 extra care dwellings should be strongly encouraged.
- 3.3.11 Extra care housing is a purpose built scheme for frail older people and older people with support and care needs which consist of grouped, self-contained accommodation with a package of estate management services, housing related support from a scheme manager and provision of care and support from a registered provider. This housing should include a communal lounge, assisted bathing facilities, a guest room, overnight visitor room, garden space which may include a sensory garden, office space/sleepover facility for on-site care team, staff meeting room/supervision, care team office and a link to a "housing" office, catering facilities, assisted bathing, laundry, lounge, activity room, treatment room, and publicly accessible toilets. Facilities should be provided for hairdressing and storage of mobility buggies. The housing and grounds should be designed in accordance with the [NHS Dementia Environment Design Guide](#).

It should have a secure access with 2 layers of security (door opening systems) and adequate car parking.

- 3.3.12 Any extra care housing to be delivered on the site should meet a cross-section of different housing needs, both in terms of tenure (affordable homes for rent, intermediate sale and open market) and type (flats/apartments and bungalows) based on the latest local evidence. A minimum of 50% of the extra care homes should be affordable. This may require an element of public subsidy, e.g. grant funding from the Homes and Communities Agency.
- 3.3.13 The Brief does not specify the location of extra care housing provision but potential locations could include in the vicinity of Hartland House and at the north end of the site. The choice of location should take account of the need for good access and proximity to facilities.

Housing Requirements at South and East Milnthorpe:

A range of house types and tenures will be provided. Self-build properties and the provision of bungalows and extra care housing will be supported and strongly encouraged as part of the overall mix.

Subject to viability no less than 35% of the total number of dwellings must be affordable and these will be mixed/pepper-potted within the scheme.

As part of the overall housing mix between 30-50 extra care housing units would be strongly encouraged in the development of the site in order to meet evidenced need. A minimum of 50% of extra care dwellings should be affordable (*this will count towards the 35% affordable requirement for the whole site*).

Developers should follow the Council's [Affordable Housing Guidance for Developers](#) which can be viewed at (*updated annually*)

3.4 Housing Scale and Form

- 3.4.1 The scale massing and form of development will need to be sensitive to the existing built form and settlement character/setting which will help inform appropriate housing density for the site. A range of housing densities may be appropriate, when combined with landscape and building form, this will assist in providing areas of recognisable character and reinforce a sense of place and provide legibility to the scheme.

3.5 Traffic and Movement Strategy

- 3.5.1 The following key considerations need to be made in the context of the outcome of any future **Transport Assessment** and advice provided by Cumbria County Council Highways at the planning application stage. The design of roads, footways, footpaths and cycle ways must accord with the adoptable standards set out within the **Cumbria Design Guide**. Principles established in the 'Manual for Streets 1 and 2' guidance should also be used to inform the layout and design of streets within the site. Where Manual for Streets is to be used this needs to be evidenced-based.
- 3.5.2 The layout and design of South and East Milnthorpe will encourage the use of alternative modes of transport. It will also integrate South and East Milnthorpe with the rest of Milnthorpe and surrounding countryside and open spaces by providing a network of pedestrian and cycle routes. It is essential the road layout is direct and clear allowing for people living on the site to have a definitive route to their property from the primary vehicular route. It is also essential that the design and layout promotes a safe and comfortable movement framework for all.

Note. The map at figure 1.3 is an indicative plan. The detail of the final site layout for development will be determined at the planning applications stage following discussions with Cumbria County Council (Highways Authority).

Vehicular Access into and through the site

- 3.5.3 The main point of vehicular access to South and East Milnthorpe will be from Beetham Road (A6) to the south west of the site. The 30mph speed limit on Beetham Road will be extended past the site entrance (if necessary, depending on location of the site entrance) and a gateway feature will be provided on the A6.
- 3.5.4 A main road will serve the whole site on West/ East and then South/ North axis (see indicative route in figure 1.3). A hierarchy of internal streets will be designed to create a low-speed, well connected movement framework which is easy to pass through. The streets should be fronted by houses to avoid blank fronts and ensure active frontages are created within the development if possible and appropriate. Within the housing areas, the streets will be designed to control traffic speeds. The best way to do this is to design streets that encourage people to drive with caution to below 20mph and are effectively traffic calmed. The site will also require the provision of one additional emergency vehicle access point. Two locations are shown on the indicative Proposals Map that would be suitable - one adjacent to 1 Firs Road at the northern boundary of the site and the other providing access to The

Willows. A secondary site access at 1 Firs Road is not required for the development of the site but suitable proposals here would be considered.

- 3.5.5 Proposals will take a balanced approach to movement and provide for the needs of all users of the streets and spaces not just the needs of vehicles. The design and layout will incorporate movement along conspicuous routes and edges that are easy to recognise and follow such as main roads or defined streets. Provision of cul-de-sacs should normally be avoided in context of permeability unless particular site conditions dictate that a cul-de-sac design is the most appropriate way to develop the site.
- 3.5.6 Shared surface streets may be appropriate, in which there is a low kerb to separate the carriageway from the footway. These work best where there are relatively calm traffic environments, however, they should be designed to accommodate the needs of visually impaired people for whom they can be problematic.
- 3.5.7 The internal road layout will incorporate loops, where possible, so that there are always two route options in the event that a section of the main street becomes blocked.

Public transport

- 3.5.8 Existing bus services currently operate along Beetham Road and Main Street and bus stops are located near the Methodist Church and the market square. Given that most of the site is located more than 400 metres from a bus stop it is proposed that the developer should liaise with the County Council to agree a suitable location for **a new bus stop on Beetham Road** close to the proposed access road.

Pedestrian, cycle access and Green Corridors

- 3.5.9 The existing public right of way within the site is proposed to be retained on its existing route but Figure 1.3 also indicates a possible diversion. Advice on the diversion of rights of way is set out in the following section. Access at field gates at The Ashes/Willows and 1 Firs Road will provide for pedestrian/cycle access and also one emergency vehicle access point. Opportunities for new pedestrian and cycle links will be incorporated into the layout and design of the site, taking into account connections to surrounding areas to make the site as accessible as possible. This will be achieved through the provision of green corridors - where possible providing cycle access on the existing rights of way. New cycle and pedestrian links will also be provided from the housing development to open spaces. Routes will be designed to be safe and pleasant with high levels of natural surveillance and avoid being located to the rear of properties. Cycle routes and footpaths should be separate from vehicle routes where possible unless they lack passive surveillance from surrounding

buildings. Routes should be accessible to all including those with impaired mobility or vision. A new footpath is also proposed from the south east of the site, to provide a convenient link with the rights of way network outside the site.

- 3.5.10 Green corridors should form an integral part of the transport and movement framework as well as the green infrastructure framework as appropriate. These would generally comprise a footpath and in some cases also a cycleway separated from the carriageway by a green linear space. They may also be located within a separate open space and in some cases utilise existing rights of way.
- 3.5.11 In some cases it may be appropriate for the main vehicular route serving the site to perform a green corridor function i.e. whereby a footpath/cycleway is separated from the edge of the carriageway at least on one side by a green area. It may be appropriate to change from footway to footpath (a discontinuous separation from the carriageway), meaning the route has a partial green corridor function. The footpath/cycleway will need to be built to adoptable standards.
- 3.5.12 Away from roads green corridors providing linkages between housing areas and open spaces/key facilities may be appropriate. Those of a strategic function (that follow pedestrian desire lines) i.e. provide linkages through the site to neighbouring areas, roads and facilities footpaths should be built to adoptable standards.
- 3.5.13 As part of the Transport Assessment, developers will be required to consider means of enhancing pedestrian/cycle access from the site to Milnthorpe centre. Transport Assessments for any part of the site must look at the whole of the allocated site and give a holistic approach to the movement of people and traffic within the site and the surrounding areas.

Rights of Way

- 3.5.14 Where possible all **existing rights of way** on and adjacent to the site will be retained along their current routes. However, it is recognised that there may be instances (including allowing for new / existing Public rights of way integration) where existing PROWs may need to be formally diverted. Where diversions of existing public rights of way are deemed necessary to facilitate development of the Brief site, e.g. within the Brief site, or to ensure effective linkage between the existing path network and new on site footpaths, then the planning applicant/developer will need to apply to the Council (SLDC) to divert paths under Section 257 of the Town and Country Planning Act. The Council as local planning authority is likely to make this a condition of any planning consent. Outwith the boundary of the Brief site and outside the development process, if public rights of way need to be diverted, then application(s) should be submitted to Cumbria County Council as the determining authority to divert

part of a public footpath. Any diverted paths will need to integrate well into both the existing footpath network and any new footpaths proposed through the Brief site as deemed necessary.

- 3.5.15 Cycling on a public footpath is a civil offence and it is viewed as trespass against the landowner. However, such restrictions are removed if the landowner gives permission for cycling. That said, it is possible to establish the legal right to cycle on a public footpath in perpetuity by converting it to a cycle track under the Cycle Tracks Act of 1984. A potential pitfall of this method is that it could be met with an objection from the Rambler's Association because it would remove the PROW from the Definitive Map of Public Paths. The way to nullify this is to part convert the footpath to cycle track whereby an arbitrary half width of the path becomes a cycle track and the other half is retained as a footpath.

Lighting

- 3.5.16 Streets and paths will be well lit where appropriate but special care should be taken in terms of the lighting design and minimising light pollution, especially alongside open space and wildlife corridors. Lighting should take into account uniformity of illumination as well as intensity.

Parking

- 3.5.17 Parking provision should be in accordance with 'Parking Guidelines in Cumbria' and provide a balanced mix of parking solutions that are integrated into the design and layout. Parking courts could form part of the suite of parking arrangements. On-plot parking and garages should be sited so they do not appear as dominant features in the street scene. Designs should be aimed at keeping speeds below 20mph. Urbanising treatments such as painted lines and markings should be avoided unless absolutely required to enforce a Traffic regulation Order (e.g. yellow lines). Contrasting surface materials should be applied to this task as an alternative. Designs should take into account areas within the development that may be subject to inappropriate parking such as on green verge areas or turning heads. Effort should be made as part of the design process to minimise the opportunity for these situations to occur. Parking areas should be located where there is sufficient level of overlooking and lighting.

Cycle parking

- 3.5.18 The design of housing and layout of the site should consider the provision of sufficient convenient and secure cycle parking. Ideally cycle stands should be under shelter or within a building preferably designed to 'Sheffield' type stands style of hoop stand and be located in active locations in full view of surrounding buildings where possible.

Access for All

- 3.5.19 All pedestrian routes should be accessible for all including those with impaired mobility. Careful consideration will need to be given to the surface materials used; width of footways, footpaths, potential barriers, footpath design and relationship to roads and parking areas and general legibility to ensure this. It is acknowledged less formalised footpaths through green spaces / green corridors may occur where appropriate. The footway on the east side of Beetham Road from the access road to the centre of the village will be improved to enable safe and easy access for disabled people along this route.

Surfaces of roads, footways, footpaths, cycle ways, driveways and car parking areas

- 3.5.20 The surface of roads, footways and footpaths, cycle ways and driveways and car parking areas will be considered in context of the overall design of the development. For instance, careful choice of surfacing should support the strategy for dealing with surface water runoff from the site, including through the use of permeable paving; it can also help to reinforce character in the wider street scene and support legibility and usability of routes for a range of users. Selected surface materials must be acceptable for adoption by the highway authority where it falls within their responsibility. Criteria used to assess the material will include the technical specifications, sustainability and future maintenance requirements.

Main Traffic and Movement Framework Requirements - see Land Use Proposals Map, Figure 1.3:

- The primary vehicular access will be from Beetham Road (A6) at the south west of the site. This will be designed to provide for vehicles to turn safely into the site from the south.
- An additional emergency vehicle access point will be provided – either adjacent to no. 1 Firs Road or at The Ashes/Willows
- The 30mph speed limit on Beetham Road will be extended past the site access, as necessary to be agreed with CCC Traffic Management Unit, together with a gateway feature on the A6.
- The whole site will be served by a main road from Beetham Road to maximise legibility.
- A green corridor with pedestrian and cycle access should be provided alongside the main road. The paths should link to the existing right of way which may need to be diverted.
- New pedestrian and cycle links will be provided adjacent to no. 1 Firs Road and at The Ashes/Willows, to enhance permeability and improve access to facilities in the village centre and Beetham Road.
- The footway on the east side of Beetham Road from the access road to the centre of the village should be improved to enable safe and easy access, including for disabled people, subject to consideration within a Transport Assessment.
- New bus stops will be provided, if possible, on both sides of Beetham Way close to the proposed access road to the site.
- Proposals for the site's development should be accompanied by a comprehensive Transport Assessment and Travel Plan.

3.6 Landscape/Green Infrastructure Framework

Green Infrastructure

- 3.6.1 Green Infrastructure is the term given to a network of **multi-functional spaces** that can enhance existing and create new wildlife habitats, mitigate against or help adapt to climate change and provide recreational, health and wellbeing benefits for people. It is made up of a range of assets such as

waterways, ponds, open spaces, parks and gardens, play areas, footpaths, allotments, woodlands, hedgerows, trees, playing fields, green roofs/walls and the wider countryside.

- 3.6.2 The multi-functional nature of green infrastructure elements should be borne in mind in considering the design and layout of the development as a whole. For instance, spaces primarily intended for recreation can simultaneously perform other important functions and deliver on other objectives such as supporting surface water management and drainage strategies and delivering wildlife and educational benefits if designed appropriately and imaginatively. There may be opportunity for amenity space to be located outside of the allocated site boundary.
- 3.6.3 **Public spaces and a 'neighbourhood' play area** will be located on main lines of movement (pedestrian or vehicular). They will be imaginative and high quality, as well as forming an integral part of the network of foot and cycle routes and the wider green infrastructure framework. They will be well overlooked from the front of surrounding dwellings (but not necessarily surrounded), benefitting from being in view from most properties as well as roads/paths, and should minimise the impact on residential amenity. The play area must be centrally located. The incorporation of distinctive/supporting features such as **public art** and interpretive panels relating to local features is encouraged. Appendix 2 provides guidance for developers with regard to new play areas. The Council is undertaking a play audit. Its outcomes will be used to help determine the type of play facilities appropriate for the site.
- 3.6.4 **Green corridors** should form an integral part of the green infrastructure framework. They can perform various functions and may be located either adjacent to main roads, within green linear spaces providing linkages to open spaces, neighbouring areas and roads and facilities. They can also form an integral part of the landscaping framework, providing a buffer between development and the open countryside.
- 3.6.5 **Trees and Hedgerows:** Where possible and appropriate existing trees and hedgerows will be incorporated into the green infrastructure framework and the landscape framework. Preservation of existing trees should be subject to a tree survey. New trees and hedgerows will be planted along the south and eastern edge of the site to help to assimilate the development into the countryside and dense foliage should be avoided within public open spaces. The remains of a dry stone wall and stile stones should be retained within the open space on the eastern slope. Where trees or hedgerows are lost as a result of development, mitigation should be provided in the form of replacement features within the new open spaces. Existing hedgerows should ideally not be incorporated into private gardens in order to ensure their protection.

- 3.6.6 The creation of **incidental and/or small areas of open space** with little function will generally be avoided, unless they serve to protect an important natural feature such as a mature tree/group of trees for example in which case they will where possible form part of a larger area of open space.
- 3.6.7 Special attention will be given to the **lighting** design alongside open space and wildlife corridors. Impacts of artificial lighting on bats and other nocturnal wildlife will be reduced by minimising artificial lighting onto these spaces.
- 3.6.8 Allotments could form part of the overall open space mix where appropriate. Provision of allotments will be based on evidence of demand, as documented through Parish Plans and existing waiting lists. Evidence of engagement with Town and Parish Councils will be required.
- 3.6.9 A **landscape/open space management plan**, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, open spaces other than domestic gardens, shall be prepared to secure the Green Infrastructure Framework for South and East Milnthorpe in the long term. The Council is exploring options for how best to manage and maintain open spaces. Options might include encouraging the creation of spaces that require less intensive maintenance such as planted areas of wildflowers.

Type of open space – requirements

- 3.6.10 As shown indicatively in Figure 1.3, five areas of open space will be provided on the site as follows: They should not preclude the consideration of additional smaller areas where appropriate:

A: Natural Amenity Area– Beetham Road frontage

- 3.6.11 An area of public open space will be provided at the site entrance off Beetham Road. This will be an informal open space designed to create an attractive entrance into the site, respect the setting of Dallam Park and Arnsdale & Silverdale AONB and provide opportunity for new wildlife habitats and the collection and disposal of surface water in a sustainable way. It will also provide for informal recreation and help reduce noise disturbance to future residents from traffic on the A6. The existing line of mature trees on the nearby verge of the A6 should be retained as far as practicable, subject to the design of a safe access to the site.

B: Green Corridor

- 3.6.12 A green corridor will be provided alongside the main access road and the public footpath at the rear of Firs Close and the primary school, including a pedestrian/cycle way where possible.

C: Central multi-functional green space

- 3.6.13 The higher land close to, or in the vicinity of, a small copse of mature trees on the eastern boundary of the site offers the opportunity to create a green space in a central location. It should include a formal neighbourhood play area. A neighbourhood play area should provide for all children including teenagers, excluding a multi-use games area. A definition can be found within Appendix 2. The neighbourhood play area should be set within a wider green space to reduce nuisance to neighbours and create a community focus. The fronts of surrounding properties should face on to the open space, as far as practicable. The open space will link into the public footpath/cycle path and green corridor. The design of the play area should include consultation with the Milnthorpe Play Area Development Group.

D: Amenity Green Space – east of Milnthorpe Primary School

- 3.6.14 An informal open space will be provided on the higher land at the east of the primary school. This will incorporate existing site features and also provide for a secure boundary fence between the green space and the school, with a pedestrian access to the school.

E: Public green space at north end of site

- 3.6.15 An informal open space will be provided at the northern end of the site, providing opportunity for informal recreation for the wider community, close to the centre of the village. Its location and layout should not prevent the possibility of a secondary road access in future for a small area of development (although a secondary access here is not a requirement of this brief).

Landscaping Framework

- 3.6.16 In addition to the above, a landscaped/soft boundary treatment will be provided along site boundaries as indicated in Figure 1.3 where it merges into the adjacent open countryside or adjoins the Conservation Area. Developments that form a new long term settlement edge will create a positive relationship with the adjoining countryside, providing an appropriate transition between the built up area and the adjoining landscape. Reducing the scale and intensity of development towards its edges with the countryside, allows for planting within and between plots. These buffer zones may be provided outside of the development site where they would become the responsibility of the landowner. There are particular opportunities for this along the east and south of the site.
- 3.6.17 The landscape and planting schemes will be based on a palette of suitable native species where possible, and especially fruiting and flowering species to

increase the opportunities for wildlife. Careful consideration must be given to the choice and location of plant species in respect of safety (avoid creation of hiding places etc).

Landscape/Green Infrastructure Framework - Requirements

As shown in Figure 1.3 in the Land Use Proposals Map, the landscape/green infrastructure framework will include:

- A - Natural Amenity Area on Beetham Road frontage
- B - Green Corridor along the main access road
- C - A central multi-functional green space providing informal recreation and neighbourhood play area
- D - Amenity open space to the east of the Primary School, including a secure boundary between the green space and the school
- E - Amenity open space at the north end of the site.

In addition, all trees, hedgerows and woodland on and adjacent to the site will be retained and strengthened, and where possible and appropriate, incorporated into the layout and design of the development especially where they have an important value.

All open spaces should be well connected as integral parts of the foot/cycle route networks across through and around the site. Opportunities should be taken within the spaces to provide signage identifying foot/cycle routes linked to the site, key destinations that can be reached using them and travel times and identifying and interpreting key local features such as wildlife and heritage features.

Landscape buffer areas should be considered along the south and east boundaries of the site where it adjoins the open countryside.

A **landscape/open space management plan**, including long term design objectives, and management and maintenance responsibilities, for all landscape areas, open spaces other than domestic gardens shall be prepared to secure the Green Infrastructure Framework for South and East Milnthorpe in the long term.

3.7 Ecology/Biodiversity

- 3.7.1 The development will enable measures to protect and enhance habitats and ecological diversity. The retention of existing hedgerows and trees where possible will help to protect habitat and species, whilst the creation of new green spaces will result in enhancements and extensions to existing habitats. In addition, the Sustainable Urban Drainage System Network may be designed to create benefits for wildlife and enhance the site's ecological value.
- 3.7.2 The proposed green corridors and spaces will help provide a network of wildlife corridors, which will help provide a sense of continuity between Milnthorpe and the countryside, allow species to migrate and reinforce habitats. The brief allows for opportunities to create habitat beyond the allocation boundary.
- 3.7.3 The Cumbria Biodiversity Evidence Base identified the potential for presence of hedgehogs (2012 records) amongst 16 key species. Detailed habitat and species surveys as appropriate will be required at the planning application stage. An assessment of all potential ecological impacts based on up to date baseline data will be used to inform any planning application and measures set out therein to protect and enhance habitats and species.
- 3.7.4 The landscape/open space management plan should consider biodiversity habitat restoration/establishment and replacement of habitat/species where appropriate based on the outcome of the surveys as part of any planning application.

3.8 Flood Risk Issues - Considerations

- 3.8.1 The site lies within Flood Risk Zone 1 (tidal, main river and fluvial flooding) and some parts of the site are at risk of flooding from surface water (see paragraph 2.12.1). Due to the size of the site and its proximity to the flood zone of the River Bela a flood risk assessment will be prepared and submitted in support of any planning application. Surface water run-off after development must not exceed green field run off rates including an allowance for climate change. Surface water should not be disposed of via the public sewerage system. A sustainable urban drainage system (SuDs) and management plan will be implemented to manage the disposal of surface water and this will be integrated within the green infrastructure framework, using the natural drainage informed by the topography of the site to dictate the type of measures that may be appropriate. SuDs should follow the CIRA principles given in the SuDs Manual c698. A maintenance manual will be required for surface water systems that require adoption and management where adoption and management scheme will be by a management company.

- 3.8.2 As mentioned in other sections of this document, opportunities should be taken in terms of the design and materials to manage surface water disposal as effectively and sustainably as possible. Examples include the use of permeable paving, imaginative planting and green roofs/walls as part of the green infrastructure framework. These can have other benefits including for health, well-being and wildlife and therefore contribute towards other objectives.

3.9 Heritage Issues – considerations

- 3.9.1 There are no heritage assets within or adjacent to the site. However, the northern part of the site adjoins the Milnthorpe Conservation Area. The layout and design of development and open space should seek to preserve and enhance the character of the Conservation Area.

3.10 Infrastructure Requirements

Utilities

- 3.10.1 In terms of services and utilities, there are no known constraints to the provision of gas, electricity, waste water or water supply on the site, although the precise means of supply and connection will be confirmed through discussions with the relevant utility bodies as part of any planning application.

Sewerage

- 3.10.2 Hydraulic modelling of the network by United Utilities, which takes the proposed development into account, has shown that there is existing minor external flooding in the network, which will not be significantly increased by the addition of the proposed development, provided that foul flows only are discharged into the public sewer network. Any potential developer will need to liaise with United Utilities so that network connections can be discussed and agreed, to ensure there is no detriment to serviceability.

Emergency services

- 3.10.3 Consideration needs to be given to emergency services infrastructure such as radio communication masts/equipment, fibre optic networks, CCTV and broadband internet coverage.

Gas

- 3.10.4 The National Grid has confirmed that there is Low or Medium pressure (below 2 bars) gas pipes and associated equipment in the vicinity of the site. In addition an Intermediate pressure gas line crosses the southern part of the site. There are three underground gas valves in the grass verge on Beetham Road adjacent to the site and there is above-ground equipment near the junction of Beetham Road and the southern access to Hartland House.

Developers will need to submit a “Scheduled Works” enquiry at the earliest opportunity.

Education

- 3.10.5 The Draft Infrastructure Delivery Plan Update (August 2014) indicates there are sufficient primary and secondary school places at Milnthorpe Primary School and Dallam School to accommodate the projected number of children generated from all the proposed residential development in Milnthorpe.
- 3.10.6 To assess the impact of developments on education, Cumbria County Council use a population model to estimate the pupil yield (the methodology of which is outlined in the County Council’s Planning Obligation Policy page 27 Figure 6). It is estimated that a development of an estimated 155 dwellings at Land South and East of Milnthorpe, would yield 31 primary aged children and 22 secondary aged children. These figures are initial outline figures and more in depth assessments, using a dwelling led model (see page 27 figure 5 in the document referred to above) will need to be carried out when detailed housing plans as part of a planning application come forward. Based on these numbers the County Council will assess what space is available within local schools, including the catchment school and any other schools within a 2 mile safe walking distance. If no or limited places are available then a contribution will be sought to mitigate the effect of the development, where full costs are available for the mitigation this will be sought, otherwise a Department for Education multiplier will be used. Mitigations include expansions of schools through internal modifications or extensions, new schools or transporting pupils.
- 3.10.7 At this point in time, there is considered to be spare capacity at Milnthorpe Primary School and Dallam School to accommodate the additional children. Cumbria County Council as the Local Education Authority will advise how to accommodate educational needs arising from the development and this will be determined through any planning application. The assessment of pupil yields from the site and school capacity will be updated each year in the annual review of the Infrastructure Delivery Plan. A more detailed assessment of estimated pupil yields from the site and the capacity in the local schools will be undertaken when a planning application is submitted.
- 3.10.8 For further details on education requirements, potential developers should contact Cumbria County Council Education Authority.

3.11 Design Principles

- 3.11.1 The development at South and East Milnthorpe will be designed to create a new attractive residential gateway on the edge of Milnthorpe village, taking advantage of its location close to the village centre and its setting within an

attractive landscape overlooking the Arnside & Silverdale Area of Outstanding Natural Beauty (AONB) and Dallam Park. The development will be of a high quality that respects the site's local context and character and neighbouring uses as well as the site's wider countryside rural setting. It will be of a distinct character with a mix of styles that follow the character area guidance set out in Section 4.15.

3.11.2 A development of new dwellings that all look the same, is not imaginative and innovative, does not respond positively to its surroundings and local sensitivities, and/or that is 'grey' and monotonous in appearance (not in terms of colour) and a layout that is car dominated will not be acceptable.

3.11.3 **Core Strategy policy CS8.10** states the siting, design, scale and materials of all development should be of a character which maintains or enhances the quality of the landscape or townscape and, where appropriate, should be in keeping with local vernacular tradition – this can still be achieved through a variety of design using local materials. Designs that support and enhance local distinctiveness across South and East Milnthorpe will be encouraged. New developments should protect and enhance key local views and features / characteristics of local importance and incorporate layouts that reinforce specific local distinctiveness. Saved Policy S2 of the Local Plan 2007 contains a **design code** for South Lakeland that any new development needs to take into account.

General Principles

3.11.4 The design of the South and East Milnthorpe site should take full account of the character of the immediate and wider setting. It should take account of the design code in saved Policy S2 of the Local Plan. Key influences on character include history, geography, climate, topography and building materials, as well as local culture. Milnthorpe has a distinctive character. The predominant use of local stone or lime-based render provides a distinctive appearance and grey colour to many buildings in the town. Local grey slate as a roofing material is readily distinguishable in the town for example. The design and layout of South and East Milnthorpe will be informed by the following principles:

- Respond to the individual **townscape** of Milnthorpe village and its surrounds in respect of local characteristics such as building forms, materials, traditions, street patterns, roofscapes and spaces. (see saved *Policy S2 of the Local Plan*)
- **Places of character** should be created based on appreciation of the site and surrounding area, and responding positively to its natural and built context. Development will be integrated into its setting and respond to topography. The scale, form, height, massing, grain and scale of housing development will be related to that nearby to create an appropriate

relationship with adjoining areas (built and rural) whilst maintaining variety within the built form. (see *saved Policy S2 of the Local Plan*)

- Take into account and refer to ‘**Secured by Design**’ principles and accreditation.
- **Locally relevant materials** should be utilised. Building materials and colours will be chosen for their high quality and to reflect and enhance local distinctiveness. Materials should be durable, robust and maintainable and chosen with regard to their visual qualities and contribution to the character of the area. (see *saved Policy S2 of the Local Plan*)
- Recognise and **retain and make a feature of important views** in the site layout.
- Avoid uniform **densities** where appropriate across the development by providing variable densities to reflect character areas, topography and the need for transition between town and country.
- Housing design should be **tenure blind** i.e. it should not be possible to determine the likely tenure of a property from its built appearance and quality or materials used.
- Streets will be fronted by houses, avoiding blank and ensuring **active frontages**
- Make use of **good quality materials** in the public realm, including a mix of hard and soft landscaping.
- **Amenity** - ensure a satisfactory level of privacy for existing dwellings and between dwellings whilst allowing for community interaction. Make use of screen walls, fences, ancillary out-buildings and/or planting to moderate overlooking and maintain privacy. Use the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy between neighbouring properties. Sloping sites – where the difference in levels may result in unacceptable overlooking problems, consider use of appropriate screening, window siting and orientation.
- Consider proposals which provide a **hierarchy of buildings and spaces** to emphasise key locations within the layout and contribute to the character and legibility of the development. For example positioning buildings on the corners of streets.
- **Orientation of buildings** - Dwellings will be orientated and designed to ensure maximum solar gain and facilitate the maximum benefit of solar panels (PV and thermal). Buildings on slopes should be designed to minimise impact on residential amenity and careful attention given to their scale and massing in this context.
- Design should add interest to and create variety in the development, taking opportunities to be **imaginative and innovative in approach**.
- **Boundary treatment** defining individual curtilages should be clear and will be a mix of hedges and walling to reflect the local vernacular whilst allowing for community interaction.
- The treatment of the **settlement edges** will respect the landscape character. Development will create a positive relationship with the adjoining countryside, providing an appropriate transition between the

development and the adjoining landscape. Wherever possible, houses should be orientated so they are outward facing. Trees, hedges and new landscape planting on the site edges should utilise native species.

- **Garden/communal spaces** - It is essential each property has access to some form of private garden/communal space. This may comprise an element of element of shared space/facilities for practicalities such as drying washing and bin storage in addition to a private garden.
- **Bicycle Storage/Recycling Storage** – provision should be convenient for residents and not dominate or compromise the street scene. Communal facilities should be considered.

3.12 Sustainability Principles

3.12.1 Policy CS1.1 of the Core Strategy sets out sustainable development principles which the site will contribute towards. Policy CS8.7 requires a sustainability statement to be included within the Design and Access Statement as part of any planning application setting out how the development meets principles set out in Policy CS1.1 as well as the National Planning Policy Framework.

3.13 Renewable Energy

3.13.1 In accordance with Policy CS8.7 development should seek where possible to include renewable or low carbon options such as solar (photovoltaic or thermal), ground or air source heat pumps based on the technology that may be most appropriate for the site (taking account of topography). A district heating system could also be a possible option. The first consideration should be ensuring that the new homes are as energy efficient as possible, followed by steps to ensure that the residual energy demand is from renewable or low carbon sources wherever possible.

3.14 Sustainable Construction

3.14.1 The development of land at South and East Milnthorpe has the potential to maximise energy efficiency and reduce carbon footprint of homes and the development generally through measures such as:

- Sustainable construction – the use of local materials and reclaimed/re-use of materials. (However, non-traditional/local materials should not be ruled out);
- Opportunities for passive solar gain – orientation of buildings to maximise day lighting and passive solar gain;
- High levels of insulation, low energy fittings and other energy efficiency measures;
- Water conservation and recycling could be incorporated into new buildings in ways that mean the water can be accessed for use e.g. in the toilets and garden areas (e.g. all new homes to be installed with water butts).
- Street design and the layout of private space takes into account access by waste/recycling collection vehicles and staff;
- Possible provision for communal recycling storage/collection (i.e. a single or small number of point(s) where everyone takes their waste/recyclables, composting etc. on site).

Green Roofs and Walls - roof gardens

3.14.2 The inclusion of green roofs/walls will be encouraged as a valid contribution to meeting a range of other requirements in a sustainable and efficient way. For example, green roofs, walls and roof gardens can assist in ensuring the gradual transition between urban and rural that is so important for this site and could also form part of the surface water management and drainage strategy. A range of green wall and roof approaches are available and can include very simple designs; advice and expertise on delivering these is also increasingly readily available. Roof gardens would also be supported where this approach can appropriately add interest and variety to the development, including in terms of variety and flexibility in the types of dwelling offered.

3.15 Air quality

3.15.1 In accordance with policy CS10.2 an air quality assessment and travel plan will be required to accompany any planning application for the development of Land South and East of Milnthorpe. As set out in the Transport and

Movement Framework, measures should be taken to maximise opportunities for people to use modes of transport other than the private car for their day-to-day needs. The wider green infrastructure framework, including appropriate planting and the inclusion of green roofs/walls, will also help to minimise negative effects on air quality by capturing additional pollutants.

3.16 Housing Character Areas – Specific Design and Layout Principles

- 3.16.1 Taking into account the local context and character of the site as a whole, the site will be sub-divided into areas of different character, the design of which is based upon clearly defined characteristics. These may relate to street type and width, housing types, density of development, building height and enclosure, front boundary treatments, topography and landscape, materials and architectural attributes. Key area-specific principles relating to landscaping/green infrastructure framework, design and layout and movement framework are listed below for each of the suggested character areas.

Character Area 1 – Southern Sector

1. Landscaping Good screening is provided by mature hedgerows on the west and south boundaries and there is a mature hedgerow within the site. The existing boundary hedges should be retained and strengthened, including the hedge immediately south of the Willows. The hedgerow within the site may be retained if possible, but subject to site layout constraints.

A landscaped/soft boundary treatment will be provided along site boundaries as indicated in Figure 1.3, where the site merges into the adjacent open countryside. This should include a new hedge containing trees provided along the eastern boundary using species consistent with the surrounding area. Additional trees or small groups of trees will be planted in the southern hedge. A green corridor should be provided along the main access road linking with the central open space on the highest part of the site to reduce the impact of the development on views from the surrounding area.

2. Layout Development along the frontage of Beetham Road (A6) will be set back behind the proposed amenity open space. Development should front on to this amenity area where possible, to take advantage of the views and provide an element of surveillance as well as creating a more formal entrance into the village. Buildings should also front onto the green corridor and green spaces in order to maximise levels of natural surveillance and help integrate these spaces with the remainder of the site. It is inevitable that the new development will impact on the views enjoyed by the occupiers of the houses that currently back onto open fields. Therefore it is important to ensure that the siting of buildings retains privacy levels and avoids buildings close to garden fences.

3. Pedestrian/Cycle links These should run alongside the main access road where possible and appropriate. A new link through the site from the Ashes is required to improve access to the facilities on Beetham Road and to allow residents in the Ashes and The Willows ready access to the proposed multi-functional open space.
4. Road access The main access road to the whole development must be provided from Beetham Road. Other roads can be provided at right angles to the main access. There is the opportunity to provide an emergency vehicle access from the Willows.
5. Open Spaces A natural area of amenity open space area will be created on the Beetham Road frontage of the site. It will be designed to create an attractive entrance into the site, respect the setting of Dallam Park and Arnsdale & Silverdale AONB, create new habitats and may have a role in the collecting and disposal of surface water in a sustainable way. It will include informal footpaths and seating, offering a transition between village and countryside.

A second open space forming a multifunctional green space with neighbourhood play facilities will be provided on the higher eastern part of the site, or a suitable location in this vicinity. This should be designed to serve the whole of the site and provide a community focal point.

Character Area 2 – Northern Sector

1. Landscaping A landscaped/soft boundary treatment will be provided along site boundaries as indicated in Figure 1.3, where the site merges into the adjacent open countryside or adjoins the Conservation Area. This will include perimeter hedgerows and trees along the eastern boundary where it borders open countryside. The use of hard surfaced landscaping may be appropriate on the western boundary to reflect the character of the village centre, provided that it does not increase surface water run-off.
2. Pedestrian/Cycle links will be provided through the site to Firs Road and the centre of the village. The pedestrian/cycle links will be within a green corridor and together with the access road on its east side will be designed to enhance and protect the privacy and security of local residents on the west side of this area. The existing public right of way should be retained and improved to provide links to the village centre, the central green space and the open countryside to the south.
3. Road access A secondary access is not required adjacent to No 1 Firs Road, but suitable proposals may be considered. A possible emergency vehicle access is proposed adjacent to No 1 Firs Road.
4. Scale The site adjoins the Milnthorpe Conservation Area on the northern boundary of the Character Area and is overlooked by the imposing former Vicarage. The scale and massing of development and the layout of the open space, will need to take account of the form and character of existing

development within the Conservation Area and adjoining areas. Housing density and height will also need to take account of topography to reduce the impact on the landscape and amenity of surrounding dwellings.

5. Open Space An open space will be provided at the north west corner of this area, to provide an amenity and informal recreation area for existing and new residents. The open space will have ready access to/from the centre of the village. Further open space will be provided on the western boundary of the Character Area running parallel to the indicative road layout to the east of the primary school.
6. Frontage Buildings should front on to the pedestrian/cycle route and open space to maximise levels of natural surveillance and create an attractive frontage where possible and appropriate. Buildings should front onto the green corridor and the open space in order to maximise levels of natural surveillance and create an attractive frontage.

4. IMPLEMENTATION AND DELIVERY

4.1 Partners

Who will deliver the development?

- 4.1.1 Potential private housing developers and possibly Housing Associations will deliver the development in close liaison with South Lakeland District Council, Cumbria County Council and relevant third parties and statutory bodies.

4.2 Phasing/Timing

- 4.2.1 The site is in single ownership, but it is possible it will come forward in different stages. It is important that with each stage of development the required infrastructure and open space are provided in a timely way **to ensure individual applications contribute to the comprehensive development of the whole site.** The council considers the best way of ensuring this is achieved is for a single planning application to be submitted for the whole site. As part of the planning permission there will be key triggers, requiring the construction of other integral elements of the scheme, with these principally relating to:

- Landscaping
- Open space
- Play space
- Sustainable urban drainage system /masterplan
- Pedestrian and cycle links
- Affordable housing.

- 4.2.2 The precise timing of these elements will be agreed with the developer and controlled by condition/S106 agreement.

4.3 Planning Application

- 4.3.1 Any future planning application should be submitted in accordance with national planning application validation requirements and information set out in our [Validation guidance](#).
- 4.3.2 In addition to standard national requirements, which consist of a completed planning application form, location plan and other plans and elevations where appropriate, any planning submission will need to be accompanied by a suite of additional supporting information. The nature of information and the level of detail required will be agreed with the Council, but is likely to include:
- Design and Access Statement;
 - Planning Statement;
 - Transport Assessment and Travel Plan;
 - Public Rights of Way Statement;

- Sustainability Statement;
- Landscape and Visual Impact Assessment;
- Flood Risk Assessment;
- Plans and Drawings;
- Habitats Survey and mitigation (Nature Conservation Assessment);
- Heritage Assessment;
- Archaeological Assessment;
- Ground Conditions Report;
- Affordable Housing Statement;
- Tree and Hedgerow Survey and protection/mitigation where appropriate;
- Air Quality Assessment;
- Sustainable Urban Drainage Strategy and long term maintenance of surface water drainage scheme/ management and maintenance scheme;
- Statement of Community Involvement;
- Planning Obligation Pro Forma Statement and S106 Heads of Terms;
- Foul Sewerage Assessment.
- Landscape/Open Space Management Plan including long term management and maintenance scheme

4.3.3 Where separate planning applications are submitted for phased development, rather than for the development of the allocation land as a whole, then legal planning obligations will be required to safeguard proportional financial contributions as a starting principle based on the developer contributions requirements in order to secure necessary infrastructure/open space/landscaping requirements across the whole allocation site.

Proposals/applications submitted for part of the site must include provision for vehicular route / pedestrian /cycle access connections to adjoining part of the site; to enable the delivery of appropriate site access links across the site.

The Council will expect applicants to use the Council's pre-application process to agree a methodology necessary to deliver the infrastructure appropriate to their phase of the development and that needed for the comprehensive delivery of the site as a whole.

4.3.4 A Section 106 Draft Heads of Terms should be agreed prior to submission and submitted as part of any future planning application and this will confirm how developer contributions should be apportioned to each potential developer.

4.3.5 Pre-application consultation should be carried out in accordance with the guidelines set out in the Council's Statement of Community Involvement (2006 and amended 2008). The scope of such consultation should be agreed with the Council.

4.4 Development Obligations

- 4.4.1 Listed in the table below are some of the likely infrastructure requirements which have been identified through consultation with various stakeholders for South and East Milnthorpe (these are subject to further discussion). South Lakeland District Council intends to introduce a Community Infrastructure Levy (CIL) in 2015. In general terms, on-site requirements would be funded through Section 106 contributions, whereas wider strategic infrastructure would be part funded through CIL. For Land South and East of Milnthorpe, all of the infrastructure required for this site is expected to be funded through S106 and S278 contributions rather than CIL. This is not an exhaustive list. The Council will expect applicants to agree a methodology necessary to deliver the infrastructure appropriate to each phase of development through the Council's pre-application process.

Infrastructure Type	On site or off-site	Details	S106 or CIL
Landscaping including Tree Planting	On-site	On site provision for amenity purposes where appropriate.	On site construction cost S106
Open Space	On-site	New play areas and informal recreation space, green corridors, new amenity spaces and natural and semi-natural green space.	On site construction cost S106
Walking and Cycling	On-site	New cycle/pedestrian routes and informal paths through public open spaces.	S106
Walking and Cycling	Off-site	The need to enhance the footway on eastside of Beetham Road from the site to the centre of the village should be considered in the Transport Assessment.	S106 or S278
Public Transport	Off-site	Provision of bus stops on Beetham Road. Possible	S106

Infrastructure Type	On site or off-site	Details	S106 or CIL
		measures arising from the results of the Transport Assessment and Travel Plan	
Transport – improved pedestrian connections to new bus stop	Off-site	Possible crossing facility on the A6 and other measures arising from the results of the Transport Assessment and Travel Plan	S278
Transport - Highway Improvement	Off-site	Creation of right turning lane and Gateway feature on Beetham Road	S278
Affordable Housing	On-site	35 % affordable housing subject to viability	S106
Extra Care Housing	On-site	30-50 extra care houses could be provided, 50% of which are to be affordable. (these will count towards the requirement for 35% affordable dwellings for the whole site)	S106

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APPENDIX 1: Relevant Development Plan Policies

See website www.southlakeland.gov.uk

SOUTH LAKELAND LOCAL PLAN – CORE STRATEGY

- CS1.1 – Sustainable Development Principles
- CS4.2 – The East (including Milnthorpe)
- CS6.3 – Provision of affordable housing
- CS6.6 – Making effective and efficient use of land and buildings
- CS7.3 – Education and skills
- CS8.1 – Green Infrastructure
- CS8.2 – Protection and enhancement of landscape and settlement character
- CS8.3a – Accessing open space, sport and recreation
- CS8.3b – Quantity of open space, sport and recreation
- CS8.4 – Biodiversity and geodiversity
- CS8.6 – Historic Environment
- CS8.7 – Sustainable construction, energy efficiency and renewable energy
- CS8.8 – Development and flood risk
- CS8.9 – Minerals and waste
- CS8.10 – Design
- CS9.1 – Social and community infrastructure
- CS9.2 – Developer Contributions
- CS10.1 – Accessing Services
- CS10.2 – Transport Impact of New Development

SOUTH LAKELAND LOCAL PLAN – LAND ALLOCATIONS DPD

- LA1.3 – Housing Allocations
- LA2.107 – Mixed Use Allocation, North of Kendal Road, Kirkby Lonsdale

SOUTH LAKELAND LOCAL PLAN 2006, (incorporating adopted Local Plan Sept. 1997 & March 2006 Alterations).

- C5 – External Lighting
- C19 – Sites of Archaeological interest
- C24 – Watercourses and Coastal margins
- C30 – Solar Power
- L10 – Rights of Way
- Tr9 – Better Ways to School
- S2 – South Lakeland Design Code
- S3 – Landscaping
- S10 – Parking Provision in new development
- S12 – Crime and Design
- S18 – Trees close to buildings
- S19 – Percent for Art
- S26 – Sewage treatment and disposal
- S27 – Overhead lines
- S29 – Waste recycling facilities

APPENDIX 2: South Lakeland District Council New Play Area Specification - Guidance

Vision

The creation of cutting edge plays areas and intriguing play and learning spaces. Spaces which make use of traditional and natural materials, using equipment to suit all ages, abilities and able or non-able bodied children and families.

Location

To be sited in an open, welcoming location with good access links for the catchment area. Not to the rear of properties or with narrow access between properties, a minimum of 20metres where no wheeled sports are included and – 30metres where this is the case from the edge of the property boundary (house itself) to the edge of the boundary of the equipped play area part of the open space.

To be separate from areas of major vehicle movements and accessible directly from pedestrian routes, linked, as far as possible, with other open spaces, footpath systems, amenity planting areas and other devices to provide the maximum separation from nearby residences.

To feel integrated into the development, more than a play space, an area for residents to meet, walk, make friends, hold community events. An opportunity to develop a sense of community, rather than a no go area, or an area for a restricted sector of the community.

Accessibility

Accessible by firm-surfaced footpaths suitable for pushchairs or wheel chairs, does not need to be a tarmac surface.

Play Equipment

All play equipment and safety surface will conform to European Play Standards EN 1177 and EN 1176. Play equipment will meet the needs of children aged 0-14 yrs, a variety of fixed play equipment for different age groups. A challenging and learning play environment in natural surroundings, making use of natural features, ground moulding, boulders etc. appropriately designed for a rural location. Grass mat safety surface is preferred

Where appropriate older teen facilities will be provided in a separate location.

Emphasis should be placed on the importance of design, challenge, accessibility, play value, the setting, and distance from houses

Ancillary Items

Depending on the location of the play area, it is not always necessary to fence. Appropriate seating for adults and children, with litter bins and possibly a notice board.

Type of play facility and Size

We recommend as a starting guide, the type and size of play facility should be based on Play England Play Space Classifications as appropriate these are –

Toddler/doorstep – small space near housing specifically designed for play; may or may not have some small items of equipment or other features for toddlers and seating for adults.

Small play area – primarily aimed at under 8s with offering a variety of play experiences and/or seating. Near to housing.

Large play area – aimed at 5-to 14 year old children with a larger range of features offering a wide range of play experiences, and space/design for ball games, wheeled sports. Offers seating and is near to housing.

Neighbourhood play area – providing for all children including teenagers. Facilities as for large play area but with additional features offering challenge to older children; youth shelter type provision; and floodlit MUGA (multi-use game area) and/or wheeled sports facilities.

Youth facilities – these are spaces aimed primarily at older children and teenagers (12+). They will range from youth shelters/meeting areas within local public open space to floodlit MUGAs, skateboard and BMX parks. Green spaces – parks, playing fields and other green spaces open to the public and available for play.

Destination playgrounds – these are play spaces within key sites that are aimed at attracting family and similar groups for a longer visit. They will tend to be larger than neighbourhood sites, have car parking facilities, a greater variety of fixed equipment, and access to facilities such as cafes and public toilets.

Other play spaces – outdoor play facilities and places where children can play that are not covered by the above, including home zones.

The outcome of the play audit will be used to inform all decisions with regards the type and range of play opportunities and play equipment required for a play space.

The play audit will commence in April and will be complete by July 2015, the councils entire play provision will be reviewed. The audit will assess current levels of play provision for location, accessibility, play value, age range and condition, which will provide information on both shortfall and over provision with a prioritised action plan. Where there are known community groups, who have an interest in a local play area, they will be invited to take part in the audit.

The play framework will provide a simple mechanism, which the council would like to ensure is used for all new play provision, to ensure all play areas are challenging, engaging, meet the correct age range, are maintainable and meet the budget available.

Size

Variable size, a minimum of 200sqm where more than one play facility is present within the catchment area, or from 400m when only play item in catchment area.

Consultation

Where appropriate (depending upon location and houses sold) a public consultation event should be held to confirm challenges and equipment selected.



Good use of firm paths to link equipment



Creative use of boulders, logs and earth

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