

Supplementary Planning Document North of Kendal Road, Kirkby Lonsdale

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 site layout and design principles - for the development of Land North of Kendal Road, Kirkby Lonsdale. It provides additional guidance on the interpretation of Policy LA2.10 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to the site 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 planning applications submitted for the site.

It provides the development framework for achieving the vision for the site creating a new residential community, small business employment area and improved school playing fields, which form an integrated extension, of high quality design, to the historic market town of Kirkby Lonsdale. Ensuring that the development will meet local housing needs, provide local employment opportunities and support wider community needs in the area. The site will also promote new green networks that integrate with the surrounding green spaces and neighbouring communities and respect the area's transitional open countryside setting.

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).

Contents

1. Introduction	5
1.1 Purpose	5
1.2 Vision	8
1.3 Delivering the Council Plan and local strategies	10
1.4 Planning Policy Context	11
1.5 Sustainability Appraisal (Strategic Environmental Assessment)	12
1.6 Habitats Regulations Assessment	12
1.7 Consultation: Engagement	12
2. Site and Site Context	14
2.1 Site Location	14
2.2 Land Use	16
2.3 Landowners/Developer Interest	16
2.4 Planning History	16
2.5 Landscape Character	16
2.6 Topography	16
2.7 Existing Natural and Built features on and close to the site	16
2.8 Views	17
2.9 Accessibility	17
2.10 Archaeology and Heritage	18
2.11 Ground Conditions	18
2.12 Flooding Matters: Drainage	18
2.13 Proposed Sporting, Community Housing and Highway/Transport Improvements	19
2.14 Utilities	20
2.15 Constraints and Opportunities	20
3. Development Framework: Proposals and requirements	24
3.1 Development Requirements: Land Allocations DPD	24
3.2 Sustainability Appraisal	25
3.3 Land Uses	26
3.4 Housing Scale and Form	30
3.5 Traffic and Movement Strategy	30
3.6 Landscape/Green Infrastructure Framework	37

3.7	Ecology/Biodiversity	42
3.8	Flood Risk Issues: Considerations	42
3.9	Heritage and Archaeology	43
3.10	Infrastructure Requirements	43
3.11	Design Principles	46
3.12	Sustainability Principles	48
3.13	Renewable Energy	48
3.14	Sustainable Construction.....	49
3.15	Air Quality	50
3.16	Character Areas: Specific Design and Layout Principles.....	50
4.	Implementation and Delivery	54
4.1	Partners	54
4.2	Phasing/Timing.....	54
4.3	Planning Application	55
4.4	Development Obligations.....	56
Appendix 1: Relevant Development Plan Policies.....		60
Appendix 2: South Lakeland District Council New Play Area Specification: Guidance		62

1. Introduction

1.1 Purpose

- 1.1.1 This Development Brief is a Supplementary Planning Document providing additional guidance on the interpretation of Policy LA2.10 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to land North of Kendal Road, Kirkby Lonsdale and other relevant Local Plan policies.

POLICY LA2.10: MIXED-USE ALLOCATION NORTH OF KENDAL ROAD, KIRKBY LONSDALE

Purpose:

To allocate available, deliverable and sustainable sites for a range of types and sizes of new housing to meet the needs of all sections of the community in Kirkby Lonsdale and to meet the town's need for employment premises in a sustainable way;

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

8.04 HA OF LAND NORTH OF KENDAL ROAD, KIRKBY LONSDALE, AS SHOWN ON THE PROPOSALS MAP, IS ALLOCATED FOR MIXED HOUSING (Estimated capacity 80) AND B1 AND B2 EMPLOYMENT DEVELOPMENT (1.0 ha).

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 LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK REINFORCING EXISTING HEDGES AND TREE GROUPS, SCREENING HOUSING FROM THE NEARBY FLOODLIT ALL WEATHER SPORTS PITCH, EXCLUDING DEVELOPMENT WITHIN 12.2M¹ OF THE LINE OF THE HAWESWATER AQUEDUCT AND PROTECTING AND REINFORCING THE WATERCOURSE AT THE NORTH OF THE SITE;

¹ Recent advice from United Utilities states that the exclusion zone above the aqueduct should be a total of 12.8 metres. i.e. 6.4 metres either side of the midpoint of the aqueduct.

SURFACE WATER NOT TO EXCEED GREEN FIELD RUN-OFF RATES, MEASURES TO ENSURE NO ADVERSE IMPACT ON THE FLOW AND QUALITY OF THE RIVER LUNE AND NO SURFACE WATER DISCHARGE TO FOUL SEWERS;

A HABITAT SURVEY AND SAFEGUARDING AND REINFORCEMENT OF AREAS OF BIODIVERSITY INTEREST AND ANY MEASURES NECESSARY TO SAFEGUARD GREAT CRESTED NEWTS ON NEARBY SITES;

AVOIDANCE OF DEVELOPMENT IN SMALL AREA AT RISK OF FLOODING AT THE NORTH EDGE OF THE SITE;

PROVISION FOR THE RETENTION OR REPLACEMENT OF THE SCHOOL PLAYING FIELD;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT PROVIDING PEDESTRIAN/CYCLE LINKS THROUGH THE SITE AND TO THE TOWN CENTRE.

Implementation – *SLDC to prepare Development Brief. Implementation by Development Industry and Social Housing Providers Through Development Management process.*

Monitoring – *Through 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 8 hectare site (gross) on land North of Kendal Road, Kirkby Lonsdale, for a mix of housing and employment 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 that will be taken into account when deciding planning applications. Its primary purpose is to help 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 land North of Kendal Road, Kirkby Lonsdale is to create:

- **A new sustainable residential community, small business area and improved school and community sports facilities, well designed and energy efficient, which form an integrated extension, of a high quality design, to the historic market town of Kirkby Lonsdale.**
- **A development which meets local and affordable housing needs, provides local employment opportunities and supports wider community needs in the area.**
- **The site will also promote new green networks that integrate with the surrounding landscape and neighbouring communities and respect the area's transitional open countryside setting.**
- **An environment that is accessible to all and provides good links with Kirkby Lonsdale town centre.**

1.2.1 The vision is to be achieved through the following:

- Creating a mixed housing and employment development which achieves a high quality design and is respectful of the site's position on the edge of the town, and proximity to existing housing, St Mary's Primary School and Queen Elizabeth School;
- Respecting the site's proximity to the proposed extension to the Yorkshire Dales National Park and creating a landscape framework that protects local features, including the water course on the northern boundary of the site, and its immediate environment;
- Enhancing the ecological value of parts of the site through the creation of linked areas of open space and areas of enhanced wildlife habitat value, including measures which may be necessary to safeguard Great Crested Newts on nearby sites;
- Ensuring that the new employment development achieves a high quality design and can be accommodated in a neighbourly manner with the adjoining road access to the proposed housing development;
- Meeting local employment needs;

- Providing for improved school and community sports pitch provision;
- 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 town centre and the two schools and bus stops on Kendal Road;
- Ensuring the layout, design and positioning of development is sensitive to existing levels of residential amenity to neighbouring residential properties on Harling Bank;
- Ensuring the new development, whilst informed by the character and appearance of older properties in proximity to the site, provides a mix of designs and styles which expands the housing offer within Kirkby Lonsdale as a whole;
- Providing a range of housing, including affordable housing, that meets the needs identified for Kirkby Lonsdale and the wider area;
- Making sure development avoids the small areas at risk of flooding on the northern edge of the site and includes a sustainable drainage system that does not increase existing levels of run off from the site;
- Ensuring that development responds sensitively to the site's open countryside setting and high landscape backdrop to the north and west through the creation of a soft boundary edge that merges into the countryside beyond.
- By safeguarding the Haweswater Aqueduct which passes through the middle of the site.
- Ensuring that the design and layout of the development and buildings maximises levels of natural surveillance and contributes to the creation of a safe residential community.
- 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 to 2025;
- Enabling of new affordable housing and open market housing through private sector led developments.

Enabling and delivering opportunities for sustainable economic growth

- Contribution to the delivery of 1,000 new higher paid jobs by 2025.
- Helping towns and villages to thrive commercially whilst retaining their distinctive character.
- Enabling sustainable development within Kirkby Lonsdale providing opportunities for housing and employment and the enhancement of the town's distinctive character and offer.

Protecting the environment

- Ensuring the design and layout of development respects Kirkby Lonsdale and its surrounding high quality environment, including the proposed extension to the Yorkshire Dales National Park 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 cycle ways.

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

opportunities for more people to walk and cycle.

1.4 Planning Policy Context

- 1.4.1 This section sets out the current adopted planning policy context for the site and other legislation to be considered.
- 1.4.2 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 Core Strategy identifies a requirement for 8,800 homes to be delivered across South Lakeland within the plan period (2010-2025). Kirkby Lonsdale, along with Grange-over-Sands and Milnthorpe 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 North of Kendal Road, Kirkby Lonsdale for mixed development of around 80 dwellings and 1 hectare of employment use (policy LA2.10) and requires the preparation of a development brief (see Paragraph 2.77 of document). The suggested number of dwellings is not a fixed target, 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 required in Cumbria by 2020 and beyond will be planned.
- 1.4.3 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.

1.4.4 **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.

1.4.5 South Lakeland District Council intends to introduce the Community Infrastructure Levy (CIL) in 2015. When CIL is adopted developers will be required to pay a sum of money to the Council which will be used to provide or improve the infrastructure needed to support development.

1.5 Sustainability Appraisal (Strategic Environmental Assessment)

1.5.1 The land North of Kendal Road, Kirkby Lonsdale 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 land North of Kendal Road, Kirkby Lonsdale 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 this Consultation Statement. A key component of this engagement was a drop-in event was held in the Lunesdale Hall, Kirkby Lonsdale on 12th March 2014 which was well attended by around 65 people. A

further event was held at the same location on the 25th November 2014 attended by around 90 people.

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

- Propose locating the employment in the vicinity of the site access – the draft development brief locates the employment as suggested.
- The layout of areas of open space and landscaping to reduce the potential impact of proposed flood lit all-weather pitches.
- Measures such as sustainable drainage systems and the incorporation of green infrastructure will help to mitigate and manage flood risk – the development brief includes a requirement for sustainable drainage and new green spaces within the development site.

2. Site and Site Context

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

2.1 Site Location

- 2.1.1 The site is located on the north western edge of Kirkby Lonsdale to the north of Kendal Road (B6445) close to its junction with the A65. The development site adjoins St Mary's Church of England Primary School and the floodlit pitch of Queen Elizabeth School. It is bounded by open countryside to the west and north and by residential development on Harling Bank to the east (see figure 1.1).

Figure 1.1 Site Location, showing 5m contours
Development Brief: North of Kendal Road,
 Kirkby Lonsdale



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2.2 Land Use

- 2.2.1 The site consists of grassland currently used for grazing purposes and a school sports pitch at the south east of the site which is poorly drained and therefore rarely used. There are no buildings on the site.

2.3 Landowners/Developer Interest

- 2.3.1 The agricultural part of the site is in private ownership, with a development interest by Russell Armer Ltd. Most of the remainder is owned by Queen Elizabeth School with a smaller part comprising St Mary's Primary School owned by the Carlisle Diocese.

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 development.

2.5 Landscape Character

- 2.5.1 Within the Cumbria Landscape Character Appraisal Tool Kit the site lies within Character Type 8b "Broad Valleys" which advises that the careful siting, design and scale of development combined with a high standard of landscape treatment should be used to help to retain the local character.

2.6 Topography

- 2.6.1 Generally the land slopes down from the Kendal Road to the stream that forms the northern boundary. There is a steep hill to the west which screens the site from views from the A65. See Figure 1.1 for contours.

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

Natural

- 2.7.1 The site comprises open grazing fields and a poorly drained school sports pitch at the east end of the site. There are broad and continuous hedgerows and a number of mature trees within, bounding and around the edge of the site. Hedges help to partly screen the site from nearby roads, including Harling Bank. The western boundary is not enclosed as it has been drawn to ensure that development avoids

the higher more prominent land. The tree lined stream to the north of the site forms an attractive feature.

Built

- 2.7.2 There are no buildings on the site but the site lies alongside the existing western edge of the town. Two storey semi-detached and detached houses face the eastern part of the site. Buildings close to the site have dark grey slate roofs and are mostly faced with a grey or sand coloured render. The primary school is faced partly with white render and partly with natural stone. Queen Elizabeth School buildings are also faced with white render. Properties in the local area are generally enclosed by low stone walls or hedges.

2.8 Views

- 2.8.1 The site is shielded from views from the west by the natural topography of the landscape and presents relatively open views between the trees to the north. It is visible in part from adjoining housing development on Harling Bank, although there is some screening by hedgerows and hedgerow trees. It is partly visible from adjoining school playing fields to the south, although these have significant perimeter landscaping in certain areas.

2.9 Accessibility

Road Access

- 2.9.1 Kendal Road (B6446) runs along the southern part of the site from the A65 in the west to the town centre in the east. This offers the only potential primary access to the site. Harling Bank, to the east, is unadopted north of the Primary School.

Rail Access

- 2.9.2 The nearest railway station is 5.6 miles away at Wennington where trains run to Morecambe and Carnforth in the west and Skipton in the east.

Bus Provision

- 2.9.3 Local Bus services run from Kirkby Lonsdale to Lancaster (81 Service), Kendal (567 Service) and Settle (581 Service). There is also a weekly bus to Sedbergh on Thursdays only (567A Service). The nearest bus stops are on Kendal Road at Queen Elizabeth School and at Booths and the Market Square in the town centre.

Cycle and Pedestrian Access

- 2.9.4 The immediate local area does not have any dedicated/off-highway cycle lanes. There are no public rights of way through the site. Footways run along Kendal Road into the town centre and a path runs between the houses on Harling Bank and Fairgarth Drive.

2.10 Archaeology and Heritage

- 2.10.1 There are no known archaeological remains on the site but the Lune Valley was a focus for prehistoric activity and settlement and it is considered that there is potential for currently unknown remains to survive here. 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.

2.11 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.

2.12 Flooding Matters: Drainage

- 2.12.1 The great majority of the site lies within Flood Risk Zone 1 where there is a low probability of flooding. A small part of the site is in Flood Zone 2 and 3 but an appropriate layout would enable development, by leaving a buffer zone and locating all dwellings in flood zone 1.
- 2.12.2 A small part of the site (5%) has a 1:200 year occurrence of surface water flooding to a depth of less than 0.1m and 1% of the site has a 1:200 year occurrence to a depth of 0.3m.

2.13 Proposed Sporting, Community Housing and Highway/Transport Improvements

- 2.13.1 The governors of Queen Elizabeth School (QES), in consultation and partnership with local organisations and residents, are promoting proposals relating to the south east part of the allocated site and on adjoining land mainly in the ownership of QES for the development of a centre for sporting excellence, outstanding educational facilities, community housing and improvements to transport infrastructure (roads and parking). These proposals include:
- To increase the number of all-weather pitches on their land from one to three – some or all of which may be floodlit.
 - To create a sports pavilion.
 - To provide a small area of housing within the south east of the allocated site to meet the needs of the local community.
 - To provide a new access and a staff parking area for St Mary's Primary School.
 - To provide additional car parking facilities to serve the sports facilities and the two schools.
 - To close Kendal Road at its eastern end and to create a drop-off point to serve both schools and potentially to create an improved road access to the A65 by means of a roundabout.
- 2.13.2 The plans for the above proposals are at an early stage, and are subject to further discussion with the highway authority and future planning applications(s). Details of Queen Elizabeth School's current draft proposals can be found on the Council's [consultation database](#).
- 2.13.3 The District Council supports in principle the aims of the proposals to improve sporting, educational and community housing, subject to Local Plan policy. The proposals in this Brief seek to take account of these emerging proposals in ways which facilitate both the development of the allocated site and also retain the future development potential of the QES proposals. The proposals for all-weather sports pitches, for example, have been taken into account in the proposed location of open green space and play areas within the allocated site. Likewise the proposed land uses in the south east part of the site take account of the QES proposals both for housing and sports provision.

- 2.13.4 In consultation, views were widely expressed that the housing and employment development would exacerbate traffic congestion and safety issues on Kendal Road in the vicinity of the two schools, and the junction with the A65. While the proposals will be subject to a detailed Transport Assessment and Travel Plan at planning application stage, the County Highway Authority considers that housing and employment development will have limited impact on these existing issues. Planning regulations limit the use of planning conditions and S106 contributions to those required to make a development acceptable.
- 2.13.5 The Council's response to these issues is set out in more detail in the Consultation Statement.

2.14 Utilities

Haweswater Aqueduct

- 2.14.1 A water main aqueduct crosses the site (see the Constraints and Opportunities Map, Figure 1.2). United Utilities (UU) advise that there shall be no building or disturbance within a 12.8 metre wide strip of land over the aqueduct. Legal consent is required from United Utilities for any works within this easement.

Intermediate Pressure Gas Pipeline

- 2.14.2 An intermediate pressure pipeline crosses the south western corner of the site. Any work within 10 metres of this pipe will require the permission of the National Grid.

2.15 Constraints and Opportunities

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

Constraints

- 2.15.2 The following constraints have been identified.
- **Open countryside setting and topography;** the site merges into open countryside on its western and northern boundaries. 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.

- **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, for example those on Harling Bank.
- The **Haweswater Aqueduct** crosses the western part of the site – an easement restricts development within a specified distance of the aqueduct - see section 3.10.2 for further details.
- Problems of access and car parking connected with the operation of **Queen Elizabeth School St Mary's C of E Primary School** need to be noted and considered.
- The proximity of the existing **floodlit all-weather pitch** and proposals to provide two more all-weather pitches (which may be flood lit) could have an impact on the amenity of the residents of the proposed housing.
- The security and amenity of **St Mary's C of E Primary School** will need to be addressed, and also its capacity to expand if necessary.
- **Drainage**; parts of the site do not drain well and a very small part is subject to 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**.

Opportunities

2.15.3 The site offers the following opportunities.

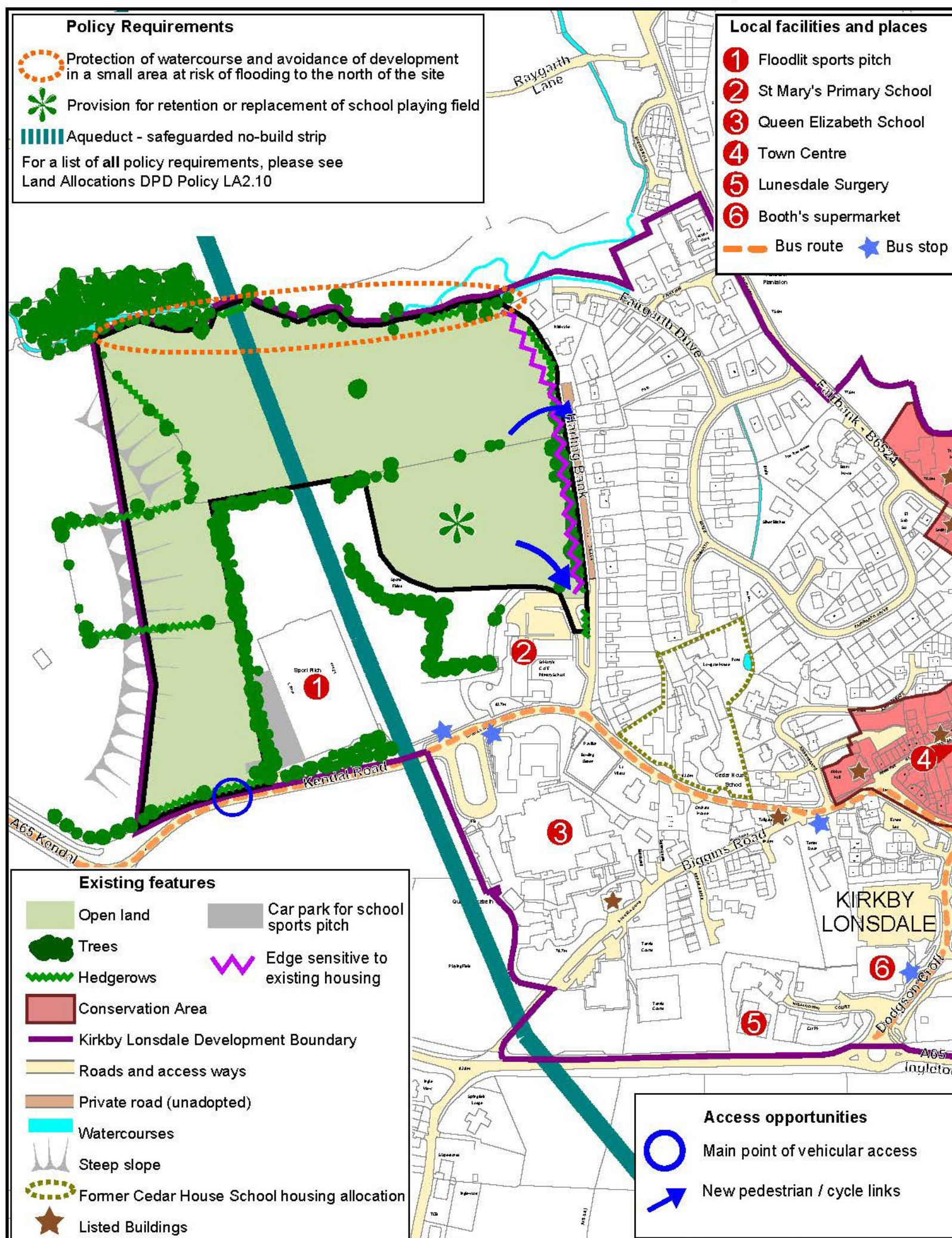
- The **creation of jobs** within a small employment area.
- The opportunity to provide a **mix of housing** including 35% affordable housing to meet local needs.
- The design and layout to respect nearby **existing built form and landscape** setting whilst introducing its own character and variety of style.
- The creation of an attractive **site entrance feature** at the north- western approach to the village on the A65.
- 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** particularly on the northern edge of the site.
- **The improvement of the quality and amount** of open space and play provision in the immediate area, providing benefits to the wider community through enhancing informal recreation/leisure

opportunities.

- The opportunity to **enhance pedestrian and cyclist permeability to surrounding area** by providing new footpath and cycle route links to surrounding schools and the town centre.
- **Creation of a primary vehicular access** to the site from Kendal Road (B6446).
- The potential to create a **second minor access from Harling Bank** to a small part of the site only.

Development Briefs: North of Kendal Road, Kirkby Lonsdale

Figure 1.2 Constraints and Opportunities Map



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3. Development Framework: Proposals and requirements

3.1 Development Requirements: Land Allocations DPD

3.1.1 North of Kendal Road site will be developed in accordance with the requirements set out in Policy LA2.10:

POLICY LA2.10: MIXED-USE ALLOCATION NORTH OF KENDAL ROAD, KIRKBY LONSDALE

Purpose:

To allocate available, deliverable and sustainable sites for a range of types and sizes of new housing to meet the needs of all sections of the community in Kirkby Lonsdale and to meet the town's need for employment premises in a sustainable way;

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

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SURFACE WATER NOT TO EXCEED GREEN FIELD RUN-OFF RATES, MEASURES TO ENSURE NO ADVERSE IMPACT ON THE FLOW AND QUALITY OF THE RIVER LUNE AND NO SURFACE WATER DISCHARGE TO FOUL SEWERS;

² Recent advice from United Utilities states that the exclusion zone above the aqueduct should be a total of 12.8 metres. i.e. 6.4 metres either side of the midpoint of the aqueduct.

A HABITAT SURVEY AND SAFEGUARDING AND REINFORCEMENT OF AREAS OF BIODIVERSITY INTEREST AND ANY MEASURES NECESSARY TO SAFEGUARD GREAT CRESTED NEWTS ON NEARBY SITES;

AVOIDANCE OF DEVELOPMENT IN SMALL AREA AT RISK OF FLOODING AT THE NORTH EDGE OF THE SITE;

PROVISION FOR THE RETENTION OR REPLACEMENT OF THE SCHOOL PLAYING FIELD;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT PROVIDING PEDESTRIAN/CYCLE LINKS THROUGH THE SITE AND TO THE TOWN CENTRE.

Implementation – *SLDC to prepare Development Brief. Implementation by Development Industry and Social Housing Providers Through Development Management process.*

Monitoring – *Through Core Strategy monitoring framework – Net additional dwellings by settlement, gross affordable housing completions.*

- 3.1.2 Supporting paragraph 3.51 states that development will not be permitted in those parts of the site which fall within Flood Zones 2 and 3a unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere.

3.2 Sustainability Appraisal

- 3.2.1 The Sustainability Appraisal for the site North of Kendal Road, Kirkby Lonsdale, found that the site scored moderately well in comparison to other sites in Kirkby Lonsdale. The site scored particularly well in relation to access to public halls/ civic buildings, shops, schools, health services, jobs and transport. The site scores negatively in relation to potential impact on biodiversity interests, landscape character and the Haweswater Aqueduct. These issues are addressed by the Local Plan Policy LA2.10 as set out above.

- 3.2.2 A contribution to overcoming or making further improvements to these issues can

be made by addressing specific measures in the Development Brief. These should include preparing a travel plan and ensuring that there are foot and cycle links to and within the site to make access to nearby facilities/town centre as short and easy as possible. The creation of a multi-functional green infrastructure framework that supports recreation, biodiversity, landscape character and climate change adaptation and mitigation; retention of greenfield run-off rates by minimising non-permeable surfaces and ensuring good drainage design; ensuring that the layout and design of the site integrate well with the existing residential area; taking the character of Kirkby Lonsdale into account in the proposed layout/design; making comprehensive and integrated enhancements to existing open space provision; consideration of recycling provision and incorporating renewable/low-carbon and/or decentralised energy sources within the development.

3.3 Land Uses

Land Uses

3.3.1 Approximately 1 hectare of the western part of the site, where it fronts onto Kendal Road will be developed for employment uses, B1 (mainly) and B2, in conjunction with an area of amenity open space to enhance the entrance to the site. The majority of the remainder of the site will be for residential use, including up to 0.65ha of residential development in Character Area 4. Other parts of the site will be used for the following uses:

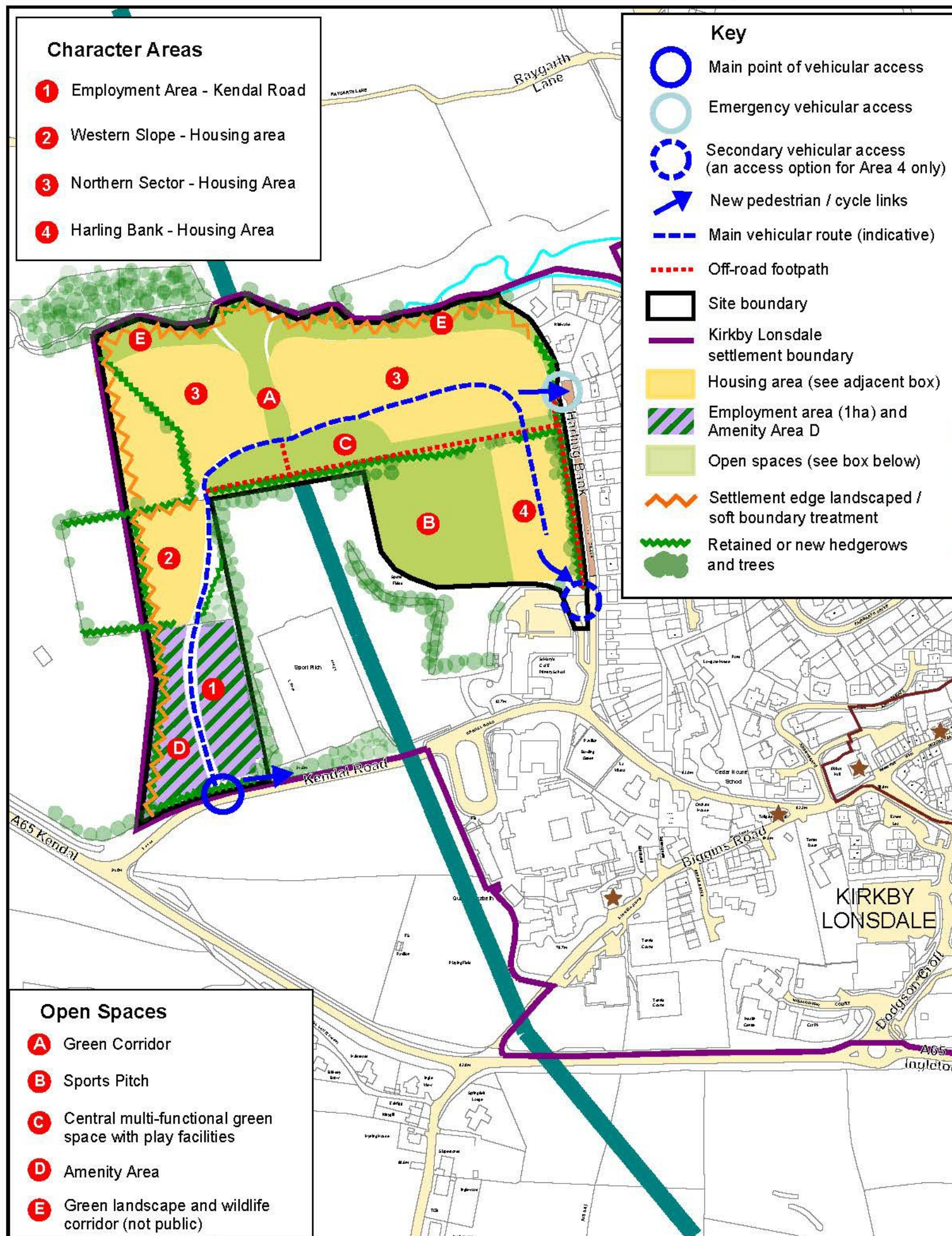
- A significant proportion of public open space and play provision, including cycle and pedestrian routes
- An improved or replaced playing field/sports pitch
- Areas to remain undeveloped for amenity and biodiversity reasons but without public access.

3.3.2 The indicative Land Use Proposals Map (figure 1.3) sets out the land uses with an indication of where the main vehicular route into the site should be located and how the site can provide footpaths and cycle routes to the nearby schools and to routes linking to the town centre. It also identifies the location of proposed character areas for residential development and green spaces to inform specific design and layout.

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: North of Kendal Road, Kirkby Lonsdale

Figure 1.3 Land Use Proposals Map (Indicative map)



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Housing Character Areas

- 3.3.3 The site will be designed in a series of character areas for housing development 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. Employment Area Kendal Road
2. Western Slope
3. Northern Sector (south of stream)
4. West of Harling Bank

Employment Development Requirements

- 3.3.4 The development will provide mainly small unit accommodation for employment uses. The policy permits uses within classes B1 (which includes certain types of offices, research and development, studios, laboratories, high tech and light industry) and B2 (general industry) but it is expected that the majority will be B1 offices and high tech uses because of the proximity to the school and the need to provide an attractive entrance to the proposed residential areas.

Housing Requirements

- 3.3.5 The development will provide a mix of housing types, sizes and tenures based on the local evidence base 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

- 3.3.6 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 within the scheme. Developers should follow the Council's [Affordable Housing Guidance for Developers](#).

Open Market Housing

- 3.3.7 An analysis of general market supply and demand for open market housing (Table ES2 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 Kirkby Lonsdale. A mix with a proportion of these house types in addition to three bedroom properties is appropriate.

Self-Build Properties

- 3.3.8 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

- 3.3.9 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.
- 3.3.10 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 to.14).
- 3.3.11 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 stairways to facilitate the provision of stair lifts.

Development Requirements at North of Kendal Road, Kirkby Lonsdale:

A range of small to medium sized premises for offices and research and development uses.

A range of house types and tenures will be provided. Self-build properties and the provision of bungalows will be supported and 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.

Developers should follow the Council's [Affordable Housing Guidance for Developers](#) (*note - it is 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 local built and settlement form, character and setting; this will help inform appropriate housing densities 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, 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 a **Transport Assessment and Travel Plan** 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. The Cumbria Design Guide is currently under review and will be based on the principles in Manual for Streets 1 and 2. Where Manual for Streets is to be used this needs to be evidenced-based. The Transport Assessment must consider the whole of the allocated site and provide a holistic approach to the movement of people and traffic within the site and the surrounding areas. This should

include an assessment of impacts on the town centre and any measures to improve wider accessibility.

- 3.5.2 The layout and design of the development will encourage the use of alternative modes of transport. It will also integrate North Kendal Road with the rest of Kirkby Lonsdale 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 (see figure 1.3). 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 will be from Kendal Road (B6446) at the south-western end of the site. The exact location and detailed design of this access will be agreed with Cumbria County Council. Emergency access and pedestrian/cycle access should be provided from an adopted highway within the north east part of the site via the unadopted section of Harling Bank. Vehicle access to/from housing development in the south east of the site (Character Area 4) may be provided either from Kendal Road via the main part of the site, or alternatively from the adopted part of Harling Bank – but not from both. The development of the main part of the site should allow for vehicular access and service connections to Area 4. For avoidance of doubt, no vehicle access from Character Areas 1, 2 and 3 will be permitted via Harling Bank, except for emergency access at the north end of Harling Bank. The development of Area 4 will provide for pedestrian and cycle access from the whole site to Harling Bank.
- 3.5.4 A main road will serve the whole site on an initial South/ North, then West/ East axis and then (optionally) North/South to Character Area 4. (see Figure 1.3 for indicative route). 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. 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.

- 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. Additionally, the road layout should incorporate loops wherever feasible to ensure that there is always more than one route option in the event that a section of the main road/street becomes blocked.
- 3.5.6 Shared surface streets in which there is no kerb to separate the carriageway from the footway may be appropriate. 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 Proposals should consider and ensure provision for road access beyond the site in future years, even if this now seems unlikely.

Pedestrian/cycle access and green corridors

- 3.5.8 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. New cycle and pedestrian links will be provided from the housing development to the new green spaces on the site and also adjacent/surrounding roads. These routes will be designed to be safe and pleasant with high levels of natural surveillance and be accessible to all including those with impaired mobility or vision. They should avoid being located to the rear of properties. Cycle routes and footpaths should be separate from vehicle routes where possible and appropriate unless they lack passive surveillance from surrounding buildings.
- 3.5.9 Specific requirements include:
- A new footway along the northern side of Kendal Road should be provided if possible from the main entrance to the site to the existing footway opposite the entrance to Queen Elizabeth School
 - A cycle/pedestrian link from the adopted section of the highway within the site to:
 - the adopted highway at the south end of Harling Bank
 - the (unadopted) north end of Harling Bank

Only one of these is required to serve each part of the site in different ownerships. However both links are required to be in place when the development of the whole site is complete.

- An off road pedestrian route running east/west in a green corridor on or near:
 - the south side of open space/play area 'C'
 - the south and east side of housing area 3 as far as a cycle/pedestrian access point at the north end of Harling Bank
 - the east side of housing character area 4 to a point where it joins the adopted highway at Harling Bank
- An informal path in open space area 'A', along aqueduct corridor and to the north west corner of 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 In context of the above the main road through the site should have a green corridor function. This would comprise a footpath/cycleway to be provided alongside the road, separated by a green area (it need not be continuous form).

Lighting

3.5.14 Streets and paths will be well lit where appropriate but special care should be taken in terms of 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

- 3.5.15 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. In the case of housing, 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.
- 3.5.16 In the case of employment development, parking areas should be designed so as not to dominate space between the highway and the business premises being accessed. If all the parking is placed in front of buildings it will create a visual and physical barrier to vulnerable road users wishing to access the site by means other than private motor vehicle. Creating an easier access arrangement for people not using a private motor vehicle can encourage the use of public transport by employees. The design should ideally separate out activities such as loading/unloading, service bays and other deliveries wherever possible so that these can take place away from the main parking areas. This is advisable as it means less conflict will occur between vehicles and pedestrians in the space.
- 3.5.17 Parking areas should be landscaped to help create a 'green' appearance. They should be perceived as safe and secure.

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. Cycle parking should be provided by businesses on their own premises.

Access for All

- 3.5.19 All pedestrian routes should be accessible for all including those with impaired mobility and vision. 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.

Surfaces of roads, footways, cycle ways and 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.

Traffic and Movement Framework Requirements

As shown on the Land Use Proposals Map – Figure 1.3:

- The main vehicular access will be from Kendal Road at the south west end of the site, linked to an emergency and cycle/pedestrian access to the unadopted north end of Harling Bank.
- Vehicle access to housing development in Character Area 4 may be provided either from Kendal Road (via the main part of the site) or alternatively from the adopted part of Harling Bank – but not from both. The development of the main part of the site must allow for vehicular access and service connections to Area 4. No vehicle access from Character Areas 1, 2 and 3 will be permitted via Harling Bank, except for emergency access at the north end of Harling Bank. The development of Area 4 will provide for pedestrian and cycle access from the whole site to Harling Bank
- An off-road pedestrian route running east/west will be provided within a green corridor routed on or near
 - the south side of open space/play area ‘C’
 - the south and east side of housing area 3 as far as a cycle/pedestrian access point at the north end of Harling Bank.
 - the east (or west) side of housing character area 4 to a point where it joins the adopted highway at Harling Bank.
- In addition to the cycle/pedestrian routes required above, areas of public open space should include informal access paths. In particular, an informal path is required as part of open space area ‘A’, routed along the aqueduct corridor and to the northern boundary of the site.
- A new footway along the northern side of Kendal Road should be provided, if possible, from the main entrance to the site to the existing footway opposite the entrance to Queen Elizabeth School.
- 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.
- 3.6.3 **Public spaces and play areas** 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 overlooked from the front of most surrounding dwellings (but not necessarily surrounded), benefiting from being in view from most properties as well as roads/paths and should minimise the impact on residential amenity and benefit from high levels of natural surveillance. Play areas should 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. New trees and hedgerows will be planted along the western and eastern edges of the site to help to assimilate the development into the countryside. Where trees, 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 be avoided. The protection of important natural feature such as a mature tree/group of trees should ideally be facilitated by the features' inclusion within a larger area of open space. Street trees and additional native-species planting will be supported as part of the overall landscaping framework for the site.
- 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** may 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. Developers will need to provide evidence of engagement with the Town Council in this regard.
- 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 the site 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 in Figure 1.3, areas of open space will be provided on the site as follows:

A: Green Corridor – along the aqueduct

- 3.6.11 An area of informal public open space will be provided along the route of the aqueduct adjoining the stream at the northern boundary of the site. This will form a green corridor of informal open space designed to create an attractive buffer between the development and the open countryside, enhance and develop new ecological habitats and provide opportunity for the collection and disposal of surface water in a sustainable way. It will also ensure that all buildings are located outside of the area at risk of flooding. The opportunity exists to extend this area over the route of the Haweswater Aqueduct where buildings, fencing and play equipment are not permitted. It is envisaged that an informal footpath using permeable materials (not tarmac) will run along this corridor.

B: Sports Pitch

- 3.6.12 An area in the south east part of the site will be reserved for sports pitch purposes. It has the potential to form the location for an unlit, all-weather sports pitch, as envisaged in the Queen Elizabeth School proposals. Alternatively, if the proposal for an all-weather sports pitch does not proceed, the area should instead be drained, improved and laid out as a grassed sports pitch capable of regular school and community use. This will form a funding requirement of the residential development of the adjoining area (character area 4) as this proposed site for housing forms part of the current, poorly drained sports field.

C: Multi-functional green space

- 3.6.13 There is an opportunity to create a green space in a location that is accessible to future residents as well as to residents in the wider area. It will include a formal 'large' play area (see definition in Appendix 2) located to the east of the aqueduct route, within a wider green space to reduce nuisance to neighbours and create a community focus. The green space should include appropriate links to other parts of the site but in particular to an off-road pedestrian route, set within a green corridor, on or near the south of this area, extending to Harling Bank. The green space also provides opportunity for measures to mitigate any potential impact of the proposed all weather playing pitches on the proposed residential development.

D: Amenity Green Space: Kendal Road

- 3.6.14 An informal open space will be provided at the main access to the site opposite the employment development. This should be laid out with a seating area as an amenity for the local workers and the area generally. It should be designed to create an attractive gateway into the site.

E: Green Landscape and Wildlife Corridor: Northern Edge of Site (not public)

- 3.6.15 A green landscape and wildlife corridor, with no public access, will be provided along the northern edge of the site. Its functions will include:
- Enhancing existing biodiversity and developing new ecological habitats
 - Creating a buffer between development and the open countryside
 - Providing opportunity for the collection and disposal of surface water in a sustainable way
 - Ensuring all building are located outside of the area at risk of flooding

Other areas of open space

- 3.6.16 Additional areas of open space in the form of small greens providing public amenity and informal recreation/wildlife habitat value could be included within the housing character areas. These should be centrally located with good pedestrian access and will help to break up housing development. These should, wherever possible, be linked to and essentially part of (or have good access to) the foot and cycle path network to the identified open spaces listed above.

Landscaping Framework

- 3.6.17 In addition to the above, a landscape buffer will be provided along the west boundary of the site where it merges into the adjacent open countryside. New trees and hedgerows will be planted along the western edge of the site to help to assimilate the development into the countryside. This buffer zone could be provided outside of the development site where it would become the responsibility of the landowner. Development should not extend to the highest parts of the western boundary of the site.
- 3.6.18 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 (avoiding the creation of hiding places etc).

Landscape/Green Infrastructure Framework – Requirements

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

- A - Green Corridor alongside the route of the aqueduct.
- B - Land for improved grass playing pitch or all-weather sports pitch
- C - A central multi-functional green space providing informal recreation and play area function
- D - An amenity open space in conjunction with the employment development, creating an attractive landscaped entrance to the site, including seating adjacent to Kendal Road.
- E - Green Landscape and Wildlife Corridor (not public) along the northern boundary of the site to enhance biodiversity, reduce flood risk and provide opportunity for sustainable drainage.

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

The existing hedge alongside Harling Bank should be retained and supplemented to form a visual barrier and retain privacy for local residents.

Landscape buffer areas should be provided along the north and west boundaries of the site where it adjoins the open countryside.

A landscape/open space management plan including long term design objectives and management/maintenance responsibilities for all open spaces and landscaped areas, other than domestic gardens, shall be prepared to secure the Green Infrastructure Framework for Land North of Kendal Road 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 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 green spaces will help to provide a network of wildlife corridors which will help to provide a sense of continuity between Kirkby Lonsdale and the countryside and allow species to migrate and reinforce habitats.
- 3.7.3 The Land Allocations Plan policy requires a **habitat survey** and safeguarding and reinforcement of areas of biodiversity interest and any measures if necessary to safeguard Great Crested Newts on nearby sites. The Cumbria Biodiversity Evidence Base identified the potential for presence of bats and Great Crested Newts (2012 records) amongst 11 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.
- 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 great majority of the site is in Flood Zone 1 where fluvial flood risk is relatively low. However small areas along the northern boundary are in zones 2 and 3 where the Environment Agency recommends a buffer zone where no buildings would be located. 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, working with the drainage and topography of the site to inform the choice of

appropriate measures. SuDs should follow the CIRA principles given in the SuDs Manual c698. A maintenance manual will be required for surface water systems which require adoption and management where adoption and management scheme will be by a management company.

- 3.8.2 The Environment Agency also advise that should any changes to topography and/or above ground structures be proposed in flood zone 3 then the Flood Risk Assessment should fully demonstrate that there would be no adverse impact on flood flows/flood storage and that the development would be safe. They recommend that, where practicable, Flood Zone 3 simply be left as open space.
- 3.8.3 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.
- 3.8.4 The preparation of a sustainable drainage scheme should consider if it is necessary or appropriate to address any need to protect and repair Loney Beck to north of site.

3.9 Heritage and Archaeology

- 3.9.1 There are no known heritage assets within or adjacent to the site. 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.

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. United Utilities recommend early discussions with developers to ensure any upgrading works that may be required will be able to accommodate their proposals without any unnecessary delays or expenses being incurred.

Aqueduct

- 3.10.2 The presence of the Haweswater Aqueduct which passes through the centre of the site will affect the layout of the site. United Utilities advise that buildings, playgrounds, fences hedges etc. are not permitted within a 12.8 metre wide easement (ie 6.4m either side of the mid-point of the aqueduct) in order to allow the aqueduct inspector to have unhindered access. There are restrictions on the types of planting that can be used. Where relevant, details of the species of trees and hedgerows to be used within or close to the easement must be provided to UU for approval. Road crossings may be permitted, but this is subject to the provision and approval of a detailed design of a reinforced structure that would not impact any additional ground loading to the pipeline during and after construction. Due to the current land gradient, it is recommended that any design option for a road crossing is discussed with United Utilities as a matter of priority. Written consent will be required from UU Legal Department to cross the easement. Roads along the line (on top) of the aqueduct will not be allowed.
- 3.10.3 United Utilities advise that it is imperative that developers have face to face meetings with them prior to the commencement of any development and prior to the preparation of an application for planning permission to avoid confusion and any unnecessary expense should the scheme be deemed as unacceptable. The United Utilities contact name and address is given at the end of this section.

Sewerage

- 3.10.4 Developments must drain on a separate sewerage system, with only foul drainage connected into the foul sewerage network.

Gas

- 3.10.5 The National Grid has confirmed that there are Low or Medium pressure (below 2 bars) gas pipes and associated equipment in the vicinity of the site and an Intermediate pressure gas line crosses the western corner of the site. Developers will need to submit a "Scheduled Works" enquiry at the earliest opportunity.

Emergency services

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

Education

- 3.10.7 The Draft Infrastructure Delivery Plan Update (August 2014) indicates there are sufficient primary school places at St. Mary's Primary School but insufficient secondary school places at Queen Elizabeth School to accommodate the projected number of children generated from the various proposed residential developments in Kirkby Lonsdale and also in the relevant Local Service Centres of Burton in Kendal and Endmoor.
- 3.10.8 To assess the impact of the development of this site on education, initially 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 80 dwellings at land North of Kendal Road, Kirkby Lonsdale, would yield 16 primary aged children and 12 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.
- 3.10.9 At this point in time, there is spare capacity at St. Mary's Primary School but insufficient secondary school places at Queen Elizabeth 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.
- 3.10.10 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.
- 3.10.11 For further details on education requirements, potential developers should contact Cumbria County Council Education Authority.

3.11 Design Principles

- 3.11.1 The key design principle at North of Kendal Road, Kirkby Lonsdale is the creation of an attractive mixed use development on the edge of the town taking advantage of its location close to the town centre and its setting within an attractive landscape. The design of new development will be of a high quality that respects the site's local context and the character of neighbouring uses as well as the site's wider countryside rural setting. It will be of a distinct character with a mix of design styles that follow the character area guidance set out in Section 3.16. A development of new dwellings that all look the same, is not imaginative and innovative, does not respond positively to its surroundings, is monotonous in appearance and has a car-dominated layout will not be acceptable.
- 3.11.2 **Core Strategy policy CS8.10** states that the siting, design, scale and materials of all development should be of a character that maintains or enhances the quality of the landscape or townscape and, where appropriate, should be in keeping with local vernacular tradition. Designs that support and enhance local distinctiveness across the development site will be encouraged. Development should protect and enhance key local views and features / characteristics of local importance and incorporate layouts that reinforce and reference local distinctiveness and character. Saved Policy S2 of the Local Plan 2007 contains a **design code** for South Lakeland that any new development must take into account.
- 3.11.3 Design and layout should seek to respect nearby built form and landscape settings whilst also seeking to be creative and imaginative. It should avoid replicating poor aspects of design and draw on positive features of local design in the area. The layout and design of new development will need to be sensitive to existing levels of residential amenity. Issues such as visual impact and overlooking/privacy should be addressed through design, scale and layout and also the use of landscaping to provide separation between existing and new properties. It is essential each property has access to some form of private garden or communal space. This may comprise an element of shared space/facilities for practicalities such as drying washing and bin storage in addition to a private garden.

General Principles

- 3.11.4 The design of the North of Kendal Road 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. Kirkby Lonsdale has a distinctive character. The predominant use of local stone or lime-based render provides a distinctive appearance and grey or brown colour to many buildings in the town. Local blue/grey slate forms the

predominant roofing material in the town centre. The design and layout of Land North of Kendal Road, Kirkby Lonsdale will be informed by the following principles:

- **Townscape** – it will respond to the individuality of Kirkby Lonsdale, in respect of local characteristics such as building forms, materials, traditions, street patterns, roofscapes and spaces, without creating pastiche development styles. *(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 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)*
- **Locally relevant materials** should be utilised. Building materials and colours will be chosen for their high quality and to reflect and enhance local distinctiveness. However, non-traditional/local material should not be ruled out. Materials should be durable, robust and maintainable and wherever possible should be sourced locally and sustainably *(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, and other development 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. On sloping sites, where the difference in levels may result in unacceptable problems of 'overlooking', use should be considered of appropriate screening, window siting and orientation.
- Consider incorporating a **range of building types 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**.
- Take into account/refer to 'Secured by Design' principles
- **Boundary treatment** defining individual curtilages should be clear and will be a mix of fencing, hedgerows, railing, walling and hedges 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 built up area 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 shared space/facilities for practicalities such as drying washing and bin storage in addition to a private garden.
- **Bicycle Storage/Recycling Storage** – The provision of bicycle storage and recycling/bin storage should be convenient for residents but should not dominate or otherwise 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 new development should take into account. 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 the 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, ground or air source heat pumps, micro/hydro turbines or biomass, based on the technology that may be most appropriate for the site. 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 Land North of Kendal Road, Kirkby Lonsdale has the potential to maximise energy efficiency and reduce carbon footprint of homes through measures such as:

- Sustainable construction - The use of locally sourced 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 maximize 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 may 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 North of Kendal Road, Kirkby Lonsdale. 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 minimise negative effects on air quality by capturing additional pollutants.

3.16 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, scale 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 proposed below for each of the suggested character areas.

Character Area 1: Employment Area, Kendal Road

1. Landscaping: Good screening is provided by mature hedgerows and trees on the southern, eastern and northern boundaries. These should be retained where possible (except to provide road access). A new hedge containing trees should be provided along the western boundary using species consistent with the surrounding area. An area of land adjacent to the access road and Kendal Road has the potential to provide an attractive entrance into the site.
2. Design: The south west of the site will be prominent from Kendal Road and form the most visible part of the development. People will also pass by it to enter the residential area beyond and it must therefore present an attractive frontage to Kendal Road and the new access road. The grass verge, hedgerow and trees along Kendal Road should be retained where possible. Buildings should be sited to screen unsightly service areas. Paragraph 3.5.13 provides additional guidance on the design and layout of parking areas for employment sites.
3. Scale: In order to maximise the employment potential of the site the developer should aim for high site coverage provided that the car parking can accommodate maximum usage. Two storey development is appropriate on this part of the site.
4. Pedestrian/Cycle links: These should run alongside the main access road.
5. Road access: The main access road to the whole development must be provided from Kendal Road, including providing for optional access to

Area 4. (Figure 1.3 identifies preferred location). The employment land will be accessed from this road. If possible, a footway should be created alongside Kendal Road to link in with the existing footway opposite QES.

6. Open Space: A small amenity area will be created on land between the access road and the site boundary. It will be designed to create an attractive entrance into the site. The indicative layout of Area 1 and amenity area D in the Brief should not constrain a revised and improved layout at the detailed design stage, which provides for 1.0 ha of employment land and the amenity open space.

Character Area 2: Western Slope

1. Landscaping: Perimeter hedgerows and trees should be provided along the western boundary where it borders open countryside. The existing trees and hedgerows should be retained except where access is required.
2. Scale: The steeply sloping nature of the site here suggests a low/moderate scale and massing of development is appropriate for this character area as a whole. Development should not extend to the highest western part of the site. A mix of one and two storey houses is appropriate for this site. These could be split level to accommodate the slope of the land.
3. Access: Houses will need to be accessed from the main access road which should sweep down to run alongside the proposed sports pitch - but at a distance which protects the trees on the west side of the sports pitch, and takes account of the use of the wooded strip by students at Queen Elizabeth School for countryside and woodland management studies. An extended, straight section of access road will not be acceptable in this location, as it would encourage speeding.
4. Pedestrian/Cycle links: These should run alongside the main access road.
5. Orientation: Where possible roof ridgelines will align with the contours of the land and face the access road which will form a buffer from the floodlit sports pitches.

Character Area 3: Northern Sector

1. Landscaping: A T-shaped green corridor, comprising open space areas A and E, will be provided alongside the stream to the north of the site and along the aqueduct. This will be designed to include sustainable drainage systems to reduce surface water run-off into the stream. Any design for the areas within the aqueduct easement must meet the requirements of United Utilities. Perimeter hedgerows and trees should be provided along the western boundary where it borders open countryside. The existing trees and hedgerows, including on the Area boundaries to the east of the site, should be retained and enhanced, except where access is required.
2. Scale: The shape and topography of this sector can provide for a range of densities. Two storey houses are appropriate for this part of the site. Development should not extend to the highest western part of the site, where

scale, layout and landscaping should take account of local and distant views to this part of the site.

3. Access: The access road can run along the southern edge of the Northern Sector in order to provide a buffer from the proposed floodlit sports pitches.
4. Pedestrian links: An off-road footpath should be provided along the south side of the open space and play area (area 'C', figure 1.3), linking to Harling Bank. Informal paths should be provided within open space area 'A'. It is also desirable to create a link between the site and the existing and proposed Queen Elizabeth sports pitches through to Kendal Road, as this will permit access from the furthest parts of the site to the two schools and bus stops.
5. Frontage onto green corridor: Buildings will front onto the main access road and the green corridor in order to maximise levels of natural surveillance and create an attractive frontage.
6. Open Space: Open space and a 'large' play area (see Appendix 2) will be provided within a central position along the boundary with the proposed floodlit pitch where it can also provide a buffer between housing and proposed new sports pitches.

Character Area 4: Harling Bank

1. Landscaping: The existing trees and hedgerows along Harling Bank should be retained and strengthened where appropriate, with any gaps being replanted. This, together with the proposed footpath (if located to the east of the site) will reduce the impact of development on the residential amenity of residents on Harling Bank. Perimeter hedgerows and trees should also be provided along the western boundary where it will border the proposed all weather pitch.
2. Pedestrian/Cycle links: The development of Area 4 will provide for pedestrian and cycle access from the whole site to Harling Bank. While an off-road route along the east of the site is preferred, it may also be located on the west of the site.
3. Road access: The site can be accessed either from Kendal Road via the main part of the site or alternatively from the adopted part of Harling Bank – but not both. The development of the main part of the site should allow for vehicular access and service connections to Area 4, if required. No vehicle access from Character Areas 1, 2 and 3 will be permitted via Harling Bank.
4. Scale and Layout: The shape and topography of this area allow the achievement of moderate to high scale and intensity of residential development. The location, layout and height of development should take full account of the proximity of St Mary's Primary School in regard to privacy and the school's operational needs.
5. Open Space: An all-weather pitch is proposed to the west of this site, which may be floodlit. Alternatively the area will be laid out as a grassed sports pitch to a high standard, for regular sports use. The indicative layout of Area 4

and the sports pitch (open space area B) in the Brief should not constrain a revised and improved layout at the detailed design stage, which provides for a sports pitch (which may be floodlit), up to 0.65ha of housing and takes account of the operational needs of St Mary's Primary School.

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 liaison with South Lakeland District Council, Cumbria County Council and relevant third parties and statutory bodies.

4.2 Phasing/Timing

- 4.2.1 As the land is in two main ownerships it is possible that the development of the site may come forward as two or more planning applications. It is important that with each stage of development the necessary amount of infrastructure and open space is also provided in a timely way, **to ensure that individual applications contribute to the comprehensive development of the site as a whole**. It is important that a holistic approach to delivery of the whole site allocation is adopted, to ensure development is fully integrated and the required infrastructure is delivered in the most appropriate manner. The Council considers the best way of ensuring this is achieved is for a single planning application to be submitted covering the whole site (at outline stage) although this may not always be possible due to separate ownership and developer interests.
- 4.2.2 It is, however, recognised that a separate application may be submitted for the Queen Elizabeth School proposals for Character Area 4 and the sports pitches. 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
- 4.2.3 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 the Council's [Validation Checklist \(This link has been deactivated\)](#).
- 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
 - Sustainability Statement;
 - Landscape and Visual Impact Assessment;
 - Flood Risk Assessment;
 - Plans and Drawings
 - Habitats Survey and mitigation (Nature Conservation Assessment)
 - Archaeological Assessment
 - Tree and Hedgerow Survey and mitigation where appropriate;
 - Air Quality Assessment
 - Sustainable Urban Drainage Strategy and long term maintenance of surface water drainage scheme/management and maintenance plan;
 - 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 North of Kendal Road, Kirkby Lonsdale (these are subject to further discussion as part of any planning application decision). While South Lakeland District Council intends to introduce a Community Infrastructure Levy (CIL) in 2015, the majority of infrastructure required for this site is expected to be funded through S106 and S. 278 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 area 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	On site construction cost S106
Walking and Cycling	Off-site	Possible creation of link through sports area to Kendal Road schools and bus stops	S106 or S278
Education	Off-site	Financial contributions towards secondary school provision	S106
Public Transport	Off-site	Possible Improvements to public transport arising from the results of the Transport Assessment and Travel Plan	S106
Transport - Highway Improvement	On/off-site	Footpath along Kendal Road frontage, if possible	S278
Transport – Highway Improvement	On/Off-site	Highway improvements to link sites to the adopted highway and other possible off-site works arising from the results of the Transport Assessment and Travel Plan	S278 and/or S106
Affordable Housing	On-site	35 % affordable housing	S106

Useful contacts:

SLDC Development Plans Team – Officer Contacts:

Alastair McNeill, Development Plans Manager.
Tel (01539) 793379, email a.mcneill@southlakeland.gov.uk

Damian Law, Principal Development Plans Officer.
Tel (01539) 793380, email d.law@southlakeland.gov.uk

SLDC Development Management – Officer Contacts:

Simon Fawcett, Principal Planning Officer.
Tel (01539) 793361, email s.fawcett@southlakeland.gov.uk

SLDC Housing Strategy – Officer Contact:

Tony Whittaker, Housing Strategy and Delivery Manager,
Tel (01539) 793370, email t.whittaker@southlakeland.gov.uk

SLDC – Parks and Recreation Team:

Tony Naylor, Green Spaces Officer,
Tel (01539) 793166, email t.naylor@southlakeland.gov.uk

Deborah Wright, Principal Community Spaces Officer,
Tel (01539) 793434, email d.wright@southlakeland.gov.uk

Cumbria County Council – Highways:

Michael Hartley Acting Development Management Officer (South Cumbria),
Tel (01229 408059), email michael.hartley@cumbria.gov.uk

Cumbria County Council Surface Water Drainage:

Doug Coyle, Highways & Transport Resilience Manager
Tel 01228 221330 email Doug.Coyle@cumbria.gov.uk

Cumbria County Council Education:

Andy Smart, Children's Services,
Tel 07881264508, email andy.smart@cumbria.gov.uk

Relevant Utilities Providers Contacts:

United Utilities (waste water and water supply:

Jenny Hope – Development Plan Liaison

United Utilities Group PLC, Haweswater House, Lingley Mere Business Park, Lingley Green Avenue, Great Sankey, Warrington WA5 3LP

Planning.liaison@uuplc.co.uk

Electricity North West Ltd– Electricity:

Mr Ian Povey, Network Design Manager, Frederick Road, Salford, M6 6QH

0161 604 1377

ian.povey@enwl.co.uk

National Grid Electricity Transmission

AMEC on behalf of National Grid

Mr Julian Austin, Gables House, Kenilworth Road, Leamington Spa, Warwickshire, CV32 6JX.

01926 439078

n.grid@amec.com

National Grid Electricity Distribution

AMEC on behalf of National Grid

Mr Julian Austin, Gables House, Kenilworth Road, Leamington Spa, Warwickshire CV32 6JX

01926 439078

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National Grid Gas Transmission

AMEC on behalf of National Grid

Mr Julian Austin, Gables House, Kenilworth Road, Leamington Spa, Warwickshire CV32 6JX

National Grid Gas Distribution

National Grid Plant Protection Team, National Grid, Block 1, Floor 2, Brick Kiln Street, Hinckley, Leicestershire LE10 0NA

plantprotection@nationalgrid.com

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 Kirkby Lonsdale)
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 Archeological 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

[South Lakeland Local Plan website](#)

Appendix 2: South Lakeland District Council New Play Area Specification: Guidance

Vision

The creation of cutting edge play 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 20 metres where no wheeled sports are included and – 30 metres 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

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

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 200 sqm 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