

Supplementary Planning Document Kendal Parks, Kendal

Development Brief

Adopted April 2015

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Foreword

This Development Brief has been prepared by South Lakeland District Council in accordance with the Local Plan Land Allocations Development Plan Document to provide guidance, including on layout and design principles, for the development of Kendal Parks. It provides additional guidance on the interpretation of Policy LA2.4 of the South Lakeland Local Plan, Land Allocations (adopted December 2013) which relates to Kendal Parks and other relevant Local Plan policies. It was adopted by South Lakeland District Council on 29th April 2015 as a Supplementary Planning Document and forms a material consideration when determining any planning application submitted for the site.

It provides the development framework for achieving the vision for the site, this is the creation of a varied, attractive and distinctive neighbourhood that is fully accessible by a range of sustainable transport modes and integrated and connected with the existing Kendal Parks area/surrounding area; a residential community that, provides a mix of well-designed and energy efficient homes that met local housing needs; a strong green network that provides new and improved recreational opportunities and wildlife habitats and a gradual transition between Kendal and the countryside. A layout, mix and style of housing of a design that is respectful of and responds sensitively to the site's high quality landscape setting and edge of Kendal location, it's prominence and nearby heritage features and is sustainable in nature.

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

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1. Introduction

1.1 Purpose

- 1.1.1 This Development Brief is a Supplementary Planning Document providing additional guidance on the interpretation of Policy LA2.4 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to Kendal Parks, Kendal and other relevant Local Plan policies.

Policy LA2.4 KENDAL PARKS

Purpose:

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

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF LAND AT KENDAL PARKS.

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

A LANDSCAPED AND PERMANENTLY FENCED BUFFER ZONE OF 10 METRES AROUND NATLAND MILL BECK (PART OF RIVER KENT SPECIAL AREA OF CONSERVATION) WITH ANY DEVELOPMENT SET BACK AT LEAST 15M FROM THE BECK AND ANY NECESSARY MITIGATION MEASURES TO ADDRESS THE IMPACT ON GREAT CRESTED NEWTS NEAR THE SITE AND THE RETENTION OF HEDGEROWS;

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK INCLUDING SIGNIFICANT LANDSCAPING ALONG THE EASTERN BOUNDARY, ADJOINING THE RAILWAY LINE, INCORPORATING APPROPRIATE NOISE ATTENUATION;

SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT AND PROVISION OF SURFACE WATER MITIGATION MEASURES INCLUDING ON-SITE ATTENUATION;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN. PROVISION OF PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE TO ADJACENT HOUSING AND TO KENDAL PARKS ROAD.

Implementation – Development Brief, Development Management Process

Monitoring – Through Local Plan – Core Strategy monitoring framework

- 1.1.2 The adopted Land Allocations DPD (Development Plan Document) allocates a 10.1 hectare site (gross) on land at Kendal Parks located on the south east side of Kendal for housing development, and requires a development brief to be prepared to guide the phasing, distribution of development, layout, design, landscaping and infrastructure (such as roads, open space) for the development of the site.
- 1.1.3 This Development Brief aims to provide clear guidance for the future development of Kendal Parks. It forms a material consideration in determining planning applications for the site. Its primary purpose is to deliver the vision for the site by:
- providing a development framework, incorporating appropriate design standards and principles to ensure a high standard of design and sustainability;
 - providing a framework for the delivery of traffic and movement, landscape, green infrastructure and other types of infrastructure; and
 - setting out a framework for delivery, including planning application requirements

1.2 Vision

The Vision for Kendal Parks is:

- **The creation of a varied, attractive and distinctive neighbourhood that is fully accessible on foot, cycle and by public transport and integrated and connected with the existing Kendal Parks area, the wider community and local facilities, including the main line station at Oxenholme.**
- **A residential community that provides a strong green network that provides new and improved recreational opportunities and wildlife habitats and a gradual transition between Kendal and the countryside.**
- **A layout, mix and style of housing of a design that is respectful of and responds sensitively to the site's high quality landscape setting and edge of Kendal location, its prominence and nearby heritage features, and is sustainable in nature.**
- **Deliver a mix of well-designed and energy efficient homes that will meet the current and future housing needs of the local community.**

1.2.1 The vision for Kendal Parks is to be achieved through the following:

- The creation of six distinctive housing areas (based on proposed suggested housing character areas) each providing an individual identity enabling the site to respond positively to its local context and character and different types of housing design and style;
- By enhancing the ecological value of part of the site through the creation of new areas of open space including a network of green corridors creating areas of wildlife habitat value;
- The provision of shared formal and informal open space with the wider community;
- 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 integrated with existing rights of way and surrounding roads and open spaces;

- By retaining and enhancing views out of the site towards the south and west through the orientation of development within the site;
- Ensuring the new development, whilst being informed by the character and appearance of properties in close proximity to the site, provides a mix of designs and styles which expands the housing offer within Kendal as a whole;
- Provide energy efficient homes utilizing methods of sustainable construction and renewable and low carbon energy sources.
- Providing a range of housing, including affordable housing, that meets the needs identified for Kendal and the wider area; and
- By ensuring the development responds sensitively to the site's edge of Kendal/open countryside setting and high landscape backdrop to the east through the creation of a soft boundary edge that merges into the countryside adjacent to the Windermere- Oxenholme Railway Line

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:

Supporting the delivery of new 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

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

Protecting the environment

- Ensuring that the design and layout of development respects Kendal and its surrounding high quality environment, and its setting, and makes a positive contribution to the quality of life of the area's residents;
- 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 green networks integrated with the Kendal Parks housing area and surrounding green spaces to be enjoyed by new and existing residents

1.3.2 Delivering the vision for the site will also contribute to the area strategy for Kendal, as set out in the Core Strategy which seeks the delivery of new housing (including affordable housing) and employment land to meet the needs and aspirations of the local community. The provision of new green corridors with pedestrian and cycle access 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 (outwith the two National Parks), comprises:
- **Local Plan - Core Strategy DPD (adopted October 2010)** – the adopted Core Strategy identifies a requirement for 8,800 homes to be delivered across South Lakeland within the plan period (2010- 2025). It requires about a third of this requirement to be met within Kendal one of the principal service centres within the District. 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 a site at Kendal Parks for around 200 dwellings (policy LA1.3) and requires the preparation of a development brief (paragraph 2.77). It also includes a site specific policy (LA2.4) relating to the site. The suggested number of dwellings is not a fixed target; it is based on broad assumptions about the site's potential capacity.
 - **South Lakeland Local Plan 2006 - & Alterations (final composite plan) published September 2007** – this combines the Local Plan adopted in 1997 and the alterations to the Local Plan adopted in March 2006. The Local Plan 2006 contains a number of saved and extended policies of relevance to the development of the site. See Appendix 1 to this brief.
 - **Cumbria Minerals and Waste Local Plan** (adopted April 2009) – this sets out how Cumbria's sustainable minerals and waste management developments that will be needed in Cumbria by 2020 and beyond will be planned.
- 1.4.3 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 it is adopted developers will be required to pay a sum of money to the Council, which will be used to provide or improve infrastructure in the local area.

1.5 Sustainability Appraisal (Strategic Environmental Assessment)

- 1.5.1 The Kendal Parks site 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 Kendal Parks 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 Kendal Parks site was assessed in this way as part of the Land Allocations process. It was found that there were likely significant effects with regard to the white- clawed crayfish population in Natland Beck, a tributary of the River Kent Special Area of Conservation (SAC). This required that a further assessment (Appropriate Assessment) be undertaken to assess the likely impacts and mitigation measures necessary in order for the site to be allocated. The further assessment concluded that mitigation would be required and it was recommended that a buffer would be appropriate. In liaison with Natural England, it was determined that the buffer should extend to 10m either side of the beck. The inclusion of a 10m buffer as a mitigation requirement is set out in Land Allocations DPD policy LA2.4 and the development of the site cannot go ahead without this in place.

1.7 Consultation: Engagement

- 1.7.1 The Council has undertaken extensive public and stakeholder engagement and consultation in preparing the Development Brief. Details of the comments received through the consultation/engagement process, and how the preparation of the Brief has taken account of them can be found in the Consultation Statement. A key component of this engagement was a drop-in event held in The Heron Pub, Heron Hill, Kendal on 27th February 2014 which was attended by around 120 people and a further event held at the Shakespeare Centre, Kendal on the 13th November 2014 attended by around 210 people.
- 1.7.2 Examples of how key issues raised have been used to inform the Development Brief are:
- Comments referred to the need for significant amounts of green space. The development brief proposes improvements to the existing play areas/public spaces north of Kendal Parks Road and east of Hayclose Crescent as well as a semi-natural green space around Natland Beck and the inclusion of green corridors
 - Comments referred to the need for additional access points into the site to relieve impact on Kendal Parks Road. The Brief includes a suggestion for an additional access from Oxenholme Road
 - Comments sought to ensure that access from Hayclose Crescent was for emergency and pedestrian cycle access only. The Brief identifies that access from Hayclose Crescent will only be for these uses and not as a secondary vehicular access
 - Comments referred to the need for parking areas to be overlooked for safety purposes, in active locations and an integral part of the development's design. The text of the Brief has been strengthened to highlight this
 - Comments suggested that the use of permeable surfaces should include the surface of parking areas. The Brief has been amended to include this suggestion
 - Comments expressed concern about the methods of minimising impacts on existing residents, such as concern that trees for screening may block light. The Brief has been amended to make clear that a range of methods of minimising impacts on existing residents should be considered
 - Comments expressed concerns about health and safety and noise relating to the electricity infrastructure and the railway. Text has been added to the Brief to make clear that these issues will be addressed at planning applications stage, including the submission of a Noise Impact Assessment

- Comments identified that an assessment was needed of the contribution of the site to the significance of the Listed Building 'Raysholme'. An assessment has been added as an Appendix and text has been added to the Brief to reflect its findings, including in relation to mitigation measures

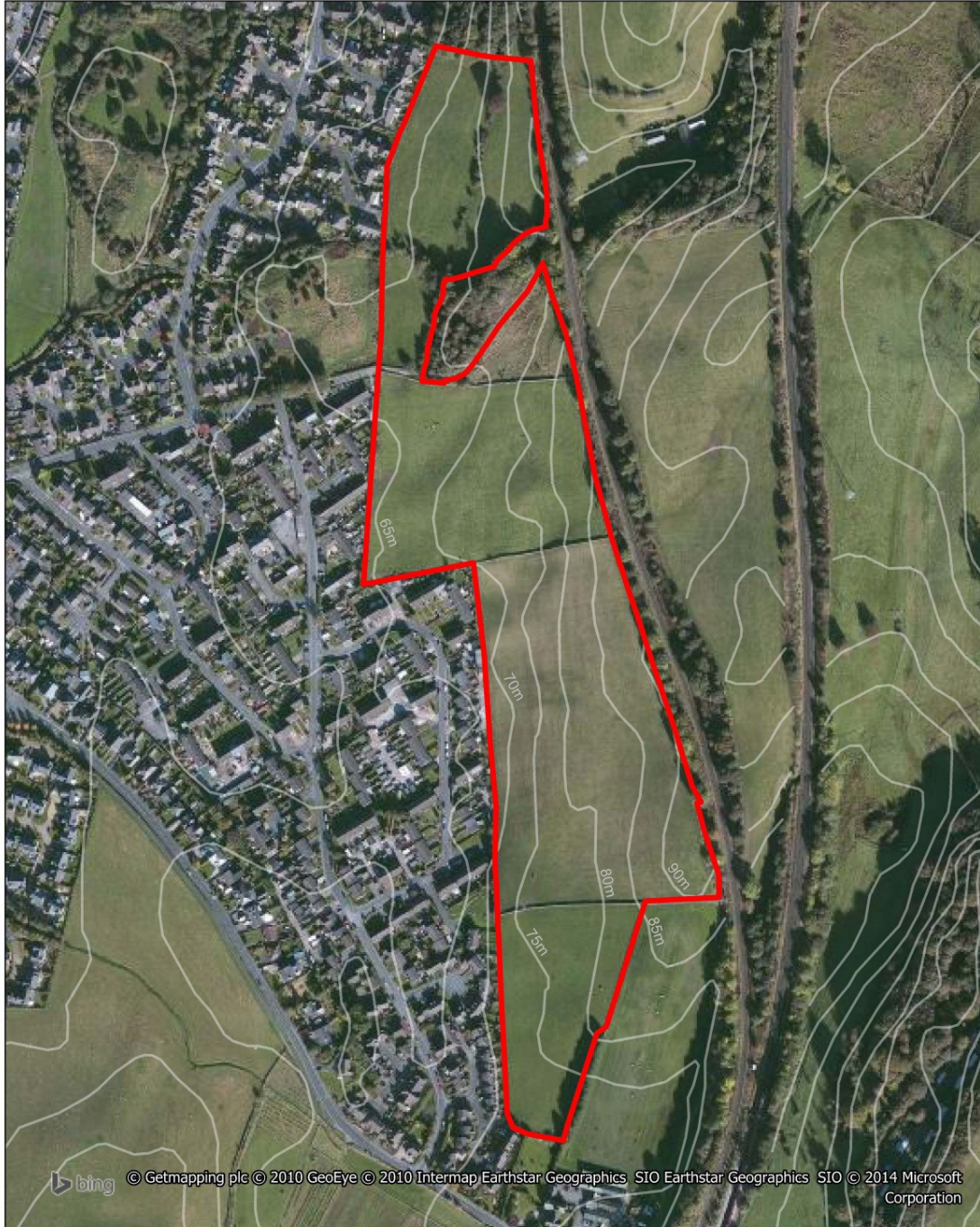
2. Site and site context

- 2.0 This section sets out and assesses the site and its context in terms of location, land use, planning history, accessibility and site characteristics. It then explores the constraints and opportunities for the site taking these factors into account.

2.1 Site location

- 2.1.1 The site is located on the south east edge of Kendal, approximately 2 km (as the crow flies) from Kendal Town Centre. It is bounded by the Oxenholme- Windermere branch rail line and beyond that, the West Coast Main Line and then open countryside to the east. To the west lies the existing residential area known as Kendal Parks. At the site's northern tip is a small woodland – Bluebell Wood - and to the south lies Oxenholme Mainline Railway Station, Oxenholme Farm and golf driving range and beyond that, the village of Oxenholme itself. Also to the south of the site, beyond the B6254, lies an area of open countryside designated as green gap (see figure 1.1).

Figure 1.1 Site location, showing 5m contours
Kendal Parks, Kendal



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2.2 Land Use

- 2.2.1 The site consists of grassland currently used for agricultural purposes including occasional sheep and cattle grazing. There are no buildings on the site. A small part of the site at the point where Natland Beck flows through the site is woodland. A public right of way passes through the site at this point also, linking Kendal Parks residential area with Singleton Park Road and providing an important recreation function.

2.3 Landowners/Developer Interest

- 2.3.1 The site is held in two separate ownerships as follows (based on information at this point in time):
- One landowner owns the north part of the site; the area between Bluebell Wood and the point at which the site narrows and where there is a field boundary in the middle of the site. Story Homes Ltd has an interest on this part of the site
 - A second landowner owns the remainder of the site

2.4 Planning History

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

2.5 Landscape Character

- 2.5.1 Within the Cumbria Landscape Character Appraisal Tool Kit the site does not lie within any identified Character Type as it fell within the pre-existing development boundary of Kendal and was thus classified as being within the urban area. However, the site exhibits some of the characteristics associated with Character Type 11a – Foothills, which is immediately adjacent the site's eastern edge i.e. rolling, hilly farmland, occasional rocky outcrops, streams, areas of improved grassland, semi-natural woodland in small valleys and areas of farmland bound by dry stone walls and hedgerows. In such areas support should be given to the management of woodland, including new planting, for biodiversity value, climate change resilience and to create and enhance networks. Rights of way, hedgerows and dry-stone walls should be retained and enhanced. The land immediately east of the site is very much open countryside in character.

2.6 Topography

- 2.6.1 The site is sloping in aspect (see Figure 1.1) and falls from east to west. It has a crossfall of approximately 25m ranging from around 80 to 90 metres above sea level in the east to around 65 metres above sea level in the west. Certain parts of the site are more steeply sloping than others, particularly the northern part of the southern half of the site. Just north of this (the southern part of the northern section) has an almost 'terraced' land form. The most northerly and southerly parts have slightly less steep slopes.

2.7 Views

- 2.7.1 The site is visible in some key longer views from areas including Kendal Fell, Scout Scar and the A591. The site is also prominent in shorter views locally, including from immediately adjacent residential areas, the railway line and a short stretch of Oxenholme Road close to the railway station. Large parts of the northern part of the site in particular are visible in views from the existing right of way through the site, and from the existing play area/open space adjacent the site where Kendal Parks Road terminates at the site boundary. A number of residential properties to the east of the site have views of varying degrees of parts of the site, especially those properties that back onto the site at Howe Bank Close, Hayclose Crescent, Hayclose Road, Teal Beck, Swallow Close and Valley Drive. Oxenholme Farm and Raysholme have views of the southernmost part of the site. The most northerly and southerly portions of the site are slightly more concealed in certain views, both long and short, due to intervening development, woodland and topography.
- 2.7.2 The site's elevated position and sloping nature mean that parts of it afford views west across the Kendal roofscape and towards Scout Scar, Kendal Fell, Kendal Castle and the Lakeland Fells. Parts of the site also have views to the Helm approximately a kilometre to the south east of the site.

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

Natural

- 2.8.1 The site comprises open fields used for occasional grazing. The western boundary of the site is predominantly dry-stone wall with a small number of trees. The majority of the eastern boundary consists of tree belt running alongside the Windermere branch railway line and at the south-eastern point, along part of the boundary with the golf driving range. In the far northern portion of the site are the remains of a hedgerow. There is a tree belt running through the central northern part of the site alongside Natland Beck. Outside of, but immediately adjacent the site boundary and largely enclosed by the site, is a small area of woodland through which Natland Beck runs. A further area of woodland – Bluebell Wood – lies just outside the site to the north. There is a large cherry tree in the most northerly section of the site that is subject to a Tree Preservation Order (TPO). There is an area on the far SW part of the site that appears to hold permanent water that drains through a watercourse at the southern end of Howe Bank Close.

Built

- 2.8.2 There are no buildings on the site, but dry-stone walls cross the site at several points. The Windermere Branch Line bounds the full length of the site's eastern boundary. Beyond the Windermere Branch Line, the farm known as Kendal Park lies close to the north east boundary of the site, as does an electricity pylon. The line of pylons changes course to both the north and south and the next pylon along in either direction is a greater distance from the site. However, some telephone masts cross the site's northern section on a north west – south east axis. The western boundary is bound by residential properties and their curtilages (Teal Beck, Swallow Close, Kendal Parks Road, Hayclose Road, Hayclose Crescent, Howe Bank Close). These properties comprise a mix of 1 and 2 storey houses (mainly bungalows, semi-detached and terraced, although there are a small number of detached properties). To the south lies Oxenholme Farm and Station. The farm comprises a listed building (Raysholme), modern and traditional farm buildings and a golf driving range. Oxenholme Station itself is of traditional design but there are also a number of railway utility buildings and a car park. An electricity sub-station lies just beyond the railway station. There are two play areas adjacent the site, one just off Hayclose Crescent to the south west of the site and another to the north west that lies within an area of amenity space accessed off Kendal Parks Road and Valley Drive.

2.9 Accessibility

Road Access

- 2.9.1 Hayclose Road, which runs through the existing Kendal Parks residential area and connects with Oxenholme Road to the south and Kendal Parks Road to the north, and Hayclose Crescent, which loops off it, lie just west of the site. Also to the west of the northern portion of the site is the southern end of Valley Drive, a long residential road running all the way north to Park Side Road and linking at its southernmost point with Kendal Parks Road.
- 2.9.2 Kendal Parks Road, which also links with Oxenholme Road, runs perpendicular to the site and currently ends at the site's north western boundary, where it becomes a public footpath/track leading to Kendal Park Farm and eventually linking up with the A684 Singleton Park Road. This represents the only point at which there is vehicular or pedestrian/cycle access into the site.
- 2.9.3 There are no public roads immediately east of the site but to the west are several other residential streets, including a number of cul-de-sacs such as Howe Bank Close, Teal Beck and Swallow Close and many that are short closes classed as part Hayclose Road or Valley Drive.

Rail Access

- 2.9.4 Oxenholme Railway Station, on the West Coast Main Line, is only a few minutes walk from the southern end of the site and around 650m from the centre of the site. It provides direct rail access to Windermere, Manchester Airport and cities such as London, Manchester, Preston, Glasgow and Carlisle.

Bus Provision

- 2.9.5 Local Bus service 41/41A running to and from the town centre via the hospital, operates every half hour Monday - Saturday until around 6pm and serves the Kendal Parks residential area. There are several bus stops on Oxenholme Road, Hayclose Road and Kendal Parks Road between 180 and 400m from the centre of the site (as the crow flies) although many areas of the site are closer than this to the bus stops. No part of the site is more than 400m from a bus stop. However, any scope to incorporate the site in either the 41 or 41A loop (so that the bus ran alternately on Hayclose Road and the new main road through the site) and/or to increase the bus services to this area, including in the evenings and on Sundays, should be explored.

Cycle Access

- 2.9.6 The immediate local area has only limited provision of dedicated/off-highway cycle lanes. There is a section of shared foot/cycle way on Oxenholme Road from the junction between Oxenholme Road and Hayclose Road down to the junction with Kendal Parks Road, providing almost entirely off-highway access to a local supermarket and the hospital (through The Oaks residential area).

Pedestrian Access / Public Rights of Way (PRoW)

- 2.9.7 There are public rights of way within and adjacent to the site as follows:
- Within the site, the only public right of way runs south east to north west from the end of Kendal Parks Road through the narrowest part of the site and leads to Kendal Park Farm and eventually to the A684 Singleton Park Road
 - To the south of the site, a public right of way runs from the southern side of Oxenholme Road across the designated green gap (the triangle of land bound by the railway line, Oxenholme Road and Burton Road) to join Burton Road opposite the junction with Oxenholme Lane
- 2.9.8 Although not designated as public rights of way, there are also several purpose built pathways within the existing Kendal Parks residential area adjacent the site. These provide short-cut routes through the area and many of them terminate at or otherwise link to the site boundary. There is also a track running alongside the railway line to the south east of the site that could be explored for its potential as a cycle/access route to serve the site.
- 2.9.9 There is a footway along the southern side of Kendal Parks Road where it adjoins the site. Hayclose Crescent has a footway on either side and there is a footway along the north side of Oxenholme Road near to the potential access point.

2.10 Archaeology and Heritage

- 2.10.1 There are no scheduled ancient monuments, registered historic parks and gardens, registered battlefields or conservation areas within the site or its immediate vicinity. There is however a listed building called Raysholme at Oxenholme Farm, immediately to the south of the site. There is also a railway underpass built of dressed limestone just outside the site and Kendal Park farm, which although not listed, has strong links with heritage of the area. Based on County Council advice, the site falls within the area of the former medieval deer park of Kendal Castle. Some of the field boundaries have the potential to originate from this period as a park pale and any such hedgerows may be considered as 'important' under the Hedgerow Regulations Act 1997. 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 There may be a former sheepfold near centre of the northern part of the site. The site is also adjacent an operational railway line. For these reasons, and given the future residential use on the site, a Contamination Assessment would be required to support any planning application.

2.12 Noise Considerations

- 2.12.1 The western boundary of the site adjoins the Windermere – Oxenholme Railway line. The site is close to the West Coast mainline railway. The layout and design of the development will need to address any potential noise impacts from these sources. As part of the planning application a noise impact assessment will be required and appropriate measures put in place to offset any likely adverse impacts.

2.13 Flooding Matters: Drainage

- 2.13.1 The site lies entirely within Flood Risk Zone 1. There are however some known surface water flooding issues affecting around 10% of the part of site to the north of the public right of way through the site. This involves a 1:200 year occurrence to a depth of less than 0.1m. 10% of the remainder of site is affected in a similar way.

Natland Beck runs through the northern half of the site and does have flooding problems downstream. Evidence from site visits show part of the site close to the

railway line south of the right of way contained wet ground and land behind the bungalows 9-17 Hayclose Road had had a wet/boggy surface with standing water. There is also an area on the far south west part of the site close to the spur off Howe Bank Close that appears to hold permanent water which drains into a watercourse along the southern edge of Howe Bank Close. Surface water disposal will need to be carefully considered. Due to the size of the site, a Flood Risk Assessment will need to be prepared and submitted in support of any planning application. This must confirm that surface run-off will not exceed existing greenfield run-off rates including an allowance for climate change.

2.14 Constraints and Opportunities

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

Landscape Setting: Views and Character

- 2.14.2 The fact that the site reflects the character type 11a – foothills – set out in the Cumbria Landscape Character Assessment and Toolkit means that there are opportunities to manage the areas of woodland adjacent the site, increase planting for biodiversity, climate change resilience and to enhance and create planting networks to help enhance and maintain the landscape character of the area. It is also appropriate that rights of way and dry stone walls on and bordering the site should be retained. These factors are particularly important as the land immediately east of the site is very much open countryside in character.
- 2.14.3 The site's prominence in the landscape from key distant viewpoints mean that the layout, design and landscape framework for the site will need to take this into regard, ensuring that appropriate transition from built area to open countryside character is achieved so as to reduce the landscape/landscape character impact and impact on views and ensure that the new development takes heed of its setting. In addition, the site's prominence in some important shorter views, including from neighbouring properties, the railway line (and thus trains travelling to and from the Lake District), open spaces and play areas and from the public right of way that runs through the site, mean that considerations of residential amenity for existing residents and of the look and feel of the area for visitors and residents will be very important for the site. All these considerations provide opportunities to inform a strong green infrastructure and landscaping framework for the site.

- 2.14.4 The site is broken up into sections by dry-stone wall field boundaries. The most northerly and southerly portions are quite different in character to each other and to the rest of the site. There are some very prominent areas and some that are more concealed, some that are steeper and some areas more gently sloping. The southern part of the northern half of the site has an area of ‘terraced’ landform. These differences present the opportunity for the layout and design of the development to create distinctive character areas. On some parts of the site close to existing properties, there are opportunities to link in with existing layouts to enhance the sense of community between existing and new properties.
- 2.14.5 The site’s elevated position and sloping nature mean that parts of it afford views west across the Kendal roofscape and towards Scout Scar, Kendal Fell, Kendal Castle and the Lakeland Fells. Parts of the site also have views to the Helm approximately a kilometre to the south east of the site. These characteristics offer the opportunity for the layout and design of the site, including the orientation and design of individual properties to benefit from these extensive views. The elevation and topography may also present opportunities for capitalising on solar energy/solar gain and/or incorporating features such as green roofs, which could help integrate the development into landscape and minimise landscape impact whilst supporting the drainage systems.

Built/Natural Features

- 2.14.6 The existing residential properties adjacent the site mean that care will need to be taken in the design and layout of the site to minimise negative impacts upon the existing residents. However, the existing residential area also provides opportunities to integrate the new development into an existing community and provide benefits to new and existing residents by creating interfaces between the new and existing development.
- 2.14.7 Also adjacent to the site is the Windermere Branch railway line, which sits higher than the site and may limit the extent to which development could reasonably take place close to the site’s eastern boundary. However, there is an opportunity to enhance the existing tree belt along this boundary’s full length to create a buffer, enhancing the area’s biodiversity and wider green infrastructure value. The railway line also provides a clear boundary to Kendal.
- 2.14.8 Oxenholme Farm lies immediately to the south of the site and included the listed building ‘Raysholme’. The setting and curtilage of Raysholme in particular must be protected and if possible, enhanced. This provides an opportunity to inform the development of the most southerly part of the site especially. Similarly, the dry-

stone walls that cross the site may also contribute to identifying character areas. Dry stone walls also form the western boundary of the site. A dressed limestone railway underpass bridge and Kendal Park Farm lie to the east of the most northerly portion of the site. Whilst not listed, these are historic features and the farm gave its name to this area of Kendal and strongly reflects the history of the area. These various historic buildings and features on and adjacent the site could offer reference points in terms of the design and materials of new properties on the site.

- 2.14.9 There are three significant telephone wire masts that cross the northern half of the site and one that lies just outside the site boundary. These may cause some constraint in terms of the desirability of these being in close proximity to properties. The opportunity to reduce the impact of these could be incorporated into the green infrastructure framework for the site – the impact of the mast that lies just outside the site is already relatively well mitigated due to its location within the woodland through which Natland Beck runs. The pylon to the east of the most northerly part of the site may also be a consideration. Although the railway line does lie between the pylon and the site, the base of the pylon is level with the eastern boundary of the site and thus could be overbearing on any properties in close proximity to it if care was not taken to reduce this impact. This could be done in conjunction with enhancement of the tree buffer/noise attenuation alongside the railway line. The electricity substation just beyond the railway line to the south east of the site may also require consideration in terms of likely impact on new properties.
- 2.14.10 The two existing play areas adjacent the site and the wider open space within which one of the play areas lies, along with the remains of the hedgerow in northern portion of site, the woodland tree belt (outside of site boundary) through which Natland Beck runs and Bluebell Wood to north of the site (outside of site boundary) offer significant opportunities for the site. These features can be enhanced and should help to inform the layout and design of the site by creating foot and cycle connections into the existing residential area and informing the wider green infrastructure framework for the site including enhancing the biodiversity and recreational offer. A significant cherry tree in the northern portion of the site is subject to a Tree Preservation Order (TPO) and must be respected and retained, however, this too offers an opportunity to inform the layout of this part of the site, potentially contributing to the formation of a character area whilst also providing a further opportunity to link with the countryside and other nearby green infrastructure, helping to ensure that the site develops as a transitional area from urban to rural. The triangle of land in the central eastern part of the northern half of the site is somewhat exclusive from the rest of the site; it is sloping and boggy to its western side. This could provide an opportunity to create an area of enhanced wildlife habitat and recreation and would expand upon the provision of existing habitat of the woodland and PRow adjacent. Some of the natural and built

features within and adjacent the site could present opportunities for features within the site such as interpretive panels.

Access Opportunities

- 2.14.11 Kendal Parks Road, which currently terminates at the site boundary, presents the primary access opportunity into the site. There are further vehicular access opportunities from Hayclose Crescent, which also currently terminates at the site boundary and from Oxenholme Road.
- 2.14.12 The proximity of Oxenholme Station, which serves both the West Coast Main Line and Oxenholme-Windermere Branch Line, and the proximity of several bus stops on the 41/41A regular bus route into Kendal Town centre provide significant opportunities to help ensure that new residents have good access to forms of transport other than the private car to reach local services, facilities and workplaces as well as destinations further afield.
- 2.14.13 The existing PRow through the site, combined with a significant network of footpaths in the existing residential area, many of which connect directly with the site's boundary present a series of excellent opportunities to integrate the new development with the existing community. This will help to enable good access for all in terms of both functional and recreational pedestrian routes in particular by connecting with, adding to and enhancing existing routes, including through the open spaces that adjoin the site. Furthermore, there is an opportunity to connect with the existing cycle route on Oxenholme Road and the PRow running across the green gap to Burton Road. The track that runs alongside the railway line to the south east of the site could also be explored for its potential as a pedestrian/cycle access route. To better enable the use of these many routes, there is an opportunity to provide information on the site to make key routes such as to the town centre, local schools/shops or the railway station clear.

Constraints

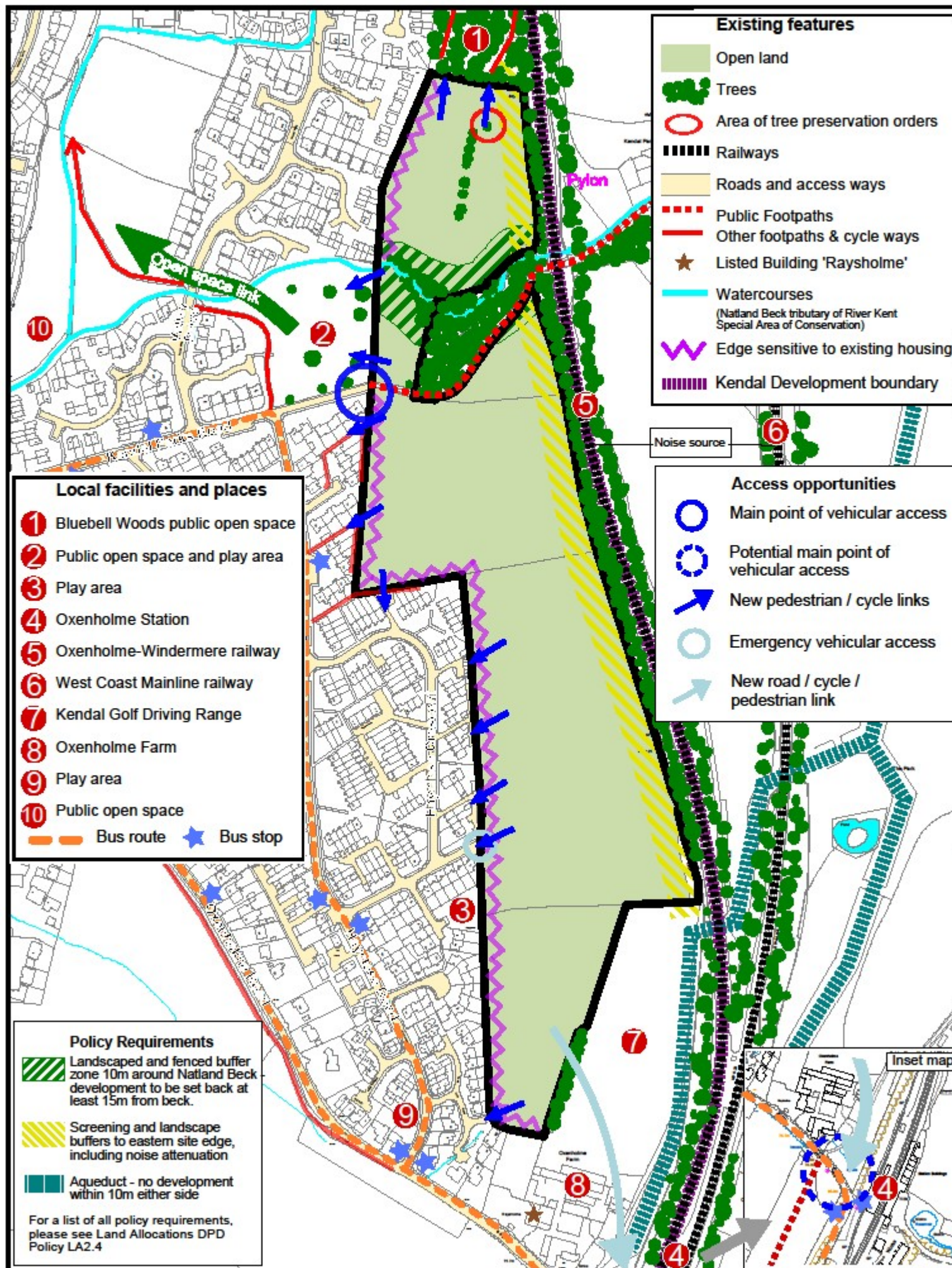
- **Landscape character** and high quality edge of Kendal/open countryside landscape setting
- **Prominence in long and shorter views**
- **TPO** in the northern part of the site
- **Natland Beck (SAC)** and areas of **woodland** immediately adjacent the site
- **Railway line** adjacent full length of eastern boundary
- **Telephone masts** cross northern portion of site
- **Pylon** in close proximity to east of northern part of the site
- **Electricity substation** in close proximity to south eastern part of site
- **Amenity of existing properties** creates sensitive western edge
- **Varied topography**, sloping in aspect with several steep sections.
- Potential localised **drainage** issues
- **Capacity limitations of existing residential streets** and implications of this for access routes.
- Need to respect curtilage and setting of **listed building** “Raysholme”

Opportunities

- Enhance existing woodland, trees and hedgerows to contribute to a wider green infrastructure network
- **Retain stone walls**
- Retain and significantly enhance the **two open spaces and play areas** that adjoin the site
 - Expand and enhance ecological habitat and provision for biodiversity
- Creation of a **green link** across the northern part of the site and a wider **green infrastructure network** across the site
- Make the most of the TPO'd tree by **creating a feature** from it and incorporating it into the site layout
- **Creation of a buffer adjacent the railway line** incorporating noise attenuation and wider green infrastructure benefits
- **Creation of access routes** that ensure the site is well integrated with the existing community and accessible by a range of modes of transport
- **Create new and make significantly better use of existing pedestrian routes** to contribute to a wider movement framework
- **Make public areas and movement routes accessible and interesting** by incorporating features such as interpretation panels relating to key features of the site/area or views and signposting to key destinations
- **Utilise sloping and elevated topography** to benefit from extensive views to Kendal Castle and beyond and solar energy/gain
- **Use of green roofs and walls** to support drainage systems, minimise landscape impact and enhance the green infrastructure framework
- Site characteristics and features can inform character areas
- **Make the most of the Listed Building and it's setting** to create a character area and take design references
- **Integrate the new development into the existing community**, providing benefits to new and existing residents

Development Brief: Kendal Parks

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 Kendal Parks site will be developed in accordance with the requirements set out in Policy LA2.4:

POLICY LA2.4 KENDAL PARKS

Purpose:

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

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF LAND AT KENDAL PARKS.

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

A LANDSCAPED AND PERMANENTLY FENCED BUFFER ZONE OF 10 METRES AROUND NATLAND MILL BECK (PART OF RIVER KENT SPECIAL AREA OF CONSERVATION) WITH ANY DEVELOPMENT SET BACK AT LEAST 15M FROM THE BECK AND ANY NECESSARY MITIGATION MEASURES TO ADDRESS THE IMPACT ON GREAT CRESTED NEWTS NEAR THE SITE AND THE RETENTION OF HEDGEROWS;

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK INCLUDING SIGNIFICANT LANDSCAPING ALONG THE EASTERN BOUNDARY, ADJOINING THE RAILWAY LINE, INCORPORATING APPROPRIATE NOISE ATTENUATION;

SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT AND PROVISION OF SURFACE WATER MITIGATION MEASURES INCLUDING ON-SITE ATTENUATION;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN. PROVISION OF PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE TO ADJACENT HOUSING AND TO KENDAL PARKS ROAD.

Implementation – Development Brief, Development Management Process

Monitoring – Through Local Plan – Core Strategy monitoring framework

3.2 Sustainability Appraisal

- 3.2.1 In addition, the Sustainability Appraisal carried out for Kendal Parks found that the site scored generally well in sustainability terms overall (though averagely in comparison to other sites in Kendal). Areas of impact that the SA highlighted as requiring particular attention were: access to a primary school; biodiversity, (protecting the areas closest to Natland Beck and enhancing elsewhere); landscape; loss of amenity open space; historic environment e.g. nearby listed building “Raysholme” and its setting; the need to integrate the site into Kendal in terms of character and becoming part of the community; air quality; the take up of a large area of greenfield land; the need to integrate renewable/low carbon/decentralised energy sources into the site and maximising use of locally sourced and recycled materials where possible and minimising waste.
- 3.2.2 A contribution to overcoming these issues can be made by addressing specific measures in the Development Brief. These should include preparing a travel plan and ensuring that foot and cycle links to and within the site connect with existing routes to make journeys to schools and other services and facilities as short and easy as possible; creating a multi-functional green infrastructure framework that supports recreation, biodiversity, landscape character and climate change adaption and mitigation; retention of greenfield run-off rates by minimising non-permeable surfaces and ensuring good drainage design; ensuring that the layout and design give the site the feel of being part of and integrated with the existing residential area; taking the character of Kendal into account in the proposed layout/design; making comprehensive and integrated enhancements to existing open space provision; careful consideration of the setting of and impact upon Listed Buildings, recycling provision and incorporating renewable/low-carbon and/or decentralised energy sources within the development.

3.3 Land Uses

Land Uses

- 3.3.1 The site will be for residential use. Other parts of the site will be used for public open space purposes including play provision. The indicative Land Use Proposals Map (Figure 1.3) sets out the land uses at Kendal Parks with an indication of where the main vehicular route(s) leading from Kendal Parks Road into the site could be located and how the development will cater for cyclists and pedestrians through a network of footpaths and cycle routes connected to the neighbouring residential areas and surrounding area. It also identifies the location of proposed housing character areas and green spaces to inform specific design and layout principles.

Note. The proposals 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.

Housing Character Areas

- 3.3.2 The site will be designed and laid out using a series of character areas in order to ensure that the development responds positively to the local context and different site features creating interest and difference in style. The Character Areas are referred to as the following (see Figure 1.3 and Design and Layout Principles for more details).

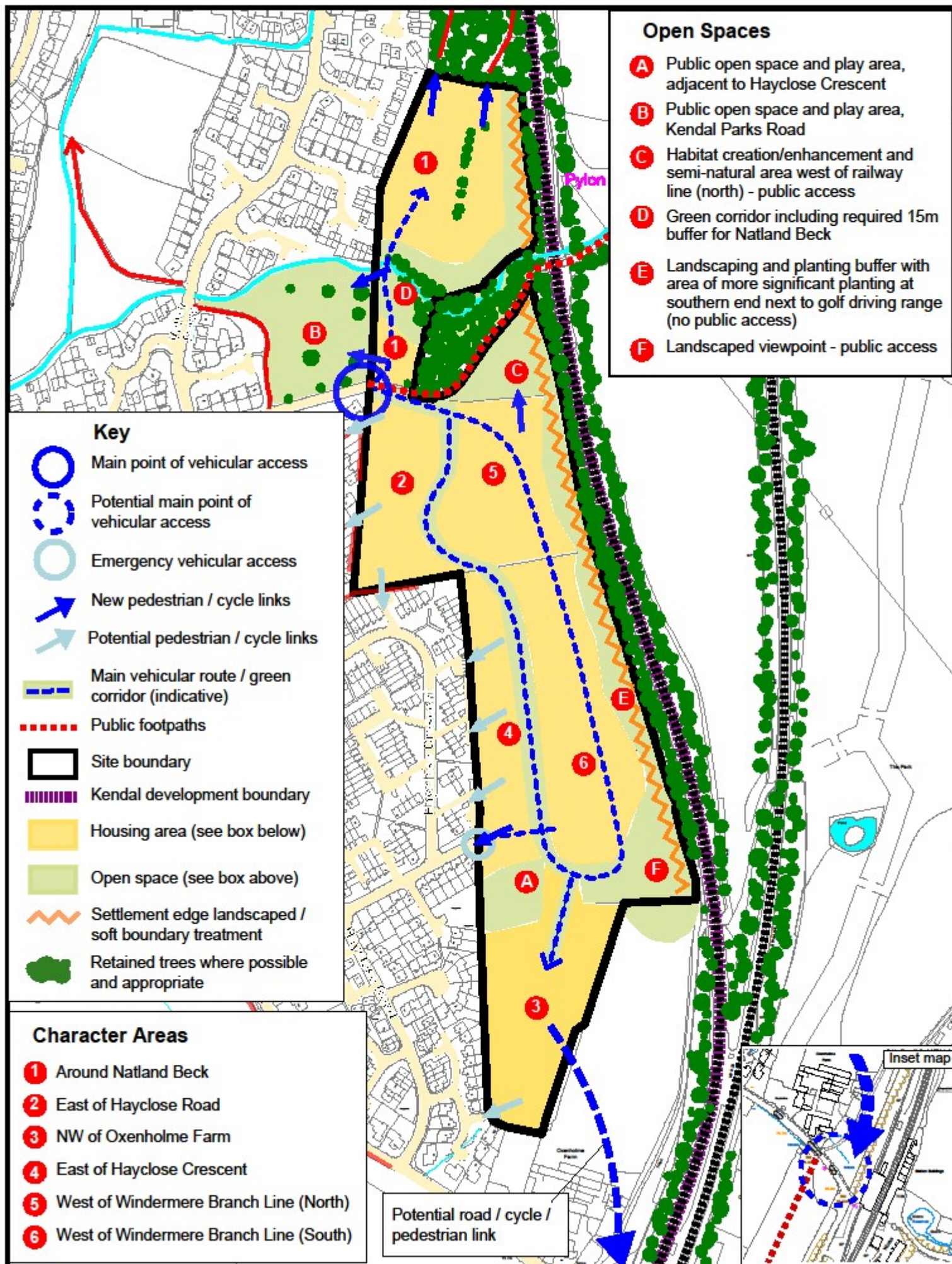
- 1 Around Natland Beck
- 2 East of Hayclose Road
- 3 North West of Oxenholme Farm
- 4 East of Hayclose Crescent
- 5 West of Windermere Branch Line (North)
- 6 West of Windermere Branch Line (South)

Housing Requirements

- 3.3.3 The Kendal Parks site will provide a mix of housing types, sizes and tenures based on local evidence base (current at the time any proposal is made) and viability considerations and subject to further discussions with the District Council. This mix will be provided to create choice, varied building forms and to help respond to the differing characters of the various parts of the site and its local context. House types should be influenced by site-specific considerations, including those set out in the constraints and opportunities section above. 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.

Development Brief: Kendal Parks

Figure 1.3 Land Use Proposals Map (indicative plan)



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Affordable Housing

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

Open Market Housing

- 3.3.5 An analysis of general market supply and demand for open market housing (Table 4.5 page 69 of the 2014 Strategic Housing Market Assessment) suggests shortfalls in detached properties, bungalows and properties with four or more bedrooms in Kendal.

Self-Build Properties

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

Housing Technical Standards Review

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

3.3.9 The Council continues to encourage the design of a proportion of homes to Lifetime Homes standard and in particular the provision of:

- Ground floor accommodation which can be converted to shower facilities;
- Straight stairway to facilitate the provision of stair lifts

Housing Requirements at Kendal Parks:

A range of house types, sizes and tenures will be provided. Self-build properties and the provision of bungalows will be supported and are 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](#) (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 existing local built and settlement form, local character and setting; this will help inform appropriate housing density for the site. A range of housing densities will be appropriate, varying across the site to reflect the characteristics of the individual character areas and the variety of housing types and sizes. Given the need to ensure a gradual transition and a soft interface between the developed edge of Kendal and the countryside beyond, development along the eastern edge in particular will be of a reduced scale and massing and of an appropriate form. In the main, the site lends itself to a moderate scale of development of variable degrees.

3.5 Traffic and Movement Strategy

3.5.1 The following key considerations need to be made in the context of the outcome of any future **Transport Assessment** and advice provided by Cumbria County Council Highways at the planning application stage. The design of roads, footways, footpaths and cycleways 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 be used to inform the layout and design of streets within the site. The Cumbria Design Guide is currently under review and is very much based on the principles in the Manual for Streets 1 and 2. Where Manual for Streets is to be used this needs to be evidenced-based.

3.5.2 The layout and design of Kendal Parks will encourage the use of alternative modes of transport. It will ensure that the development is connected and integrated with the existing Kendal Parks area, open spaces, the wider Kendal area and surrounding countryside by building on existing links and creating new, to deliver a strong network of pedestrian and cycle routes. It is essential that the road layout provides clear, legible, direct routes and promotes a safe and accessible movement framework for all (see figure 1.3).

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

Vehicular Access into and through the site

3.5.3 The **main point of vehicular access** to Kendal Parks will be taken from Kendal Parks Road to the north west of the site. It is desirable for there to be an additional main point of vehicular access, and the best option for this would be for access also to be taken from the south part of the site via Oxenholme Road, as proposed by the landowner, subject to acceptable access arrangements. Hayclose Crescent could be utilised as an emergency access point only.

3.5.4 There are thus two access options for consideration.

- Main vehicular access point at Kendal Parks Road, with an emergency access only off Hayclose Crescent
- Main vehicular access points at both Kendal Parks Road and Oxenholme Road (desirable) with emergency access off Hayclose Crescent

Both options are suggested for further consideration, but there is a preference for the site to be served by two main accesses if at all possible.

3.5.5 The exact location and detailed design of access points will be agreed with Cumbria County Council (Highways Authority) and determined through the planning application. In addition, in deciding the details of any access from Oxenholme Road, including the route taken from Oxenholme Road to the development brief site, consideration should be taken of the advice of English Heritage and SLDC's Conservation Officer in relation to the potential impacts of this access on the Listed Building Raysholme and recommended mitigation measures.

3.5.6 In either case, a **main road** will run through the site on a north-south axis (see Figure 1.3 indicative routes shown). A hierarchy of streets will be designed to create a low-speed, well connected environment that is easy to move within and through.

The streets should be fronted by houses to avoid blank and ensure active frontages. 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.

- 3.5.7 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 drivers and their vehicles. Safe access for pedestrians and cyclists must be provided. The design and layout will ensure that main routes are easy to recognise and follow. Cul-de-sacs should normally be avoided in the interests of permeability unless particular site conditions dictate that a cul-de-sac design is the only or most appropriate way to develop a particular part of 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.
- 3.5.8 **Shared surface streets**, in which there is no kerb to separate the carriageway from the footway may be appropriate. These work best in relatively calm traffic environments, however, they need to be carefully designed to take into account the needs of visually impaired people for whom they can be problematic.
- 3.5.9 Proposals should consider and ensure provision for road access beyond the site in future years, even if this currently seems unlikely.

Access over Natland Beck

- 3.5.10 An access will be required over Natland Beck; very careful consideration will be required to minimise impact on the special qualities of the River Kent Special Area of Conservation of which it forms part.

Public transport

- 3.5.11 Existing bus Service 41/41A currently operates along Oxenholme Road, Hayclose Road and Kendal Parks Road. The whole of the site is within 400m of one of the several bus stops along these roads. Consideration should be given to enabling the easiest possible pedestrian and cycle access from the site to these existing bus stops. The benefits of altering the bus route to take in the site on either the 41 or 41A loop or both is desirable and should be explored. Community Transport Schemes should also be considered as a means of providing transport for people living on the site.
- 3.5.12 Consideration should also be given to enabling the easiest possible pedestrian access from the site to Oxenholme Station.

Pedestrian and cycle access and green corridors

- 3.5.13 **New pedestrian and cycle links** will be incorporated into the layout and design of the site taking into account all possible connections to surrounding areas to ensure that the site is as comprehensively connected as possible. The design and layout should create a network of new and improved routes that connect with existing roads and footways/footpaths and cycleways wherever possible, including within existing or new green infrastructure/corridors on and around the site. All opportunities for this should be fully explored. Pedestrian/cycle links as appropriate should be provided from the housing areas to Bluebell Woods, the enhanced open spaces north of Kendal Parks Road and west of Hayclose Road/Crescent. These routes will be designed to be safe, attractive, accessible and welcoming to a variety of users, 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. There is the opportunity for the main road through the site to have a green corridor function i.e. a footpath/cycleway to be provided alongside the road separated by a green area (see below).
- 3.5.14 **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 by 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.
- 3.5.15 In some cases it may be appropriate for the 'main vehicular route(s)' 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.
- 3.5.16 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.

Rights of Way

- 3.5.17 Where possible all **existing rights of way** on and adjacent to the site will be retained along their current routes. However, it is recognised that there may be instances, including such as allowing for new / existing Public rights of way (PROW) integration where existing PROW's may need to be formally diverted. Where diversions of existing public rights of way are deemed necessary to facilitate development of the Brief site, e.g. within the Brief site, or to ensure effective linkage between the existing path network and new on site footpaths, then the planning applicant/developer will need to apply to the Council (SLDC) to divert paths under Section 257 of the Town and Country Planning Act. The Council as local planning authority is likely to make this a condition of any planning consent. Out with the boundary of the Brief site and outside the development process, if public rights of way need to be diverted, then application(s) should be submitted to Cumbria County Council as the determining authority to divert part of a public footpath. Any diverted paths will need to integrate well into both the existing footpath network and any new footpaths proposed through the Brief site as deemed necessary.
- 3.5.18 Cycling on a public footpath is a civil offence and it is viewed as trespass against the landowner. However, such restrictions are removed if the landowner gives permission for cycling. That said it is possible to establish the legal right to cycle on a public footpath in perpetuity by converting it to a cycle track under the Cycle Tracks Act of 1984. A potential pitfall of this method is that it could be met with an objection from the Rambler's Association because it would remove the PROW from the Definitive Map of Public Paths. The way to nullify this is to part convert the footpath to cycle track whereby an arbitrary half width of the path becomes a cycle track and the other half is retained as a footpath.
- 3.5.19 It is important that the existing right of way crossing the site is retained following its current route, appearance and form. There is a need for new planting/landscaping to its southern side in order to provide an even more attractive recreational route and ensure that it retains its rural feel.
- 3.5.20 To satisfy policy requirements, safe pedestrian access must be created along the northern side of Kendal Parks Road where it is currently absent and the existing pedestrian experience on Oxenholme Road (if access is installed at this point) should be enhanced as part of the junction creation. The option of locating the footway (footpath) through the open space to the north of Kendal Parks Road should be explored. Kendal Parks Road may need widening to accommodate a satisfactory access. Opportunities to provide new cycle/pedestrian links from the housing area to Oxenholme Road must be explored to maximise sustainable forms of access to Oxenholme Railway Station.

- 3.5.21 In order to support people in making more sustainable transport choices, routes should be clearly waymarked in innovative ways that add interest and character to the development, including information about how individual routes link into the wider network.
- 3.5.22 Transport Assessments for any part of the site must look at the whole of the allocated site and give a holistic approach to the movement of people and traffic within the site and the surrounding areas.

Lighting

- 3.5.23 Streets and paths will be well lit where appropriate but special care should be taken in terms of the lighting design and minimising light pollution, especially given the site's settlement edge setting and the need to ensure transition between town and countryside. Special consideration should be given to ensure that lighting close to the biodiversity buffer, green infrastructure, the eastern edge of the site and close to the listed building Raysholme is appropriate to its context. Lighting should take into account uniformity of illumination as well as intensity.

Parking

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

Cycle parking

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

Access for all

- 3.5.26 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, 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, footpaths, cycle ways and driveways and car parking areas

- 3.5.27 The surface of roads, footways and footpaths, cycle ways, 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:

- Layout of roads and pedestrian / cycle routes will maximise permeability and legibility making the development easy to understand and navigate with pedestrian and cycle routes integrated fully with the existing surrounding network of streets and routes. Proposals will take a balanced approach to movement and provide for the needs of all users of movement routes and spaces, not just the needs of vehicles and will seek to ensure that residents have every opportunity to make sustainable transport choices.
- VEHICLE ACCESS INTO THE SITE: will be provided:
 - via Kendal Parks Road and

A vehicle access from Oxenholme Road through Oxenholme Farm is desirable and should be explored. Hayclose Crescent could be used as an emergency vehicular access.

- A main road will run through the site linking Kendal Parks Road with Oxenholme Road as appropriate. This route should perform a green corridor function.
- A network of pedestrian and cycle routes will be provided utilising existing rights of way and other footpaths and through the creation of new routes to create an integrated movement framework. The movement framework should be based on desire lines and focus on making journeys, particularly to key destinations such as Oxenholme Station and other local services and facilities, shorter and easier on foot/cycle than by car. Pedestrian/Cycle links as appropriate should be provided to the enhanced open spaces north of Kendal Parks Road, and west of Hayclose Road/Crescent and to Bluebell Wood. Opportunities for new pedestrian/cycle links to Oxenholme Road must be explored.
- A footway along Kendal Parks Road will be provided to enhance pedestrian access; an alternative would be to locate a footpath within the open space to the north (parallel to the road). Appropriate improved provision for pedestrians will be made around any new junctions on Oxenholme Road and/or Hayclose Crescent.
- The existing right of way that crosses the site will be retained, enhanced to maintain its rural feel and fully incorporated within the movement network.
- 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 and 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 A key, although not the only, element of the green infrastructure network relating to this site will be the creation and reinforcement of a **green corridor** running east to west incorporating: the existing, but significantly improved play area and open space on Kendal Parks Road adjacent the site boundary; the buffer required to protect Natland Beck; the existing woodland around Natland Beck; the existing, but enhanced triangle of land south of Natland Beck and adjacent the existing public RoW as a wildlife/semi-natural area; the existing woodland to the east of the site running alongside the existing public RoW south of Kendal Park Farm.
- 3.6.4 **Public open 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 well overlooked from the front of surrounding dwellings (but not necessarily surrounded), benefitting from being in view from some properties as well as roads/paths and should minimise the impact on residential amenity and benefit from high levels of natural surveillance. Play areas must be centrally located. The incorporation of distinctive/supporting features such as public art and interpretive panels relating to local features is encouraged. Appendix 2 provides guidance for developers with regard to new play areas. The Council is undertaking a play audit. Its outcomes will be used to help determine the type of play facilities appropriate for the site.

- 3.6.5 **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 integral part of the landscaping framework, providing a buffer between development and the open countryside.
- 3.6.6 The creation of **incidental and/or small areas of grass/open space** with little function will be avoided. The protection of important natural features such as a mature tree/group of trees should be facilitated by the features' inclusion within a larger area of open space. Street trees and additional native-species planting will be strongly encouraged as part of the overall landscaping framework throughout the site. All existing trees, hedgerows and woodland on and adjacent to the site will be retained wherever possible and incorporated into the layout and design of Kendal Parks.
- 3.6.7 Wherever possible and appropriate **existing trees, hedgerows and stone walls** that are a strong feature within the landscape will be incorporated into the green infrastructure framework and the landscape framework. 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.
- 3.6.8 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.
- 3.6.9 **Allotments** could form part of the overall open space mix where appropriate. Provision of allotments will be based on evidence of demand, as documented through Parish Plans and existing waiting lists. Developers will need to provide evidence of engagement with Town and Parish Councils in this regard.
- 3.6.10 A landscape/open space management plan, including long term design objectives, management and maintenance responsibilities for all landscape areas, open spaces other than domestic gardens, shall be prepared to secure the Green Infrastructure Framework for Kendal Parks 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

- 3.6.11 As shown in Figure 1.3, six areas of open space will be provided on/adjacent to the site. The existing play areas north of Kendal Parks Road and west of Hayclose Crescent/Road will be enhanced as part of the open space provision. The six open spaces are described below:

A: Extension and enhancement of play area on Hayclose Crescent to include multi- functional space

- 3.6.12 The existing play area on a cul-de-sac just off and forming part of Hayclose Crescent should be extended into the site and enhanced to accommodate new play provision (small play area standard) that utilises the topography to create innovative, imaginative and interesting play and fitness opportunities (see Appendix 2 for further guidance). The space should enable connectivity, ensuring that foot/cycle routes link through it, helping to integrate the existing and new communities. The space should incorporate some informal amenity areas, benches etc.

B: Play area and semi-natural open space – North of Kendal Parks Road

- 3.6.13 The existing play area will be fully and imaginatively upgraded potentially re- sited within this area to ensure the most appropriate layout and access. It should be of a Neighbourhood Play Area standard excluding a MUGA (Multi Use Games Area) (see Appendix 2 for further guidance). Aside from the play area, the existing space should be enhanced to include amenity and semi- natural elements, to connect with and form part of a green corridor connecting this space through the site to the woodland south of Kendal Park farm to the east of the site. The whole space should be well overlooked by existing and new housing, with enhanced, more welcoming and legible access points and routes through the space, connecting it as thoroughly as possible with existing and new footpaths/cycle routes and highways within and around the site. The achievement of this should include improved treatment of the southern boundary of the space as regards safety (access, overlooking). This space could incorporate panels showing the variety of foot/cycle routes linked to the site, key destinations that can be reached using them and travel times and details of local wildlife and the importance/relevance of Natland Beck.

C: Wildlife/semi-natural triangle – south east of existing PRoW

- 3.6.14 The triangle of land bound by the railway line to the eastern boundary, the existing PRoW to the northern boundary and an existing stone wall field boundary to the south is steeply sloping in its western half and marshy to the west. With the achievement of a buffer bounding the railway line, the retention of the existing

PRoW and field boundary, this portion of the site is to remain open as part of the identified green corridor through the site. It should be enhanced, building on its existing characteristics to form a wildlife habitat/semi- natural area with public access via the existing gap in the stone wall field boundary and via a gate from the existing PRoW. It could include provision of benches/picnic benches and interpretive panels referring to local wildlife, the importance/relevance of Natland Beck and details of foot/cycle routes linked to the site, key destinations that can be reached using them and travel times.

D: Green Corridor - along Natland Beck (Buffer and Woodland)

- 3.6.15 B and C will be combined with the required Natland Beck buffer, the existing woodland around Natland Beck and existing woodland to the west of the site to create and reinforce a green corridor.

E: Landscaping and planting buffer alongside railway

- 3.6.16 Alongside the railway, a landscaping buffer of native tree, bush and plant species will run the full length of the site, following contours, to support the gradual transition from urban area to countryside and to provide amenity relating to the railway. Other measures/treatment may be required to address noise impact. As part of a planning application a noise impact assessment will be required. The outcome of this will be used to determine the type of noise attenuation measures.

F: Landscaped viewpoint – Public access

- 3.6.17 The highest part of the site offers an opportunity to create a viewpoint platform set within a landscaped/amenity open space. The provision of such a space will assist in helping to create a soft edge to the development in views from the south and make the most of the high topography. A pedestrian/cycle link should be provided to the space linked to Open Space Area A. This space will in part occupy an area of land outside the site allocation boundary on land immediately to the south (currently forming part of the Golf Driving Range). In addition the main road through the site should have a green corridor function i.e. a footpath/ cycle way separated from the edge of the carriageway by grass area/ verge and trees/shrubs. This need not be of a continuous form.

Other areas of open space

- 3.6.18 Additional areas of open space in the form of small greens providing public amenity and informal recreation / wildlife habitat value should be included within the scheme. These should be centrally located with good pedestrian access and will help to break up housing development within each of the character areas.

These should, wherever possible be linked via, and essentially part of (or have very good access to) the foot and cycle path network to the identified open spaces listed above.

- 3.6.19 In addition the main road through the site should have a green corridor function i.e. a footpath/ cycle way separated from the edge of the carriageway by a green area. This need not be of a continuous form.

Landscaping Framework

- 3.6.20 A landscaped green corridor buffer will be provided along the eastern boundary of the site to help create a soft boundary edge and reduce visual impact from railway and a means of complementing other measures to ensure a transition from town to countryside. Other measures to this effect will include reducing the scale and intensity of development towards the site's eastern edge, appropriate planting within and between plots/groups of dwellings, and careful attention given to the height of buildings. This will need to be taken into account in the choice of species regarding new trees and should include the cherry tree subject to a TPO in the north of the site, which could be set in an area of open space.
- 3.6.21 The landscape and planting schemes will be based on a mixed palette of suitable native species and especially fruiting and flowering species to increase the opportunities for wildlife. Careful consideration must be given to the choice and location of plant species in respect of safety (avoid creation of hiding places etc).

Landscape/Green Infrastructure Framework – Requirements

As shown in Figure 1.3: Land Use Proposals Map (Indicative Plan) the landscape/green infrastructure framework for Kendal Parks will comprise:

- A Extension and enhancement of play area on Hayclose Crescent set within an amenity space
- B: Enhanced Play area and semi-natural open space – North of Kendal Parks Road
- C: Wildlife/semi-natural triangle – south east of existing RoW
- D: Green Corridor
- E: Landscaping and planting buffer alongside railway
- F: Landscaped Viewpoint

Other areas of open space with amenity/informal recreation/wildlife habitat value could be included within the housing character areas.

B and C above will be combined with the required Natland Beck buffer (D), the existing woodland around Natland Beck and existing woodland to the west of the site to create and reinforce a substantial green corridor.

All trees, hedgerows and woodland on and adjacent to the site will be retained wherever possible and appropriate and integrated into the layout and design of the development. Additional areas of open space providing public amenity and informal recreation / wildlife habitat value should be included within the scheme. The cherry tree subject to a TPO in the north of the site should be seen as an opportunity to create a feature within such a space.

A landscaped buffer including trees should be incorporated along the eastern boundary of the site. Gradual transition between town and country should be further supported by reducing the scale and intensity of development towards the site's eastern edge, appropriate planting amongst dwellings, and careful attention given to the height of buildings.

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

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

3.7 Ecology/Biodiversity

- 3.7.1 The development of Kendal Parks will provide important habitat and species enhancements. The retention of existing hedgerows, trees, woodland and stone walls will help to protect existing habitats and species, whilst the creation of new green spaces and corridors will result in enhancement and extension of existing habitat. In addition, the Sustainable Drainage System Network may be designed to create benefits for wildlife and enhance the site's ecological value.
- 3.7.2 The Cumbria Biodiversity Evidence Base identifies the potential presence of Great Crested Newt (2012 records) amongst a range of key species. Detailed habitat and species surveys will be required at the planning application stage. An assessment of all potential ecological impacts based on up to date baseline data will be used to inform any planning application and measures set out therein to protect and enhance habitats and species.
- 3.7.3 As required by policy LA2.4, a landscaped and permanently fenced buffer zone of 10 metres around Natland Beck, which is part of the River Kent Special Area of Conservation, will be put in place as part of the development. Development will be set back at least 15m from Natland Beck and, following an ecological survey of the site, any other mitigation measures necessary to address the impact on great crested newts will be put in place. The design of the access over the Beck will be designed to minimise impact on its special qualities.
- 3.7.4 The fenced buffer around Natland Beck together with the retention of existing trees, hedgerows and woodland on and adjacent the site, the enhancement of existing open spaces, the introduction of a wildlife triangle adjacent the buffer and a network of green foot and cycle ways will create an important network of green corridors across the site that will allow species to move about and will reinforce existing habitats as well as contributing to the health and well-being of residents. This approach will also help to provide a sense of gradual transition between Kendal and the countryside.
- 3.7.5 The landscape/open space management plan should consider biodiversity habitat restoration/establishment and replacement of habitat/species where appropriate based on the outcome of the surveys as part of any planning application.

3.8 Flood risk issues: considerations

- 3.8.1 The site lies within Flood Risk Zone 1 (tidal, main river and fluvial flooding). Due to the size of the site, a flood risk assessment will be prepared and submitted in support of any planning application. Surface water run-off after development must not exceed green field run off rates including an allowance for climate change. Surface water should not be disposed of via the public sewerage system. A sustainable 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 natural 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 that require adoption and management, where adoption and management scheme will be by a management company.
- 3.8.2 As mentioned in other sections of this document, opportunities should be taken in terms of the design and materials used to manage surface water disposal as effectively and sustainably as possible. For example in the use of permeable paving, imaginative planting and green roofs/walls, which, as part of the green infrastructure framework can have other benefits such as for health and well- being and wildlife and therefore contribute towards other objectives whilst also forming part of the drainage and surface water management approach.

3.9 Heritage Issues: considerations

- 3.9.3 The Raysholme Listed Building at Oxenholme Farm lies adjacent to the southern boundary of the site. Any forthcoming planning application should be accompanied by a Heritage Assessment to demonstrate how the asset will be safeguarded (with respect to its qualities and setting). Appendix 3 sets out advice provided by SLDC's Conservation Officer regarding the contribution that the site makes to the significance of the listed building (Raysholme) including its setting and the type of mitigation requirements that are needed to be to avoid any adverse impact on them. It identifies that the site's contribution to the significance of Raysholme is relatively limited, having been compromised by existing development but that some mitigation, including planting and the careful consideration of the route of any access from Oxenholme Road would be necessary to avoid further compromise.

3.10 Noise Impact

- 3.10.1 A noise impact assessment must be submitted as part of any future planning application. Potential noise impact from the Windermere – Oxenholme and West Coast Mainline Railways located to the east of the site will need to be considered. The outcome of the noise impact assessment will be used to determine the nature of any mitigation measures required.

3.11 Infrastructure Requirements

Utilities

- 3.11.1 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.
- 3.11.2 Regarding access to the public sewer network, there is a service strip with a public foul sewer close-by between 23 and 24 Howe Bank Close. There is another service strip in Hayclose Crescent adjacent to No 71. The closest public foul sewer is 70m from the edge of the site. Finally the third access is on Kendal Parks Road about 255m from the edge of the site to the closest public foul sewer. Developments must drain on a separate sewerage system, with only foul drainage connected into the foul sewerage network.

Emergency services

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

Community Infrastructure

Education

- 3.11.4 To assess the impact of the development 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 200 houses would yield 40 primary aged children and 29 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.

- 3.11.5 At this point in time, there is no existing spare capacity within the nearest Primary schools to accommodate additional children. Cumbria County Council as the Local Education Authority will advise how to accommodate educational needs arising from the development and this will be determined through any planning application. The assessment of pupil yields from the site and school capacity will be updated each year in the annual review of the Infrastructure Delivery Plan. A more detailed assessment of estimated pupil yields from the site and the capacity in the local schools will be undertaken when a planning application is submitted.
- 3.11.6 For further details on education requirements, potential developers should contact Cumbria County Council Education Authority.

3.12 Design Principles

- 3.12.1 The design of this new development at Kendal Parks will be of a high quality that respects the local context and character and neighbouring uses as well as the site's proximity to the open countryside. It will be of a distinct character with a mix of design styles taking reference from local design characteristics and opportunities presented by existing natural and other features of the site and surrounding area to create individual character areas. A development of new dwellings that all look the same, is not imaginative and innovative, does not respond positively to its surroundings and local sensitivities and/or that is 'grey' (not in terms of colour) and monotonous in appearance and a layout that is car dominated will not be acceptable.
- 3.12.2 Core Strategy policy CS8.10 states 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 – this can still be achieved through a variety of design using local materials. Designs that support and enhance local distinctiveness are 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 account of.

- 3.12.3 Kendal is made up of different varieties of urban design. There is a need for the design and layout to respect nearby existing built form and landscape setting whilst also being creative, imaginative and innovative. For example, the development should seek to introduce an individual character and variety of style, avoiding replicating poor aspects of design, drawing on positive features of local design in the area and ensuring that particular characteristics of the site are responded to through design. This should include materials and colour palettes that are sensitive to the setting.
- 3.12.4 The layout of development should ensure integration as far as possible with the existing Kendal Parks residential community. For instance, between the rear gardens of some properties and the site boundary, there is a footpath, punctuated by bushes/trees and each property has access to the path. If this layout was mirrored on the opposite side of the path, not only would an adequate buffer and reasonable levels of privacy be achieved but new and existing properties could share this access path.
- 3.12.5 Close-range views of the site are afforded to properties adjacent to the site as referred to in section 2.7.1. The layout and design of new development will need to be sensitive to existing levels of residential amenity with issues relating to the potential for visual impact and overlooking/privacy to be addressed through consideration of the design, scale and positioning (layout and orientation) of dwellings on these common boundaries. The introduction of landscaping/buffers/soft boundary treatment where appropriate and separation distances between the existing properties and any new build could be used to minimise impact on residential amenity. The orientation of buildings on slopes should be designed to minimise impact on residential amenity and careful attention must be given to the scale and massing of development in such locations in this context. 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 as well in addition to a private garden.

General Principles

3.12.6 The design of the Kendal Parks 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, traditions, geography, climate, topography, geology and building materials, as well as local culture. Kendal has a varied character. The predominant use of local stone or lime-based render and slate roofing provides a distinctive appearance to many buildings in the town. The design and layout of Kendal Parks will be informed by the following principles:

- **Townscape** – it will respond to the individuality of Kendal and its surrounds 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 Local Plan)**
- Places of **character** should be created based upon appreciation of the site and surrounding area, and respond positively to its natural and built context. Development will be integrated into its setting and respond to topography. The scale, form, height, massing, grain and scale of housing development will be related to that nearby and to the local landscape and in particular, topography to create an appropriate relationship with adjoining areas (built and rural) whilst maintaining variety within the built form. **(See Saved Policy S2 of Local Plan)**
- **Take into account/refer to ‘Secured by Design’ principles accreditation.**
- **Locally relevant materials** should be utilised. Building materials and colours will be chosen for their high quality, reflection of site context and ability to strengthen local distinctiveness. However, non- traditional/local materials 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 Local Plan)**
- Recognise, **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 a transition between town and country
- Housing design should be **tenure blind** i.e. it should not be possible to

determine the likely tenure of a property from its built appearance and quality or materials used

- Streets will be fronted by houses, avoiding blank and ensuring **active frontages**
- Make use of **good quality materials** in the public realm, including a mix of hard and soft landscaping.
- **Amenity** – ensure a satisfactory level of privacy for existing dwellings and between dwellings whilst allowing for community interaction. Make use of screen walls, fences, ancillary out-buildings and/or planting to moderate overlooking and maintain privacy. Use the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy between neighbouring properties. Sloping sites – where the difference in levels may result in unacceptable overlooking problems, consider use of appropriate screening, window siting and orientation.
- Consider 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**
- **Boundary treatment** defining individual curtilages should be clear and will be a mix of fencing, railing, hedgerow and walling to reflect the local vernacular whilst allowing for community interaction
- **Settlement edges** – development on the eastern boundary of the site 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 that 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 could be considered

3.13 Sustainability Principles

- 3.13.1 Policy CS1.1 of the Core Strategy sets out the sustainable development principles that the new development at Kendal Parks must conform to. 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.

3.14 Renewable Energy

- 3.14.1 In accordance with Policy CS8.7 the development should seek wherever possible to include renewable or low carbon options such as solar (photovoltaic or thermal), ground or air source heat pumps, micro wind/hydro turbines or biomass based on the technology most appropriate for the site. A district heating system could also be an 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.

3.15 Sustainable Construction

- 3.15.1 The development of land at Kendal Parks has the potential to maximise energy efficiency and reduce the carbon footprint of homes and the development generally 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 and roof gardens

3.15.2 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.

3.16 Air Quality

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

3.17 Housing Character Areas: Specific Design and Layout Principles

- 3.17.1 Taking into account the local context and characteristics of different parts of the site, it is proposed that the site should be sub-divided into a series of character areas, the design of which will be based upon features and characteristics of those individual areas (see Figure 1.3). These will relate to aspects such as streetscape, housing types, sizes and designs, building height and enclosure, frontage treatments, topography and landscape, materials and architectural attributes. Key area-specific principles for each of the suggested character area, relating to the landscaping/green infrastructure framework and the design, layout and movement framework, are proposed below.

Character Area 1 Around Natland Beck

1. Landscaping: In addition to the required landscaped buffer of 10m around Natland Beck and the retention and enhancement of existing woodland, trees and hedges where possible and appropriate, additional structural screening will be provided on the eastern boundary to satisfy policy requirements and provide necessary landscaping mitigation measures to ensure a soft transition between development and Kendal's settlement edge, whilst also providing ensure amenity protection in relation to the railway and nearby pylon. Additional planting within this character area should include trees that are of a native species and should include protection of the Cherry Tree with a TPO.
2. Scale/form: Development in the west of this character area should be of a height, scale, massing, and design that ensure avoidance of overlooking, overbearing and loss of privacy for existing properties. Development on the east part of this character area should be of a reduced scale, and massing to that to the west. The small part of this character area that sits south of Natland Beck must be dealt with imaginatively and designed in a way that aids the integration of this new

development with the existing community whilst also anchoring the identity and distinctiveness of the new part of the community, including maintaining the integrity of the green corridor. Careful attention should be given to the height of buildings and roofscape detail.

3. **Amenity:** To ensure a satisfactory level of privacy for existing dwellings and between dwellings whilst allowing for community interaction, use of screen walls, fences, ancillary out-buildings and/or planting to moderate overlooking and maintain privacy may be introduced as appropriate. It will be important to use the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy between neighbouring properties.
4. **Pedestrian/Cycle links:** These will include the existing public right of way crossing the site from Kendal Parks Road to Kendal Park Farm and also new foot and cycle links connecting this character area (and thus the site as a whole) with; the multi-functional open space north of Kendal Parks Road and the existing open space (west of Valley Drive) beyond; Bluebell Woods to the north and; the rest of the site to the south.
5. **Road access:** A road access must be provided at the southernmost part of this character area in order to connect the site as a whole to Kendal Parks Road. Its form and design should aim to minimise harm to the integrity of the green corridor and SAC buffer and maximise the sense of integration of the new development with the existing residential area (Figure 1.3 identifies preferred location). Treatment of the crossing of Natland Beck must be very carefully considered to avoid any harm to the SAC and the opportunity should be taken here to create a feature of interest as part of the new development.
6. **Frontages:** Buildings in the southern part of this character area should front onto the open space to the west, onto the SAC buffer and onto the road in order to maximise levels of natural surveillance and help integrate this part of the site with the existing residential area.
7. **Open Space:** Parts of this character area will form key elements of the green corridor crossing the site from east to west, including the SAC buffer. Opportunities to provide informal open space based on a village green type design could be appropriate located centrally within the northern part of this character area, incorporating the cherry tree subject to a TPO. In the south eastern part of the character area, the triangle of land retained for biodiversity enhancement, creating a semi-natural open space should include planting along its southern boundary, seating, and could include interpretation of the habitat and features of the wider locality and access from the rest of the site and public footpath.

Character Area 2 East of Hayclose Road

1. Landscaping: Additional planting within this character area should include trees that are of a native species. Existing bushes along the stone wall (western) boundary should be retained where possible and new planting and landscaping could include a buffer here and retain and enhance the rural setting of the existing public footpath. Severe lines between buildings and the semi-natural open space to the north should be avoided through planting/garden space.
2. Frontages: Some buildings should front onto the green corridor to the north in order to maximise levels of natural surveillance and help integrate this part of the site with the housing to the north. Buildings should also front onto the main road/ green corridor.
3. Scale/form/Design: Development in this character area should be of an appropriate scale taking reference from nearby properties although not replicating designs in the part of the existing residential area that lies immediately west of this part of the site boundary. Development on the western edge should be orientated and placed to create a relationship with the existing footpath that runs along this boundary similar to that fostered by the existing properties. Use should be made of the terraced topography to inform the layout and design of this character area. Very careful attention should be given to the height of buildings and roofscape detail.
4. Pedestrian/Cycle links: Good connectivity to the public right of way to the north, main road/green corridor, triangular natural/semi-natural green space and habitat, neighbouring character areas and, where appropriate, to the existing footpaths running along the site boundary will be ensured.
5. Amenity: To ensure a satisfactory level of privacy for existing dwellings and between dwellings whilst allowing for community interaction, use of screen walls, fences, ancillary out-buildings and/or planting to moderate overlooking and maintain privacy may be introduced as appropriate. It will be important to use the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy between neighbouring properties.

Character Area 3 North West of Oxenholme Farm

1. Landscaping: Some screening is provided by mature trees on the south eastern boundary, these could be retained though not essential and some may be lost as a result of any road development linking the site to Oxenholme Road. Some further planting and landscaping within this character area and to the short but sensitive southernmost boundary of the site could be incorporated, although it need not

constitute a solid, unbroken line of trees.

2. Highways/Pedestrian/Cycle links: This character area may incorporate part of the new access road from Oxenholme Road. There will also be good pedestrian and cycle connections between this character area and neighbouring character areas, including to the enhanced Hayclose Crescent open space, and the amenity open space landscaped viewpoint. A new pedestrian/cycle access should where possible be provided from this character area to Howe Bank Close. Regardless of whether Oxenholme Road provides a vehicular access point into the site, opportunities for new pedestrian/cycle links from this part of the site to Oxenholme road must be explored.
3. Scale/form /Amenity: Development in this character area must respect existing nearby buildings and edge of settlement setting in its scale, density, massing, design and layout. To ensure a satisfactory level of privacy for existing dwellings and between dwellings whilst allowing for community interaction, use of screen walls, fences, ancillary out-buildings and/or planting to moderate overlooking and maintain privacy may be introduced as appropriate. It will be important to use the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy between neighbouring properties.
4. Frontages: Buildings should front onto the enhanced Hayclose Crescent play area and open space to ensure natural surveillance and to help integrate the new and existing communities and should front onto the main road.
5. Heritage: This character area is close to the listed building 'Raysholme' and must take its setting and curtilage into account, taking opportunities to enhance the setting.
6. Open space: The existing Hayclose Crescent play area will be extended and enhanced to become a play area and multi-functional open space. This will help to integrate the existing and new communities.

Character Area 4 East Hayclose Crescent

1. Landscaping: Additional planting within this character area should include trees that are of a native species.
2. Pedestrian/Cycle links: Good connectivity to the main road/green corridor, neighbouring character areas, the enhanced Hayclose Crescent open space, Hayclose Crescent, the amenity open space landscaped viewpoint and, where appropriate the existing footpaths running along the site boundary will be ensured.

3. Frontage: Buildings will front onto the enhanced Hayclose Crescent play area and open space to ensure natural surveillance and to help integrate the new and existing communities. Buildings should also front onto the main road/green corridor.
4. Scale/Design/Amenity: Development of this character area will respect existing properties in terms of design, massing, height, scale, orientation and housing type in order to ensure that overlooking is avoided. Development in this character area must respect existing nearby buildings and edge of settlement setting in its scale, density, massing, design and layout. To ensure a satisfactory level of privacy for existing dwellings and between dwellings whilst allowing for community interaction, use of screen walls, fences, ancillary out-buildings and/or planting to moderate overlooking and maintain privacy may be introduced as appropriate. It will be important to use the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy between neighbouring properties.

Character Area 5 West of Windermere Branch Line (North)

1. Landscaping: The existing tree belt alongside the railway line will be retained. Additional structural screening will be provided on the eastern boundary to satisfy policy requirements and provide necessary landscaping mitigation measures to ensure a soft transition between development and Kendal's settlement edge, whilst also providing amenity protection in relation to the railway. Additional planting within this character area should include trees that are of a native species. Severe lines between buildings and the semi-natural open space should be avoided through planting/garden space.
2. Scale/Form: Development in this character area should be of a reduced scale, density and massing to that in the west of the site. Use should be made of the terraced topography to inform the layout and design of this character area. Careful attention should be given to the height of buildings and roofscape detail.
3. Frontages: Buildings should front onto the main road and into the open spaces to ensure natural surveillance.
4. Pedestrian/Cycle links: These will be provided east and south to neighbouring character areas, to the main road/green corridor through the site and to the green corridor to the north, including access to the triangular natural/semi natural green space and habitat.

Character Area 6 West of Windermere Branch Line (South)

1. Landscaping: The existing tree belt alongside the railway line will be retained. Additional structural screening will be provided on the eastern boundary to ensure amenity protection in relation to the railway. There is an opportunity to introduce planting on the far north part of the Golf Driving Range and this should be integrated within an amenity space on the SE part of the site and form part of the landscaping framework for the site. Additional planting within this character area should include trees that are of a native species. Severe lines between buildings and adjacent land (golf driving range) should be avoided through planting/garden space.
2. Scale: Development in this character area should be of a reduced scale, and massing to the housing to the west. Careful attention should be given to the height of buildings and roofscape detail.
3. Frontages: Buildings should front onto the main road and into the open spaces to ensure natural surveillance.
4. Pedestrian/Cycle links: These will be provided north and west to neighbouring character areas, to main road/green corridor and south to provide links to the railway station and to the landscaped viewpoint.

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 Kendal Parks site, in close liaison with South Lakeland District Council, Cumbria County Council and relevant third parties and statutory bodies.

4.2 Phasing/Timing

- 4.2.1 As the land is in two separate ownerships it is possible the site will come forward in a number of stages given there is likely to be more than one developer interest at this point in time. Therefore there are likely to be a number of separate planning applications. It is important that with each stage of development the necessary infrastructure and open space is also provided in a timely way **to ensure that individual applications are conducive to the comprehensive development of the site as a whole**. It is crucial a holistic approach to delivery of the site allocation as a whole is adopted in order to ensure development is fully integrated and the required infrastructure can be fully realised in the most appropriate manner. The council considers the best way of ensuring this achieved is for a single planning application to be submitted covering the whole site (outline stage); though aware this may not always be possible due to separate multiple ownership and developer interests. As part of the planning permission there will be key triggers requiring the construction of other integral elements of the scheme, with these principally relating to:

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

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

4.3 Planning Application

- 4.3.1 Any future planning application should be submitted in accordance with national planning application validation requirements and information set out in the Council's [Validation Checklist](#).
- 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;
 - Sustainability Statement;
 - Landscape and Visual Impact Assessment;
 - Flood Risk Assessment;
 - Plans and Drawings;
 - Habitats Survey and mitigation (Nature Conservation Assessment);
 - Archaeological Assessment;
 - Noise Impact Assessment;
 - Transport Assessment and Travel Plan;
 - Affordable Housing Statement;
 - Public Rights of Way Statement;
 - 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;
 - Foul Sewerage Assessment;
 - Land Contamination Assessment;
 - Heritage Assessment;
 - Planning Obligation Pro Forma Statement and S106 Heads of Terms
 - 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. 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 Kendal Parks **(these are subject to further discussion as part of any planning application decision)**. South Lakeland District Council intends to introduce a Community Infrastructure Levy (CIL) in 2015. The nature of development obligations will be dependent on whether a CIL is in place or not. The table lists the type of infrastructure which currently it is considered could be funded through CIL if in place and through S106 contributions. On-site requirements will be funded through Section 106 contributions and/or S278 Agreements (Highways), whereas wider infrastructure benefits may be collected through the CIL. This is not an exhaustive list. The Council will expect applicants to agree a methodology necessary to deliver the infrastructure appropriate to their phase 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 within and along edges of the sites where appropriate and in the site where appropriate	On site construction cost? S106
Open Space	On-site	Improved play area and informal recreation space, green corridors, new amenity spaces and Semi-natural space	On site construction cost? S106
Open Space	Off-site	Improved play area and enhanced area of open space – north of Kendal Parks Road	S106
Walking and Cycling	On-site	Financial contribution to new links between development and adjoining roads	S106
Education	Off-site	Financial contributions to provision of primary and secondary school places in Kendal	CIL if in place, otherwise S106
Transport – Kendal Highways Package of Measures	Off-site	Highways improvements measures identifies in the Kendal Highways Improvement Study	CIL/Other funding – Local Growth Fund
Affordable Housing	On-site	35% affordable housing	S106

Useful contacts:

SLDC Development Plans Team: Officer Contact:

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

SLDC Development Management: Officer Contact:

Mark Loughran, Development Management Officer
Tel (01539) 793347 email m.loughran@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: Officer Contacts:

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: Officer Contact:

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

Cumbria County Council Surface Water Drainage: Officer Contact:

Doug Coyle, Highways and Transport Resilience Manager,
Tel (01228) 221330, email doug.doyle@cumbria.gov.uk

Cumbria County Council Education: Officer Contact:

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
01926 439078
n.grid@amec.com

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
- CS2 – Kendal Area Strategy
- 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
- LA2.4 – Kendal Parks

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

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 and 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 years, a variety of fixed play equipment for different age groups. A challenging and learning play environment in natural surroundings, making use of natural features, ground moulding, boulders etc. appropriately designed for a rural location. Grass mat safety surface is preferred.

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

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

Ancillary Items

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

Type of play facility and Size

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

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

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

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

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

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

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

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

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

The play audit will commence in April and will be complete by July 2015, the councils entire play provision will be reviewed. The audit will assess current levels of play provision for location, accessibility, play value, age range and condition, which will provide

information on both shortfall and over provision with a prioritised action plan. Where there are known community groups, who have an interest in a local play area, they will be invited to take part in the audit.

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

Size

Variable size, a minimum of 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

Appendix 3: Advice and guidance from SLDC's Conservation Officer

South Lakeland District Council

Directorate: People and Places

Internal Memorandum

To: Damian Law – Planning Officer

Your Ref:

From: Graham Darlington – Conservation Officer

My Ref:

Date: 12th January 2015

REQUEST FOR INFORMATION

KENDAL PARKS DEVELOPMENT BRIEF

Thank you for your request of 10th March 2015 for additional information in response to the consultation response provided by English Heritage.

In their response they advise that *“when considering the potential for and type of development to be accommodated on a site, there will need to be an evaluation of the impact which the development might have upon those elements that contribute to the significance of a heritage asset including their setting”*.

With regard to this specific site they note that *“the development brief should include some assessment of what contribution (if any) the site makes to the significance of this designated heritage asset including its setting and what the mitigation/design principles need to be to avoid any adverse impact on it”*.

The Significance of the site to the Oxenholme/Raysholme Listed Building

In the mediaeval period the current farmland in this area formed part of the deer park to Kendal Castle. The area's post-medieval history is uncertain but Raysholme/Oxenholme is a large, multi-phase, vernacular house with origins in the mid to late C17th, which displays numerous features belonging to that period, including massive chimneys with diagonal stacks, four centred arched doorways and wooden transomed and mullioned windows of two and three lights. Its principal elevations face to the east and to the west. The house was extended in the C18th by which time it was probably a farmhouse, and it also has attractive mid C19th extensions and features including a veranda supported by cast iron columns.

In the early 1840's, Oxenholme consisted of the 17th century Oxenholme Farm and a lodge entrance to the south of The Park/High Park, an early C19th country house. The current enclosed farmland was created in the early C19th through a statutory enclosure award and the surviving pattern of fields and drystone walled boundaries is likely to date from that time. However major change came to the area after 1844 when Oxenholme was chosen to be the site of a junction station on the planned Lancaster to Carlisle line connecting it with a planned branch line to Kendal & Windermere. This was established in 1846 and the creation of a railway station, signal boxes, engine shed, and turntable arrived soon after and encouraged the establishment of a new community nearby when five station cottages were built in the 1870s, although the linear form of nearby Oxenholme village along Helmside Road is the result of early C20th expansion. The embanked railway, only 80m to the east of the listed building, changed the appearance of the farming landscape completely, as did the creation of new housing off Hayclose Road in the 1980s, which left only a narrow strip of agricultural pasture land between the new housing and the railway.

The farmstead that adjoins the listed building to the east and north east consists of an early to mid C19th threshing barn and some later C19th low stone barns and outbuildings, as well as more modern agricultural buildings dating from the late C20th on its east side and have significantly reduced the opportunities for views out from it and towards it from the north east; while a long, low stone agricultural building along the northern edge of the farmstead, now used as part of the modern golf driving range, blocks views out from the listed building towards the development brief site.

Mitigation Requirements

It is unlikely that the development of houses on the Kendal Parks site, including its southern component, would have a major impact on the setting of the listed building, partly due to a lack of close proximity, and partly because of the visual barrier formed by the modern and C19th farmstead, which obscures both outward and inward views. An existing belt of tall fir trees protects the eastern edge of the site from an existing golf driving range and while this is a modern artificial feature it could be enhanced by replanting or additional planting and so provide a further visual filter for inward and outward views. No further mitigation is likely to be required.

An additional access road into the development site is mooted from the south. This should only be considered if alternative routes from Hayclose Crescent prove to be difficult to achieve. A small garth/garden exists immediately to the east of the listed farmhouse, and this might seem to be the most obvious link onto Oxenholme Road but any road here would certainly have a significantly adverse impact on the setting of the listed building, and, given that mitigation options here would be limited due to the road's very close proximity, it is suggested that an alternative route should be sought to the north and east of the farmstead group. Any such road should exit the development brief site approx. 20 metres north of its south east corner in the slight depression in the topography and be screened as it passes at least 30 metres to the north of the farm group by appropriate landscaping and occasional tree planting. This could then be routed beyond the eastern edge of the farm group, where the existing farm buildings would fully screen it from the

listed building, but a survey of the heritage asset significance of any C19th stone farm buildings that might be impacted upon by the route would need to be undertaken before any such route could be considered acceptable.

I hope that this information is of use to you in this matter.

Graham Darlington
Conservation Officer