

Supplementary Planning Document Croftlands, Ulverston Development Brief

Adopted April 2015

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Foreword

This Development Brief has been prepared by South Lakeland District Council in accordance with the Local Plan Land Allocations Development Plan Document to provide guidance, including on layout and design principles, for the development of Land at Croftlands. It provides additional guidance on the interpretation of Policy LA5.2 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to Land at Croftlands 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, integrated and connected with the existing Croftlands and surrounding area. It will provide a holistic approach across the whole brief site to key infrastructure delivery; the west – east connecting road, flood risk and surface water management, foul drainage and open spaces. It will be residential development that provides a strong green infrastructure network that incorporates an effective cross site surface water management solution and that provides new significant recreational opportunities and wildlife habitats and a gradual transition between Ulverston and the countryside. Development that enables the delivery of additional community use/built development to support the needs of new and neighbouring existing development. A community that has a mix and style of housing set within distinct character areas, of a design that is respectful of, and responds sensitively to, its settlement edge location. It will deliver a mix of well-designed and energy efficient homes that will meet the current and future housing needs of the local community.

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 LA5.2 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to ‘Land at Croftlands: Croftlands West (Nook Farm), Croftlands East and Gascow Farm’ and other relevant Local Plan policies.

POLICY LA5.2: LAND AT CROFTLANDS: GASCOW FARM & CROFTLANDS EAST, AND CROFTLANDS WEST/NOOK FARM

Purpose:

To ensure that development manages surface water drainage impacts effectively, reflects the Community's aspirations for high quality, has a positive impact on the surrounding area and its infrastructure, and conserves important site features.

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF THE THREE LARGE SITES AT CROFTLANDS AND GASCOW FARM, ULVERSTON.

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

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK THAT:

- **SAFEGUARDS THE AREA SHOWN ON THE POLICIES MAP ADJACENT TO THE WEST END OF BARDSEA LEISURE PARK, FOR SURFACE WATER MANAGEMENT AND PUBLIC OPEN SPACE;**
- **PROVIDES EFFECTIVE SCREENING AND LANDSCAPE BUFFERS, INCLUDING OPEN SPACE AROUND THE COMPLETE QUARRY EDGE, AND SCREENING TO THE SOUTHERN BOUNDARY OF THE SITE;**
- **RETAINS AND SAFEGUARDS TREES AND HEDGEROWS;**
- **SCREENS THE ADJACENT QUARRY EDGE AND THE LISTED NOOK FARM;**
- **SAFEGUARDS THE AQUEDUCT;**
- **SAFEGUARDS THE RURAL LANDSCAPE SETTING OF THE ENTRANCE TO BARDSEA LEISURE PARK AT GASCOW FARM AND;**
- **PROVIDES GREEN CORRIDORS CONNECTING DEVELOPMENT SITES, ADJACENT RESIDENTIAL AREAS AND OPEN COUNTRYSIDE**

SUBMISSION AND APPROVAL OF EFFECTIVE FLOOD RISK ASSESSMENTS AND SURFACE WATER MANAGEMENT PLANNING THAT:

- **INCORPORATES A SOUND STRATEGIC SOLUTION ACROSS ALL CROFTLANDS SITES ADDRESSING CULVERT CAPACITIES, ATTENUATION AREAS AND SURFACE WATER MANAGEMENT THROUGH CAREFUL SITE LAYOUT;**
- **PHASES THE WHOLE DEVELOPMENT TO ALLOW SUITABLE SURFACE WATER DRAINAGE INFRASTRUCTURE TO BE INSTALLED FOR CATCHMENT;**
- **ENSURES THAT INCREASED FLOODING IS NOT ENCOUNTERED DOWNSTREAM;**
- **ENSURES, IN RELATION TO PHASED DEVELOPMENT AT GASCOW FARM, THAT ANY DRAINAGE SOLUTIONS ARE LARGE ENOUGH TO PROVIDE FOR THE HYDRAULIC CONNECTIVITY OF THE CROFTLANDS ESTATE TO THE WEST AND MUST NOT BLOCK POTENTIAL FLOW ROUTES;**
- **ENSURES THAT THE CROFTLANDS WEST SITE IS DEVELOPED AS A WHOLE TO ENSURE THAT AN EFFECTIVE DRAINAGE SCHEME IS INSTALLED**

SUBMISSION AND APPROVAL OF TRANSPORT ASSESSMENTS AND TRAVEL PLANS AND;

PROVISION OF PEDESTRIAN AND CYCLE LINKS TO ADJOINING RESIDENTIAL AREAS AND PROTECTION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY ACROSS THE SITE.

Implementation

SLDC to prepare Development Brief. Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

1.1.2 The adopted Local Plan - Land Allocations DPD Policy LA1.3 allocates the following:

- Croftlands West (Nook Farm) - 17.7 ha (gross) for housing. Indicative number of dwelling units - 309;
- Croftlands East - 14.13 hectares (gross) for housing. Indicative number of dwelling units - 219;
- Gascow Farm – 12.54 hectares (gross) for housing. Indicative number of dwelling units – 219 dwelling units.

- In total this equates to a total Brief site area of 44.37 hectares (gross)¹ and a total indicative number of 747 dwelling units.

1.1.3 This Development Brief relates to one site, which includes all three housing land allocation sites; Croftlands West (Nook Farm), Croftlands East and Gascow Farm.

1.1.4 Policy LA5.2 of the Land Allocations DPD requires that a Development Brief be prepared to guide the phasing, distribution of development, layout, design, landscaping and infrastructure (such as roads, open space) for the development of the three relatively large housing land allocation sites at Croftlands/Gascow Farm.

1.1.5 The Brief aims to provide clear guidance for the future development of the Croftlands housing land allocation sites. It forms a material consideration in determining planning applications for the Brief site. Its primary purpose is to deliver the vision for the site by:

- providing a framework that includes that a holistic integrated approach is undertaken to cross brief site infrastructure issues such as; flood risk and surface water management, the west – east main connecting road, foul drainage and open spaces;
- 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 This total site area includes the 'triangular' shaped area of land located adjacent to the west of Bardsea Leisure Park, identified for surface water management and public open space in site specific Policy LA5.2 of the adopted Local - Plan Land Allocations DPD.

1.2 Vision

The Vision for Croftlands is that development will:

- **Create a varied, attractive and distinctive neighbourhood that is fully accessible on foot, cycle and by public transport that is integrated and connected with the existing Croftlands area and the wider local community/adjoining countryside;**
- **Provide a holistic approach across the whole brief site to key infrastructure delivery; the west – east connecting road through the site from Urswick Road in the west, to Priory Road in the east, flood risk and surface water management, foul drainage and open spaces;**
- **Provide a residential development that has a strong green infrastructure network that incorporates an effective cross site integrated surface water management solution that provides new significant recreational opportunities and wildlife habitats and a gradual transition between Ulverston and the countryside;**
- **Deliver a mix of well-designed and energy efficient homes that will meet the current and future housing needs of the local community;**
- **Enables the delivery of additional community use/built development to support the needs of new and neighbouring existing development;**
- **Have a layout, mix and style of housing set within distinct character areas, of a design that is respectful of, and responds sensitively to; its settlement edge location, neighbouring development, its landscape setting and nearby heritage features.**

1.2.1 The vision for the 'Croftlands' Brief site is to be achieved through the following:

- Key to achieving the vision for the brief site is the principle that the development of any one of the three Croftlands housing land allocation sites (Croftlands West, East and Gascow Farm) or any part thereof, must contribute to the delivery of the whole of the Croftlands development and to the achievement of the vision. For the goals in the vision to be achieved, each development must make a positive contribution to the

delivery of the whole.

- Integral to the vision is the provision of a west – east main connecting road through the brief site, linking Urswick Road with Priory Road. It will have a green corridor function.
- The creation of twelve distinct 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 green infrastructure network will need to be significant in scale, given the size of the site and the cross site surface water drainage issues. The provision of shared formal and informal open space with the wider community will be a key component of the greenspace / landscape framework;
- By safeguarding from housing development an area for community uses / community built development within the Brief site. This is to serve the Brief site and adjoining Croftlands housing area. This responds to community feedback/consultation responses for such use / facilities;
- 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;
- Ensuring the new development, whilst being informed by the character and appearance of older properties in Ulverston and the Mid Furness area, provides a mix of designs and styles which expands the housing offer within Ulverston as a whole; and
- Providing a range of housing, including affordable housing and the strong encouragement of extra care housing, that meets the needs identified for Ulverston and the wider area. Self-build properties will be supported and encouraged as part of the overall mix
- By ensuring that the site is accessible. Pedestrian / cycle links are required, so that the Brief site connects to the existing Croftlands housing area to the north. One pedestrian/cycle link to Birchwood Drive should be provided. More than one such access from the site to the other existing spur roads at Parkhead Road and Birchwood Close is desirable. Emergency vehicle access to Birchwood Drive is desirable, subject to third party land ownership agreement. Also, where possible, ensuring that improvements to existing links are provided e.g. public transport links. The potential for an existing bus route to be extended or re-routed, or, alternatively the provision of a new bus route along the main site connecting road must be explored. The west – east main connecting road is required to have a green corridor function and include a footway and a

- cycle /pedestrian route also
- By ensuring the development responds sensitively to the site's open countryside setting to the south and east, through the creation of a soft boundary edge that merges into the countryside. Part of the Brief site's eastern edge will be of a reduced scale and massing and part will be safeguarded from new housing development. In accordance with the Local Plan Land Allocations DPD Policy LA5.2 – the rural landscape setting of the entrance to Bardsea Leisure Park near to Gascow Farm is required to be safe guarded. To ensure this, the field / paddock in front of the Gascow Farm steading will not be developed for new housing. This area will form part of the Landscaping and Green Infrastructure Framework
 - By respecting the amenity of local residents through the careful siting and orientation of new buildings
 - By ensuring that the need for an effective integrated Surface Water Drainage Management Strategy across the whole of the brief site is highlighted and provided for in any site layout and that it has the capacity to manage the surface water from this scale of development; that addresses culvert capacities, attenuation areas (also upstream and downstream) and flood risk management
 - Ensuring that the design and layout of the development and buildings maximises levels of natural surveillance (levels of visibility from neighboring properties and movement routes) and contributes to the creation of a safe residential community;
 - Provide energy efficient homes utilizing methods of sustainable construction and renewable energy sources

1.3 Delivering the Council Plan and local strategies

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

Supporting the delivery of new homes to meet need

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

Enabling and delivering opportunities for sustainable economic growth

- Enabling sustainable development within Ulverston providing opportunities for housing, services, employment and the enhancement of Ulverston'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 Ulverston and its surrounding environment 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 existing Croftlands housing area 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 Ulverston, 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 - 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 (out with 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 fifth (1760 units) of this requirement to be met within Ulverston, 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 three sites on the southern edge of Ulverston; Croftlands West (Nook Farm), Croftlands East and Gascow Farm, in all totalling about 747

dwelling units (Policy LA1.3) and requires the preparation of a development brief (paragraph 2.77). It also includes a site specific policy (LA5.2) 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 6th March 2014. Both are available to view on the government's Planning Portal website.

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

1.5 Sustainability Appraisal (Strategic Environmental Assessment)

1.5.1 The Croftlands Brief site (West – The Nook Farm East and Gascow Farm) 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 Croftlands (West – The Nook Farm, East and Gascow Farm) land allocation sites 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 three Croftlands land allocation sites were assessed in this way as part of the land allocations process. No likely significant effects were found.

1.7 Consultation – Engagement

- 1.7.1 The Council has undertaken extensive public and stakeholder engagement and consultation in preparing the Development Brief. Details of the comments received through the consultation/engagement process, and how the preparation of the Brief has taken account of them can be found in the Consultation Statement. A key component of this engagement was a drop-in event held at the Coronation Hall, Ulverston, on 17th March 2014. This event was attended by around 130 people. A further event held at the Coronation Hall on the 21st November 2014 was attended by around 100 people.

Photo 1, below: Croftlands Drop in Event (19 03 14) – comments re. Design and Layout, Issues and Options Public Consultation.



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

- The importance of retaining existing public rights of way on the site and for these to be incorporated into green corridors. The Brief includes requirements to retain these as green corridor linkages forming part of the green infrastructure network.
- Support for new habitat creation within the site and other types of open space – the Development Brief includes a requirement for new green space with multi-functional purpose.
- Ensuring that there is no through vehicular traffic from the Brief site directly linking with the existing Croftlands residential roads; Bigland Drive, Parkhead Road and Birchwood Close. Cumbria County Council Highways advise no vehicular access links from the existing Croftlands roads i.e. Colt House Lane, Parkhead Road, Bigland Drive and Birchwood Close, to the Brief site. Emergency and cycle access is desirable and will be permitted via Birchwood Drive, subject to a satisfactory link design and any third party land ownership agreement. These requirements are included in the Traffic and Movement Requirements.
- Ensuring that the layout, design and positioning of development is sensitive to existing levels of residential amenity to neighboring residential properties.
- Ensuring that the development layout is sensitive to other non – residential uses such as Bardsea Leisure Park. The Brief includes a 'Housing Character Area – 12G' in the area of the existing Gascow Farm steading near to Priory Road, to be residential conversions, with development being more rural/vernacular in character. There's also a requirement in the Local Plan - Land Allocations DPD, Policy LA5.2, to safeguard the rural landscape setting of the entrance to Bardsea Leisure Park.
- Support for a mix of housing types and development to respect the character/rural location in terms of design and scale/form. The Development Brief includes a number of general principles to support a range of house types and the introduction of housing character areas will help ensure a variety of design is included responding to the site's different characteristics and context.
- Support for the retention of existing features such as trees and stone walls. As a principle, the brief includes support for the retention of such features where possible and appropriate.
- In response to community feedback during consultation on the brief, an area to be safeguarded for community uses / built development within the brief site to serve the three large Croftlands housing land allocation sites. This is a small area (in the region of 1.5 ha) where there is considered to be potential for small scale development (small local facilities / services) which its suggested could include; a community hall, a small local convenience shop, or a Doctors Surgery etc.

2 Site and site context

2.0 This section sets out and assesses the brief 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 Brief site is located on the southern edge of Ulverston, approximately 2 km (as the crow flies) from Ulverston Town Centre. In terms of surrounding land uses:

- Croftlands West (The Nook Farm) – to the north bounded by housing on Croftlands; Westhills Drive, Parkhead Road and Birchwood Drive. There is also housing on part of Colt House Lane and a public house (The Lancastrian) and the Mountbarrow Service Station. Part of the eastern boundary of this area is bounded by housing off Colt House Lane and a property called 'The Swallows'. To the west, the site is bounded by Urswick Road and the 'Ulverston – Swarthmoor Green Gap' beyond. To the south, Croftlands West is bounded by open fields and is visible from Red Lane. A dwelling, 'Conian' adjoins the southern boundary of the site, east of Mountbarrow Road. Two dwellings, 1 and 2 'The Grange' adjoins Croftlands West's south east corner.
- Croftlands East and Gascow Farm - to the north borders on to Bardsea Leisure Park (located in the former Gascow Quarry), and a dwelling (Gascow Quarry Bungalow) which is adjacent to the quarry and the existing Croftlands housing area. A small number of detached dwellings exist in the wooded area in 'Primrose Hill', to the south. The eastern edge of the site is the hedge adjoining the public footpath from 1 and 2 'The Grange' to Parkhead Road. The southern edge of the site adjoins open countryside and is visible from Red Lane and Priory Road. At its eastern end, the site adjoins a row of eleven dwellings on Priory Road. These dwellings back on to the site.

2.1.2 See Figure 1.1 (aerial photograph) for the location of the Brief site, the Brief site boundary and the site context and surrounds. **Figure 1.1 also shows how the Brief site is split into three areas; Croftlands West (The Nook Farm), Croftlands East and Gascow Farm. These areas are referred to in this Brief** and relate to the three adopted land allocations.

Figure 1.1 Site location, showing 5m contours
Croftlands, Ulverston



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2.2 Land Use

- 2.2.1 The westerly part of the Brief site, Croftlands West (The Nook Farm) – This is the part of the Brief site between Urswick Road and eastwards, it also includes the first field east of Mountbarrow Road. There are some of The Nook Farm's agricultural buildings within the site here. There is also a single detached agricultural/ stable outbuilding on this part of the site. This is located close to the hedgerow which bounds Urswick Road. There is also an agricultural-type building (possibly associated with the former golf driving range) within the site. This is located directly south of the The Nook Farm steading. The remainder of this westerly part of the Brief site is green field agricultural land. Existing residential properties, including the grade II listed The Nook Farm House, are excluded from the land allocations and the Brief site, but reference is made to them where appropriate in this brief.

Photo 2 – Part of Croftlands West looking west towards Nook Farm (taken from Mountbarrow Road).



Photo 3 – Part of Croftlands West looking northwards towards Nook Farm. Nook Farm includes the grade II listed The Nook Farm House (seen behind the evergreen hedge & not externally painted white)



2.2.2 The middle part of the Brief site – Croftlands East, between the second field east of Mountbarrow Road and the western edge of Gascow Quarry, is green field agricultural grazing land. There's a local landmark - a stand of protected mature trees on the more elevated part of this area. The remaining and more easterly part of the Brief site – Gascow Farm, includes the Gascow Farm steading and its vehicular access. Again, much of this part of the site is agricultural grazing land.

Photo 4 – Part of Croftlands East looking northwards towards existing housing. Hoad Hill and the monument are in the far distance.



Photo 5 – below, Part of Croftlands East looking east towards the knoll of trees and local landmark – Greybarrow Plantation.



Photo 6 – Part of Croftlands East looking east towards the former Gascow Quarry / Bardsea Leisure Park (the trees are on the quarry top / sides)



Photo 7 – Part of Gascow Farm - looking towards the rear of Gascow Farm Steading.



2.3 Landowners/Developer Interest

2.3.1 At this point in time (April 2015) the Brief site is held in five separate ownerships. Some parts of the site are held in joint ownership. Site ownership is as follows:

- One landowner owns the majority of the most westerly – (The Nook Farm) part of the site from Urswick Road to immediately west of Mountbarrow Road. Ownership includes the ‘Square’ shaped field bounded by Colt House Lane.
- Part of The Nook Farm part of the Brief site is in separate ownership. This second landowner owns the ‘middle’ or second field that’s bounded by Urswick Road and bounded on two sides by land in the ownership of landowner one, above.
- Two other separate landowners (brothers) jointly own the two fields immediately east of Mountbarrow Road. One of these landowners also owns Gascow Farm and some of the Brief site adjacent to the farm. It is understood that the other owner (brother) also has joint ownership (along with his brother) of some of the ‘Gascow Farm’ land that’s within the Brief site.
- The remaining field, the one which has the central stand of trees within it and that is bounded by Gascow Quarry’s western edge, is in separate ownership to the above.

2.4 Planning History

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

2.5 Landscape Character

2.5.1 Within the Cumbria Landscape Character Appraisal Tool Kit, the site lies within Character Sub Type 2d – Coastal Urban Fringe. This sub – type is characterised by ‘...low lying flat or gently undulating land characterised by urban, industrial and leisure related development. Field patterns are weak and there is mixed land cover of mown grass, pasture, scrub and semi-natural grass land’. The Brief site exhibits some of the above characteristics of this landscape character sub type. The site’s field patterns are relatively weak; generally with large fields that are gently undulating. This is especially the case west of the former Gascow Quarry and Bardsea Leisure Park. To the east of this, from a ridge running north / south, the site slopes down to Priory Road. The Brief site does not have any industrial development in close proximity. Such land uses are found further to the east, nearer the coast and Ulverston Canal. Leisure related development - Bardsea Leisure Park, is located directly to the north / north east of the site.

2.6 Topography

2.6.1 Croftlands West (Nook Farm): (see Figure 1.1 for 5 metre contour levels)

- Broadly speaking, the western part of the site around The Nook Farm and up to Mountbarrow Road is gently undulating. The highest point being the corner of the most southerly field, where it bounds Urswick Road. In this vicinity there’s a critical contour line, where development above this point would visually break the existing skyline when viewed from the north and east of the site and would compromise views over the site from the west. There’s also an open watercourse (immediately west and east of The Nook Farm) and a shallow valley running across part of this area from west to east. Some of this watercourse is culverted. Within the West (The Nook Farm) part of the Brief site, there’s a low lying but distinct ridge entering the Brief site from the south. This encloses and ‘holds’ the areas of the site immediately west and east. The area close to Mountbarrow Road in general is lower lying. It’s this part of the western site, where surface water tends to pond.
- The first field east of Mountbarrow Road is generally flat. There is a significant drop in level between this first field and the more elevated second field directly adjacent to the east. There’s a retaining wall and

hedgerow running north / south forming the boundary between these fields. A public footpath runs along the line of the retaining wall/hedgerow in this first field.

2.6.2 Croftlands East: (see Figure 1.1 for 5 metre contour levels)

- In the second field east of Mountbarrow Road there's a distinct ridge entering onto the site from the south. As with the second field, the third field east of Mountbarrow Road, near to the boundary with the existing housing on Birchwood Drive and Parkhead Road, is at a lower level than the existing Croftlands housing area.
- Within the third field there's a slight change of level down towards the former quarry / Bardsea Leisure Park's edge, providing a lower slightly separate area to the north west corner of the site. This is immediately north of the central stand of trees (Greybarrow Plantation). The south eastern corner of field three drops away in elevation to the south.

2.6.3 Gascow Farm: (see Figure 1.1 for 5 metre contour levels)

- East of the 'Croftlands East' part of the site, (the fourth field east of Mountbarrow Road), there are potential views from the east to the 'Coast Road' (A5087). Here, levels fall away to the south. There's a very subtle ridgeline running across this field from north to south, approximately following the field boundary and it creates a sense of splitting the site with the Gascow Farm steading and Primrose Hill and the dwellings on Priory Road. There's a slight peak on this ridgeline distinct within the site.
- Fifth field east of Mountbarrow Road - There's a small area behind Gascow Farm, tucked down into the site by a sharp change in level east of the aforementioned ridgeline. The remainder of the fifth field slopes and falls in elevation towards the east.
- Sixth field east of Mountbarrow Road – there's a slope downwards in elevation from the west down to the east and the rear of the dwellings on Priory Road and Priory Road itself. The dwellings that back on to this part of the site are at a lower level than the site at this point.
- The paddock north and east of Gascow Farm steading – the ground levels are relatively flat, although there is some slope to the north of the farm buildings / near to the boundary with Gascow Quarry Bungalow.

Photo 8 (below) – The paddock to the front of Gascow Farm Steading taken from Bardsea Leisure Park



2.7 Views

- 2.7.1 Croftlands West (The Nook Farm) – the topography is generally flat or gently sloping fields. The landscape is open in character here and forms part of a wider agricultural landscape that rises south towards Birkrigg Common. Key views of the site are from Mountbarrow Road and Urswick Road, from residential properties on Colt House Lane, from the Croftlands housing area to the north (West Hills Drive and Parkhead Road) and from the public footpath that crosses the land between The Nook Farm and Mountbarrow Road. This part of the Brief site is also visible from the Cistercian Way footpath (not a national route). This is routed along Urswick Road.
- 2.7.2 Croftlands East – essentially flat, gently sloping or undulating fields. Here the landscape is generally open in character and like Croftlands West, forms part of a wider agricultural landscape that rises south towards Birkrigg Common. Key views of this part of the Brief site are from the Croftlands housing area (Parkhead Road & Birchwood Drive), the house on Mountbarrow Road (Conian) and the properties at the Grange, on the site's southern edge. Here, the residents have views over the fields and an open aspect. Views over this part of the Brief site are also given from the farm track and public footpath to Middle Mountbarrow Farm. The public footpath that follows the site's southern edge also affords public amenity, with views across the site. Travelling into Ulverston along Priory Road, the knoll with the stand of trees on it (Greybarrow Plantation) can be seen on the skyline. It's a distinctive feature in the local landscape.
- 2.7.3 Gascow Farm – the landscape is undulating and gently sloping. It's generally open in character. Key views of the site are from; Priory Road, from the public footpath that crosses this part of the brief site, from adjacent residential properties; the bungalow, (Gascow Quarry Bungalow), next to Bardsea Leisure Park, from the eleven dwellings on Priory Road that back on to and have rear views over the site and the users / occupiers of Bardsea Leisure Park. The residents of properties at Primrose Hill bound the site and have views over the site. Generally though, these views are more restricted, due to trees.

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

Natural

- 2.8.1 The Brief site comprises open fields used for grazing. It includes hedgerows and stone walls and there are some individual mature trees on or close to field boundaries as well as protected trees (TPO's):

Protected Trees:

- A Tree Preservation Order (TPO number 2672014) protects four individual mature trees that bound the small field that has a frontage with Colt House Lane and Urswick Road
- A Tree Preservation Order (TPO number LCCTPO6 1953 – Area 1 (A1) and individual trees T19, T24 and T38) covers mature trees along Priory Road on the eastern boundary of the Brief site and either side of the access lane to Gascow Farm. The latter are within the Brief site.
- The mature trees on the Brief site's southern boundary with Primrose Hill are protected. (TPO number LCCTPO6 1953 – Wood - W6).
- Similarly, also protected is a stand of mature trees which are visually prominent in the landscape (Greybarrow Plantation). This group of trees is located in an elevated position, on a knoll, in the middle of one of the fields. It's roughly in the centre of the Brief site. (TPO number LCCTPO6 1953 – Wood 7 (W7)). It provides visual interest, scale and depth of view.

Please refer to the TPO's for a full description of the trees protected, tree species and location.

Photo 9 – Some of the protected trees lining the access lane to Gascow Farm



Photo 10 - Protected trees on the skyline– ‘Greybarrow Plantation’ – Croftlands East



- 2.8.2 Saved and extended Policy C11 – Tree Preservation Orders of the 1997 Local Plan (as amended March 2006), applies. Further advice relating to existing trees and hedgerows on site is given at Appendix 4. Development layout and design should wherever possible, seek to minimise the loss of trees, especially protected trees with public amenity value.
- 2.8.3 There's an un-named watercourse that flows west to east across the Croftlands West (The Nook Farm) part of the Brief site. This watercourse is culverted in part; it is culverted under Urswick Road and Colt House Lane and to the east of The Nook Farm House and then to the east under Mountbarrow Road. It is understood that there is damage to one of these culvert(s), which in the past has severely affected the flow and caused water to back up on the part of the site (eastern part of Croftlands West), near to and on Mountbarrow Road.
- 2.8.4 The former Gascow Quarry directly adjoins the site to the north. It's now in Leisure use; 'Bardsea Leisure Park'. The boundary with the Brief site consists of

a mix of trees and shrubs. These trees are within the boundary fence of Bardsea Leisure Park.

Built

2.8.5 There are existing buildings on the Brief site;

- Gascow Farm - the farmhouse and associated agricultural buildings (both traditional and modern); and
- Croftlands West (The Nook Farm) - an outbuilding / stable in the field off Colt House Lane; and
- Croftlands West (The Nook Farm) – a modern dwelling (Nook Farm Bungalow) and the farm buildings at Nook Farm.
- Croftlands West (The Nook Farm) – a modern agricultural type building (associated with the former golf driving range?) in the field to the south of The Nook Farm

Photo 11 – Gascow Farm steading taken from the south, within the site, looking north



2.8.6 An overhead electricity or telephone line crosses the Croftlands West (The Nook Farm) part of the brief site in a south easterly direction from the rear of Westhills Drive across the site to Mountbarrow Road. There's also existing electricity infrastructure located next to the northern site boundary in the front / Priory Road field at Gascow Farm. A number of dry stone walls form the field boundaries within and bounding the Brief site.

2.8.7 On the northern boundary, the Brief site is bounded by housing and associated curtilages on:

- Colt House Lane – a mix of dwelling types including one and two storeys - dormer bungalows, bungalows and both traditional (including the grade II listed The Nook Farm House) and fairly recent modern dwellings; and
- A residential property called ‘The Swallows’ is on part of the eastern boundary of Croftlands West; and
- Westhills Drive - mainly bungalows and dormer bungalows; and
- The business - Bardsea Leisure Park and a separate residential property, ‘Gascow Quarry Bungalow’, (the latter is located in between the Leisure Park and the Gascow Farm steading); and
- Some two storey dwellings together with dormer bungalows on Parkhead and Birchwood Drives; and
- There’s also the Lancastrian Public House and associated car park and the Mountbarrow Service Station on part of the northern boundary.

2.8.8 On the southern boundary, the Brief site is bounded by dwellings and associated curtilages on:

- Mountbarrow Road (there’s a house named Conian); and up the lane that leads to Middle Mountbarrow Farm, the residential properties named ‘The Grange’
- There are a small number of detached dwellings in the wooded area of Primrose Hill

2.8.9 On the eastern boundary, the site is bounded by housing on Priory Road, the rear of which (rear gardens), backs on to the Gascow Farm part of the Brief site.

2.9 Accessibility

Road Access

2.9.1 There are three key roads that currently bound the site. These are:

- Mountbarrow Road – this cuts through the Brief site. It provides a link via Springfield Road into Ulverston Town Centre to the north and to the south to Birkrigg Common and beyond the villages of Bardsea and Great and Little Urswick
- Priory Road (the A5087 - Coast Road), adjoins the eastern site boundary providing access to Ulverston town centre & the A590T to the north, the employment areas of east Ulverston (via West End Lane) and to the south, the coastal (tourist) route to Barrow – in - Furness.

- Urswick Road bounds the site to the west. This provides vehicular access via Springfield Road to the A590T and the town centre. Urswick Road via Swarthmoor Hall Lane and Main Road links the site with Swarthmoor and the A590T at Cross - a - Moor.

2.9.2 A relatively small lane, Colt House Lane, bounds a small part of the northern boundary of the Western/The Nook Farm part of the Brief site. The lane provides access to existing housing that's out with, but adjoining, the Brief site. A public right of way runs along this lane to The Nook Farm and beyond. A private farm track / access lane gives vehicular access to Gascow Farm (a public footpath also runs along this track).

2.9.3 A private lane / track bounds part of the south of the site. This provides vehicular access to residential properties - 1 and 2 'The Grange' and Middle Mountbarrow Farm. The track links with Red Lane beyond. A public footpath follows this track.

Rail Access

2.9.4 Ulverston Railway Station is located just over 2 km (as the crow flies) from roughly the site centre (near to the existing stand of trees – Greybarrow Plantation). In general, it offers an hourly service. There are train services to Barrow-in-Furness to the west and beyond along the Cumbrian west coast to Carlisle. East of Ulverston, train services call at Grange-over-Sands and Arnside etc. and beyond to Lancaster. At Lancaster, the Furness train service connects with the West Coast Main Line. There are some through trains which go to / from Manchester Airport. It can be accessed via Mountbarrow Road and Springfield Road. The route from the centre of the site, then along Priory Road (then Oakwood Drive / Rowan Avenue) or, along Rake Lane and then Springfield Road, is about 3 kilometres.

Bus Provision

2.9.5 The Ulverston Town Centre bus service route LX70 is operated by Lecks Travel (from 3rd November 2014). It's a circular route that links residential areas, such as Croftlands, with Ulverston town centre and the Health Centre on Stanley Street, off 'The Gill'. It currently (April 2015) runs hourly from 09.34 am (the first stop on Birkett Drive) to 13.34pm (the last stop on Birkett Drive) in the afternoon, Monday - Friday. There are bus stops on the existing Croftlands housing area at; Mountbarrow Road, Birkett Drive, Rusland Crescent, and Oakwood Drive (next to Croftlands School). The LX70 service stops both at the stops and on demand. The bus stop on Mountbarrow Road is about 334 metres from the centre of the Brief site as the crow flies.

- 2.9.6 As at April 2015, Bus route 11 – the service that runs along the Coast Road / Priory Road from Barrow – in – Furness to Ulverston on a Monday to Saturday (except public holidays). From 6th January 2015 the service is operated by Blueworks Taxis. This service will stop at marked bus stops and on demand. There's a bus stop next to the row of dwellings on Priory Road (near to Gascow Farm).
- 2.9.7 Bus route 6 – As at April 2015 the route is 'Barrow-in-Furness to Ulverston, via Dalton- in-Furness.' The service stops at marked bus stops. This is the most frequent bus service, Monday to Saturdays and Sundays (excluding public holidays). There are bus stops on part of Priory Road (near the swimming pool / leisure centre), and on Oakwood and Birchwood Drives and on Mountbarrow Road (one is near the Lancastrian Public House).

Cycle Access

- 2.9.8 The immediate local area does not have any dedicated/off-highway cycle lanes.

Pedestrian/Public Rights of Way (PRoW)

- 2.9.9 There are public rights of way within and adjacent to the site as follows, (see Appendix 5 – Public Rights of Way (this is not the definitive map) :
- The Cistercian Way adjoins the site. Part of its route runs along Urswick Road. It is out with, but adjoining the Brief site. This is not a national route. Where it is aligned over recorded public rights of way it is treated like any other legally defined route and is known by the relevant number allocated to it on the County Council's Definitive Public Rights of Way Map (source - Countryside Access Officer, Cumbria County Council).
 - Croftlands West (The Nook Farm) - A public right of way (footpath No. FP578003) runs along Colt House Lane and through the farm yard of The Nook Farm. Beyond the farm yard, the path crosses part of the Brief site. The public footpath follows the field boundary (partly fence, partly hedge line) in a south easterly direction to where it meets Mountbarrow Road / Road to Birkrigg Common.
 - Croftlands West / Croftlands East - At this point, on the other side of Mountbarrow Road, a public footpath (footpath No. FP578002) runs up the track (past the house 'Conian') and the dwellings known as 'The Grange'. At this point, there's a linking footpath running north

across the brief site (footpath No. FP578001). It follows the existing field boundary retaining wall and hedgerow to Parkhead Road (to the rear of the Lancastrian Public House). On the track next to 'The Grange' properties, another footpath (footpath No. FP578006) continues along the track to Middle Mountbarrow Farm and Birkrigg beyond. Before Middle Mountbarrow Farm, the same footpath (No. FP578006) diverges down a green lane before entering the Brief site. The public footpath (FP 578006) then continues for the majority of its route within the Brief site following the southern boundary. At Primrose Hill, the same footpath crosses the Gascow Farm part of the Brief site, continuing via the farm's access lane to its juncture with Priory Road/ A5087.

- 2.9.10 Cumbria County Council's 'Searches Team' can provide a legal record of the public footpaths – the legally binding Definitive Map. Developers are advised to refer to the Definitive Map.

2.10 Archaeology and Heritage

- 2.10.1 Historic records suggest that three Bronze Age burial mounds lie within, and immediately next to, the Brief site. They have not been substantiated by modern archaeological investigation. Prehistoric implements have been found on the site on several occasions. See Appendix 3 for the Historic Environment Record (HER) listing provided by Cumbria County Council.
- 2.10.2 Cumbria County Council's Historic Environment Officer recommends that, in line with paragraph 128 of the National Planning Policy Framework (NPPF) and Local Plan Policy, any forthcoming planning application for the site should include information on the presence / absence of any heritage assets located at the site and how their significance will be affected by the development proposals. Any forthcoming planning application should include an archaeological desk-based assessment and evaluation, in this instance a geophysical survey.
- 2.10.3 Croftlands West (The Nook Farm) part of the Brief site is adjacent to a grade II listed building – The Nook Farm House. Although the actual building is out with the Brief site, its setting will need to be taken into account by any proposed development. Development of the part of the Brief site that wraps around the listed building will need to include design mitigation that considers the need for spatial separation from the listed building at the east end of the plot and that consideration is given to the physical form and massing of any new buildings as well as their orientation and the routing of any roads. The landscape framework detailed in Section 3.6 sets out the requirement for a

landscaped soft boundary treatment on the site boundary with The Nook Farm (see Figure 1.3). Enhanced planting (native species) is considered appropriate. The boundary treatment should not form a continuous concealed barrier. The Council's Conservation Officer in Appendix 7 has also provided a further more detailed assessment / evaluation concerning the impact of development on the setting of the listed farm house. Potential developer (s) should have regard to this guidance. Appendix 7 also provides guidance concerning historic field boundaries and development layout and new build design guidance within the heritage asset's setting. (Source: SLDC Conservation Officer. Please refer to the August 2014 and the January 2015 guidance).

- 2.10.4 The Council's Conservation Officer advises that two of the barns at Gascow Farm have some heritage asset significance. The long two storey barn that faces east retains enough of its original form and character so as to be recognised as a heritage asset of local importance and so be classed as a non-designated heritage asset. Policy 135 of the NPPF is applicable in this instance. (Refer to Appendix 7, both the guidance of August 2014 and January 2015). It is recommended that all attempts be made to preserve and incorporate this building within the wider development for the Brief site. The conversion of this building into 2-3 dwellings, including the projection to the rear elevation, would be relatively easy to accomplish without causing undue harm to its significance, and would help to better integrate the wider scheme into its unique context and so reinforce local distinctiveness.
- 2.10.5 'The smaller building to the south west of the large barn is of less architectural significance and has also been more modified. It is also in a worse structural condition. It has some moderate interest as a building within a C18th and C19th context which evidences farmstead developments in the C19th and so efforts should be made to retain this building within the wider development'.
- 2.10.6 In relation to the farm building group, the Council's Conservation Officer considers that '... it should be possible to incorporate an access road into the allocation site from Priory Road (A5087) without adversely affecting the setting of these two buildings, but some sensitivity will need to be shown in terms of the proximity of any new development to the farmstead group. The retention of an open space corridor around this group would have some benefit'.

2.11 Ground Conditions

- 2.11.1 No contamination is either recorded or suspected on the site. However, given the future residential use on the site, a preliminary risk assessment will be required to be carried out in support of any planning application, with a full site investigation to follow if the site possesses a potentially significant risk.
- 2.11.2 An adjacent land owner (of the former Gascow Quarry/now Bardsea Leisure Park) has highlighted the issue of ground conditions and the potential for land instability around the edge of the Brief site where it borders on to the Quarry. Bardsea Leisure Park (caravans) is located within the quarry, which has steep sides and has fractured limestone rock surfaces. Another representation on the 'Issues and Options' Public consultation also commented about the potential for land instability within the Brief site due to underlying geology. The National Planning Policy Framework (NPPF) (para 109) advises that the planning system should prevent new or existing development from contributing to or being put at unacceptable risk from, or being adversely affected by ...land instability. Department for Communities and Local Government (DCLG'S) 'National Planning Practice Guidance' in relation to land stability advises that if land stability could be an issue then '...developers should carry out a preliminary assessment at the earliest possible stage before a detailed planning application is prepared'. This is prudent, as if site assessment indicates areas at potential risk of instability, then this will inform site layout and potentially building design etc.
- 2.11.3 Any planning application is therefore likely to require supporting site investigation information relating to the Brief site. This will need to include an assessment of the underlying geology and the potential for land instability and a risk assessment of any areas potentially affected (e.g. the former Gascow Quarry / quarry edge area) and any mitigation measures necessary (including any potential role of underground hydro- geology). 'Any site investigation reports should be prepared by a competent person with a recognised relevant qualification and sufficient experience in dealing with the type(s) of land instability and membership of a relevant professional organisation (NPPF, March 2012)'. Also see DCLG's web based guidance - 'Planning Practice Guidance - Land Stability' for further advice on this matter.

2.12 Other Matters – Land Registry Search

- 2.12.1 Land Registry Search - legal covenant – A Land Registry Search (March 2014) on the Croftlands East Land Allocation site (part of the Brief site) has identified that there's a 'charge' on part of the Croftlands East land regarding the supply

of water. There is a pipe within the Croftlands East to Conishead Grange. The 'charge' refers to point A and B on a map, but this isn't on the search results or any mapping in the search results. The Land Registry Search was carried out solely in relation to Croftlands East and not to other parts of the Brief site. In any event, potential developers / interested parties are advised that they should carry out their own legal searches in relation to the Brief site.

2.13 Other Matters – United Utilities Aqueduct

2.13.1 A water main aqueduct crosses the Brief site (see the Constraints and Opportunities Map, Figure 1.2). United Utilities Water (Uuw) advise that there shall be no building or disturbance in close proximity to the aqueduct.

- United Utilities Water (Uuw) advise that the 'formal Deed of Grant states that the aqueduct easement width is 10 metres and again that is an entire width measurement, no more, no less, and is measured from the centreline of the pipe (5 metres either side)'.
- The access to United Utilities' apparatus for maintenance activities needs to be maintained at all times along the easement.
- Any crossing of the easement/pipelines, i.e. road infrastructure or utilities, whether temporary or permanent, will require written agreement from Uuw prior to construction in order to safeguard the aqueduct.
- Positioning structures or trees within the easement that can potentially cause damage to the aqueduct are to be avoided.
- Also, the Developer will need to be aware that, as a formal easement exists there may be conditions in the document that could restrict certain activities or affect the layout. Any developer / interested party are advised to contact United Utilities in advance to discuss.
- Should any developer(s) be proposing to build SuDs close to the aqueduct, United Utilities Water advise early discussions with them to ensure that the impact can be assessed.

2.13.2 United Utilities advise that potential developers have face to face meetings with them prior to development to avoid confusion. The United Utilities contact name and address is given at the end of this document – see 'Utilities Providers - Useful Contacts, following Section 4.4.

2.14 Flooding Matters – Drainage (also see Section 3.8 Flooding Considerations)

- 2.14.1 Fluvial Flood Risk / Historical Flood Outlines - Whilst the majority of the Brief site is within Flood Zone 1, part of the Brief site (Croftlands West), near to Mountbarrow Road and a small area near to Parkhead Road, is within Flood Zone 2 (see also paragraph 3.8.3). The reason for these areas being categorised in Flood Zone 2 on the Environment Agency's Flood Map is due to historic flooding rather than being based on a modelled tidal / fluvial flood outline. (Modelled data Flood Zone 2 is classed as 'medium' flood risk having between a 1 in 100 year and 1 in 1000 year risk of flooding (fluvial) or between a 1 in 200 year and 1 in 1000 year risk of tidal flooding in any given year). In this instance it is worth pointing out there is a no 'return period' associated with the historic flood outline i.e. no information to quantify the potential frequency of this flood event. (Source: Environment Agency Interactive mapping – Flood Map for Planning (Rivers and Sea), March 2015. (Link Deactivated).
- 2.14.2 Surface water flooding risk - Surface water flooding risk is one of the main issues relating to the Brief site. Surface water flooding risk is concentrated within the Brief site along the watercourse north of The Nook Farm and following the shallow valley that the topography makes through the Croftlands West part of the site to Mountbarrow Road. It's around Mountbarrow Road, on each side of the road within the Brief site, and sometimes on the road itself, that flooding occurs. This area has the greatest risk / occurrences of flooding (also see paragraph 3.8.3). The Environment Agency's surface water flooding mapping shows surface water flooding (a mix of high, medium and low risk) occurring in a linear form / flow near to the northern site boundary with the existing Croftlands housing area, from Mountbarrow Road, west / east across the Brief site towards Gascow Quarry / Bardsea Leisure Park and along the northern site boundary, meeting the A5087 - Priory Road. The flood plain (flood zone 3) is beyond the site to the east, (east of Priory Road). Source: (Source: [Environment Agency Interactive mapping – \(Risk of flooding from surface water\)](#), March 2015.
- 2.14.3 There are parts of the Brief site that are at risk from fluvial and / or surface water flooding. Due to the size of the Brief site; Croftlands West, East and Gascow Farm, a Flood Risk Assessment (FRA) will need to be prepared and submitted in support of any planning application which will confirm that surface run-off will not exceed existing greenfield run-off rates including an allowance for climate change. United Utilities advise that any discharge of surface water

should be considered in accordance with the surface water hierarchy. The FRA will need to be appropriate to the scale and nature of the proposed development. The FRA will need to demonstrate that the Brief site would not be at an unacceptable risk of flooding or exacerbate flooding elsewhere. In particular, the cause of any previous flooding (fluvial and / or surface water) on the Brief site will need to be investigated and assessed. Has the solution to the flooding problem been identified and implemented and if not, how is the risk of flooding to be managed? Does the opportunity exist to resolve the problem as part of the development? Will compensatory flood storage be necessary as part of the development?

- 2.14.4 It is possible that there may be existing issues with the structural integrity of Ordinary Watercourse culverts across the brief site. Such issues could directly affect the conveyance of surface water, either causing or contributing to historical flooding. The ground water table could also be an influencing factor as well as the existing topography, which could be acting to prevent surface water flowing to lower levels. Clarification as to the potential mechanism(s) of historic flooding and the resolution of any existing flooding issues should be a key consideration for the development of a surface water drainage master plan.
- 2.14.5 As part of any submitted planning application(s), United Utilities Water recommend that a surface water drainage strategy be drawn up to demonstrate how surface water can be addressed and indeed improved as part of any proposed development. The strategy should be holistic and encompass the entire brief site to demonstrate how multiple developers will cooperate to deliver appropriate solutions. United Utilities Water recommends that each phase of development considers how its approach to foul and surface water impacts on earlier and later phases of development. Early liaison with United Utilities Water is recommended.
- 2.14.6 United Utilities Water suggest early discussions between developers and relevant bodies such as United Utilities Water, the Environment Agency and Cumbria County Council as lead Local Flood Authority take place to ensure that the best solution for surface water can be developed.

2.15 Constraints and Opportunities

2.15.1 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.

Constraints

2.15.2

- **Edge of Ulverston / Open countryside setting** - the Brief site merges into open countryside on its southern, eastern and western boundaries, albeit a road separates the site from open countryside on the eastern and western boundaries. The need to safeguard the rural landscape setting of the north eastern part of the Gascow Farm site and the entrance to Bardsea Leisure Park is a planning policy requirement (Site Specific Policy LA5.2). Careful consideration needs to be given to the interrelationship of any new building and the countryside in order to achieve an appropriate transition between the built up area and the adjoining landscape;
- **Sensitive edges with existing dwellings and businesses.** The northern edge of the Brief site bounds a number of residential properties and their curtilages (gardens), please refer to paragraph 2.8.7 for details. Also on the northern boundary, is the Lancastrian Public House and Bardsea Leisure Park. The latter is located in the former quarry. These properties also have varying degrees of outlook onto the Brief site. Most currently have an open aspect over the site. On a small part of the southern boundary, the Brief site is bounded by housing and associated curtilages on Mountbarrow Road; there's a house named 'Conian' and along the farm track that leads to Middle Mountbarrow Farm, there's the residential properties named 'The Grange'. There are a small number of detached dwellings in the wooded area of Primrose Hill. These properties have curtilages which bound the site and have varying degrees of outlook over the Brief site. On the eastern boundary, the site is bounded by housing on Priory Road, the rear of which (rear gardens), backs on to the Gascow Farm part of the Brief site. These properties have outlooks and an open aspect over that part of the Brief site. The site here slopes upwards towards Primrose Hill, so new build development will need to be sensitively positioned with adequate separation distances to prevent overlooking and loss of privacy to the rear of the existing eleven Priory Road houses at the bottom of the slope. **The layout, design and siting 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 scale of dwellings on these common boundaries, the introduction of landscaping/buffers where appropriate and / or the separation distances between the existing properties and any new build. See also paragraph 3.10.6;

- **Views into and out of the Brief site** the landscape is generally open in character. The Brief site forms part of a wider agricultural landscape that rises south towards Birkrigg Common. Most views into and out of the site are more localised views, especially from 'sensitive receptors' such as neighbouring dwellings and public rights of way users. There are longer views on parts of the more elevated parts of the site to the north towards Hoad Hill and towards the Sir John Barrow Monument and to the south, looking from and towards Birkrigg Common. There are also views south eastwards down the shallow valley towards the Coast Road and Priory Park Farm. Careful consideration needs to be given in the layout and design and positioning of development so it is sensitive to the sites open aspect and any important views;

Photo 12 – view from part of Gascow farm from the ridgeline / highpoint looking south eastwards towards the southern site boundary and views down the shallow valley towards the Coast Road and Priory Park Farm



- **Public Rights of Way (PROW's) cross the Brief site and / or directly adjoining it** - The routes of existing PROWS are set out in paragraphs 2.9.9 to 2.9.10 and also on a map at Appendix 5. Where at all possible, existing rights of way within the Brief site should be retained along their current routes, see also Section 3.5. A number of PROWs are potentially likely to be affected by development on the Brief site;

Photo 13 – Croftlands West - part of the existing PROW that crosses Croftlands West.



- **Route of United Utilities Main Water Aqueduct** – The approximate route of the aqueduct is shown on Figure 1.2 – Constraints and

Opportunities Map and on Figure 1.3 – Land Use Proposals Map. United Utilities Water advise that the accurate route / location of the aqueduct can only be ascertained by ‘digging trial holes’; their mapping gives the approximate location. Specific advice from United Utilities is given at Section 2.13 about the easement relating to the aqueduct. The route of the aqueduct and the legal easement is a key constraint;

- **Natural features of high value to be retained where possible and appropriate.** The site contains a number of trees, some of which are protected by Tree Preservation Orders (refer to Section 2.8.1 and Appendix 4). The presence of such trees and their rooting areas potentially will have implications for development layout and potentially the siting of vehicular accesses, for example on Priory and Urswick Roads. Existing trees shall be integrated within site layout and design wherever possible and appropriate;
- **Flood Risk and Surface Water Drainage;** See Section 2.14 and paragraph 3.8.3. Surface water flooding and the management of this, holistically across the Brief site, is a key issue. The flood plain is to the east of the Brief site and there is a need to ensure that any development does not put any areas adjacent, at risk of flooding, or add to existing flooding; be it fluvial or surface water. Adjacent to the site to the north, Bardsea Leisure Park has been known to experience flooding; water seeps through the former quarry sides. This, together with areas of fluvial flood risk zone 2 within the site, has implications for both the location and type/design of built development within the Brief site and the size and positioning of any green infrastructure framework and the surface water management solutions e.g. Sustainable Drainage Schemes and Management Plans (SUD's);
- **Utility Overhead Line and Poles and Electricity Substation;** An overhead electricity or telephone line crosses the Croftlands West (The Nook Farm) part of the brief site in a south easterly direction from the rear of Westhills Drive across the site to Mountbarrow Road. There's also an existing electricity substation located next to the northern site boundary in the front / Priory Road field at Gascow Farm;
- **Existing buildings on site -** See paragraph 2.8.5 for a location and description of these. The modern agricultural buildings within the site will need to be removed to allow development. The more vernacular, traditional type farm buildings, have scope to be retained and converted to residential use, see 'opportunities', below;
- **Listed grade II - The Nook Farm House Directly Adjacent to the Site**
– See paragraph 2.10.3. This is directly adjacent to the more western

(The Nook Farm) part of the Brief site. Its siting and juxtaposition relative to the western part of the development site has implications for the materiality of new development here; its layout, scale, massing and spatial separation. The impact of new development on the setting, special character and appearance (including any features of special architectural or historic interest) of this heritage asset is a key consideration. See detailed guidance in Appendix 7;

- **Potential for Land Instability – Proximity to Former Gascow Quarry –** See Section 2.11 – Ground Conditions - need for Brief site investigation. If a site assessment indicates areas at potential risk of instability/ need for and details of mitigation, then this will inform site layout and potentially building design etc.;

Photo 14 – Near to the former Gascow Quarry edge (Croftlands East and Gascow Farm. Photo is taken from the Gascow Farm part of the brief site)



- **Archaeology** - The Historical Environment Record (The HER is held by Cumbria County Council), records that three Bronze Age burial mounds lie within, and immediately next to, the Brief site. The exact location of the burial mounds is not clear in the HER and the heritage assets have not been substantiated by modern archaeological investigation.
- **Land Registry Search Result – Croftlands East** – see Section 2.12 – a water pipe crosses Croftlands East to ‘Conishead Grange’.

Opportunities

2.15.3

- Opportunity to **maintain and enhance existing woodland, trees, hedgerows and stone walls where possible and appropriate** within and potentially on boundaries adjacent to the site through incorporating these features within the landscape structure/green infrastructure strategy and traffic and movement framework, and to provide important natural habitat for wildlife. If the loss of trees cannot be avoided, then proportionate mitigation in the form of new tree planting will be expected. See Appendix 4;

Photo 15 - existing wall / hedgerow between Croftlands East and Gascow Farm



- Opportunity to **enhance ecological habitat on parts of the brief site** through the creation of new wildlife habitat within the Brief site, enhancing the provision of green infrastructure; for example - by using the green corridors and the informal open public space / country park type area shown on Figure 1.2 . The public amenity open space in the paddock in front of the Gascow Farm steading (See 'I' on Figure 1.3) also has potential for habitat creation.
- **Opportunity to enhance the setting of the Grade II listed The Nook Farm House.** New build development particularly to the east (Housing Character Area 3W); the use of quality materials and local vernacular design references on the new build's which have an aspect facing the listed 'The Nook Farm House'. See also the detailed guidance in Appendix 7, which includes an assessment / evaluation on new build development impact on the setting of the heritage asset and mitigation required.

- Opportunity to **improve the quality and amount** of open space provision in the immediate area, particularly play provision providing benefits to the wider community through enhancing informal recreation/leisure opportunities. Given the size of the Brief site and the indicative quantum of dwellings (747), then, a **spatially proportionate Landscape and Green Infrastructure Framework** across the Brief site as a whole will be integral to achieving the vision for the site. The incorporation of green gaps and green infrastructure will serve to break down the overall massing of the site in the wider landscape, particularly in views from the elevated ground to the south (Birkrigg Common);
- Over the Brief site as a whole, the **opportunity for an integrated holistic approach to flood risk and surface water management solutions** (SUD's) to resolve existing flooding issues;
- Opportunity to **integrate green infrastructure provision and biodiversity enhancement and mitigation with surface water management** (Sustainable Drainage Schemes);
- Opportunity to **enhance pedestrian and cyclist permeability to the surrounding area** – retaining where possible existing rights of way and providing new links to the surrounding residential development and open space and integrating these, so they form part of the Green Infrastructure and Traffic and Movement Framework. See Appendix 5 for a plan of 'Existing Public Rights of Way';
- In response to local community feedback in the Issues and Options and the draft brief public consultations, an area within the eastern part of Croftlands West part of the Brief site has been **safeguarded for Community uses / to include built development**. See Figure 1.3 for the approximate location. The area safeguarded is in the region of 1.5 hectares
- Opportunity to **introduce character areas** where appropriate to inform the character and scale of development. The layout and design could be subdivided into areas of character, the design of which is based upon clearly defined characteristics;
- Opportunity for the creation of primary **vehicular accesses and a main west / east connecting road to provide accessibility**. The main connecting road should have a green corridor function.

Primary vehicular accesses:

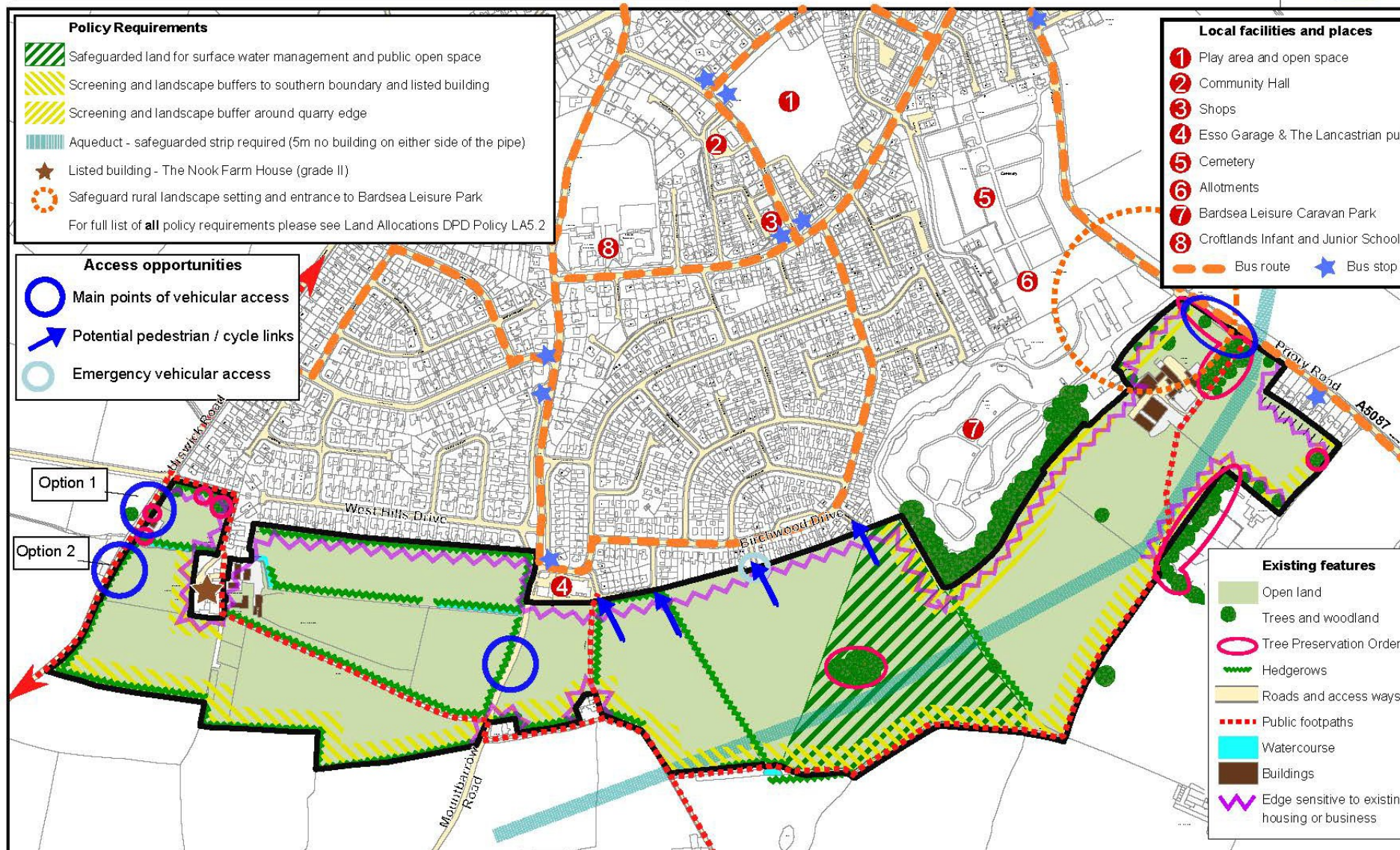
- Not more than two primary vehicular access points from the western (The Nook Farm) part of the Brief site onto Urswick Road; and
 - One primary vehicular access point on the eastern, Gascow Farm, part of the site on to Priory Road / A5087; and
 - The intersection on Mountbarrow Road, likely to be in the form of a staggered junction (discussions with Cumbria County Council Highways Authority); and an
 - Opportunity for the above to be linked by a west / east main connecting road that must be permeable and linked throughout from the west (Urswick Road) through to the east (Priory Road) and formed so that it is acceptable for a bus route (Cumbria County Council Highways).
- An opportunity to provide emergency and cycle access via the existing Birchwood Drive, subject to a satisfactory link design and any third party land ownership agreement (Cumbria County Council Highways).
 - An opportunity (subject to any third party land ownership agreement) to provide cycle / pedestrian access from the Brief site to the existing Croftlands housing area via the spur roads – Birchwood Drive, Birchwood Close and Parkhead Road. A cycle / pedestrian access to Birchwood Drive should be provided. Pedestrian / cycle access to the other spur roads is desirable;
 - The opportunity to provide a **mix of dwelling types** including **35% affordable** housing;
 - The opportunity to provide, extra care housing units, to meet evidence of need;
 - Opportunity for the **provision and incorporation of a Landscape and Green Infrastructure Framework for the Brief site** to help break up the massing of development. Physical features, such as the topography, existing tree'd areas, dry stone walls and new trees (feature street trees and structural planting) and hedgerow retention / new planting, can also help to break up massing and inform layout and design. The massing of development across the Brief site can also be broken up through the provision of a number of distinctive **character areas**, including the western area of the Brief site near to 'The Nook Farm' and the area around 'Gascow Farm'. There are stronger, more well-defined field boundaries, particularly to the north – west of 'The Nook Farm' that could be used in layout and design. The Ulverston area is made up of different styles of urban design.

There is a need for the design and layout to respect nearby existing built form and landscape setting whilst introducing its own character and variety of style;

- Opportunity to **retain some of the existing buildings on site** - Gascow Farm Traditional Farm Buildings - although not listed buildings, the traditional stone and slate agricultural buildings at Gascow Farm add to the rural character and appearance of this part of the site and the approach to Ulverston along the tourist route - Coast Road/Priory Road. It is considered that there is scope to retain two of these barns and convert to residential use (subject to them being structurally sound). See also paragraphs 2.10.4 to 2.10.6 and Appendix 7.

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Figure 1.2 Constraints and Opportunities Map



3. Development framework – proposals and requirements

3.1 Development Requirements – Land Allocations DPD

- 3.1.1 Land at Croftlands will be developed in accordance with the requirements set out in adopted Policy LA5.2. The Local Plan Land Allocations DPD Policy LA5.2 states that the development of Land at Croftlands: Croftlands West (Nook Farm), Croftlands East and Gascow Farm, in addition to addressing other Core Strategy policy requirements, must make provision for:

A landscape and green infrastructure framework that:

- safeguards the area shown on the policies map adjacent to the west end of Bardsea Leisure Park for surface water management and public open space;
- provides effective screening and landscape buffers, including open space around the complete quarry edge and screening towards the southern boundary of the site;
- retains and safeguards trees and hedgerows;
- screens the adjacent quarry edge and the listed The Nook Farm;
- safeguards the aqueduct;
- safeguards the rural landscape setting of the entrance to Bardsea Leisure Park at Gascow Farm; and
- provides green corridors connecting development sites adjacent residential areas and open countryside.

Requirement for the submission and approval of effective flood risk assessments and surface water management planning that:

- incorporates a sound strategic solution across all Croftlands sites addressing culvert capacities, attenuation areas and surface water management through careful site layout;
- phases the whole development to allow suitable surface water drainage infrastructure to be installed for catchment;
- ensures that increased flooding is not encountered downstream;
- ensures in relation to phased development at Gascow Farm that any drainage solutions are large enough to provide for the hydraulic connectivity of the Croftlands Estate to the west and must not block potential flow routes; and
- ensures that the Croftlands West site is developed as a whole to ensure that an effective drainage scheme is installed

Requirement for the submission and approval of transport assessments and travel plans;

Requirement for the provision of pedestrian and cycle links to adjoining residential areas; and

Requirement for the protection and enhancement of public rights of way across the site(s).

3.2 Sustainability Appraisal

- 3.2.1 In addition, the Sustainability Appraisal (SA) carried out for the Brief site 'Land at Croftlands...' highlighted that the site scored averagely in comparison to other sites in Ulverston. The site scored particularly well in relation to access to community buildings, a secondary school, transport, open space and culture and leisure facilities and in relation to impact on coalescence. Areas of impact that the SA highlighted as requiring particular attention were: surface water flooding issues; the site's location on the edge of the community, some way from the town centre, biodiversity, landscape, heritage assets, air quality, potential issues relating to an aqueduct crossing the site, the take up of a large area of greenfield land, access to recycling facilities and minimising waste and the need to integrate renewable/low carbon/decentralised energy sources.
- 3.2.2 A contribution to overcoming these issues can be made by addressing specific measures in the Development Brief. These should include ensuring that any development is supported by a Drainage Strategy and Sustainable Drainage Scheme(s) that resolves the existing surface water issues and ensures that any surface water discharge is attenuated to greenfield run-off rates, including an allowance for climate change. Ensuring that development through its layout, design and use of materials, minimises the use of non-permeable surfaces. Other specific measures include preparing a travel plan; providing improved public transport and increasing opportunities for cycling and walking; the creation of a multi-functional green infrastructure framework that will support recreation, biodiversity and the landscape and finally; the careful consideration of the setting of the grade II Listed Building at 'The Nook Farm'.
- 3.2.3 Other measures include - recycling facility provision; avoidance of the aqueduct and recommendations for the inclusion of renewable/low- carbon and/or decentralised energy sources would help to overcome other impacts raised in the SA.

3.3 Land Uses

Land Uses

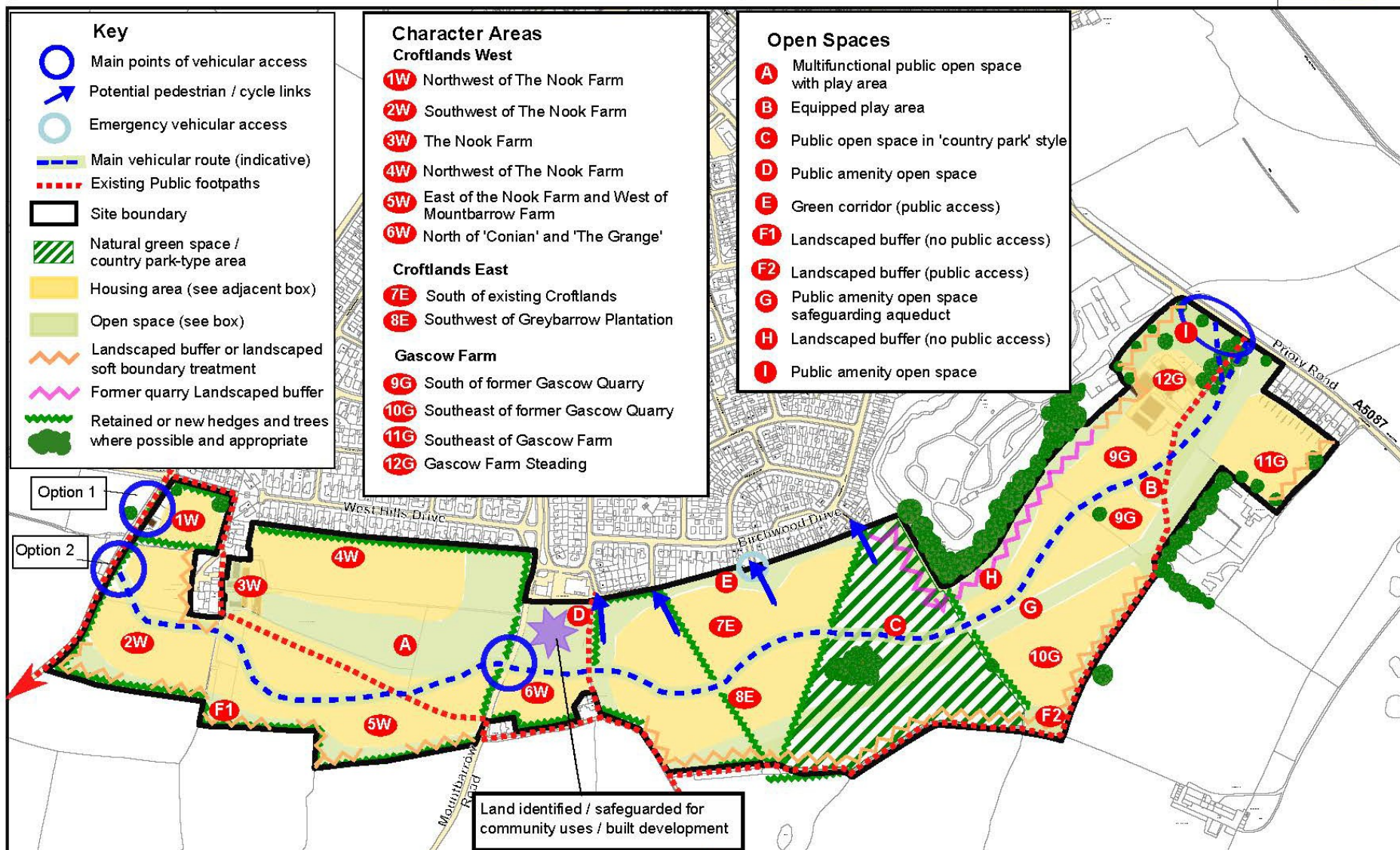
- 3.3.1 The majority of the brief site will be for residential use. Other parts of the site will be used for public open space purposes including play provision. Parts of the site will be also used for surface water management solution(s) (in accordance with specific policy (LA5.2) in the adopted Local Plan – Land Allocations DPD).

- 3.3.2 Also, in response to local community feedback in the 2014 Issues and Options and the draft brief Public Consultations, an opportunity has been identified to safeguard an area. The area safeguarded is in the region of 1.5 hectares for community uses, to include built development. This will serve the overall development at Croftlands as well as nearby residents on the existing Croftlands Housing area. Please refer to Figure 1.3 - The Land Use Proposals Map.
- 3.3.3 The indicative Land Use Proposals Map, below (Figure 1.3), sets out the land uses for the Croftlands Brief site and their associated areas. It also indicates where the main vehicular accesses leading from Urswick, Priory and Mountbarrow Roads into the Brief site could be located along with the required west / east main connecting road (this is heavily caveated, in that Cumbria County Council Highways do not wish to be too prescriptive in their advice about the exact vehicular access positioning due to the need for adequate drivers' visibility in all directions and junction offset criteria). Similarly, the exact point of vehicular access on to Priory Road will depend on the exact location of the aqueduct and easement, County Highway requirements (see Appendix 6) and the location of protected (TPO'd) trees. The indicative Land Use and Proposals Map, Figure 1.3, sets out how the Brief site will respond and cater for cyclists and pedestrians through a connected network of footpaths and cycle routes to the nearby 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 Land Use 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 applications 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.

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Figure 1.3 Land Use Proposals Map (indicative map)



Housing Character Areas

- 3.3.4 The site will be designed and laid out using a series of character areas in order to ensure the design and layout of development responds positively to the local context and different site features creating interest and difference in style. There's also a need to shape the Brief site into distinct neighbourhoods. The Character Areas are referred to as the following (see Figure 1.3 and the Design and Layout Principles, Section - 3.10, for more details).

Character Areas – Croftlands West:

- 1W.** North West of The Nook Farm (small field bordered by Colt House Lane)
- 2W.** South West of The Nook Farm (the two fields immediately west / south west of The Nook Farm)
- 3W.** Existing farm steading; The Nook Farm
- 4W.** North West of The Nook Farm (The field bordering on to Croftlands, Westhills Drive)
- 5W.** Area East of The Nook Farm and West of Mountbarrow Road
- 6W.** North of 'Conian' and 'The Grange'

Character Areas – Croftlands East:

- 7E.** South of existing Croftlands and west of former Gascow Quarry
- 8E.** South West of Greybarrow Plantation (stand of trees on knoll)

Character Areas – Gascow Farm:

- 9G.** South of former Gascow Quarry and North of Primrose Hill
- 10G.** South East of former Gascow Quarry
- 11G.** South East of Gascow Farm – (to the rear of existing houses on Priory Road)
- 12G.** The existing Gascow Farm Steading

Identified Safeguarding Area for Community Uses / to Include Built Development

- 3.3.5 In response to local community feedback, an area on the eastern part of Croftlands West has been identified to be safeguarded for community uses, to include built development. The area safeguarded is in the region of 1.5 hectares. This area will need to be suitable for built development in terms of flood risk. This development for community uses, will serve the overall development at Croftlands, as well as nearby residents on the existing Croftlands Housing area. Please refer to Figure 1.3 - The indicative Land Use Proposals Map.

Housing Requirements

- 3.3.6 The Croftlands Brief 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 different character of the different parts of the brief site and its local context. House types should be influenced by specific site considerations, for example, development of a different scale and form will be necessary on the brief site in order to achieve a positive layout that respects existing character, context, residential amenity and topography. Other site specific examples include those set out in the constraints and opportunities section above and also specifically in paragraphs 2.8.7 to 2.8.9 (considering existing residential amenity). Careful consideration needs to be given to the scale and form and height of development where it backs directly onto residential properties, for example Westhills Drive, Priory Road, 'Conian' and 'The Grange'. Such site specific considerations will be necessary in order to achieve a positive layout that reflects existing character, context, residential amenity and topography.

Affordable Housing

- 3.3.7 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 brief site. Developers should follow the Council's [Affordable Housing Guidance for Developers](#) which is updated annually.

Open Market Housing

- 3.3.8 An analysis of general market supply and demand for open market housing (Table ES2 page 13 of the Strategic Housing Market Assessment (SHMA) Update, Final Report, May 2014), suggests shortfalls in detached properties and properties with one bedroom in Ulverston and Furness.

Extra Care Housing

3.3.9 Based on current evidence of need for extra care housing (Planning4Care report), it is considered appropriate that within the overall mix of housing the provision of between 40 to 60 extra care houses should be strongly encouraged. Extra care housing is a purpose built scheme for frail older people and older people with support and care needs which consist of grouped, self-contained accommodation with a package of estate management services, housing related support from a scheme manager and provision of care and support from a registered provider. This housing should include:

- A communal lounge
- Assisted bathing facilities
- A guest room
- Garden space which may include a sensory garden
- Office space/sleepover facility for on-site care team
- Care team office + link to “housing” office)
- Catering facilities
- Assisted bathing
- Laundry
- Lounge
- Activity room
- Hairdresser
- Treatment room
- Overnight visitor room
- Staff Meeting room/supervision
- Secure access – 2 layers of security (door opening systems)
- Buggy storage
- Adequate Parking
- Public access toilets

3.3.10 The housing and grounds should be designed in accordance with the [NHS Dementia Environment Design Guide](#).

3.3.11 Any extra care housing to be delivered on the site should meet a cross- section of different housing needs, both in terms of tenure (affordable homes for rent, intermediate sale and open market) and type (flats/apartments and bungalows) based on the latest local evidence. A minimum of 50% of the extra care homes should be affordable. This may require an element of public subsidy, e.g. grant funding from the Homes and Communities Agency, subject to viability considerations.

3.3.12 The Ulverston scheme should consist of between 40 to 60 homes. A typical

scheme consisting of this many homes will require a footprint in the region of 0.2 - 0.6 hectares. The Brief does not specify the location of extra care housing provision. The choice of location should take account of the need for good access and proximity to facilities.

Self-Build Properties

- 3.3.13 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

- 3.3.14 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.
- 3.3.15 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 3.11 - 3.13).
- 3.3.16 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 Land at Croftlands (across the Brief site):

A range of house types and tenures will be provided.

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.

Self-build properties and the provision of bungalows will be supported and encouraged as part of the overall mix.

As part of the overall housing mix, between 40 – 60 extra care housing units would be strongly encouraged in the development of the site in order to meet evidenced need. A minimum of 50% of extra care dwellings should be affordable (*this will count towards the 35% affordable requirement for the whole site*).

Developers should follow the Council's [Affordable Housing Guidance for Developers](#) (*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 settlement form, local character and setting; this will help inform appropriate housing density for the site. A range of housing densities will be appropriate, when combined with landscape and building form, this will assist in providing areas of recognisable character and reinforce a sense of place and provide legibility to the scheme. Given the need to ensure a more gradual transition and a softer interface particularly between the southern developed edge of Ulverston and the countryside beyond, new build development along the Brief sites southern and part of the western and eastern edge will be of a reduced scale, massing and form (see also paragraph 3.10.7, bullet point 15). In accordance with the Local – Plan Land Allocations DPD Policy LA5.2 – the rural landscape setting of the entrance to Bardsea Leisure Park, near to Gascow Farm, is required to be safe guarded. To ensure this, the field / paddock in front of the Gascow Farm Steading will not be developed for new housing. This area will form part of the Landscaping and Green Infrastructure Framework (general public amenity open space. See Figure 1.3 – ‘I’.

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. Cumbria County Council Highways have also provided some more detailed (Highway Officer) advice – see Appendix 6. Transport Assessments for any part of the brief site must look at the whole of the three allocated housing sites (the brief site) and give a holistic approach to the movement of people and traffic within the brief site and the surrounding areas.
- 3.5.2 This Traffic and Movement Strategy will form part of any preliminary Transport Scoping Study that a developer(s) will be expected to submit to the highways authority prior to submitting a Transport Assessment. Given the nature and complexity of the Brief site and the potential for ‘piecemeal’ developments, it is necessary for a comprehensive Transport Assessment in support of each planning application to be in accordance with the Brief and that takes into account the overall traffic and transport impact of the full extent of the Brief site (all three land allocations). In particular, the impact on nearby and surrounding junctions will need to be assessed. There is also the requirement to provide a satisfactory west-east main connecting road from Urswick Road via Mountbarrow Road through to Priory Road. (Cumbria County Council Highways, August 2014).
- 3.5.3 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.
- 3.5.4 The layout and design of the Croftlands Brief site will reduce the need to travel by car and encourage alternative modes of transport. It will also ensure that this new part of the community is comprehensively integrated with the neighbouring residential areas, the southern edge of Ulverston and surrounding countryside and open spaces, by building on existing links and creating new links to deliver a strong network of pedestrian and cycle routes. It is essential that the road network 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

- 3.5.5 **The main points of vehicular access** to the Croftlands Brief site will be taken from Urswick Road, Mountbarrow Road and Priory Road. A maximum of two vehicular access points will be allowed on Urswick Road. The exact location and detailed design of the access(es) onto Urswick, Mountbarrow and Priory Road will need to be discussed and agreed with Cumbria County Council Highways Authority at an early stage of any development proposal and determined through any planning application. From a highways point of view, Cumbria County Council (Highways Authority) advise that the existing access point on Priory Road (Gascow Farm) is considered suitable, subject to the location of the aqueduct and improved drivers' visibility. If the aqueduct is south of the existing access and roadway, then the existing access could be used and rebuilt to adoption standards with visibility improvements. Failing this, then the access would have to be located just north of the existing location. Both options have the potential to impact on protected trees. Cumbria County Council (March 2015) advise that the Mountbarrow Road vehicular access is likely to be in the form of a staggered junction. Further guidance, including on visibility splays, is given in Appendix 6. Providing satisfactory splays will have implications for the land within the splays, particularly the walls, hedgerow boundary treatment and in the case of the Priory Road access, potentially protected trees.
- 3.5.6 Regarding the existing speed limits on Urswick Road and Mountbarrow Road, it is a requirement of any development, in particular sites that have a frontage on to such highways, that no development shall commence until the adjacent highway transition of the **national speed 60mph/30mph limit** on Urswick and Mountbarrow Road, has been relocated beyond the main access junction on each road (details to be agreed). A speed limit review should be carried out that relocates the existing 60mph/30mph limit beyond the site access entrance position to be agreed with CCC Traffic Management Unit. Similarly, a speed limit review should be carried out that relocates the existing **national 40mph/30mph speed limit** on Priory Road sufficiently beyond the southern site access entrance. The exact position will need to be agreed with CCC Traffic Management Unit. The details must be submitted to the Local Highways Authority for approval.
- 3.5.7 There is also a requirement (Cumbria County Council Highways) to provide a **satisfactory west-east main connecting road (6 metre wide carriageway) from Urswick Road, via Mountbarrow Road, through to Priory Road.** This

will serve the whole of the Brief site and will need to be acceptable for a bus route. The connecting road should also have a green corridor function. Discussions with Cumbria County Council Highways indicate that it is likely that the south side of the connecting road may have a 1.8 metre wide footway. Similarly, the north side of the carriageway may have a 2.5 metre wide cycleway / footway this could be separated from the carriageway to form a green corridor in which case it would be a cycleway/footpath. The green corridor function does not need be a continuous green corridor /green area, it could be broken up by footways. The details are to be decided as part of any planning application.

- 3.5.8 A hierarchy of streets will be designed to create a low-speed, well connected movement framework which is easy to pass through. The streets should be fronted by houses to avoid blank fronts and to ensure that active frontages are created within the development. Within the housing areas, the streets will be designed to control traffic speeds. The best way to do this is to design streets that encourage people to drive with caution to below 20mph and are effectively traffic calmed.
- 3.5.9 **Emergency vehicular access and cycle access is desirable and will be permitted via Birchwood Drive** subject to a satisfactory link design and any third party land ownership agreement. Cumbria County Council specifies that the driveway route should be a minimum of 3.7 metres wide. The opening to such an access must be restricted with collapsible bollards and a dropped crossing should be put in place prior to the opening, however, it could be used as a segregated pedestrian/cycle route.
- 3.5.10 Proposals will take a balanced **approach to movement** and provide for the needs of all users of the streets and spaces not just the needs of vehicles. 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 context of permeability unless particular site conditions dictate that a cul-de-sac design is the most appropriate way to develop the site. Additionally, the road layout should incorporate loops wherever feasible to ensure that there is always more than one route option in the event that a section of the main road/street becomes blocked.
- 3.5.11 **Shared surface streets** in which there is no kerb to separate the carriageway from the footway maybe appropriate. These work best in relatively calm traffic environments, however, they should be designed to accommodate the needs of visually impaired people for whom they can be problematic.
- 3.5.12 Proposals should consider and ensure provision for road access beyond the site in future years, even if this now seems unlikely.

Public transport

- 3.5.13 Existing **bus Service 6** currently operates along Birchwood Drive and Mountbarrow Road and the LX70 Ulverston Town **bus Service** (Lecks Travel) operates along Oakwood Drive and part of Birkett Drive and Priory Road. The nearest bus stops are shown on Figure 1.2. A significant part of the Brief site is more than 400 metres (as the crow flies) from existing stops on these routes. Consideration should be given to enabling the easiest possible pedestrian and cycle access from the Brief site to existing bus stops. Cumbria County Council as Highways Authority advise that a bus route is needed through the brief site (using the west – east connecting route). Given the size of the site, any Transport Assessment and Travel Plan must consider the desirability of extending / re-routing an existing bus route, or, providing a new route so that that it passes through the whole brief site. The benefits of altering the bus route to take in the Brief site (potentially utilising the west / east main connecting road), is desirable and must be explored. Community transport schemes should also be considered as a means of providing transport for people living on the Brief site.

Pedestrian and cycle access and green corridor

- 3.5.14 **New pedestrian and cycle links** will be incorporated into the layout and design of the brief site as appropriate taking into account all possible connections to surrounding areas to ensure that the brief site is as comprehensively connected as possible. New cycle and pedestrian links will be provided from the housing development to the green spaces on the site and also surrounding roads (Birchwood Drive and along the west / east connecting road to link with Urswick Road, Mountbarrow Road and Priory Road). One pedestrian / cycle link should be provided to Birchwood Drive, with more than one such link being desirable. For integration purposes, a cycle / pedestrian path will need to link housing character areas 1W and 2W (west of The Nook Farm). See also Sections 3.6 – Landscape and Green Infrastructure and 3.15 – Housing Character Areas. New pedestrian and cycle link routes will need to be designed to be safe and pleasant with high levels of natural surveillance and be accessible to all including those with impaired mobility or vision. They should avoid being located to the rear of properties. Cycle routes and footpaths should be separated from vehicle routes where possible and appropriate unless they lack passive surveillance from surrounding buildings.
- 3.5.15 **Green corridors** should form an integral part of the transport and movement framework as well as the green infrastructure framework as appropriate. These would generally comprise a footpath and in some cases also a cycleway separated from the carriageway by a green linear space. They may also be located within a separate open space and in some cases utilise existing rights of way.

- 3.5.16 In some cases it may be appropriate for the 'main vehicular route' serving the site to perform a green corridor function i.e. whereby a footpath/cycleway is separated from the edge of the carriageway at least on one side by a green area. It may be appropriate to change from footway to footpath (a discontinuous separation from the carriageway) meaning the route has a partial green corridor function. The footpath/cycleway will need to be built to adoptable standards.
- 3.5.17 Away from roads green corridors providing linkages between housing areas and open spaces/key facilities may be appropriate. Those of a strategic function (that follow pedestrian desire lines) i.e. provide linkages through the site to neighbouring areas, roads and facilities footpaths should be built to adoptable standards.
- 3.5.18 In the context of the above the 'main connecting west – east vehicular route' serving the brief site will need 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. Less formalised path(s) would be appropriate through the natural / semi natural country park type of open space on part of the Croftlands East part of the Brief site.

Rights of Way

- 3.5.19 Where possible all **existing rights of way** on and adjacent to the brief 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.
- 3.5.20 Cycling on a public footpath is a civil offence and it is viewed as trespass against the landowner. However, such restrictions are removed if the landowner gives permission for cycling. That said, it is possible to establish the legal right to cycle on a public footpath in perpetuity by converting it to a cycle track under the Cycle

Tracks Act of 1984. A potential pitfall of this method is that it could be met with an objection from the Rambler's Association because it would remove the PROW from the Definitive Map of Public Paths. The way to nullify this is to part convert the footpath to cycle track whereby an arbitrary half width of the path becomes a cycle track and the other half is retained as a footpath.

Lighting

- 3.5.21 Streets and paths will be well lit where appropriate but special care should be taken in terms of the lighting design and minimising light pollution, especially alongside open space and wildlife corridors. It is desirable for all streets and paths to be overlooked by surrounding buildings (this may not always be appropriate for example where paths are located within a natural/semi-natural green space as proposed for the part of the Croftlands East part of the Brief site). Lighting should take into account uniformity of illumination as well as intensity.

Parking

- 3.5.22 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.

Cycle parking

- 3.5.23 The design of housing and layout of Croftlands 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

- 3.5.24 All pedestrian routes should be accessible for all including those with impaired mobility and vision. Careful consideration will need to be given to the surface

materials used, width of footways, footpaths, potential barriers, footpath design and the relationship to roads and parking areas and general legibility to ensure this. It is acknowledged that less formalised footpaths through green spaces / green corridors may occur where appropriate.

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

- 3.5.25 The surface of roads, footways and footpaths, cycle ways, driveways and car parking areas will be considered in the 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. United Utilities Water strongly recommend that all car parking surfaces incorporate permeable materials in order to reduce surface water runoff and maintain green field run off rates; 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: (Further Highways Authority guidance is given in Appendix 6).

- Layout of roads and pedestrian/cycle routes will maximise permeability making the development easy to understand and navigate with pedestrian and cycle routes and will integrate 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 the streets 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 – (indicative locations) the main points of vehicular access to the Croftlands brief site will be taken from Urswick Road, Mountbarrow Road and Priory Road. A maximum of two vehicular access points will be allowed on Urswick Road. The exact location and detailed design of the vehicular access(s) on to Urswick, Mountbarrow and Priory Roads will need to be discussed and agreed with Cumbria County Council (Highways Authority) at an early stage of any development proposal and determined through any planning application. **VEHICLE ACCESS THROUGH THE WHOLE BRIEF SITE** (Figure 1.3 – indicative route) - The site will be served by a main west / east connecting road serving the whole brief site; from Urswick Road via Mountbarrow Road through to Priory Road. This is an essential requirement. The carriageway width to be 6 metres; and acceptable for a bus route. This will potentially be the main bus route accessing and permeating the Brief site. The connecting road should also have a green corridor function. At certain points along the west / east main connecting road there will need to be safe crossing points to allow pedestrians and cyclists to cross safely. For example, where people need to access play areas and green space from other parts of the Brief site.

- A pedestrian footway / cycleway will need to be provided along Mountbarrow Road from the main point of vehicle access (west – east connecting road) northwards towards the existing Croftlands Housing area, so as to link with the existing footway.
- A speed limit review should be carried out that relocates the existing national 60mph/30mph speed limit on Urswick and Mountbarrow Road adjacent to the site position to be agreed with CCC Traffic Management Unit.
- A speed limit review should be carried out that relocates the existing national 40mph/30mph speed limit on Priory Road sufficiently beyond the southern site access entrance. The exact position to be agreed with CCC Traffic Management Unit.
- A network of green corridors with pedestrian and cycle access will be provided utilising existing rights of way routes where possible, (but recognise may need PROW formal diversions) and forming part of the green infrastructure framework as shown on Figure 1.3. One pedestrian / cycle link should be provided to Birchwood Drive, with more than one such link being desirable. Emergency vehicle access to Birchwood Drive is desirable

- Figure 1.3 shows the approximate location of a 'preferred' site vehicular access off Urswick Road on to part of the Croftlands West part of the Brief site (the most southerly field). This vehicular access point is on part of the Brief site that is in separate ownership to the 'middle field' that also fronts on to Urswick Road. To ensure that the development of the middle field is not prejudiced, any planning application for the remainder of the Croftlands West site that includes a common boundary with the 'middle field' should provide / show on its layout, allowance for vehicular access to the middle field . The Highways Authority's officer view is that a separate vehicular access on to the middle field off Urswick Road would not be acceptable. The Highways Authority does not want all three 'fields' with vehicular access on / off Urswick Road.
- Ensuring that there is no through vehicular traffic from the Brief site directly linking with the Croftlands residential roads; Bigland and Parkhead Road and Birchwood Close. Cumbria County Council Highways advise no vehicular access links from the existing Croftlands roads; i.e. Colt House Lane, Parkhead and Bigland Road and Birchwood Close to the Brief site. Emergency and cycle access is desirable from and will be permitted via Birchwood Drive, subject to a satisfactory link design and subject to any third party land ownership agreement.
- Proposals for the Brief 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 **The provision of a significant landscape and green infrastructure network is key to achieving the Brief sites vision (see Section 1.2 - Vision).** 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, stone walls, playing fields, green roofs/walls and the wider countryside. The Green Infrastructure Network for the Brief site will include public open spaces as well as open space and amenity spaces where there is no public access. Wherever possible and appropriate, existing stone walls, trees and hedgerows should be retained.
- 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 The design of landscape and green infrastructure for the Brief site will need to be informed by a surface water drainage strategy submitted with any planning application.
- 3.6.4 Key areas of the Landscape and Green Infrastructure (GI) network relating to the Brief site (See Figure 1.3 – Indicative Land Use Proposals Map), include; the creation of a significant informal public open space / country park type space ('C' on Figure 1.3). This area will act as a 'green wedge' breaking up the overall Brief site development and linking the existing Croftlands housing area to the open countryside beyond and the existing public footpath which follows the southern brief site boundary. Other key parts of the GI network include, on part of Croftlands West, a central multifunctional public green space incorporating a neighbourhood public equipped play area and a multi- use games area (MUGA). This area is shown as 'A' on Figure 1.3 and has good access to both Mountbarrow Road and the existing and new community facilities, (for the latter, see the purple star annotation on Figure 1.3 for 'new community use / built development'). A general public amenity open space area is also shown on Figure 1.3 as area 'D' on the eastern side of Mountbarrow Road. This area incorporates the area safeguarded for community use / built development (in the region of 1.5 hectares). There is also potential in this area for a community public realm / focal point. A further green corridor – ('E' on Figure 1.3), is shown as an area of public open space along the Brief sites northern boundary with the rear of Birchwood Drive and Parkhead Road. 'F1' and 'F2' on Figure 1.3 also show landscaped buffers along most of the brief site's southern boundary. Only the southern landscape buffer F2 will have public access.
- 3.6.5 General public amenity open space will also be provided in the paddock ('I' on Figure 1.3). This area has a frontage on to Priory Road. This area will remain undeveloped by new build development to safeguard the rural setting of this part of the brief site. A landscaped soft boundary treatment will be required to be provided on the northern perimeter of this paddock area (on the boundary with Bardsea Leisure Park).
- 3.6.6 A secure, fenced, landscaped buffer will be required along the whole boundary with the former Gascow Quarry / Bardsea Leisure Park. This area will function as a buffer and have no public access. See Figure 1.3, - 'H'. Similarly, a landscaped soft boundary treatment should be provided around the brief site boundary with Gascow Quarry Bungalow and on the southern site boundary of housing character area 11G. The Aqueduct ('G' on Figure 1.3) will be part of the Brief

sites green infrastructure framework as public open space.

- 3.6.7 **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), benefiting from being in view from some properties as well as roads/paths and should minimise impact on residential amenity. 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 brief site.
- 3.6.8 **Green corridors** should form an integral part of the green infrastructure framework. They can perform various functions and may be located either adjacent to main roads, within green linear spaces providing linkages to open spaces, neighbouring areas and roads and facilities. They can also form an integral part of the landscaping framework, providing a buffer between development and the open countryside.
- 3.6.9 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 ideally be facilitated by the features' inclusion within a larger area of open space. Street trees and additional native – species planting will be supported as part of the overall landscaping framework for the Brief site; trees can assist in visually breaking up the massing of development and help in creating a sense of place. All existing trees, hedgerows, woodland and stone walls which are a strong feature within the landscape will be retained, wherever possible and appropriate, and 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.
- 3.6.10 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.
- 3.6.11 **Allotments** could form part of the overall open space mix where appropriate. The 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.

- 3.6.12 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 the Croftlands Brief site in the long term. The Council is exploring options for how best to manage and maintain open spaces. Options might include encouraging the creation of spaces that require less intensive maintenance such as planted areas of wildflowers.

Type of open space – requirements

- 3.6.13 Figure 1.3 – Land Use Proposals Map (indicative), shows the main areas of open space, with public access and non – public access (the latter comprise most of the landscaped buffer areas), along with connecting green infrastructure corridors/green wedges that will be provided on the Brief site. The areas are as follows and relate to the ‘Open Spaces key’ on Figure 1.3:

A: Public Access - Croftlands West: multifunctional public open space incorporating neighbourhood play area and multi-use games area (MUGA)

- 3.6.14 This neighbourhood equipped play area needs to be significant in size as it will serve the Croftlands West and East part of the Brief site. Due to spatial proximity, it's likely that existing Croftlands residents living nearby adjoining the site may also use the area. Located within an area of multifunctional public open space, the play area and MUGA will need to meet the needs of a wide age range. It will need to be located so that it is easily accessible. For example, accessible to the existing facilities on Mountbarrow Road and any new community facilities as referred to in this brief. The large play area could include an informal ‘kick about’ area, an adventure type playground and fitness trail type features. Appendix 2 provides further guidance on the type of facility that will be encouraged. The space needs to be well overlooked by new housing. There will need to be welcoming and legible access points and routes through the space, connecting it as thoroughly as possible with existing / new footpaths and cycle routes and highways within and around this part of the Brief site. This neighbourhood equipped play area should include provision for a range of age groups and abilities in accordance with Appendix 2.
- 3.6.15 The design and positioning of the required west / east main connecting road to the south of this area of multifunctional open space and neighbourhood play area and MUGA, will need to be considered carefully to ensure that the integrity, attractiveness and safety of this multifunctional open space is not lost. Croftlands pedestrians and cyclists will need to be able to cross the east / west main road easily (see Traffic and Movement Strategy Requirements).

- 3.6.16 Being multi-functional, there is also scope for biodiversity / habitat enhancement; especially so, if attenuation ponds / streams are to form part of any surface water management scheme. An existing hedgerow is located near to the stream that runs partly above ground from west to east across Croftlands West. Any loss of this hedgerow will need to be mitigated in the form of replacement planting within new open space provision.
- 3.6.17 The open space is positioned in the location shown on the indicative Figure 1.3, as it follows an existing shallow valley and will potentially allow for surface water drainage management. It is recognised that new roads off the required main east / west main connecting road, may need to cross the open space to access the new housing to the north – Housing Character Areas 3W and 4W. The design and positioning of such roads will need to be considered carefully to ensure the integrity, attractiveness and safety of this multifunctional public open space / play area is not lost.

B: Public Access - Croftlands Gascow Farm: a smaller equipped public play area

- 3.6.18 This smaller equipped play area will serve the Gascow Farm and potentially the Croftlands East part of the brief site. It will be located within Housing Character Areas 9G. The equipped play area will need to be located so that it is easily accessible and centrally located. Its location should consider opportunities to integrate / link in with other areas of public open space within this part of the site and public rights of way. See Appendix 2 for further guidance. Footpaths / cycle paths alongside the west / east main connecting road will allow accessibility from elsewhere on the Gascow Farm part of the Brief site. This play area should be clearly signed. Housing should overlook the equipped play area.

C: Public Access – Croftlands East – A Large semi – natural ‘Country Park’ type public open space

- 3.6.19 This is a relatively large, triangular shaped area of land that forms a green wedge linking the existing Croftlands housing area with the existing public footpath on the southern edge of the Brief site. This area incorporates the tree'd knoll of protected trees; the local landmark - Greybarrow Plantation. This area, besides use as public open space, could have potential to also be used for surface water management, (subject to Drainage Strategy / surface water management plan submitted as part of any planning application). This area is also where the route of the safeguarded aqueduct / easement that crosses this part of the brief site, (refer also to Section 2.13 – Aqueduct). Existing trees, hedgerows, woodland and stone walls (wherever possible and appropriate), will be incorporated into the brief site's Landscape and Green Infrastructure Framework. There may also be opportunities for new planting, including possible small wooded areas (native

shrubs and trees) to break up the open space (not on the aqueduct easement). Care will need to be taken in siting, so that views out towards the east towards the Bay and Hoad Hill to the north are retained. Habitat enhancement could also include mown/ managed areas of grass, new tree planting and 'wild meadow' planting. Parts of this area are elevated (Greybarrow Plantation) and afford views out over the brief site and beyond. Any siting of seating etc. and view / local wildlife interpretation boards should take this into consideration. The routing of new footpaths / cycle paths (formal and informal) should also ensure that this area is accessible, including access through the area.

3.6.20 There is an opportunity for new hedgerows and / or a combination of a limestone wall and a native hedgerow along the majority of the western boundary of this significant open space, see indicative Figure 1.3. Breaks in the boundary will be needed for the west / east connecting main road. The southern site boundary will be enhanced by a combination of tree planting and soft landscaping. Breaks in the screening / planting on this southern boundary will allow views out towards Birkrigg Common.

3.6.21 The actual extent of the 'country park' will depend on the outcome of any agreed surface water drainage strategy and surface water management plan. There **may be** scope for a limited spatial area, as appropriate, to be used for housing purposes dependent on the above – this would be more appropriate to the north of the Greybarrow Plantation, but away from the Gascow Quarry edge.

D: Public Access Part of Croftlands West and East: East of Mountbarrow Road – general public amenity open space area/green wedge, including land safeguarded for community use / built development.

3.6.22 Area D is within Flood Risk Zone 2 and the surface water flooding risk ranges from low to high across the area. (see links at paragraph 3.8.3)

3.6.23 This will be a general public amenity open space area east of and adjacent to Mountbarrow Road, that will be easily accessible by pedestrians and cyclists and near to both existing and new community facilities. The existing Lancastrian Public House will overlook this area. The area safeguarded for community use / built development is within area D. There is also potential in this area for a community public realm / focal point features such as public sculpture / hard landscaping / seating. The area D also includes a 'green wedge'; which effectively extends the green corridor E. The area immediately east of the existing housing is at a higher ground level.

- 3.6.24 Footpaths and cycle paths will need to link to existing footpaths where possible and to existing and new footpath / cycle links on the part of the Brief site on the other side of Mountbarrow Road. An existing public footpath also gives access through area D, linking with the public footpath to the south and Parkhead Road on the existing Croftlands. This area is also on an existing bus route (6 bus route) and is within walking distance of the Town Centre 70 bus route; the bus stop is next to the Lancastrian.

E: Croftlands East – Green Corridor – Multi-functional use with public access.

- 3.6.25 This public open space will function as a multifunctional green corridor. It follows the surface water flow path (see Environment Agency link at paragraph 3.8.3) and so potentially may support a Surface Water Drainage Strategy / SUD's scheme for the Brief site. The green corridor links in with open space areas to the west and east (See indicative Figure 1.3). Area E will also function as a buffer between the existing housing on Croftlands and new housing development. There will need to be new footpath and cycle path provision to link with the Croftlands West and the 'Community hub' area and to the east, with the natural country park type area and the Gascow Farm part of the Brief site. The green corridor also will also need to be accessible to Housing Character Areas 7E and 8E. Housing should overlook the green corridor. There may be an opportunity for biodiversity enhancement here.
- 3.6.26 An emergency vehicle access is desirable to Birchwood Drive, subject to third party land ownership agreement. If this is provided, a new road will need to cross the green corridor and link the existing Croftlands Birchwood Drive with the new Housing at Housing Character Area 7E (See Figure 1.3). At this, and other points (see Figure 1.3), new pedestrian / cycle paths will be desirable to link with the other existing accesses on to Croftlands; at Birchwood Close and Parkhead Road (again, possibly subject to third party land ownership agreement). One pedestrian / cycle link to Birchwood Drive should be provided; more links than this will be desirable, but, are not a requirement.

G: Public access Croftlands East and Gascow Farm: Aqueduct safeguarding – general public amenity open space

- 3.6.27 The aqueduct pipe and the associated safeguarding area / easement will not be developed upon. It will form part of the green infrastructure network; as a grassed area. Where possible (see indicative Figure 1.3), the aqueduct route shall be incorporated into the green infrastructure network; as part of green corridors and the country park type of informal natural open space.

- 3.6.28 United Utilities Water advise that within the aqueduct easement there are restrictions on the type of planting that can be used. Where relevant, details of the species of trees and hedgerows to be used within or close to the easement must be provided to United Utilities Water for prior approval.

I: Public Access - Gascow Farm – General Public Amenity Open Space

- 3.6.29 This area shown on Figure 1.3 will form public amenity open space. The area should be kept open and free from new build development so as to safeguard the character and rural landscape setting to Bardsea Leisure Park.

Landscape Framework: Landscaped Buffers and landscaped soft boundary treatments – requirements

- 3.6.30 In addition to the above, landscape buffers and landscaped soft boundary treatments will be provided along the southern boundary of the site where it merges into the adjacent open countryside, and will form part of a southern green corridor, see indicative Figure 1.3. This will ensure that development creates a positive relationship with the adjoining countryside, providing an appropriate transition between the built up area and the adjoining landscape. By reducing the scale and intensity of development towards its southern edge with the countryside, it allows for planting within and between plots to ensure a transition from town to countryside.

F1 and F2: Southern Boundary – screening and landscaped buffer areas

- 3.6.31 Indicative Figure 1.3 – The Land Use Proposals Map shows F1 – a landscaped buffer with no public access along the southern boundary for most of Croftlands West (from Urswick Road to Mountbarrow Road), south of Housing Character Areas 2W and 5W. Figure 1.3 also shows F2 – a landscaped buffer area and green corridor with an existing right of way, (number FP – 578006, See Appendix 5). It also includes the country park type area near its southern boundary and part of the aqueduct route / safeguarding area. F2 is south of housing character areas 8E and 10G. This green corridor/landscaped buffer, together with a gradual reduction approach to the scale of new build housing (see also paragraphs 3.6.33 – 3rd bullet point and 3.10.7) on this southern edge, will help to soften the edge of the development with the open countryside beyond. This is key to achieving the vision for the site.

H: Gascow Quarry Edge - a secure, fenced, landscaped buffer

- 3.6.32 A secure, robustly fenced, landscaped/planted buffer form of open space will be required, as appropriate, around the whole of the former Gascow Quarry edge. This will function as a buffer and will have no public access. The buffer is indicated (as 'H' – a purple zigzag) on indicative Figure 1.3. Any new build houses will not necessarily need to front onto this non – public access landscaped buffer. The details including the depth of the buffer and the details of the secure fencing are to be determined at the planning application stage.

Landscaped Soft boundary treatments

- 3.6.33 Landscaped soft boundary treatments will be required along the following boundaries, see indicative Figure 1.3:
- On the site boundary between Bardsea Leisure Park and area I (the front paddock of Gascow Farm); and
 - The site boundary between Gascow Quarry Bungalow and the Gascow Farm part of the site; and
 - On the southern boundary of Housing Character Area 11G. The open countryside is beyond; and
 - On the site boundary with The Nook Farm (see Figure 1.3). Enhanced planting (native species) is considered appropriate. The boundary treatment should not form a continuous concealed barrier. The Nook Farm house is grade II listed. See Appendix 7 for further guidance concerning the setting of this heritage asset.
- 3.6.34 The landscape and planting schemes will be based on a palette of suitable native species where possible, and especially fruiting and flowering species to increase the opportunities for wildlife.

Other Public Open Spaces

- 3.6.35 In addition to the above, other areas of open space with amenity/informal recreation/wildlife habitat value could be included within the housing character areas. These should, wherever possible be linked via and be essentially part of (or have good access to) the foot and cycle network to the identified public open spaces referred to above.
- 3.6.36 In addition, the required main west – east connecting road through the brief 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.

Landscape/Green Infrastructure Framework - Requirements

At the Croftlands Brief site, as shown in Figure 1.3 - The Land Use Proposals Map, **The Landscape/Green Infrastructure Framework will comprise of:**

Public Access Open Spaces, these are:

- A. Croftlands West: multifunctional public open space incorporating neighbourhood play area and MUGA
- B. Croftlands Gascow Farm: A Small Equipped Public Play Area
- C. Croftlands East: A Large natural 'Country Park' type Public Open Space
- D. Part of Croftlands West and East: East of Mountbarrow Road - General public amenity open space area.
- E. Croftlands East– Green Corridor – Multi- Functional Use with public access
- G. Croftlands East and Gascow Farm: Aqueduct Safeguarding – general public amenity open Space
- I. Gascow Farm - General public amenity open space

See also * below, which also has public access.

Landscape / Screening Buffers required are:

- Effective screening and landscape buffer areas are required along the majority of the southern boundary of the Brief site where it adjoins the open countryside (see Figure 1.3, annotated as F1 and F2).
- F1. Croftlands West: Southern boundary (Urswick Road to Mountbarrow Road) landscaped buffer, no public access.
- * F2. Southern boundary (Part Croftlands East and Gascow Farm) landscaped buffer / green corridor, public access.
- H. Around the whole of the former Gascow Quarry Edge – a secure, fenced, landscaped buffer. This will function as a buffer and have no public access.

Landscaped Soft boundary treatments, these are required:

- On the site boundary between Bardsea Leisure Park and area I (the front paddock of Gascow Farm); and
- The site boundary between Gascow Quarry Bungalow and the Gascow Farm part of the site; and
- On the southern boundary of Housing Character Area 11G. The open countryside is beyond; and
- On the site boundary with The Nook Farm (see indicative Figure 1.3). Enhanced planting (native species) is considered appropriate. The boundary treatment should not form a continuous concealed barrier. The Nook Farm house is grade II listed. See Appendix 7 for further guidance concerning the setting of this heritage asset.

In addition to the above:

- All trees, hedgerows, woodland and stone walls on and adjacent to the site will be retained wherever possible and appropriate and integrated into the layout and design of the Croftlands Brief site.
- Other areas of open space with amenity/informal recreation/wildlife habitat value could be included within the housing character areas.
- 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 (including landscaped buffer and landscaped soft boundary treatment areas), open spaces other than domestic gardens, shall be prepared to secure the Green Infrastructure Framework for the Brief site in the long term.

3.7 Ecology/Biodiversity

- 3.7.1 The development of the Croftlands Brief site will provide important habitat and species enhancements. This will be provided as part of the Landscape and Green Infrastructure Framework, for example, primarily through the provision of informal open space and landscaping. The retention of existing hedgerows, trees and woodland together with stone walls, will help to protect habitats and species, whilst the creation of new green spaces and corridors will result in enhancements and extension of habitat. In addition, the Sustainable Urban Drainage System Network may be designed to create benefits for and enhance the Brief site's ecological value.
- 3.7.2 The proposed green corridors and green open spaces will help to provide a network of wildlife corridors which will help to provide a sense of continuity between Ulverston and the countryside and allow species to migrate and reinforce habitats.
- 3.7.3 The Cumbria Biodiversity Evidence Base identified the potential presence of key named non avian species; butterflies, moths and toads (2012 records) amongst a range of key species. The Gascow Farm site is next to a BAP Priority Habitat (on the other side of Priory Road). Detailed habitat and species surveys, as appropriate, will be required at the planning application stage. An assessment of

all potential ecological impacts based on up to date baseline data will need to be used to inform any planning application and measures set out therein to protect and enhance habitats and species.

- 3.7.4 The landscape/open space management plan should consider biodiversity habitat restoration/establishment and replacement of habitat/species where appropriate based on the outcome of the surveys as part of any planning application.
- 3.7.5 Natural England advise that Morecambe Bay RAMSAR, SAC/SPA and SSSI is in relatively close proximity to the brief site. They highlight the potential disturbance effects to birds as any development of the brief site may mean more people, possibly with dogs, using public rights of way to access the estuary foreshore. These habitats are protected under the Conservation of Habitats and Species Regulations 2010, as amended ('the Habitats Regulations').

3.8 Flood risk issues – considerations

- 3.8.1 The adopted Local Plan – Land Allocations DPD's Policy LA5.2 is specific to the Brief site and requires the submission of a sound strategic solution to surface water management across all of the Croftlands Land Allocation sites (Brief site). It also requires that the Croftlands West site (part of the Brief site) 'is developed as a whole to ensure that an effective drainage scheme is installed'. The Brief site needs a strategic approach to be taken in relation to flood risk and surface water management. This approach is supported by United Utilities Water, the Environment Agency and Cumbria County Council (as Lead Local Flood Authority). United Utilities Water advise that this will ensure that an integrated approach to drainage which can most appropriately manage flood risk within the brief site and also for the wider area.
- 3.8.2 As stated in Section 2.14, the majority of the Brief site lies within Flood Risk Zone 1, but there is also an area of Flood Risk Zone 2 on either side of Mountbarrow Road on the Croftlands West part of the Brief site.
- 3.8.3 The Land Use Proposals Map (indicative), Figure 1.3, shows the Housing Character Area 6W (south of the west / east main connecting road) and Area D – a general amenity public open space area, incorporating land safeguarded for community / built use development. These areas are highlighted as having land located within Flood Zone 2. The reason for this categorisation is due to historic flooding at this site. The risk of surface water flooding at this location ranges from low to high.
- Similarly, a small part of the most eastern part of Housing Character Area 5W and the most north easterly and eastern parts of Area A (multifunctional public open space) are also within Flood Risk Zone 2. The most easterly part of housing character area 4W is also within Flood Risk Zone 2. There is an opportunity for

housing development in those parts of areas 6W, 5W and 4W, and the use described for area D referred to above, provided that at the planning application stage, the applicant / developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flooding elsewhere. In order to reduce the level of risk, 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 submitted Drainage Strategy / surface water drainage infrastructure (water attenuation areas etc.) scheme and management plan will need to demonstrate how existing flooding can be effectively resolved /or managed.

3.8.4 Section 2.14 also highlights the areas of the Brief site subject to surface water flooding. Due to the size of the Brief site, a Flood Risk Assessment (FRA) will need to be prepared and submitted in support of any planning application.

3.8.5 Known existing flooding Issues are:

- Croftlands West (The Nook Farm) - There's an un-named watercourse that flows west to east across the Croftlands West (The Nook Farm) part of the Brief site. This watercourse is culverted under Urswick Road and Colt House Lane and to the east of The Nook Farm House and then to the east under Mountbarrow Road. It is understood that there is damage to one of these culvert(s), which in the past has severely affected the flow and caused water to back up on the part of the site (eastern part of Croftlands West), near to and on Mountbarrow Road.
- Gascow Farm Culvert – It is understood that a water culvert crosses the Gascow Farm part of the Brief site. It is understood that this picks up water from springs elsewhere (from higher ground) on the site and that the culvert passes at some point under the houses that front on to Priory Road and that back on to the Brief site. Any submitted hydrological / surface water management plan supporting a submitted planning application should establish the line(s) of the culvert(s) and to either make provision for their protection or re-routing as part of the development. Any new drainage system (potentially could utilise the access road) and diverting existing flows from under the properties will need to be large enough to provide for the hydraulic connectivity to the adjacent part of the Brief site; Croftlands East. This is to ensure that there is no flooding to the lower land within Bardsea Leisure Park. Part of Priory Road near to the Gascow Farm part of the Brief site's frontage and Bardsea Leisure Park is known to flood (surface water).
- Gascow Farm - Bardsea Leisure lies at a much lower level than the allocation sites, so a full hydraulic assessment is important. There is natural seepage of water through rock strata that feeds a pond within

Bardsea Leisure Park. Bardsea Leisure wishes to see that maintained, to allow the pond to naturally fill and maintain its habitat value. Bardsea Leisure wish to be assured that (through a hydraulic assessment) that the natural flow would not be increased so as to cause drainage / flooding problems within the Park.

- 3.8.6 Any planning application will also need to be accompanied by a 'Surface Water Drainage Strategy and Management Plan' for the Brief site – based on Sustainable Drainage (SuDs) principles and an assessment of the hydrological and hydrogeological context of the development. This will need to show that the Brief site can be developed without increasing flood risk elsewhere and that water run-off after development must not exceed green field run off rates, including an allowance for climate change. The Drainage Strategy and Management Plan should demonstrate the surface water run-off generated up to and including the 1 in 100 year critical storm will not exceed the run off from the undeveloped site following the corresponding rainfall event. On site flood storage and attenuation should be provided in the form of sustainable drainage systems (SUD's) and the drainage strategy shall also include details of how the system will be maintained and managed after completion. A sustainable urban drainage system 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.
- 3.8.7 Measures such as Sustainable Drainage Schemes (SuDs) and the incorporation of green infrastructure in to new development will help mitigate and manage surface flood risk. Green infrastructure can also provide storage for flood waters whilst contributing to health, amenity and biodiversity benefits.
- 3.8.8 In relation to the role of on-site water management and SuDS, Cumbria County Council as Lead Local Flood Authority advises that consideration should be given to:
- upstream and downstream implications; and that
 - any potential measures should maximise the topography of the sites and the future biodiversity value; and a sustainable urban drainage system (SuD's) and management plan will need to be implemented to manage the disposal of surface water and this will be integrated within the green infrastructure framework, using the natural drainage informed by the topography of the site to dictate the type of measures that may be appropriate. SuDs should follow the CIRA principles given in the SuDs Manual c698.
 - Careful consideration will need to be given to the location and design of any SuD's within the brief site, including the siting of any

attenuation/balancing ponds. In this regard, particular care will need to be given to ensure that SuDs and any attenuation /balancing ponds do not increase the risk and potential for flooding / water seepage into the former Gascow Quarry (Bardsea Leisure Park).

- A maintenance manual will be required for surface water systems where adoption and management will be required for surface water systems where adoption and management scheme will be by a management company.

3.8.9 Cumbria County Council as Lead Local Flood Authority for surface water is also currently preparing County-wide guidance in relation to Sustainable Development Schemes and best practice. The County have produced a Draft Surface Water Management Plan as a forerunner to a Local Flood Risk Management Strategy.

3.8.10 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.

3.8.11 There are several mapped culverted watercourses across the brief site, but there remains uncertainty regarding the accuracy of the alignment of these culverts. In addition, there may also be several culverts which are not mapped. The exact alignment, capacity and condition of any culverted water course should be given due consideration within any planning application. Where practicable applicants should ensure that there are no structures built over culverted watercourses and that no structures cause transfer of loading onto a culvert which could be detrimental to their structural integrity. Where practicable, opportunities should be sought to open up any existing culverts in order to reduce flood risk, improve water quality and provide ecological habitat.

3.9 Infrastructure Requirements

Utilities

3.9.1 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 need to be confirmed through discussions with the relevant utility bodies as part of any planning application.

Aqueduct

- 3.9.2 The presence of a United Utilities Aqueduct (with associated safeguarding / legal easement) which passes through the Brief site, affecting primarily the Croftlands East and the Gascow Farm parts of the site will affect the layout of development. United Utilities Water advise that for any developer(s) proposing construction / development near to the aqueduct pipe/easement, including SuDs, will need to have early discussions with United Utilities Water to ensure that any impact can be assessed. Please refer to Section 2.13 of this Brief for further details.

Water Capacity

- 3.9.3 United Utilities advise that for Croftlands West as a whole water capacity is medium. Mains water will need to be brought to the site. Assessment of supply will be made at the time a planning application. Any reinforcement / abnormal costs will be at the developer's expense. United Utilities Water recommend early discussions with developer(s) to ensure that any upgrading works that may be required will be able to be accommodate their proposals without any unnecessary delay or expense being incurred. Means of supply and connection should be confirmed by the developer (s) with United Utilities Water at the appropriate time in advance of the submission of any planning application(s).

Sewerage

- 3.9.4 In respect of the whole of the Brief site, developments must drain on a separate sewerage system, with only foul drainage connected into the foul sewerage network. There is no existing sewer system and so United Utilities advise that a Section 104 Agreement will be required. A 'Surface Water Management Plan' will need to be produced by a developer (s) and agreed with them (United Utilities), prior to development. Any potential developer will need to liaise with the relevant utility provider (United Utilities) to ensure this is taken into account at the detailed planning application stage. United Utilities Water recommend early discussions with developer(s) to ensure that any upgrading works that may be required will be able to accommodate their proposals without any unnecessary delay or expense being incurred. Means of supply and connection should be confirmed by the developer (s) with United Utilities Water at the appropriate time in advance of the submission of any planning application(s).
- 3.9.5 United Utilities advise that a 450mm sewer runs adjacent to part of the Croftlands West site (Parkhead Road). United Utilities Water recommends that it may be preferable to utilise the existing sewer network on Priory Road that drains to Priory Road pumping station. United Utilities Water would welcome the opportunity to discuss this with any site promoters/ potential developers at the earliest opportunity.

Emergency Services

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

Gas

- 3.9.7 The National Grid has confirmed that there are high or intermediate pressure (above 2 bar) gas pipelines and associated equipment and low or medium pressure (below 2 bar) gas pipes and associated equipment in the vicinity of the site. Developers will need to submit a 'Scheduled Works' enquiry at the earliest opportunity. The above advice relates solely to National Grid Gas PLC (NGG) apparatus and does not give guidance about way leaves or easements, gas service pipes and related apparatus and recently installed apparatus.

Electricity

- 3.9.8 See comments at Section 2.15, (Paragraph 2.15.2, bullet point 8).

Community Infrastructure

Education

- 3.9.9 To assess the impact of the development on education, initially using the County Council's population model (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 747 dwelling units would yield 150 primary aged children and 107 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.
- 3.9.10 At this point in time, there is currently spare capacity within the nearest Primary schools (in Ulverston) to accommodate additional children. However, there will be insufficient capacity for any additional secondary aged 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 brief 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.

- 3.9.11 For further details on education requirements, potential developers should contact Cumbria County Council Education Authority

3.10 Design Principles

- 3.10.1 The design of this new development at 'Croftlands' will be of a high quality that respects the site's 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 different varieties of urban design, taking reference from local design characteristics and opportunities presented by existing natural and other features of the Brief site, 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' and monotonous in appearance (not in terms of colour) and a layout that is car dominated will not be acceptable.
- 3.10.2 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. Developments 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.
- 3.10.3 Future development proposals for the brief site will also be considered against the provisions of the National Planning Policy Framework including consideration of referring proposals for National Design Review.

General Principles

- 3.10.4 The design of the Croftlands Brief site (new build development) should take full account of the character of the immediate and wider setting. It should take account of the design code in saved Policy S2 of the Local Plan. Key influences on character include history, geography, climate, topography, geology and building materials, as well as local culture. Ulverston itself is made up of different styles of urban design and as such, has a varied character. 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 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.

- 3.10.5 Any change of use and conversion of the existing traditional farm buildings at Gascow Farm will need to be carried out in a sympathetic manner and not result in the loss of significant architectural or historic features. The 1997 adopted Local Plan (as amended March 2006) - saved and extended Local Plan Policy - H11 – Conversion of Buildings within Development Boundaries, applies. See also the more detailed site specific guidance in relation to Croftlands West and Gascow Farm in Appendix 7.
- 3.10.6 Close range views of the site are afforded to properties adjacent to the Brief site, as referred to in the previous paragraphs 2.8.7 to 2.8.9. 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 new development on these common boundaries, the introduction of landscaping / buffers where appropriate and separation distances between the existing properties and any new build. The orientation of buildings on slopes should be designed to minimise the 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 as for allotments in addition to a private garden.
- 3.10.7 The predominant use of local lime stone, slate, or lime-based render provides a distinctive appearance to many buildings in the town. Red sandstone is sometimes used in the older buildings to add detailing – it's used in window fenestrations and in quoins. The design and layout of the Croftlands Brief site will be informed by the following principles:
- **Townscape** – it will respond to the individuality of Ulverston 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 and grain of housing development will be related to that nearby to create an appropriate relationship with adjoining areas (built and natural) 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, shall consider use of appropriate screening, window siting and orientation.
- Consider incorporating a range of building types and spaces to provide a **hierarchy of buildings and spaces** so as to emphasise key locations within the layout and contribute to the character and legibility of the development, for example positioning buildings on the corner 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, hedgerow, railing and walling to reflect the local vernacular, whilst allowing for community interaction.
- The treatment of the **Settlement edges** – development on the southern,

western and eastern boundaries of the Brief site will respect the landscape character. Development will create a positive relationship with the adjoining countryside, providing an appropriate transition between the built up area and the adjoining landscape. Wherever possible, houses should be orientated so they are outward facing. Trees, hedges and new landscape planting on the site edges should utilise native species.

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

3.11 Sustainability Principles

- 3.11.1 Policy CS1.1 of the Core Strategy sets out the sustainable development principles that the new development at Croftlands must confirm 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.

3.12 Renewable Energy

- 3.12.1 In accordance with Policy CS8.7 the Croftlands Brief site 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/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.

3.13 Sustainable Construction

- 3.13.1 The development of land at Croftlands 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).

3.13.2 The layout of development will need to take account of:

- Street design and the layout of private space takes into account access by waste/recycling collection vehicles and staff
- Possible provision for communal recycling storage/collection (i.e. a single or small number of point(s) where everyone takes their waste/recyclables, composting etc. on site).

Green Roofs and Walls – roof garden

3.13.3 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.

3.14 Air quality

3.14.1 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 the Brief site. 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.

3.15 Housing Character Areas – Specific Design and Layout Principles

- 3.15.1 Taking into account the local context and characteristics of different parts of the Brief 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 Land Use Proposals Map). These will relate to aspects such as streetscape, housing types, sizes and designs, scale of development, building height and enclosure, frontage treatments, topography and landscape, materials and architectural attributes. Key area-specific principles for each of the suggested character areas, relating to the landscaping/green infrastructure framework and the design, layout and movement framework, are listed below.

Character Areas – Croftlands West:

1W North West of The Nook Farm (small field bordered by Colt House Lane)

1. Landscaping - Four existing mature trees on the boundary of the field are protected by TPO number 2672014. These trees and their rooting areas will need to be safeguarded from development. If new build houses include trees within the curtilage, then the gardens should be of a length that ensures that the tree crowns are not 'overbearing'; the potential for future TPO applications to 'crown reduce' the protected trees is then reduced. Existing field boundary walls and hedgerows should be retained wherever possible, and if there is potential, they should be enhanced (gaps in hedgerow(s)) planted with native species), this is excepting for the need for both a new vehicular access to this area off Urswick Road (indicative location given on Figure 1.3) and the need for a new pedestrian footpath and cycle link. This will need to break through the existing mature hedgerow on area 1W's southern common boundary with character area 2W. Apart from this break, the hedgerow shall be retained along with the adjacent water course; it's a strong landscape feature on this part of the Brief site. The water course is likely to form part of any Sustainable Drainage Scheme.
2. Urswick Road Frontage - Allowing for the new vehicular accesses' visibility splays, there may be potential for soft landscaping / under planting on the Urswick Road Frontage and / or within this fairly self-contained area. This should be explored.
3. Scale/Amenity Area - 1W on this rural edge part of the site is relatively

small and intimate in size, compared to the rest of the Brief site. Development should be of a scale, form, massing, and design that ensure avoidance of overlooking, overbearing and loss of privacy for existing properties on Colt House Lane. Using separation distances and the orientation of new houses, along with careful window positioning in any layout / design will assist in reducing the potential for overlooking and loss of privacy. Given that this area is self-contained there is an opportunity here to take design references / detailing and use of materials from the more vernacular style properties along Colt House Lane and to give this small area its own distinct sense of place.

4. Pedestrian/Cycle links - A foot bridge wide enough for pedestrians and cyclists to pass is strongly suggested to ensure accessibility and integration between area 1W and the rest of the Croftlands Brief site (this is key, as it's where the main open spaces and recreational areas will be). The Design and layout of this area will need to ensure that there is a safe access route for pedestrians / cyclists from Urswick Road through area 1W to the new foot / cycle bridge to area 2W. The potential for a new footpath / cycle path along the watercourse from the new bridge to Urswick Road should be explored in any design / layout.
5. Road Access - The new vehicular access should avoid the two protected trees and their rooting area on this frontage. A new road access must be provided to serve this character area only. Figure 1.3 gives an indicative location.
6. Open Space - The public open space that will serve this character area will need to be in walking distance, see indicative Figure 1.3. Within the brief site, this is indicated by the multifunctional public open space with a neighbourhood play area shown as 'A' on Figure 1.3 (part of Croftlands West). Within the area 1W, there may be potential to widen / have a buffer with the existing watercourse to make a feature of it in any layout design.

2W South West of The Nook Farm (the two fields immediately west / south west of The Nook Farm)

1. Landscaping - To moderate overlooking and maintain privacy, and to protect the setting of the grade II listed building, a landscaped soft boundary treatment on the site boundary with The Nook Farm (see indicative Figure 1.3) will be required. Enhanced planting (native species) is considered appropriate and the boundary treatment should not form a continuous concealed barrier. Landscaping on the site's southern boundary with the open countryside should form a landscaped buffer using native species (F1 on Figure 1.3). Within Character Area 2W there

is scope to include a landscape buffer on the south west corner of the site next to the frontage with Urswick Road. (The area shown for landscaping in this corner on Figure 1.3 is indicative). Here the land is more elevated with expansive views to the north and east, and there is potential to include some tree planting; more structural planting using native species, albeit whilst ensuring visibility for the site access onto Urswick Road is not impeded. Built development should not be in this area as it would break the existing skyline when viewed from the north and east and would compromise views over the site from the west. Generally, along the southern landscaped buffer, 'F1', the landscaping potentially could be mixed in height; with native species hedgerows (enhancement where potential) along with more structural tree planting. This mix will allow for views out of the site towards the countryside beyond and whilst giving some screening / softer edge with the open countryside; key to achieving the vision for the Brief site.

2. Scale/Size/Design - 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. The scale and intensity of development towards the site's southern edge should be gradually reduced to ensure a transition between town and countryside. That said, in terms of the roofscape along the site's southern edge, rather than have a uniform line of houses, the layout / design (front building alignment) should be staggered, possibly having some gable ends to break up the roofscape. In the northern half of Character Area 2W, where new development will be adjacent to existing housing, consideration will need to be given to the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy and to avoid overlooking. There is potential for a mix of house types.
3. Frontage onto Southern Landscaped Buffer 'F1' - See points 1 and 2 above and point 4, below.
4. Frontage on to the West /East Main Connecting Road - Housing layout / design will need to ensure that housing overlooks / has an active frontage on to this road. The provision of a footpath / cycle way together with green area (green corridor) and opportunities for landscaping; tree, shrub planting will help to soften the impact of this road. The green corridor function will not need to be a continuous, but could be separated by green spaces. Layout Design will need to consider the need to break up the built frontage alignment to provide variety in the 'streetscape'.
5. Scale / Intensity - The scale and intensity of development towards the Brief

sites southern edge should be gradually reduced / a feathered approach.

6. Road Access - The requirement for a west / east main connecting road with green corridor (See Figure 1.3 – indicative route) will bisect this character area. The location of the vehicular access shown on Figure 1.3 on to Urswick Road is indicative. See Section 3.5 - Traffic and Movement Strategy and Appendix 6 for guidance. Any layout will need to allow for vehicular access between the two fields that form character area 2W, as they are in separate ownership and potentially may come forward for development independently.
7. Pedestrian/Cycle links - A public footpath – The Cistercian Way runs along Urswick Road. A footpath / Cycle link between Character Areas 1W and 2W would help integrate these areas. (see comments re. Character Area 1W, above). The latter footpath / cycle link could link with the east / west main connecting road / and any associated foot path / cycle path. This would give access to other parts of the Brief sites and the public open spaces etc. It's important that the character area is accessible to modes of transport other than the car and that these accessibility/ movement networks across the brief site and on the edge of the site integrate with one another.
8. Open Space - Within Character Area 2W, there may be potential for other areas of open space with amenity/informal recreation/wildlife habitat value. Having green spaces within the housing layout will help to break up the massing of the housing and potentially could form focal points and help create a sense of place. Housing (the front of dwellings) overlooking such public open spaces, but not necessarily surrounding the spaces, will help to increase natural surveillance and so potentially deter crime. See also Appendix 2 re. guidance about the siting of houses near to public open spaces.
9. Setting of The Nook Farm House (Grade II Listed) - See point 1, above, concerning a landscaped soft boundary treatment (enhanced planting with native species). See also Section 2.10 – Archaeology and Heritage, and guidance including an evaluation / assessment of the impact of development on the setting of the listed building and recommended mitigation, see Appendix 7.

3W Site of the Existing Farm Steading; The Nook Farm

1. Landscaping - A soft boundary treatment (enhanced planting with native species) is considered appropriate around the existing housing, including the listed grade II building – 'The Nook' Farm House., see indicative

Figure 1.3.

2. Scale/Size/Intensity - In order to avoid overlooking and ensure reasonable levels of privacy, the separation, placement, orientation and aspect of new build development in proximity to the existing housing off Colt House Lane, 'The Nook Farmhouse' and 'The Swallows' will need to be considered sensitively. An existing open watercourse with banking runs along the western edge of this character area. Site Layout / Design will need to consider whether to retain this as part of a naturalistic feature or culvert (depending on the advice from Cumbria County Council (surface water flooding) and the Environment Agency and how it will support any Sustainable Drainage Scheme Strategy. See also points 1 above and 7, below.
3. Pedestrian/Cycle links - An existing public footpath runs to the west and south of this area (See Appendix 5) and refer to Figure 1.3 – Indicative Land Use Proposals Map.
4. Road access - Need to ensure vehicular connectivity of this area to the main west / east connecting road.
5. Frontage onto green corridor - There is potential here for some of the housing to have an open aspect, with a frontage facing on to the multi – functional public open space (See indicative Figure 1.3 – 'A').
6. Open Space - This Character Area will be adjacent the multi – functional public open space 'A' and served by a large equipped play area, see Figure 1.3.
7. Setting of The Nook Farm House (Grade II Listed) - See point 1 above concerning a landscaped soft boundary treatment. See also the guidance given in Sections 2.10 – Archaeology and Heritage and 2.15 – Opportunities and Appendix 7. Other than using separation distances and orientation, the use of quality materials and local vernacular design references on the new build's which have an aspect facing the listed 'The Nook Farmhouse' will need to be considered. Boundary treatments, such as the use of local stone walls etc. and sensitively considering the space / public realm of new development within the setting of the listed building will also need to be considered.

4W North West of the Nook Farm (the field bordering onto Croftlands, Westhills Drive

1. Landscaping -There is an existing tree (not protected) near to the

boundary in the north western corner of this character area. Its scope for retention will need to be considered.

2. Scale / Size/Type /Amenity - The issue of loss of open aspect and concerns over loss of amenity and overlooking was a strong concern expressed at the Issues and Options Consultation stage of the brief by some residents of Westhills Drive. There were a few responses on this issue in respect of the draft brief consultation. They have a boundary with this part of the brief site. In response, the layout and design of new build development will need to ensure that overlooking is avoided and that reasonable levels of privacy are secured. Along the boundary with Westhills Drive, there will need to be an appropriate separation distance between existing and new housing; for example this could include the garden / curtilage space of any new housing. The sensitive placement, orientation and aspect of any new build development will also need to be considered in any layout and building elevations submitted at the planning application stage. There is potential for a mix of house types within character area 4W.
3. Pedestrian / Cycle Links - Any traffic and movement framework will need to ensure that foot and cycle paths connect to ensure accessibility within the character area and the rest of the Brief site.
4. Road Access - Need to ensure vehicular connectivity of this area to the main west / east connecting road and green corridor. Any road layout potentially will need to consider how and at what points it will sensitively cross the multifunctional public open space (Figure 1.3 – 'A') and any potential sustainable Drainage Scheme (watercourse).
5. Frontage onto multifunctional public open space with play area - There is potential here for housing to have an open aspect, with a frontage facing on to the multi – functional public open space (See Figure 1.3 – 'A'). Attention to detail in layout and design is key; staggering and breaking up the housing frontage alignments and having irregular shaped boundaries to public open space uses can have a positive effect on the character of the area, as will using appropriate private curtilage boundaries/materials where these are prominent and face on to public spaces.
6. Open Space - Within Character Area 4W, there is scope for areas of open space with amenity/informal recreation value. Having green spaces within the housing layout will help to break up the massing of the housing and potentially could form focal points and help create a sense of place. Housing (the front of dwellings) overlooking such public open spaces, but not necessarily surrounding the spaces, will help to increase natural surveillance and so potentially deter crime. See also Appendix 2

regarding guidance about siting of houses near to public open spaces.

5W Area East of The Nook Farm and West of Mountbarrow Road

1. Landscaping - The hedgerow (s) on the areas eastern boundary should be retained wherever possible and appropriate, allowing for vehicular and public right of way access. Landscaping on the site's southern boundary with the open countryside should form a landscaped buffer (F1 on Figure 1.3) using native species. Within Character Area 5W there is potentially scope to include some tree planting; more structural planting using native species. Generally, along the southern landscaped buffer and boundary, the landscaping should be mixed in height; with native species hedgerows (with enhancement where there's potential) along with more structural tree planting. This mix will allow for views out of the site towards the countryside beyond and whilst giving some screening / softer edge with the open countryside; this is key to achieving the vision for the brief site. 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. The scale and intensity of development towards the site's southern edge should be gradually reduced to ensure a transition between town and countryside. That said, in terms of roofscape along the site's southern edge, rather than get a uniform line of houses, the layout / design (front building alignment) it is suggested could be staggered, possibly having some gable ends, to break up the roofscape.
2. Scale/Intensity - The scale and intensity of development towards the Character Area 5W's southern edge should be gradually reduced / a feathered approach. See also point 1, above about the landscaped buffer.
3. Scale / Size - There is potential for a mix of house types.
4. Pedestrian / Cycle Links - An existing public footpath crosses part of this area, see Appendix 5 and paragraph 3.5.19 re public right of way diversions. Within Character Area 5W, any footpaths / cycle paths should link with and provide access to public open spaces. Safe crossings to the east / west main connecting road/green corridor to allow access to the main multifunctional public open space within Croftlands West will need to be considered.
5. Road Access - The west / east main connecting road/green corridor (See Figure 1.3 – indicative route) potentially will bisect the majority of this character area. The location of the vehicular accesses shown on Figure

1.3 on to Urswick Road and on to Mountbarrow Road is indicative. See Section 3.5 - Traffic and Movement Strategy and Appendix 6 for guidance. There's a need to ensure vehicular connectivity of this area to the main west / east connecting road.

6. Frontage onto Croftlands West - Multi-functional public open space with play area - There is potential here for housing to have an open aspect, with a frontage facing on to the multi – functional public open space (See Figure 1.3 – 'A'). Attention to detail in layout and design is key; staggering and breaking up the housing frontage alignments and having irregular shaped boundaries to public open space uses can have a positive effect on the character of the area, as will using appropriate private curtilage boundaries/materials where these are prominent and face on to public spaces.
7. Frontage on to West /East Main Connecting Road/green corridor - In terms of housing layout and design, active frontages on to this main connecting road are encouraged. The provision of a footpath / cycle way together with green area and opportunities for landscaping – shrub, tree planting will help to soften the impact of this road. It is suggested that layout design will need to consider the need to break up the built frontage alignment to provide variety in the 'streetscape'.
8. Open Space - Within Character Area 5W, potentially there is scope for areas of open space with amenity/informal recreation value. Having green spaces within the housing layout will help to break up the massing of the housing and potentially could form focal points and help create a sense of place. Housing (the front of dwellings) overlooking such public open spaces, but not necessarily surrounding the spaces, will help to increase natural surveillance and so potentially deter crime.
9. Frontage on to the Southern landscaped buffer - Guidance as for Character area 2W.

6W North of 'Conian' and 'The Grange'

1. Landscaping - The existing hedgerows on the character areas boundary with Mountbarrow Road should be retained wherever possible and appropriate, allowing for any new footpaths / cycleways and the east / west main connecting road. Similarly, where possible and appropriate, the hedgerow on the areas eastern boundary should be retained (allowing for the east / west main connecting road). Wherever possible, new build houses should be orientated so that they are outward facing. Trees, hedges and new landscape planting on the site edges should

utilise native species. The scale and intensity of development towards the site's southern edge should be gradually reduced to ensure a transition between town and countryside. That said, in terms of roofscape along the site's southern edge, rather than get a uniform line of houses, the layout / design (front building alignment), it is suggested, should be staggered, possibly have some gable ends to break up the roofscape.

2. **Scale / Size/Intensity** - The layout and design of new build development will need to ensure that overlooking is avoided and that reasonable levels of privacy are secured. Along the boundary with the properties 'Conian' and at 'The Grange', there will need to be an appropriate separation distance between existing and new housing; for example this could include the garden / curtilage space of any new housing. It could also include screening. The sensitive placement, orientation and aspect of any new build development will also need to be considered in any layout and building elevations submitted at the planning application stage. The scale and intensity of development towards the Character Area 6W's southern edge should be gradually reduced / a feathered approach. See also point 1, above. There is potential for a mix of house types.
3. **Flooding Issue** - See paragraph 3.8.3. This field is lower in level and there's a significant drop in level from the ridge adjacent to the east (this ridge is part of the 'green wedge' to the east of The Grange, see Figure 1.3. This ridge will help to form a sense of enclosure to character areas 6W, 7E and 8E)
4. **Pedestrian / Cycle Links** - An existing public Right of Way (PROW) (See Appendix 5), along with the existing field boundary/retaining wall/hedgerow forms the eastern boundary of this character area. The retaining wall/hedgerow is a strong distinct feature and should be considered for retention as a positive attribute. This existing PROW will give access to the public amenity open space 'D' on Figure 1.3 and the area safeguarded for Community Use / Built Development, together with the existing Lancastrian Public House and the Croftlands area. Within Character Area 6W, any footpaths / cycle paths should link with and provide access to public open spaces. Safe crossings to the east / west main connecting road/green corridor to allow access to the Croftlands West public amenity open space and green wedge will be required.
5. **Road Access** - The west / east main connecting road/green corridor (See Figure 1.3 – indicative route) potentially could form the northern boundary of this character area. The location of the vehicular accesses shown on Figure 1.3 on to Mountbarrow Road is indicative. See Section 3.5 - Traffic and Movement Strategy and Appendix 6 for guidance. There's a need to ensure vehicular connectivity of this area to the main

west / east connecting road/green corridor.

6. Frontage on to Croftlands West Amenity Open Space /East Green Wedge Public Amenity Open Space - (See Figure 1.3 – ‘D’). There is potential here for new build housing to have an open aspect, with a frontage facing on to the above. Attention to detail in layout and design is key; staggering and breaking up the housing frontage alignments and having irregular shaped boundaries to public open space uses can have a positive effect on the character of the area, as will using appropriate private curtilage boundaries/materials where these are prominent and face on to public spaces.
7. Frontage on to West / East Main Connecting Road/green corridor - In terms of housing layout and design, active frontages on to this main connecting road are encouraged. The provision of a footpath / cycle way together with green areas and opportunities for landscaping / tree planting will help to soften the impact of the west / east connecting road. Layout design will need to consider the need to break up the built frontage alignment to provide variety in the ‘streetscape’.
8. Open Space - Within Character Area 6W, there is scope for areas of open space with amenity/informal recreation value. Having green spaces within the housing layout will help to break up the massing of the housing and potentially could form focal points. Housing will need to overlook such public open spaces.

Character Areas – Croftlands East:

7E South of Existing Croftlands and West of Former Gascow Quarry

1. Landscaping - There is potential for a new hedgerow with native species (native species trees could also form part of the hedgerow) to define the eastern boundary of area 7E (See Figure 1.3). An existing hedgerow runs roughly north / south and bisects Character Area 7E. This hedgerow should be retained, wherever possible and appropriate, in any site layout design.
2. Scale / Size - There is potential for the layout of new built development ‘to wrap’ around the ridge / more elevated topography directly to the east of The Grange. This ‘green shaded’ area shown on Figure 1.3 is indicative. It will also act as a buffer for The Grange. There is potential for a mix of house types in this character area.

3. Pedestrian / Cycle Links - Character Area 7E - Any Traffic and Movement Framework needs to ensure that any new foot and cycle paths and existing footpaths connect to ensure accessibility both within the character area and integration with the rest of the brief site. Accessibility to the public open spaces and the identified area safeguarded for Community Use / Built Development shown on Figure 1.3, near to Mountbarrow Road, is important.
4. Road Access - Area 7E will need to include in its layout; roads connecting the new housing with the main east / west connecting road/green corridor and also allow for connecting with any potential road that will give vehicular emergency access and a footpath / cycle path off Birchwood Drive (See Figure 1.3). This potential emergency vehicle access will need to cross the Croftlands East Green Corridor 'E' on Figure 1.3 and potentially any linking foot and cycle paths along that corridor. Safe pedestrian crossing point(s) will be needed on the west / east connecting road and green corridor.
5. Frontage on to the Croftlands East Green Corridor - (See Figure 1.3 – 'E'). There is potential here for housing to have an open aspect, with a frontage facing on to the above. Attention to detail in layout and design is key; staggering and breaking up the housing frontage alignments and having irregular shaped boundaries to public open space uses can have a positive effect on the character of the area, as will using appropriate private curtilage boundaries/materials where these are prominent and face on to public spaces. The area covered by the green corridor on Figure 1.3 is indicative; but it may need to accommodate SUD's. The provision of a footpath and cycle path together with any planting along this green corridor will increase accessibility and give further function to the open space corridor.
6. Frontage on to the Green Wedge - Croftlands West /East Public Amenity Open Space - (Figure 1.3 – 'D') There is potential here for housing to have an open aspect, with a frontage facing on to the above (potentially in places as parts of the green space are on higher ground). Attention to detail in layout and design is key; staggering and breaking up the housing frontage alignments and having irregular shaped boundaries to public open space uses can have a positive effect on the character of the area, as will using appropriate private curtilage boundaries/materials where these are prominent and face on to public spaces.
7. Open Space - Within Character Area 7E, there is scope for areas of open space with amenity/informal recreation value. Having green spaces within the housing layout will help to break up the massing of the housing

and potentially could form focal points. As a general rule housing will need to overlook such public open spaces.

8E South West of Greybarrow Plantation (stand of trees on knoll)

1. Landscaping - It is strongly suggested that a new hedgerow with native species is needed to define the eastern boundary of area 8E (See Figure 1.3). An existing hedgerow runs roughly north / south and bisects Character Area 8E. This hedgerow should be retained, wherever possible and appropriate, in any site layout design. Landscaping on the site's southern boundary with the open countryside should form a landscaped buffer / green corridor (F2 on Figure 1.3). The use of native tree/shrub species is considered appropriate. The existing boundary here consists of a hedgerow. This should be retained and enhanced where possible and appropriate. The junction of the two public rights of way (FFP578006) on the southern boundary of Area 8E, gives strong views out over this part of the site and beyond from west clockwise to east and are of potential high visual receptor value. At a point here, lower level landscaping will allow views from the public rights of way out over the brief site and to Hoad Hill beyond. This area next to Character Area 8E, near to where the footpaths meet and where the aqueduct crosses, is shown as public amenity open space on Figure 1. 3. On the southern edge of Area 8E, 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. The scale and intensity of development towards the site's southern edge should be gradually reduced to ensure a transition between town and countryside. That said, in terms of roofscape along the site's southern edge, rather than get a uniform line of houses, it is suggested that the layout / design (front building alignment) should be staggered, possibly having some gable ends to break up the roofscape.
2. Scale and Intensity - The scale and intensity of development towards Character Area 8E's southern edge should be gradually reduced / a feathered approach. See also point 1, above.
3. Scale / Size - There is potential for a mix of house types.
4. Pedestrian / Cycle Links - Character Area 8E - Any Traffic and Movement Framework needs to ensure that new foot and cycle paths and existing foot paths connect to ensure accessibility both within the character area and with the rest of the brief site. Accessibility to the public open spaces and the area safeguarded for Community Use / Built Development shown on Figure 1.3 is important.
5. Road Access - The west / east main connecting road/green corridor potentially may form the northern edge to this area. Character Area 8E

will need to include in its layout roads connecting the housing with the main east / west connecting road. Safe pedestrian crossing point(s) will be needed.

6. Frontage on to the Green Wedge - Croftlands West - East General Public Amenity Open Space - Figure 1.3 – 'D') There is potential here for housing to have an open aspect, with a frontage facing on to the above. Attention to detail in layout and design is key; staggering and breaking up the housing frontage alignments and having irregular shaped boundaries to public open space uses can have a positive effect on the character of the area, as will using appropriate private curtilage boundaries/materials where these are prominent and face on to public spaces.
7. Open Space - Within Character Area 8E, there is scope for areas of open space with amenity/informal recreation value. Having green spaces within the housing layout will help to break up the massing of the housing and potentially could form focal points. Housing will need to overlook such public open spaces.
8. Aqueduct - The aqueduct and safeguarding area adjoins the southern boundary of Area 8E. See also Section 2.13 – Other Matters: Aqueduct.

Character Areas – Gascow Farm

9G South of Former Gascow Quarry and North of Primrose Hill

1. Landscaping - A subtle ridgeline runs roughly north west / south east bisecting part of area 9G. It follows the existing boundary (it continues following the western boundary of Primrose Hill). An existing native hedgerow forms a strong skyline feature on the western boundary of Character Areas 9G and 10G. The retention of this hedgerow, wherever possible and appropriate, would help separate land uses; the 'country park style' public open space and the housing areas. It would also have biodiversity benefits (obviously allowing for any potential SUD's scheme, the aqueduct and the line of the west / east main connecting road/green corridor, see Figure 1.3). Part of Character Area 9G adjacent to the Gascow Farm steading, makes use of the topography. It is tucked down in to the site by a sharp change in level east of the ridgeline. A landscaped buffer (no public access) that is secure and fenced off is required to the whole of the former Gascow Quarry edge. A landscaped soft boundary treatment is also required along the edge of the boundary with Gascow Quarry Bungalow.
2. Scale / Size - Potential for a mix of house types. The positioning, orientation and height of new build on that part of area 9G (between the aqueduct and the former Gascow Quarry) at the point of the north west / south east ridgeline will need to be carefully considered.
3. Pedestrian / Cycle Links - Character Area 9G - Any Traffic and Movement Framework needs to ensure that new foot and cycle paths and existing footpaths connect to ensure accessibility both within the character area and with the rest of the brief site. The route of the existing public right of way FFP578006 is shown on Appendix 5. Accessibility to the public open spaces such as the small equipped play area shown on Figure 1.3 – B is important.
4. Road Access - The indicative route of the main connecting west / east road on Figure 1.3 bisects area 9G. It is suggested that Character Area 9G will need to include in its layout roads connecting the housing with the main east / west connecting road/green corridor. Safe pedestrian crossing point(s) will be needed.
5. Open Space - A small equipped play area is shown on Figure 1.3 - B, to serve the Gascow Farm and potentially part of the Croftlands East part of the brief site. Further guidance is provided at Appendix 2. A ridgeline runs across this part of the site, north west to south east. Public open

space is shown on Figure 1.3 around the area of the play area. Within Character Area 9G, there is scope for areas of open space with amenity/informal recreation value. Having green spaces within the housing layout will help to break up the massing of the housing and potentially could form focal points. Housing will need to overlook such public open spaces.

6. Aqueduct - The aqueduct and safeguarding area adjoins the southern boundary of Character Area 9G. See also Section 2.13 – Other Matters: Aqueduct.

10G South East of Former Gascow Quarry

1. Landscaping - The existing hedgerow on the western boundary of area 10G where it bounds the 'Country Park Type Area' to the immediate west, should be retained and enhanced wherever possible and appropriate. Landscaping on the brief site's southern boundary with the open countryside (F2 on Figure 1.3) should form a landscaped buffer/green corridor using native species, see the landscaping requirements set out in Section 3.6. The southern boundary, as existing, includes both limestone walls and hedgerow. The buffer potentially could include a mix of native species structural tree planting. The existing hedgerow and stone wall potentially could also be retained. Including a section of lower level landscaping / existing hedgerow in the landscaped buffer will allow for views from the existing public foot path down the shallow valley across the parkland towards the Coast Road. On the southern edge of Area 10G, 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. The scale and intensity of development towards the site's southern edge should be gradually reduced to ensure a transition between town and countryside. That said, in terms of roofscape along the site's southern edge, rather than get a uniform line of houses, the layout / design (front building alignment) it's suggested should be staggered, possibly having some gable ends to break up the roofscape.
2. Scale and Intensity - The scale and intensity of development towards the Character Area 10G's southern edge should be gradually reduced / a feathered approach. See also point 1, above.
3. Scale / Size - Potential for a mix of house types.
4. Pedestrian / cycle links - Any Traffic and Movement Framework needs to ensure that new foot and cycle paths and existing footpaths connect to

ensure accessibility both within the character area and with the rest of the Brief site. The southern boundary of area 10G adjoins the Southern Boundary landscaped buffer / green Corridor – F2 on Figure 1.3. This corridor includes part of the existing route of public footpath FFP578006 and the southern boundary landscape buffer. The route of the existing public footpath may need to be formally diverted to accommodate the landscaping buffer. New footpath / cycle links to the main connecting road (indicative route) and the small equipped play area - B, will need to cross the aqueduct safeguarding area.

5. Road Access - Both the indicative route main west / east connecting road/green corridor and the aqueduct are located to the north of area 10G. Layout for the area 10G will need to take into account vehicular access from the main west / east connecting road to the new housing which will mean crossing the aqueduct and safeguarding area.
6. Frontage on to the Southern Boundary landscaped buffer/Green Corridor - There is potential here for housing to have an open aspect, with a frontage facing on to the above. Attention to detail in layout and design is key; staggering and breaking up the housing frontage alignments and having irregular shaped boundaries to public open space uses can have a positive effect on the character of the area, as will using appropriate private curtilage boundaries/materials where these are prominent and face on to public spaces.
7. Open Space - Within Character Area 10G, there is scope for areas of open space with amenity/informal recreation value. Having green spaces within the housing layout will help to break up the massing of the housing and potentially could form focal points. Housing will need to overlook such public open spaces.
8. Aqueduct - The aqueduct and safeguarding area adjoins the northern boundary of Character Area 10G. See also Section 2.13 – Other Matters: Aqueduct.

11G South East of Gascow Farm – (to the rear of existing houses on Priory Road)

1. Landscaping - A Landscape buffer (native tree species) is required on the southern boundary of this area. The protected tree – TPO T24, will need to be retained. Advice concerning trees is given at Appendix 4. The existing limestone boundary wall should be retained wherever possible and appropriate.

2. Scale / Size - Housing development should be of a scale, massing, form and design that ensures avoidance of overlooking, overbearing and loss of privacy. Eleven existing residential properties on Priory Road back on to area 11G. Care will need to be taken with site layout design as area 11G slopes from the west down to the east towards the Priory Road houses. Using separation distances and the orientation of new houses, along with careful window positioning in any layout / design, will assist in reducing the potential for overlooking and loss of privacy. Character Area 11G along with 12G have a key gateway location and are visible on the approach to Ulverston along Priory Road / tourist Coastal Route. Area 11G is relatively contained having three existing boundaries. This, together with the rural setting of this part of the brief site and its juxtaposition with the farm steading and its vernacular style buildings directly to the north, supports high quality development within area 11G. Design and material references (sandstone, limestone slate, render) could potentially be taken from the Gascow Farm steading buildings and other buildings in and around Ulverston.
3. Pedestrian / Cycle Links - The existing route of a public footpath follows the existing access lane to Gascow Farm, see Appendix 5. Character Area 11G will need to ensure that it has footpath / cycle path connectivity with the west / east main connecting road/green corridor and that any new paths links with the existing footpath FFP578006.
4. Road Access - Layout for the area 11G will need to take into account vehicular access from the main west / east connecting road/green corridor to the new housing which will mean crossing the aqueduct and safeguarding area. See also Section 2.13 – Others Matters: Aqueduct.
5. Open Space - Within Character Area 11G, there is scope for areas of open space with amenity/informal recreation value. Having green spaces within the housing layout will help to break up the massing of the housing and potentially could form focal points. Housing will need to overlook such public open spaces.
6. Aqueduct - The aqueduct and safeguarding area adjoins the northern boundary of Character Area 11G. See also point 5 above. See also Section 2.13 – Other Matters: Aqueduct.

12G The Existing Gascow Farm Steading

1. Landscaping / including Protected Trees - The provision of a landscaped soft boundary treatment using native species on the common boundary with Bardsea Leisure Park will be required. Trees shall be retained and tree loss minimised where possible. See Appendix 4 for guidance. There are a number of protected trees (TPO number LCCTPO6 1953) along Priory Road (within the site) and there is a protected avenue of trees that line the lane to Gascow Farm. See paragraph 2.8.1.
2. Scale / Size - To maintain this areas rural setting, the paddock area in front of the farm steading shall be kept free from new build housing development.
3. Pedestrian / Cycle Links - The existing route of public footpath FFP578006 follows the existing access lane to Gascow Farm, see Appendix 5.
4. Road Access - The Highways Authority has advised that a main vehicular access is required from the west / east main connecting road/green corridor on to Priory Road. See Figure 1.3 for the indicative location of the vehicular access. Any developer will need to satisfy the County Council's highways requirements (see Appendix 6). Locating the position of an access on to Priory Road along the Brief site's frontage is complicated here. A number of factors need to be taken in to account in any highway access design.
 - The route of the aqueduct and associated safeguarding area; and
 - The route of public footpath FFP578006; and
 - Protected (TPO'd trees)

Early discussion with United Utilities, SLDC's Arboricultural and Conservation Officers Cumbria County Council's Countryside Access Officer is advised (see the Useful Contacts List/ Relevant Utilities Providers List - following Section 4.4).

Other matters in the vicinity of Priory Road site frontage vehicular access that are material considerations are; the setting of the non – designated heritage asset of local importance – the long barn at Gascow Farm and the need to safeguard the open / rural setting to Bardsea Leisure Park.

5. General Public Amenity Open Space - The paddock in front of Gascow Farm Steading will be used as general public amenity space. There may be potential for part of this paddock area to support a sustainable drainage

scheme and accommodate surface water attenuation. This would be subject to advice / recommendations in any appropriate technical reports / drainage strategy.

6. Conversion to Residential Use of the Existing Vernacular Farm Buildings - There is scope to retain and convert to residential use, the long two storey barn that faces east. It retains enough of its original form and character so as to be recognised as a heritage asset of local importance and so be classed as a non-designated heritage asset. (Policy 135 of the National Planning Policy Framework) is applicable in this instance. All attempts should be made to preserve and retain this building. The conversion of this building into 2-3 dwellings, including the projection to the rear elevation, would be relatively easy to accomplish without causing undue harm to its significance, and would help to better integrate the wider scheme into its unique context and so reinforce local distinctiveness. Efforts should also be made to retain the smaller building to the south west of the large barn within the wider development. More detailed site specific guidance from the Council's Conservation Officer, which will be material to any planning application / development proposal, is given in Appendix 7.
7. Aqueduct - See also Section 2.13 – Other Matters: Aqueduct.

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 Croftlands Brief 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 brief site is within multiple ownership it is possible that development 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 amount of required infrastructure, and open space is also provided in a timely way **to ensure that individual planning applications are conducive to the comprehensive development of the brief 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 including any structural landscaping
- Open space
- Play space
- Sustainable urban drainage system/masterplan
- Pedestrian and cycle links
- Affordable housing.
- Extra Care 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:

- A Statement of Community Involvement;
- Design and Access Statement;
- Planning Statement;
- Sustainability Statement;
- Landscape and Visual Impact Assessment – including a landscaping strategy identifying new planting areas and retention / protection of any existing trees and hedgerows;
- Tree and Hedgerow Survey and mitigation where appropriate
- Flood Risk Assessment – to include mitigation measures to protect the proposed development from flooding and to demonstrate that the flood risk to adjoining residential areas, and if applicable, the other parts of the Brief site, would not be increased;
- Land Contamination Assessment – Phase 1 Desk Top Study;
- Sustainable Urban Drainage Strategy and long term maintenance of surface water drainage scheme / management plan (Providing a sound strategic solution to surface water management across the Brief site. Demonstrate how the strategy would link to the drainage of the wider area and the whole of the Brief site, including cross site infrastructure connections)/ management and maintenance plan;
- Foul Sewerage Assessment;
- Hydrogeological study to inform a Flood Risk Assessment and Sustainable Urban Drainage Strategy;
- Plans and Drawings;
- Ecology and Biodiversity Statement – Phase 1 Habitats Survey and mitigation;
- Archaeological Assessment and Evaluation
- A Heritage Assessment and Evaluation - (potential to affect setting of grade II Listed 'The Nook' Farm House)
- Ground Conditions / Geology Report - including Stability /

Instability Report (see paragraph 2.11.3)

- Transport Assessment and Travel Plan (see Appendix 6)
- Affordable Housing Statement – including extra care housing provision;
- Public Rights of Way Statement – to include any proposed diversions or impacts upon existing rights of way;
- Air Quality Assessment;
- Structural report to inform the change of use / conversion of Gascow Farm Buildings;
- Planning obligation Pro Forma Statement (Section 106) and S106 Heads of Terms;
To cover off site highway/ drainage work that may be required, affordable housing, travel plan contributions, education contributions and open space contributions (see section 4.4 following).
- 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 the necessary infrastructure / open space/landscaping requirements across the whole brief site (Croftlands land allocation sites). Proposals/applications submitted for part of the site must include provision for vehicular route / pedestrian /cycle access connections to adjoining part of the site; to enable the delivery of appropriate site access links across the site. The Council will expect applicants to use the Council's pre-application process to agree a methodology necessary to deliver the infrastructure appropriate to their phase of the development and that needed for the comprehensive delivery of the site as a whole.
- 4.3.4 A Section 106 Draft Heads of Terms should be agreed prior to submission and submitted as part of any future planning application and this will confirm how developer contributions should be apportioned to each potential developer.
- 4.3.5 Pre-application consultation should be carried out in accordance with the guidelines set out in the Council's Statement of Community Involvement (2006 and amended 2008). The scope of such consultation should be agreed with the Council.

4.4 Development Obligations

- 4.4.1 Listed in the table below are some of the likely infrastructure requirements which have been identified through consultation with various stakeholders for the Croftlands Brief site **(these are subject to further discussion as part of any development proposal / planning application)**. 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.
- 4.4.2 Surface Water Drainage and Management Measures - Cumbria County Council advise that such measures would normally be paid for as part of the cost of development, whilst provision of on – site green infrastructure would normally be delivered through S106 agreements. But beyond these arrangements, Flood and Coastal Risk Management Grant in Aid (FRCM GiA) funding from Defra seeks to promote schemes delivering a wide range of flood risk and environmental benefits. Where a number of organisations are identified as having interests in development proposals, partnership funding from them will increase the likelihood of FRCM GiA from Defra. This approach will be explored to maximise the opportunities for development whilst addressing issues of flood risk. It will be particularly useful when taking a strategic view of the impacts of flood risk arising from multiple developments in the same area. Introducing and improving green infrastructure strategically may be more appropriately delivered through the use of CIL.

| Infrastructure Type | On site or off-site | Details | S106 or CIL |
|-------------------------------------|----------------------------|---|------------------------------------|
| Landscaping including Tree Planting | On-site | On site provision along settlement edge, other edges where appropriate and in the site for amenity purposes where appropriate. | On site construction cost? S106 |
| Open Space | On-site | Two new equipped play areas and informal recreation space, green corridors, new amenity spaces and significant natural / semi-natural green space – country park type space | On site construction cost? S106 |
| Walking and Cycling | On-site | Financial contribution to new links between development and adjoining roads and footpaths. On site new footpaths and cycle paths, including footpath/cycle path on either side of the west/east main connecting road. | S106 |
| Education | Off-site | Financial contributions to provision of primary and secondary school places in Ulverston | CIL if in place, otherwise S106 |
| Affordable Housing | On-site | 35 % affordable housing | S106 |
| Extra Care Housing | On-site | Encourage an overall mix of housing between 40 to 60 extra care houses will be provided | Potentially S106 |

Useful contacts

SLDC Development Plans Team – Officer Contacts:

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

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

SLDC Development Management – Officer Contact:

Kate Lawson, Principal Planning Officer. Tel (01539) 793351, Email: k.lawson@southlakeland.gov.uk

SLDC Conservation - Officer Contact:

Graham Darlington, Conservation Officer. Tel (01539) 793381 g.darlington@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 – Development Management - Arboricultural Officer contact:

Graham Nicholson, Arboricultural Officer, g.nicholson@southlakeland.gov.uk
Direct Tel: 01539 793349.

SLDC – Parks and Recreation Team:

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

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

Cumbria County Council – Highways:

Michael J Hartley, Development Control Engineer (South Lakeland, Cumbria), Tel (01229) 408059, email: Michael.Hartley@cumbria.gov.uk

Cumbria County Council Surface Water Drainage:

Doug Coyle,
Highways & Transport Resilience Manager
Local Flood Risk Management / Highways & Transport and Fleet
Environment and Community Services | Cumbria County Council
Parkhouse Building, Carlisle, CA6 4SJ
t: 01228 221330
Fax: 01228 227662
Doug.Coyle@cumbria.gov.uk

Cumbria County Council – Countryside Access Officer (Public Rights of Way)

David Clare, david.clare@cumbria.gov.uk , tel. 07900980778

Cumbria County Council Education:

Andy Smart, Children's Services,

Tel 07881264508.Email andy.smart@cumbria.gov.uk

Relevant Utilities Providers Contacts:

United Utilities (waste water and water supply):

Jenny Hope – Development Plan Liason

United Utilities Group PLC

Haweswater House, Lingley Mere Business Park, Lingley Green Avenue, Great Sankey, Warrington, WA5 3LP

planning.liason@uuplc.co.uk

United Utilities (UU contact Re. the Aqueduct/Safeguarding Area)

Neil Sixsmith Water Asset Manager

Regional LDTMs Water Services United Utilities

T: 01925 678382 (internal 78382)

Email: neil.sixsmith@uuplc.co.uk

or, if the e-mail is unobtainable, then the general UU enquiry email address is

planning.liason@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

n.grid@amec.com

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 |
| CS1.2 | The Development Strategy |
| CS3.1 | Spatial Strategy for Ulverston |
| CS6.2 | Housing – Dwelling Mix and Type |
| 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 | Assessing open space, sport and recreation |
| CS8.3b | Quantity of open space, sport and recreation |
| CS8.4 | Biodiversity and geodiversity |
| CS8.5 | Coast |
| 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 |
| LA5.2 | Land at Croftlands: Gascow Farm & Croftlands East and Croftlands West / Nook Farm |

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

| | |
|-----|---|
| C5 | External lighting |
| C11 | Tree Preservation Orders |
| C19 | Sites of archaeological interest |
| C24 | Watercourses and Coastal margins |
| C30 | Solar Power |
| H11 | Conversion of Buildings within Development Boundaries |
| L10 | Rights of Way |
| R7 | Retail Development outside Shopping Centres |
| 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, hold community events. An opportunity to develop a sense of community, rather than a no go area, or an area for a restricted sector of the community.

Accessibility:

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

Play Equipment:

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

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

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

Ancillary items:

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

Type of play facility and size:

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

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

Small play area - Primarily aimed at under 8 year olds 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 can be used creatively too

Appendix 3: Archaeology

Archaeology

Historic Environment Record description of the burial mounds
(Source Mr J. Parsons, Historic Environment Officer, Cumbria County Council)

Re. location of the heritage assets - Cumbria County Council advise that they have a map with a dot, but that's not the location of the burial mounds and so is misleading.

Below is the Historic Environment Record (HER) description of the burial mounds:

West and others describe a tumulus/mound/barrow, "much defaced by improvement of the ground" a small distance E of Mountbarrow House. Also described as a pillow mound (CW33), or natural feature (OS Index). Barrow NFC describe site as 3 tumuli, a large and 2 smaller ones. According to T Clare there is an apparently artificial mound at SD29227647 (SMR 11066). The present farmer has buried a horse and dog in this and his children have dug a central pit 0.9m deep. The section revealed shows a layer of cobblestones with some soil 0.3m deep overlying yellow clay with small stones. The area which OS considers West's site at SD28897625 is considered natural by Clare. At SD28697608 there is a lynchet and rise which could be the remains of a ploughed out mound (Clare).

Appendix 4: Trees & Hedgerows Existing on Site

Dead, dying or dangerous trees

It would not be appropriate to retain dead, diseased or dangerous trees on a development. Where there are trees which fall into this category, it would be expected for **evidence of the condition of the tree to be provided, ideally during pre-application discussions and certainly required to be submitted at outline or full planning application stage.**

Pre-Development Arboricultural Report (BS5837) Survey Strongly Advised:

To enable a developer to devise an informed site layout, a developer (s) are **strongly encouraged to commission a Pre Development Arboricultural Report compiled in accordance with British Standard BS5837:2012 *trees in relation to design, demolition and construction – recommendations.***

The information provided by the BS5837 survey will enable a developer to make maximum use of available space on a site by plotting the root protection areas of all the trees on the site, and identify trees unsuitable for long term retention (category U trees which cannot be realistically retained for longer than ten years). The survey may identify defective trees previously thought to be suitable for retention, and provide more space for development. Conversely the survey may also identify rare or locally significant trees which could be incorporated into a site layout, adding maturity to a scheme, improving the setting of the development and contributing to the desirability of the development to prospective purchasers.

As a general, 'broad brush' approach, mature tree species which contribute positively to the amenity of the area should be retained. They can be single trees, groups of trees or woodlands either within or bordering the site.

Hedgerow Regulations:

Hedgerows to which the Hedgerow Regulations 1997 would apply should also be retained where possible. Fragmentation of woodlands, avenues of trees and hedgerows should (and can usually be avoided) by careful, informed design.

Saved and extended Policy C11 - Tree Preservation Orders - of the 1997 Local Plan (as amended) –states that development which requires the removal of trees protected by a tree preservation order will only be permitted where no alternative site is available, there is an overriding need for the proposal and that worthwhile replacement planting in mitigation for tree removals is provided.

As with any rule, there will need to be exceptions. These can be discussed with the developer(s) on a site specific basis, along the lines of the requirements of saved and extended Policy C11 – Tree Preservation Orders. For example, an access route may need to

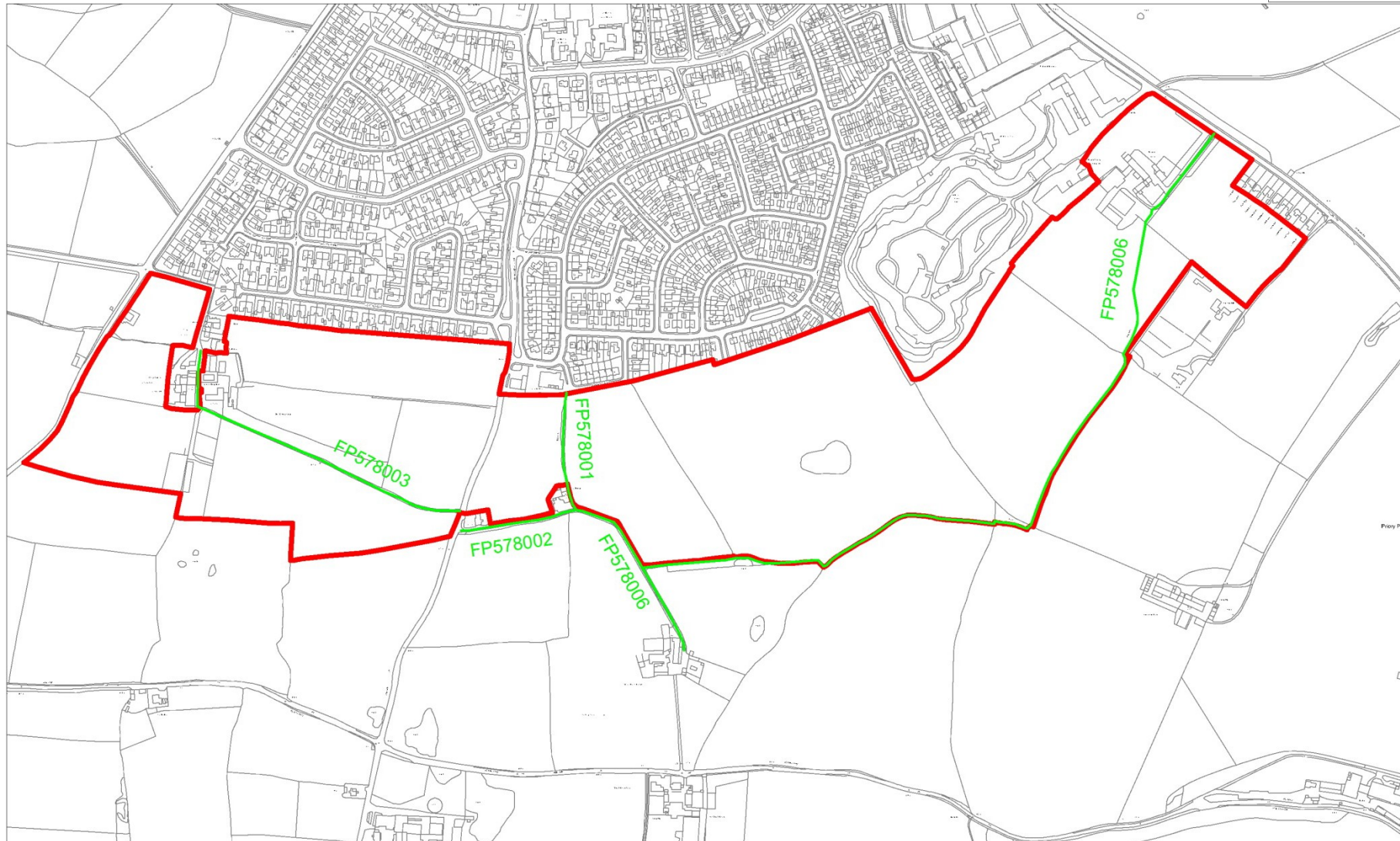
be created into a site which requires the removal of two category B trees (BS5837 2012). If no alternative location for the access route is possible, for example due to highway safety, then the removal of the trees may be required to enable the development. Proportionate mitigation planting would be required to be provided for the removal of the trees, at suitable locations within the development site boundary. This would usually be discussed at planning application stage and conditioned on an approved planning permission.

Source: South Lakeland District Council's Arboricultural Officer, October 2013.

Appendix 5: Public Rights of Way (please see note/caveat over the page re. map use)

Size: 43.7 hectares (50% net developable area)
Proposed Use - Housing (747 dwellings)

Croftlands, Ulverston



Re: the above map – For the avoidance of doubt, in the first instance, developers / interested parties are advised that they should refer to Cumbria County Council’s legally binding ‘Definitive Rights of Way Map’ which shows any changes and updates to rights of way.

Appendix 6: Highways Advice

(Note see also the more recent advice provided by Cumbria County Council Highways within the brief text (2015) and the 'Traffic and Movement Framework Requirements' text.

Cumbria County Council Highways Officer - Final Comments for the Draft Development Brief (27th August 2014)

Croftlands, Ulverston

Highways Comments for Development Brief

Environment and Community Services, Cumbria County Council,
County Hall Kendal, Cumbria, LA9 4RQ

T: 01539 713040 F: 01539 713035

Your reference: 60/12/67

27th August 2014

Our reference: SLDC14/DB/Croftlands/JFH

Alastair McNeill
Development Plans Manager
Development Strategy
South Lakeland District Council
South Lakeland House
Lowther Street
Kendal
Cumbria
LA9 4DQ

For the attention of Elizabeth Scott-Clarke

Croftlands, Ulverston

Highways Comments for the Development Brief

To enable the County Council to consider the issue of accessibility to the allocated site, developers who apply for planning permission for larger developments will be asked to submit a 'Transport Assessment'.

This particular land allocation is significant in size that a Transport Assessment should be undertaken as a matter of course even for elements of the allocation where a holistic approach must be undertaken, particularly where issues have been raised through our recent meetings.

The amount of work involved in preparing a Transport Assessment will depend on the impact of the development; for larger schemes this is likely to be the traditional fully bound report. In addition, proposals should be supported by a statement which sets out the applicant's/occupant's 'Travel Plan'.

The County Council will be looking to ensure that both Transport Assessments and Travel Plans encourage travel choice by promoting walking, cycling and public transport. This accords with the Government's advice offered in the National Planning Policy Framework (NPPF), and in particular builds on the following Local Development Framework Core Policies which should also be referred to:

- CS10.1 – Accessing Services;
- CS10.2 – Traffic Impact of New Development

Local Development Framework policies must be adhered to which seek to influence access and movement by:

- promoting the integration of transport and land use planning;
- encouraging and developing walking, cycling and public transport and improved transport interchanges to reduce reliance on the car;
- implementing travel demand management measures, such as parking restraint to encourage people to modify their travel behaviour and reduce the need to travel

This note can form part of what is deemed to be a scoping study for the benefit of any developer wishing to develop the sites within the allocation. Although, given the nature and scale of potential developments, it is strongly advised that a comprehensive assessment in support of each planning application in accordance with this note is compiled that takes account the whole of the allocated site and associated traffic/transport impact.

While the submission of a Transport Assessment alongside the planning application will not guarantee that permission will automatically be given, it should ensure that a methodical decision will be made and is based on a thorough investigation of the information available.

Preparing a Transport Assessment is part of the process to help assess development proposals in securing planning permission.

Furthermore, assessing the transport impacts in a systematic manner contributes towards understanding how more sustainable travel patterns might be achieved through changing transport behaviour, while also assessing the importance of the development traffic impact on the highway network.

The Transport Assessment should:

- enable decisions to be made upon a planning application in view of fully understanding the likely traffic and transport impacts of a proposed development and their impact on the highway network;
- provide information in a suitable form to enable the local authority to assess and determine the planning application;
- be transparent and easy to understand by non-technical persons; and
- provide appropriate detail to make a full traffic and transport assessment, especially where areas of potential problems have been highlighted

The Transport Assessment should have three main elements:

- An assessment of travel characteristics;
- A description of the measures which are being adopted to influence travel to the site (by other modes of travel);
- A description of the traffic impacts of the development and how these are being addressed on the highway network (local and nearby surrounding affected junction analysis which includes the site access/es

For developments with significant transport impacts, discussions should take place with others including stakeholders especially the Integrated Transport Unit at Cumbria County Council, leading to potentially improving public transport services and so on. These discussions should also be used to identify measures needed to promote a wider choice of access to the site particularly by non-car modes, including:

- improvements or modifications to pedestrian access and links (including facilities for people with reduced mobility);
- improvements to or modifications to cycle access and paths;
- improvements or modifications to public transport services and
- addressing traffic generation associated with development

The following key points should also be addressed:

- Size and description of proposal;
- Description of proposal including peak traffic times etc;
- Current traffic/pedestrian surveys adjacent to the site;
- What is the potential percentage transport modal split;

- What is the potential traffic generation from the site (estimates can be obtained from other similar sites (size type interpolation). Use of the current TRICS database is considered the norm for this element of the assessment;
- Analysis of the latest 3 year personal injury accident data at the surrounding junctions and proposed site access and adjacent highway
- The commuter peak hours are considered to be the critical time period of traffic assessments. Full capacity assessments should be carried out during these times;
- The new highway access/junction detail and how does this impact on the highway junction the assessment should address the best workable form of control at the junctions to the highway;
- Will adjacent links or junctions become overloaded or affected by development traffic, particularly for areas of attraction and pedestrian usage;
- When will the site become fully operational? Assessments should include year of completion and 5yrs hence;
- Are there significant phases to the project, how will construction traffic be dealt with?;
- What level of car-parking provision is required, which should be justified in accordance with 'Parking Guidelines in Cumbria'

Highway Access and Drivers' Visibility

The proposed vehicular primary point of access to the site (spine road) must be permeable and linked throughout the allocated site from the west (Urswick Road) through to the east (Priory Road) and formed so that it is acceptable for a bus route i.e. with a carriageway width of 6.0metres with minimum 1.8m wide footways. The spine road must be designed in a way that does not encourage high speeds i.e. speeds of less than 20mph should be prevalent and effective through horizontal design. Estate roads geometry/specification must conform to the 'Cumbria Design Guide – Layout of New Residential Developments'.

Existing links and accesses to the highway must be acceptable in visibility terms including proposed modifications to existing access arrangements where full kerb radii in accordance with current specifications must be provided. New and altered access position to the highway and internal arrangements must maximise drivers' visibility in both directions and the following visibility splays must be adhered to which is dependent

upon the speed of traffic on the adjacent highway;

- 2.4m x 43m on a 30mph road;
- 2.4m x 90m on a 40mph road

Although, in terms of the main points of access - Urswick Road, Mountbarrow Road and Priory Road this does have implications to the adjacent land within the visibility splays particularly the walls and hedgerow boundary treatment in many cases. This would involve taking out/setting back such features behind the proposed visibility splays. Mountbarrow Road intersection should be in the form of mini roundabout with pedestrian footways throughout its length throughout the allocated site.

In this regard the Highway Authority would not accept taking over the land within the visibility splays as it is expected the land owner would still have responsibility for it on both sides of the access on this basis a condition must be imposed to the effect that no obstruction is permitted within the visibility splays that exceeds 900mm in height. The said land (within the visibility splays) must remain as a grassed area only or hard paved. In the case of structures/boundary treatments within the splay fronting properties they must not be higher than 900mm in height.

The existing point of access on Priory Road (Gascow Farm) is considered suitable, subject to the location of the aqueduct and improved drivers' visibility. If the aqueduct is south of the existing access and roadway then the existing access could be used and rebuilt to adoption standards with visibility improvements. Failing this then the access would have to be located just north of the existing location where it might impact on trees.

As far as the access locations are concerned the Highway Authority does not want to be prescriptive with the actual positioning particularly Mountbarrow Road and Urswick Road as the locations are down to adequate drivers' visibility in all directions and junction offset (minimum 80m spacing between junctions) criteria, although a maximum of two points of access would be allowed on Urswick Road.

Access to the existing highways from the existing Croftlands housing area to the allocated site will not be considered i.e. Colt House Lane, Parkhead Road, Birchwood Close. Emergency and cycle access will be permitted via Birchwood Drive subject to a satisfactory link design.

Speed Limit Review

Regarding the existing speed limits on Urswick Road and Mountbarrow Road it is a requirement of any development in particular sites that have frontage on such highways that no development shall commence until the adjacent highway transition of the national speed/30mph limit has been relocated beyond the main access junction in an

southerly direction (details to be agreed). The details must be submitted to the Local Planning Authority for approval. All costs related to the relocation of the scheme and associated Traffic Regulation Order to be borne by the applicant/developer.

Additionally, the development shall not commence until agreement has been reached for the funding by the developer of a satisfactory national speed limit/30mph signing scheme including administration/legal costs. Furthermore, the applicant/developer must enter into a 278 agreement under the Highways Act 1980 with Cumbria County Council as Highway Authority with regards to the Traffic Regulation Order (relocation of speed limit).

Pedestrians and People with Limited Mobility

Planning permission for development will only be granted where the needs of pedestrians and people with disabilities have been successfully incorporated into the design, especially at critical highway junctions. New or improved pedestrian routes and streets should link as directly as possible with existing or proposed routes and streets leading to key destinations employment, shops, leisure/community and public transport facilities, both within or nearby the site.

On new or improved pedestrian routes, the amount of footpath given over to pedestrians and people with disabilities, both within the site and on footways alongside the carriageway, must be such as to protect them from other highway users. Where segregation is required, pedestrians and disabled people should not be isolated from other road users and activity.

Physical measures such as dropped kerbs, safe crossing facilities, refuges, safety lighting and the use of tactile surface materials will be required along all new and improved pedestrian routes/links into the site. In the case of this allocated site links to all directions particularly north of the site should be considered for upgrading or financial contributions will be sought in this respect.

Servicing Overall

Servicing demands must be catered for adequately particularly for refuse collection. Turning provision within cul-de-sacs and tight bends must be demonstrated by way of the Autotrack computer software to show that the largest of articulated vehicles can enter and leave the layout of sites safely and in forward gear.

General Design

Overall design concepts should take into account 'Manual for Streets 1 & 2' which "aims to reduce the impact of vehicles on residential streets by asking practitioners to plan street design intelligently and proactively, and gives a high priority to the needs of pedestrians, cyclists and users of public transport". Although, careful design must be taken that provides roads/pavements and other areas that are adoptable by and maintained by the Highway Authority.

A Travel Plan is required

A Travel Plan should incorporate measures to reduce travel to and from the site that should be worked up in consultation with the Council and local transport providers. The measures might be designed for the applicant only or be part of a wider initiative, involving other existing or proposed developments in the area.

Developers will be expected to provide contributions in accordance with Circular 5/2005 to support the modal split targets and measures to reduce car use from their development. The contributions and measures will be secured by planning conditions and, where appropriate by means of a planning obligation negotiated with developers.

Also the Travel Plan should identify any further remedial measures or commuted sums that the developer could be expected to provide to mitigate the impact of the development if regular monitoring shows that the development does not achieve the travel plan objectives, including modal split targets.

A Travel Plan is a strategy designed to reduce the impact of traffic especially for the journey to and from work. It may form part of a wider community transport plan that can include a range of issues including commuting, business travel, vehicle management and other transport activity. It is important to stress that the Plan will be unique to reflect specific site characteristics including site activities site location and size. The Plan will act to:

- Review existing travel need, demand and patterns;
- Assess options to reduce the need to travel, particularly by car;
- Agree a framework that enables a community to manage the transport needs of their householders;
- Set out a policy statement with targets as appropriate

A Travel Plan, therefore, allows householders to take a more pro-active role in managing commuting and travel needs. A Travel Plan is not anti - car. It seeks to encourage the community to consider making use of more sustainable modes of transport whenever possible. It should not penalise those for whom there is no realistic option other than to use their cars. This can be seen as an effective environmental management tool to help improve operational effectiveness and efficiency whilst reducing the overall environmental impact of travel.

Travel Plans are adopted to meet specific needs and requirements. Often (but not exclusively), they are part of a programme to improve operational effectiveness. Each will be unique and will be influenced by a range of circumstances and the particular needs of the community in question. These in turn will influence the choice of measures available and targets set in each plan.

The Plan will be required as part of planning permission for reasons to manage;

- Parking Standards;
- Constraints to providing additional car parking spaces;
- More productive use of space;
- Reducing traffic congestion;
- Health benefits;
- Cost savings;
- Environmental image

The Plan should identify specific requirements of the site and future and existing travel needs, demand and patterns, with sustainable measures that should be reviewed on a regular basis. Options can be identified to reduce the need to travel particularly by car.

Measures may include:

- Measures to encourage greater walking;
- Cycling / powered two wheelers;
- Car sharing;
- Drive share schemes;
- Greater use of passenger transport;
- Pool cars;
- Parking management

The Benefits:

- Less parking required. Reduces costs and allows land to be allocated for more productive uses, particularly where the environment is concerned;
- Reduced travel costs for commuter travel;
- Reduced traffic congestion. Makes site and nearby road network more accessible especially at peak periods;
- Reduced stress and improved health. Reducing traffic congestion can ease access to the area as a whole for those who still need to use a car. There are proven health benefits for householders that walk or cycle;
- Individual travel cost savings and benefits;

- Enhances the sites environmental impact and can be promoted as an important part of positive environmental change

Please do not hesitate to contact me if you require any further information.

Yours faithfully

Jeff Hernandez
Development Management Officer – South

Appendix 7: Gascow Farm Group (existing buildings)

Advice from SLDC's Conservation Officer (22nd August 2014 and 16th January 2015)

Heritage Asset Significance – Site visit and observations of Graham Darlington, 22nd August, 2014

The long two storey barn that faces east was conceived as a bank barn, probably in the mid-late C18th. In normal circumstances this building would have been listable but a series of alterations in the mid C20th, which included the insertion of new windows on the front and the blocking up of some winnowing doors to the upper walls would have diminished its national significance. Nevertheless, it retains enough of its original form and character so as to be recognised as a heritage asset of local importance and so be classed as a non-designated heritage asset, and so policy 135 of the NPPF is applicable in this instance. That policy states that:

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

I would recommend that all attempts be made to preserve and incorporate this building within the wider development brief that is being proposed for this site. The conversion of this building into 2-3 dwellings, including the projection to the rear elevation, would be relatively easy to accomplish without causing undue harm to its significance, and would help to better integrate the wider scheme into its unique context and so reinforce local distinctiveness.

The smaller building to the south west of the large barn appears to be later, is of less architectural significance and has also been more modified. It is also in a worse structural condition. It has some moderate interest as a building within a C18th and C19th context which evidences farmstead developments in the C19th and so efforts should be made to retain this building within the wider development.

I also believe that it should be possible to incorporate an access road into the allocation site from Priory Road (A5087) without adversely affecting the setting of these two buildings, but some sensitivity will need to be shown in terms of the proximity of any new development to the farmstead group. The retention of an open space corridor around this group would have some benefit.

South Lakeland District Council

Directorate: People and Places

Internal Memorandum

To: Elizabeth Scott Clark

Your ref:

From: Graham Darlington: Conservation Officer

My ref: GFD/

Date: 16th January 2015

REQUEST FOR INFORMATION

CROFTLANDS DEVELOPMENT BRIEF

Thank you for your request of 8th January 2015 for additional information in response to the consultation response provided by English Heritage, dated 10th November 2014.

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”*.

Ol have previously advised that there are two heritage assets on this development brief site. The Nook is a grade II listed heritage asset that has been designated as being of national importance. The large barn at Gascow Farm has been identified by this local authority as being an unlisted heritage asset of local significance. The Policy 135 of the NPPF states that *“The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that affect directly or indirectly non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset”*.

The practice guide to the historic environment policies in the NPPF is contained within the extant PPS5 Planning for the Historic Environment: Historic Environment Planning Practice Guide. This advises that: *“In addition to the national and statutory designations, local authorities may formally identify heritage assets that are important to the area, for example through local listing as part of the plan-making process. The process of deciding planning permissions, listed building or conservation area consents may also lead to the recognition that a heritage asset has a significance that merits some degree of protection. Though lacking the statutory protection of other designations, formal identification by the local authority through these processes is material in planning decisions. Local authorities will hold evidence of a wide range of non-designated heritage assets in their areas through the information held on their Historic Environment Records”*.

My advice on the significance of this particular development brief site to the setting of the Nook heritage asset is as follows:

The significance of the site to the setting of The Nook

The Nook is a farmhouse of later C17 date which has been altered in the C19th and C20th's. Its early origins are evidenced by the general form of the building and the preservation of a 2-light rebated and chamfered mullioned window in a gabled wing; and various hood moulds to the entrance and a blocked ground floor window opening.

The immediate setting to the listed building setting consist of a small private garden to the south, surrounded by trees and hedges; and a small farmyard to the north edged by small traditional and modern farm buildings that are of no conservation value. To the east, beyond the access track is now a modern bungalow and a large agricultural building, both of which compromise and cause visual harm to the setting of the listed building because of their scale, material finish and proximity. Beyond that is a modern farmstead edged by shelter planting along its eastern side. Beyond the farmstead group are fields of various sizes, including a small garth to the south of the bungalow, all of which are enclosed by hedges with occasional trees. This pattern of fields dates to the 'Ulverstone Enclosure Award' of 1812 when the previous common fields were replaced with the present system. This pattern of hedgerows thus has some historical significance to the setting of the farmhouse.

Mitigation Requirements

It will be important that the farmhouse garden and the small garth to the south east are not developed for housing as the retention of these green spaces will help to preserve the immediate farmland setting of the listed farmhouse and allow for distant views of the listed building that will be helpful to appreciating its significance.

It will be appropriate to replace the existing modern farm building to the east of the listed farmhouse but care needs to be taken that any new dwellings in this area are not placed too close to the listed building, and so thought should be given to locating enclosed residential gardens in this area that would back onto houses positioned further to the east.

Any new dwellings should be kept to two stories in height and traditional roofing and walling materials would be preferred on those roofs and elevations facing the listed building, although the detailing of openings in these wall planes could be dealt with in a fresh and imaginative manner, subject to the use of appropriate solid to void ratios. Roofs should be traditionally pitched and not too expansive, and their articulation into smaller sub-roofs/gables could be of benefit in minimising and massing. There will be more freedom in the design of buildings that are located more than 150 metres from the listed building but any development should seek to preserve the existing hedgerow pattern to the early C19th fields.

A lighting strategy will also need to be developed by any future applicants so that light spill is controlled and minimised, especially in terms of any visual effects in views out from the listed building, so that columns and appliances are hidden beyond buildings in such views and glaring lighting pin-points are eliminated.

The Long Barn at Gascow Farm

The long two storey barn that faces east was conceived as bank barn, probably in the mid-late C18th. Having considered the selection criteria used by English Heritage for agricultural buildings it is very likely that this building would have qualified for listing status, due its age and functional type had it not been for a series of alterations in the mid C20th, which included the insertion of new windows on the front and the blocking up of some winnowing doors to the upper walls, and it is acknowledged that these modifications have diminished its national significance. Nevertheless, it retains enough of its original form and character so as to be recognised as a heritage asset of local importance and so be classed as a non-designated heritage asset. On this basis my advice is that policy 135 of the NPPF is applicable in this instance.

Mitigation Requirements

I would recommend that all attempts be made to preserve and incorporate this building within the wider development brief that is being proposed for this site. The conversion of this building into 2-3 dwellings, including the projection set to the rear elevation, would be relatively easy to accomplish without causing undue harm to the building's local significance, and this would help to better integrate the wider development scheme into its unique context and so reinforce local distinctiveness.

I would recommend that any development seek to preserve the spatial character of the current farmyard by retaining the green garth to the south of the current farmhouse, and the modern steading immediately to the south west of the long barn as public or garden space to houses. No other mitigation requirements would be needed.

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

Graham Darlington
Conservation Officer