



South Lakeland Local Plan

# Supplementary Planning Document Scroggs Wood, Kendal

## Development Brief



Adopted February 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 Scroggs Wood. It provides additional guidance on the interpretation of Policy LA2.9 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to Scroggs Wood and other relevant Local Plan policies. It was adopted by South Lakeland District Council on 11<sup>th</sup> February 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 a high quality, innovative and prestigious strategic employment development that supports the delivery of a green and knowledge – based local economy, including enhancing the local skills base and supporting local employment needs. A development which draws upon the heritage and character of the site's riverside setting and its key gateway site location at the entrance to Kendal and the Lake District.

A development that promotes high standards of energy efficiency and sustainable techniques in building design and respects the site's special qualities including enhancement of Scroggs Wood, and retention of natural landforms with significant landscaping and green areas. A highly accessible employment development providing safe and attractive means of sustainable access from the surrounding area.

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

**LINKS IN THIS DOCUMENT HAVE BEEN DISABLED**

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## 1. INTRODUCTION

### 1.1 Purpose

- 1.1.1 This Development Brief is a Supplementary Planning Document providing additional guidance on the interpretation of Policy LA2.9 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to Scroggs Wood and other relevant Local Plan policies.

#### **POLICY LA2.9 STRATEGIC EMPLOYMENT ALLOCATION, KENDAL**

##### **Purpose:**

To ensure that development 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 EMPLOYMENT ALLOCATIONS AT SCROGGS WOOD IN KENDAL. AS WELL AS OTHER CORE STRATEGY POLICY REQUIREMENTS, DEVELOPMENT MUST MAKE PROVISION FOR THE FOLLOWING:**  
**LAND AT SCROGGS WOOD, MILNTHORPE ROAD**

**A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK TO INCORPORATE A SUBSTANTIAL BUFFER OF NATIVE VEGETATION OF AT LEAST 10M TO SCROGGS WOOD, BIODIVERSITY MITIGATION, COMPENSATION AND ENHANCEMENT OPPORTUNITIES ACROSS THE SITE AND SIGNIFICANT GREEN INFRASTRUCTURE RETAINED HEDGEROWS, LANDSCAPING ALONG THE PERIMETER OF THE SITE AND THE PROTECTION OF DRUMLIN CHARACTERISTICS;**

**AVOIDANCE OF DEVELOPMENT IN THE FAR EASTERN PART OF THE SITE CLOSEST TO THE RIVER KENT;**

**USE OF SUSTAINABLE DRAINAGE SYSTEM (SuDS);**

**SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN;**

**PROVISION OF CYCLE AND PEDESTRIAN LINKS THROUGH THE SITE AND TOWARDS THE TOWN CENTRE INCLUDING THE NEED FOR UPGRADES TO EXISTING FOOTWAYS CONNECTING THE SITE AND THE PROTECTION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY ACROSS AND ADJACENT TO THE SITE;**

**PROTECTION OF THE SETTINGS OF THE WATERCROOK ROMAN FORT SCHEDULED ANCIENT MONUMENT AND THE HELSINGTON LAITHES AND SNUFF MILL GRADE II\* LISTED BUILDINGS;**

**A QUALITY OF DESIGN THAT REFLECTS THIS VERY HIGH QUALITY GATEWAY SITE**

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- 1.1.2 The adopted Land Allocations DPD allocates a 17.9 hectare (gross) site on land at Scroggs Wood for employment development and requires a development brief to be prepared to guide the phasing, distribution of development, layout, design, landscaping and infrastructure (such as roads, open space) for the development of the site. The site is identified as a strategic employment site for B1 (b, c), B2 and B8 + ancillary B1a uses (see footnote explanation of uses). The DPD specifies the site has a net developable area of 11 hectares (to account for landscaping, biodiversity mitigation and green infrastructure requirements).
- 1.1.3 This Development Brief aims to provide clear guidance for the future development of Scroggs Wood. It forms a material consideration in determining planning applications for the site. Its primary purpose is to deliver the vision for the site by:
- providing a development framework, incorporating appropriate design standards and principles to ensure a high standard of design and sustainability;
  - providing a framework for the delivery of traffic and movement, landscape, green infrastructure and other types of infrastructure; and
  - setting out a framework for delivery, including planning application requirements.
- 1.1.4 Scroggs Wood provides an opportunity for a prestige location for outstanding employment development of a very high quality of a strategic nature. It forms part of a portfolio of other available employment sites within Kendal and the District that will deliver the full range of employment development types<sup>1</sup>.

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<sup>1</sup> FOOTNOTE – These are types of employment use defined by the Government in a document called the Use Classes Order. B1 (a) = office (other than class A2), b1 (b) = Research and Development, B1 (c) = Light Industry, B2 = General Industry, B8 = Storage and Distribution – Town and Country Planning (Use Classes) Order 1987 and subsequent amendments.

## 1.2 Vision

### **The Vision for Scroggs Wood will be**

**A high quality, innovative and prestigious strategic employment development that supports the delivery of a green and knowledge – based local economy, including enhancing the local skills base and supporting local employment needs.**

**A development that draws upon the heritage and character of the site's riverside setting and its key gateway site location at the entrance to Kendal and the Lake District.**

**A development that promotes high standards of energy efficiency and sustainable techniques in building design and respects the site's special qualities including enhancement of Scroggs Wood, and retention of natural landforms with significant landscaping and green areas.**

**A highly accessible employment development providing safe and attractive means of sustainable access from the surrounding area.**

1.2.1 The vision for Scroggs Wood is to be achieved through the following:

- The creation of a high quality strategic employment development capable of adaptation to changing priorities, uses and space requirements of commercial users;
- Supporting the relocation and development of existing firms and for the needs of large businesses wishing to locate in the District;
- A layout based on a series of employment development 'platforms' of various sizes to support a variety of potential end users;
- Respecting the site's high quality landscape setting and existing natural landform – through retention of 'drumlin' characteristics and the provision of generous landscaping within and on the perimeters of the site and orientating development so it sits within the natural landforms. A comprehensive landscape masterplan for the site will be required as part of any planning application;
- Provision of green spaces within the site;
- By enhancing the ecological value of part of the site through the expansion of Scroggs Wood and the creation of a network of green corridors and green spaces creating areas of wildlife habitat value;

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- A development of uses that promote exceptional high quality architectural value/design; for example green ecological/construction, hi-technological/ digital businesses and knowledge-based industries;
- A sustainable form of development that promotes energy, waste and resource efficiencies in the layout, design and operations of the site including promotion of 'green build techniques'.
- By ensuring that the site is accessible for all. 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 to the north and east of the site and Milnthorpe Road (A6);
- By ensuring the development responds sensitively to the site's open countryside setting, gateway location at the entrance to Kendal and the Lake District and high landscape backdrop to the west, east and south.
- Supports the delivery of a series of available other employment sites in the District that provide scope for the full range of different types of employment development (for example general needs and start-up businesses).

### **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:

#### **Enabling and delivering opportunities for sustainable economic growth**

- Contribution to the delivery of 1,000 new higher paid jobs by 2025;
- Enabling sustainable development within Kendal providing opportunities for housing, services, employment and the enhancement of Kendal's distinctive character and offer;
- Achieving inward investment including advanced manufacturing and promoting the 'M6 Corridor'.

#### **Protecting the environment**

- Ensuring that the design and layout of development respects Kendal and its surrounding high quality 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;

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- Supporting the creation of new green spaces and green networks to be enjoyed by new and existing residents.
- 1.3.2 Delivering the vision for the site will also contribute to the area strategy for Kendal, as set out in the Core Strategy which seeks the delivery of new 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.
- 1.3.3 The delivery of the site also supports the implementation of the Strategic Cumbria Economic Plan and its aims and objectives relating to the primary theme 'strategic connectivity with the M6 Corridor'.

## 1.4 Planning Policy Context

- 1.4.1 This section sets out the current adopted planning policy context for the site and other legislation to be considered.
- 1.4.2 The Development Brief is required to be in accordance with the adopted planning policy context relevant to the site, together with other legislation as appropriate. In this regard, the current 'Development Plan' for South Lakeland (outwith the two National Parks), comprises:
- **Local Plan - Core Strategy DPD (adopted October 2010)** – the adopted Core Strategy identifies a requirement for around 21 hectares of employment development within Kendal in the plan period (2010-2025). It requires part of this requirement to comprise a strategic employment site for a range of employment uses. Relevant policies contained within the adopted Core Strategy, are included in Appendix to this brief;
  - **Local Plan – Land Allocations DPD (adopted December 2013)** – this allocates a site at Scroggs Wood for employment uses (policy LA1.6 – Strategic Employment Site) and requires the preparation of a development brief (paragraph 2.77). It also includes a site specific policy (LA2.9) relating to the site;
  - **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 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 an emphasis on planning positively to achieve high quality design for development (paragraph 57). The new **National Planning Practice Guidance** was published on 6 March 2014. Both are available to view on [.gov.uk](http://www.gov.uk)
- 1.4.5 South Lakeland District Council intends to introduce a Community Infrastructure Levy (CIL) – by 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 Scroggs Wood site has already been subject to Sustainability Appraisal as part of the site assessment process in preparing the Land Allocations document. It is therefore not necessary to undertake further Sustainability Appraisal of the Development Brief. This approach has been approved by the three statutory bodies, Natural England, the Environment Agency and English Heritage. Key findings from the Land Allocations DPD’s Sustainability Appraisal for Scroggs Wood site has 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 Scroggs Wood site was assessed in this way as part of the Land Allocations process. No likely significant effects were found to be likely.

## **1.7 Consultation – Engagement**

- 1.7.1 The Council has undertaken extensive public and stakeholder engagement and consultation in preparing the Draft Development Brief. Full details of the consultation process can be found in the Consultation Statement. All consultation feedback to date has been considered and, where possible, has informed this Development Brief. Details of the comments received through the consultation/engagement process, and how the preparation of

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the Brief has taken account of them can be found in the Interim Consultation Statement and Appendix 1 and 2 to the Statement. A key component of this engagement was a drop-in event held at Kendal Town Hall on 20<sup>th</sup> March 2014 which was attended by around 90 people and a further event held at the Shakespeare Centre, Kendal on the 13<sup>th</sup> November 2014 attended by around 210 people.

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

- Importance of retaining existing drumlin features – blend development so it sits within these features. The Development Brief proposes development to be concentrated in a series of platforms and for the green infrastructure framework to incorporate these features with development orientated and positioned within the natural landforms of the site.
- Support for new habitat creation within the site and other types of open space – the draft development includes requirement for new green space with multi-functional purpose including the extension of Scroggs Wood, areas of amenity green space and green corridors.
- Support for a range of sizes of enterprises but an emphasis on high quality designed units. The development brief includes the creation of a series of development platforms that could accommodate a range of different sized units to meet the needs of different sized enterprises, with a strong emphasis on high quality development of architectural value.

1.7.3 Other key issues made around impact of traffic generation, type of access arrangement, the requirement to ensure development preserves Kendal's Gateway setting and the protection of heritage values are considered in the Development Brief. At the planning application stage, a Transport Assessment and Travel Plan, Heritage Assessment and Landscape and Visual Impact Assessment alongside a Landscape Masterplan including management plan will need to be submitted in order to address such issues. The Travel Plan for example will be required to explore pedestrian, cycle and public transport access across the site.

1.7.4 As a response to the comments made by the site landowner, the Development Brief includes a section setting out the criteria [with which any future proposals for non B uses will be considered against].

## **2. SITE AND SITE CONTEXT**

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

### **2.1 Site Location**

2.1.1 The site is located on the south west edge of Kendal, approximately 2.2 km (as the crow flies) from Kendal Town Centre. It is bounded by open countryside to the west, east and south, and Scroggs Wood to the north. The River Kent lies close to the eastern boundary. See Figure 1.1 for map of site location.

### **2.2 Land Use**

2.2.1 The site consists of grassland currently used for agricultural purposes including sheep grazing. There are no buildings on the site.

### **2.3 Landowners/Developer Interest**

2.3.1 The site is held in trust and managed by Levens Estate (based on information at this point in time).

### **2.4 Planning History**

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

### **2.5 Landscape Character**

2.5.1 At a County level within the Cumbria Landscape Character Appraisal Tool Kit the site lies within Character Type 8b – Broad Valleys. The site exhibits some of the characteristics associated with this type i.e. fields of improved pasture broken up by pockets of scrub, deciduous woodland and small blocks of coniferous plantation (due in part to the presence of Scroggs Wood itself, which forms a strong boundary to the town).

Figure 1.1 Site location, showing 5m contours

**Scroggs Wood, Kendal**



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## **2.6 Topography**

- 2.6.1 The site is sloping in aspect (see Figure 1.1) and gradually falls from west to east. It has a crossfall of around 25 metres ranging from around 60 metres above sea level in the south-west corner to around 35- 40 metres above sea level in the south-east corner. It contains a number of rounded raised landforms with 'drumlin' characteristics more especially on the southern field. There are short steep areas associated with the drumlin characteristics especially on their east aspects. The northern field is more uniform in topography with a gradual slope from west to east.

## **2.7 Views**

- 2.7.1 The site is located at a key gateway location into Kendal and is prominent in short and distant views. It is especially prominent in view from Milnthorpe Road (A6) and in parts from the A591. It is visible from higher ground to the west and east. Properties to the east of the site (Helsington Mills) have views of the eastern edge of the site. Scroggs Wood screens the site in view from housing development on Bellingham Road. Helsington Laithes Manor Grade II\* Listed Building has views of the site. Further afield the site is prominent in views from properties on Lumley Road.

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

### **Natural**

- 2.8.1 The site comprises two open fields used for grazing. It is bounded to the north by Scroggs Wood – broadleaved woodland with characteristics of semi-natural ancient woodland. The wood has public access and is managed by the Woodland Trust. The woodland is covered by a Tree Preservation Order. A stream which feeds into the River Kent is located within the wood. The River Kent lies to the east of the site and there is a watercourse to the south east of the site which feeds into the River.
- 2.8.2 The site contains a hedgerow separating the north and south field. A number of trees are located adjacent to the south west boundary, and there are a handful of individual trees adjoining the west, south and east boundaries. To the south of the site is a landscape of parkland character containing 'Young Spring Wood'.

### **Built**

- 2.8.3 There are no buildings on the site. The perimeter boundary of the site is comprised of stone walls.

## **2.9 Accessibility**

### **Road Access**

- 2.9.1 Milnthorpe Road (A6) bounds the western boundary of the site. There is no existing vehicular access into the site.

### **Rail Access**

- 2.9.2 Oxenholme Railway Station is located just over 2 kms from the site and Kendal Railway Station is located about 3 kms from the site (taking a central point as the crow flies).

### **Bus Provision**

- 2.9.3 Bus service 555, running between Keswick and Lancaster and calling on Kendal town Centre operates every hour Monday - Saturday (reduced frequency in evenings) and on Sundays every two hours (daytime only) and serves A6 Milnthorpe Road. Service X6 running between Kendal and Barrow-in-Furness operates every hour Monday- Saturday (reduced frequency in evenings) and on Sundays every two hours (daytime only) and serves A6 Milnthorpe Road. Other services which operate via Milnthorpe Road to Kendal Town Centre include the 530 (Kendal-Cartmel) and 552 (Kendal-Arnside). There are bus stops on both sides of the A6 about 600 metres from the centre of the site (as the crow flies).
- 2.9.4 Local Bus Service 46, running to and from the town centre operates every hour Monday-Saturday until around 6pm and serves the Bellingham Road residential area. Bus stops are located on Bellingham Road about 600 metres from the centre of the site (as the crow flies).

### **Cycle Access**

- 2.9.5 The immediate local area does not have any dedicated/off-highway cycle lanes. National Cycle Route 6 (Preston to Keswick) is located to the east of the site (opposite bank of River Kent – part of Lancaster-Kendal Canal). Scroggs Lane to the north of the site provides access for cyclists.

### **Pedestrian Access/ Public Rights of Way (PRoW)**

- 2.9.6 There is a public right of way through Scroggs Wood to the north of the site. This provides a link to the right of way to the east of the site which provides access to Kendal Town Centre (via west bank of River Kent) and the open countryside to the south of the site. There are public rights of way on the eastern bank of the River Kent but there is no access over the River in this location. There is a footway on the eastern side of Milnthorpe Road (A6).

## **2.10 Archaeology and Heritage**

- 2.10.1 The site lies 200 metres from the Roman Fort at Watercrock (has Scheduled Ancient Monument status), albeit on the other side of the River Kent. Based on County Advice, considerable quantities of Roman pottery, coins, and jewellery have been recovered from the site over the years which suggest a strong association between the site and the fort. Medieval finds have also been retrieved from the site. In line with the National Planning Policy Framework and Local Plan policy, any forthcoming planning application should include an archaeological desk-based assessment, and evaluation, in this instance a geophysical survey to highlight the potential for currently unknown remains to survive there.
- 2.10.2 Helsington Laithes Manor Grade II\* listed building lies to the west of the site. Helsington Snuff Mills Grade II listed building lies to the east of the site. In line with the National Planning Policy Framework and Local Plan Policy, any forthcoming planning application should be accompanied by a Heritage Assessment to demonstrate how these assets will be safeguarded (with respect to their qualities and setting). Appendix 2 sets out advice provided by SLDC's Conservation Officer regarding the contribution the site makes to the significance of the listed buildings (Helsington Laithes Manor and Helsington Snuff Mill) including their settings and the type of mitigation requirements that need to be to avoid any adverse impact on them.

## **2.11 Ground Conditions**

- 2.11.1 No contamination is either recorded or suspected on the site.

## **2.12 Flooding Matters – Drainage**

- 2.12.1 The majority of the site lies within Flood Risk Zone 1, with both the Environment Agency and South Lakeland District Council's Environment Protection confirming that, based on previous history and existing evidence (surface water flooding data and local records) there are no known surface water flooding problems/issues. A small portion of the site (South East area) is within Flood Zone 2/3a. Development on the part of the site that falls within Zone 2/3a will not be permitted unless the developer can demonstrate through an acceptable Flood Risk Assessment that it is safe to do so without increasing flood risk elsewhere.
- 2.12.2 Due to the size of the site, a Flood Risk Assessment will be prepared and submitted in support of any planning application which will confirm that surface run-off will not exceed existing greenfield run-off rates including an allowance for climate change.

## 2.13 Constraints and Opportunities

2.13.1 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. Some of the constraints present opportunities.

### Constraints

2.13.2 The following constraints have been identified.

- **Long distant views** of the site from higher ground to the west and east. Careful consideration needs to be given in the layout and design and positioning of development (size, scale, massing, height) so it is sensitive to the site's high quality landscape setting;
- **Key Gateway location at the entrance to Kendal** ; views from Milnthorpe Road; the site is located in a key gateway location at the entrance into Kendal and needs to leave a lasting good impression from a design perspective – sensitive to local character and features. An excellent high quality design must be achieved particularly where development fronts Milnthorpe Road;
- **River Kent Valley/Corridor setting**; views from the east and the sites wider setting within the River Kent Valley/corridor need to be responded to in a positive fashion. Careful attention needs to be given to the design/presence of buildings on the eastern part in terms of their relationship to these locational aspects;
- **Varied topography with raised landforms with drumlin characteristics**; the site is sloping in aspect with a varied topography containing raised landforms with steep aspects, these features need preserving to ensure development is integrated within the site's existing landform to achieve a form of development sensitive to the characteristics of the wider landscape;
- **Edge of Kendal/Open countryside setting**; the site merges into the open countryside on its southern and eastern boundaries and very careful consideration needs to be given to the interrelationship of any new building and the countryside in order to achieve an appropriate transition between the built up area and the adjoining landscape;
- **Drainage**; the east part of the site is of lower elevation and the SE part of the site is within Flood Risk Zone 2 and 3a, this has implications for identifying flooding/drainage considerations for the site.
- **Scroggs Wood**; a buffer of native vegetation 10 metres in width with development set back 5 metres from the buffer is required; this limits the scope for development along the northern fringe of the site. The maintenance of the woodland and new buffer and ecological value need to be carefully considered;

- **Existing Natural features of high value to be retained where possible and appropriate (though it is acknowledged it may not be appropriate for some such features to be retained for reasons of maintenance, management for example in the context of informed decisions regarding Scroggs Wood);** the site contains a hedgerow and a number of trees adjoin the boundary in parts, these features should be integrated within the layout and design of the site where possible and appropriate.

## Opportunities

2.13.3 The site offers the following opportunities.

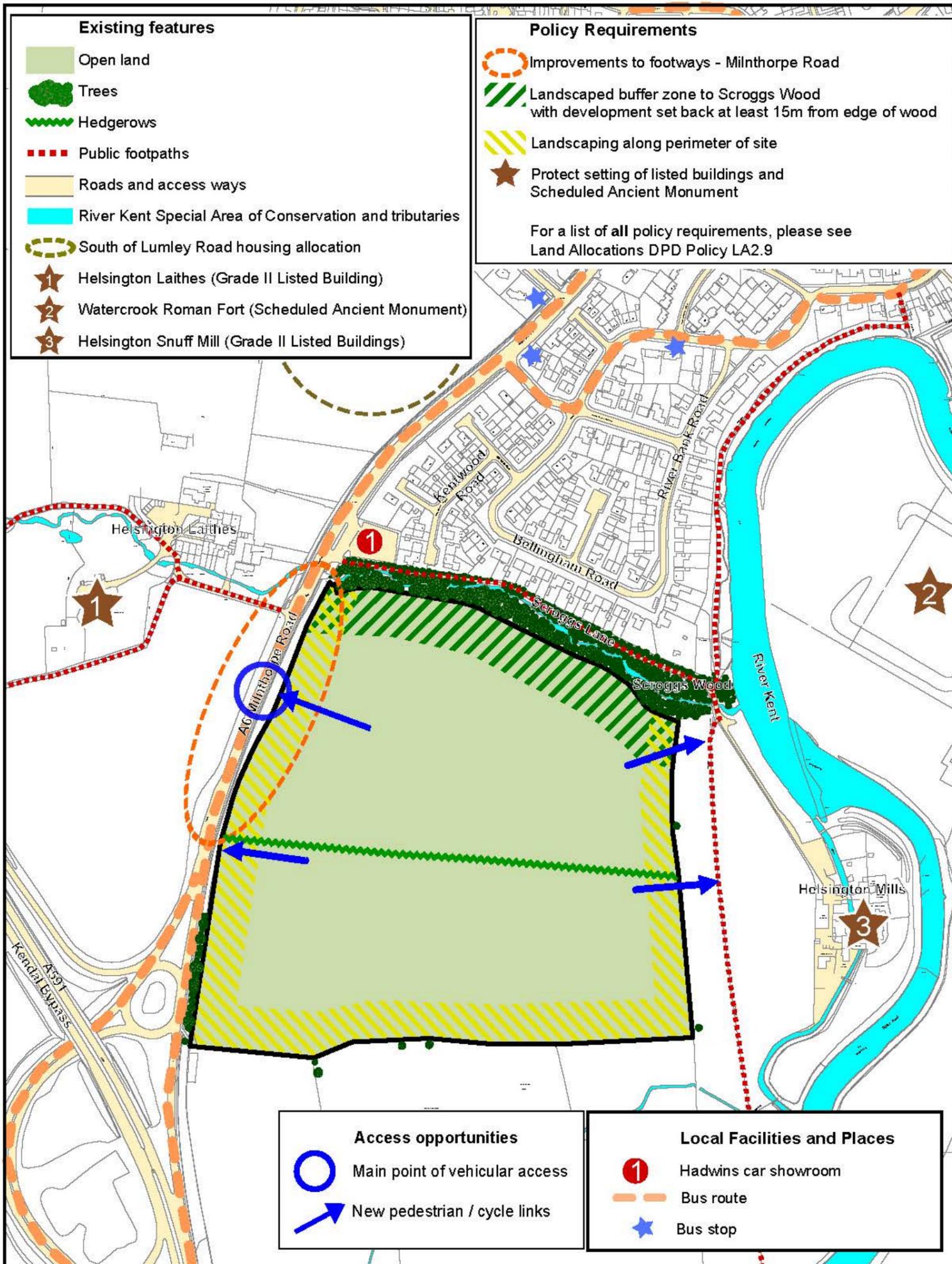
- Opportunity to create a high quality landmark development of an **excellent design** which will leave a lasting positive impression of the town due to the site's gateway location;
- Opportunity to **maintain and enhance existing woodland, trees, hedgerows and stone walls** on and adjacent to the site through incorporating these features within the landscape structure/green infrastructure strategy and traffic and movement framework where appropriate, and to provide important natural habitat for wildlife;
- Opportunity to **enhance ecological habitat** of part of the site through creation of new green spaces and the expansion of Scroggs Wood ensuring its integrity is safeguarded and enhanced for the future;
- Opportunity to use the **site's landform (drumlin characteristics)** to create separate **development platforms** in order to ensure development sits within the natural landform;
- Opportunity to **enhance pedestrian and cyclist permeability to surrounding area** –providing new links to surrounding residential development and open countryside and existing rights of way and enhancing pedestrian/cycle link along A6 Milnthorpe Road, integrating these so they form part of the green infrastructure and traffic and movement framework;
- Opportunity for **vehicular access** from Milnthorpe Road (A6). This will be the main point of access into the site;
- Opportunity to create a sustainable development with strong emphasis on use of **renewable energy sources** and **green build techniques** set within an attractive green landscaped environment;
- Opportunity to provide a **range of employment uses** meeting local needs and attracting new business to the District- with an aspiration for high tech-digital type businesses, knowledge based industries, green/eco-businesses;
- Use of **green roofs and walls** to support drainage systems and minimise landscape impact and enhance the green infrastructure framework;

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- Utilising **sloping and elevated topography** to benefit from extensive views to the south and east and solar energy/gain;
- Use the **site's key gateway entrance to Kendal and Kent River Valley/Corridor setting** to an advantage – ensuring development responds positively to these locational credentials.
- Make public areas and movement routes accessible and interesting by incorporating features such as **interpretation panels** relating to key features of the site/area or views and **signposting** to key destinations.

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Figure 1.2 Constraints and Opportunities Map



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## 3. DEVELOPMENT FRAMEWORK – PROPOSALS AND REQUIREMENTS

### 3.1 Development Requirements – Land Allocations DPD

- 3.1.1 Scroggs Wood will be developed in accordance with the requirements set out in Policy LA2.9 (see introduction).

#### POLICY LA2.9: STRATEGIC EMPLOYMENT ALLOCATION, KENDAL

- A landscape and green infrastructure framework to incorporate a substantial buffer of native vegetation of at least 10m to Scroggs Wood, biodiversity mitigation, compensation and enhancement opportunities across the site and significant green infrastructure retained hedgerows, landscaping along the perimeter of the site and the protection of drumlin characteristics;
- Avoidance of development in the far eastern part of the site closest to the River Kent;
- Use of Sustainable Drainage System (SuDS);
- Submission and approval of a Transport Assessment and Travel Plan;
- Provision of cycle and pedestrian links through the site and towards the town centre including the need for upgrades to existing footways connecting the site and the protection and enhancement of public rights of way across and adjacent to the site;
- Protection of the setting of the Watercrock Roman Fort Scheduled Ancient Monument and the Helsington Laithes and Snuff Mill Grade II\*listed buildings;
- A quality of design that reflects this very high quality gateway site.

#### **Implementation**

*Through Development Management Process.*

#### **Monitoring**

*Through Local Plan – Core Strategy monitoring framework*

### 3.2 Sustainability Appraisal

- 3.2.1 In addition, the Sustainability Appraisal carried out for the site at Scroggs Wood found that the site scored generally well in sustainability terms overall (though averagely in comparison to other sites in Kendal). Areas of impact that the SA highlighted as requiring particular attention were; air quality, impact on the landscape, biodiversity; impact on heritage assets, the need to integrate renewable/low carbon/decentralised energy sources into the site and maximising use of recycled materials and minimising waste.

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

### 3.3 Land Uses

#### Land Uses

- 3.3.1 The site will accommodate employment development (uses specified in Policy LA1.6). Other parts of the site will be used for open spaces and landscaping purposes. The indicative Land Use Proposals Map plan below (figure 1.3) sets out the land uses at Scroggs Wood with an indication of where the main vehicular route leading from Milnthorpe Road (A6) into the site could be located and how the development will respond and cater for cyclists and pedestrians through a connected network of footpaths and cycle routes to Milnthorpe Road, nearby residential areas and surrounding area. It also identifies the location of 'employment development platforms' and green spaces to inform specific design, layout and type of land use principles.
- 3.3.2 The site is allocated for employment uses in the Land Allocations DPD and uses other than B1, B2 and B8 would be contrary to policy. It is acknowledged that there may be exceptional circumstances where other uses which do not fall within these categories may be considered as part of a comprehensive employment based scheme, subject to exceptional justification. Examples may include uses which, whilst not technically within employment use classes, are equivalent in terms of delivering high quality employment in a quality business park environment and, on a limited scale, ancillary development providing services related to activity on the business park.
- Such uses will be considered against the following criteria:
- where they form part of a comprehensive scheme in which high quality employment development is the dominant element;
  - the proposed buildings and their surroundings are of a design and quality which reflect the principles of the Brief;

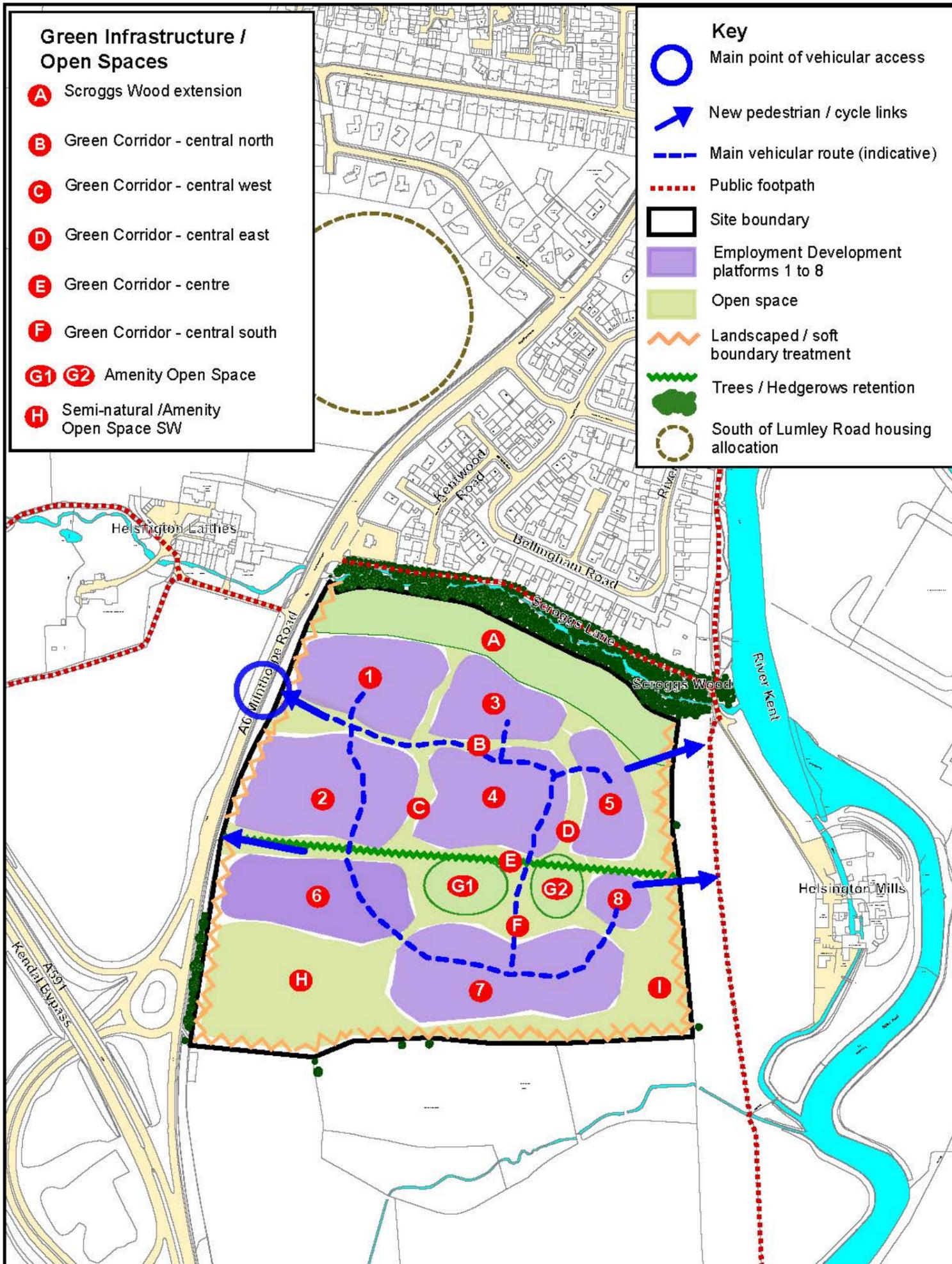
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- where they can be demonstrated to have a clear functional relationship with a high quality employment development;
- they can be shown to be essential to the delivery of high quality employment development having regard both to viability and the availability of external funding for infrastructure and servicing;
- Where they are compatible with national and local policies on main town centre uses.

**Note. The proposals map at figure 1.3 is an indicative plan. The detail of the final site layout for development will be determined at the planning applications stage.**

## Development Brief: Scroggs Wood, Kendal

Figure 1.3 Land Use Proposals Map



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## **Employment Development Platforms**

- 3.3.3 The site will be laid out using a series of development platforms 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 and character to create a 'campus' style format. An indication of the possible location of Development Platforms is shown in Figure 1.3 and numbered (1-9). Further information is included in Section 3.11 (Design Principles). The landscape/green infrastructure framework has been used to inform the location of the development platforms.
- 3.3.4 Development Platforms 1, 2 and 6 – These will support development of a very/exceptionally high quality architectural design, creating a high quality entrance into the town. They present scope for uses of various sizes. The presence of B8 uses on these platforms is unlikely to realise the aspirations and vision for the site as a whole.
- 3.3.5 Development Platforms 3 and 4 – These provide scope for a range of employment uses of various sizes and scales less sensitive in nature to those that will be supported elsewhere on the site. These platforms could support an element of B8 use respectful of the aspirations and vision for the site as a whole.
- 3.3.6 Development Platforms 5 and 8 – These will support development of a high quality architectural design, sensitive to the wider landscape/open countryside setting/aspect/views to the east. Development should respond positively to the river Kent side setting/valley corridor location. They present scope for uses of various sizes including smaller units which could over time be combined into larger uses. The presence of B8 uses on these platforms is unlikely to realise the aspirations and vision for the site as a whole.
- 3.3.7 Development Platform 7 – This platform presents an opportunity for one or two single large users of a very/exceptional high quality architectural design, innovative in style. Development should be located to sit behind/within the nearby site's drumlin characteristics in terms of orientation and positioning of buildings and use the lie of land to inform scale and massing. This platform provides the opportunity for a prestige unique form of development – an office Head Quarters for example. The presence of B8 uses on this platform is unlikely to realise the aspirations and vision for the site as a whole.

### **Employment Uses – Development at Scroggs Wood:**

**Scroggs Wood will be laid out using a series of development platforms which will support a range of employment types of various sizes that respect the aspirations and vision of the site and other policy considerations.**

**Development on the Milnthorpe Road frontage will promote development of very/exceptional high architectural value/design (Platforms 1, 2 and 6) respectful of the key gateway entrance into Kendal.**

**Development within the central portion of the northern field (Platforms 3 and 4) could support a range of employment uses including scope for small scale B8 uses.**

**The southern field (Platform 7) could accommodate single large users of a very/exceptional high quality architectural value/design that blends into the natural undulating landform. Opportunities for a unique innovative form and style should be explored.**

**Development on the eastern part of the site (Platforms 5 and 8) will promote development of high quality architectural value/design sensitive to the wider countryside setting/aspect/views to the east and the river Kent valley /corridor location.**

**Any proposal for non B1, B2 and B8 use will be considered against criteria set out in paragraph 3.3.2 and relevant Local Plan Policy and National Policy Guidance.**

**A comprehensive landscape masterplan including management will be provided in association with a planning application.**

### **3.4 Employment Density - Scale**

- 3.4.1 The scale and massing of development will need to be sensitive to existing local built and settlement form, local character and setting; this will help inform appropriate densities and scales for the site. Given the site slopes downwards from west to east, there will need to be a 'step down' approach to the scale, massing and height of development, so to ensure development on the central and eastern parts of the site is of a scale and height in balance to uses on the western edge. Also to ensure a more gradual transition and a soft interface between the developed edge of Kendal and the countryside beyond, development along the eastern and southern edges will be of a reduced scale and massing with careful attention given to height/roofscape detailing. The central part of the northern field offers opportunity for a more varied form of development in terms of scale and size but this will need to be integrated sensitively into the green infrastructure and landscape framework. The traditional form and character of

development in Kendal should be used to inform the scale, massing of development along the western frontage. Careful attention should be given to height, roofscape detailing.

### 3.5 Traffic and Movement Strategy

- 3.5.1 The following key considerations need to be considered in context of the outcome of any future **Transport Assessment** and advice provided by Cumbria County Council Highways at the planning application stage.

The design of roads, footpaths, footways and cycle ways must accord with the adoptable standards set out within the **Cumbria Design Guide**. Principles established in the Manual for Streets 1 and 2 guidance should be used to inform the layout and design of roads 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.

- 3.5.2 The layout and design of Scroggs Wood 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 surrounding countryside and rest of Kendal 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 layout provides clear, legible, direct routes and promotes a safe and accessible movement framework for all (see figure 1.3).

#### **Vehicular Access into and through the site**

- 3.5.3 The **main point of vehicular access** to Scroggs Wood will be taken from Milnthorpe Road (A6) to the west of the site. This brief does not provide details on the type of access arrangement that may be appropriate, this will be determined through the planning application. The access arrangement needs to ensure that the development will not create additional excessive queuing on the A6 particularly the northbound carriageway.
- 3.5.4 The majority of Milnthorpe Road (A6) where it bounds the site is currently national speed limit becoming 40 mph along the site's NW boundary. It is a requirement of any development in particular sites that have a frontage on such highways that no development shall commence until the adjacent highway transition of the **national speed/40 mph limit** has been relocated beyond the main access junction (details to be agreed). The details must be submitted to the Local Highways Authority for approval. A speed limit review should be carried out that relocates the existing 60mph/40mph limit to the south of the A6 (Milnthorpe Road) adjacent to the site position to be agreed with Cumbria County Council Traffic Management Unit.

- 3.5.5 A **main road** will serve the whole site providing a loop around the site connecting each of the development platforms (see Figure 1.3 indicative route shown).
- 3.5.6 Proposals will take a **balanced approach to movement** and provide for the needs of all users of the streets and spaces, not just the needs of vehicles. The design and layout will ensure that the main route is easy to recognise and follow. 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.
- 3.5.7 Proposals should consider and ensure provision for road access beyond the site in future years, even if this now seems unlikely.

### **Public transport**

- 3.5.8 The majority of the site is located more than 400 metres (as the crow flies) distant from the nearest bus stops. Consideration should be given to enabling the easiest possible pedestrian and cycle access from the site to these existing bus stops. The benefit of altering the bus route to take in the site is desirable and should be explored. The main road through the site would need to be 6 metres wide to accommodate a bus service. Community Transport Schemes should also be considered as a means of providing transport for people working on the site.

### **Pedestrian and cycle access**

- 3.5.9 Opportunities for **new pedestrian and cycle links** taking into account connections to surrounding areas to make the site as accessible as possible will be incorporated into the layout and design of the site. This will be achieved through the provision of green corridors providing cycle and pedestrian links between the new open spaces and development platforms. These routes will be designed to be safe and pleasant with high levels of natural surveillance and be accessible to all including those with impaired mobility or vision. Cycle routes and pathways should be separated from vehicle routes where possible unless they lack passive surveillance from surrounding buildings.
- 3.5.10 Pedestrian and cycle links will be provided **to Milnthorpe Road (A6)**. Pedestrian links and where possible a cycle link should be provided to the right of way to the east of the site. Opportunities to provide enhancements to the public right of way to the north of the site should also be considered.
- 3.5.11 Safe pedestrian access must be provided **along Milnthorpe Road (A6)** in order to satisfy policy requirements. Improvements to the existing footway on the east side of Milnthorpe Road will be required. Opportunities to

provide enhanced cycle access along Milnthorpe Road towards Kendal Town Centre and southwards and other locations for example Oxenholme Railway Station must be considered. Opportunities to provide improved safer means of access along the right of way to the east of the site next to the River Kent should also be explored.

## **Lighting**

- 3.5.12 Roads and paths will be well lit where appropriate but special care should be taken in terms of the lighting design and minimising light pollution, especially alongside open space and wildlife corridors. Lighting should take into account uniformity of illumination as well as intensity. It is desirable for all roads and paths to be overlooked by surrounding buildings.

## **Parking**

- 3.5.13 Parking provision should be in accordance with 'Parking Guidelines in Cumbria'.
- 3.5.14 Parking areas should be designed so that they do not dominate space between the highway and the business premises being accessed. If all the parking is placed in front of the building it will create a visual and physical barrier to vulnerable road users wishing to access the site by means other than private motor vehicle. Creating an easier access arrangement for people not using a private motor vehicle can encourage the use of public transport by employees. Those who choose to cycle to work will similarly be more encouraged to do so if cycle parking is located closer to the business premises than car parking. This approach will assist in the strategy aim of 3.5.2 as the removal of car parking from prominent positions will help to disassociate business with car travel and help to encourage alternative travel modes.
- 3.5.15 The design should ideally separate out activities such as loading/unloading, service bays and other deliveries wherever possible so that these can take place away from the main parking areas. This is advisable as it means less conflict will occur between vehicles and pedestrians in the space.
- 3.5.16 Parking should be discouraged from taking place on footways that can result in partial or complete blockages of those routes. This is inconvenient and potentially dangerous for pedestrians as they may be forced into entering the live carriageway. Footway parking is also damaging as foundation may not withstand the weight of vehicles and the impact when they are moving on and off the surface. The prevention method of footway parking should not be done through the provision of bollards unless other, less 'retro-fitted' looking alternatives have been investigated. The reason for this is that generic bollards give the appearance of being an afterthought,

demonstrating that the original design is flawed. More permanent looking solutions are preferred.

- 3.5.17 Parking areas should be landscaped to help create a 'green' appearance. They should be perceived as safe and secure.

### **Cycle parking**

- 3.5.18 The design and layout of Scroggs Wood will provide sufficient convenient and secure cycle parking with covered protection. Cycle parking should be provided by businesses on their own premises and according to current parking guidelines and be located in 'active' locations in full view of surrounding buildings where possible. Cycle parking within the highway limits is not anticipated to be a common occurrence unless there are appropriate activity generators that would create a demand. Examples may include communal recreation areas or picnic facilities that are intended for use by all businesses on the site.
- 3.5.19 Where cycle parking is provided within the highway it should be fit for purpose and maintainable if it is to be adopted by the Highway Authority. Any bespoke features that may be introduced and which may incorporate cycle parking will require a robust future maintenance plan.

### **Access for all**

- 3.5.20 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, pathway design and relationship to roads and parking areas.

### **Surfaces of roads, footways, footpaths, cycle ways**

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

## **Traffic and Movement Framework Requirements**

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

- Layout of roads and pedestrian/cycle routes will maximise permeability making the development easy to understand and navigate 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 roads and spaces not just the needs of vehicles and will seek to ensure that users of the site have every opportunity to make sustainable transport choices;
- VEHICLE ACCESS INTO THE SITE– will be provided via Milnthorpe Road (A6);
- VEHICLE ACCESS THROUGH THE SITE- will be served by a main road providing access to each of the ‘development platforms’ in a loop arrangement;
- A network of green corridors with pedestrian and cycle access will be provided forming part of the green infrastructure framework as shown on Figure 1.3.
- Pedestrian and cycle links will be provided to Milnthorpe Road (A6). Pedestrian and where possible cycle access will be provided to the right of the way to the east of the site.
- Improvements to the existing footway on the eastern side of Milnthorpe Road will be provided and opportunities to enhance pedestrian and cycle access to surrounding rights of way, links to Kendal Town Centre, along Milnthorpe Road southwards and other facilities (example Oxenholme Road Railway Station) must be considered.
- A speed limit review should be carried out that relocates the existing 60mph/40mph limit to the south of the A6 (Milnthorpe Road) adjacent to the site position to be agreed with Cumbria County Council Traffic Management Unit.
- Opportunities to extend existing bus services into and around the site must be considered.
- Proposals for the site’s development should be accompanied by a comprehensive Transport Assessment and Travel Plan.

## 3.6 Landscape/Green Infrastructure Framework

### Green Infrastructure

- 3.6.1 A net developable area of 11 hectares has been proposed for the site in order in large part to ensure adequate landscaping and green infrastructure is incorporated within any future scheme. It is acknowledged landscaped parking areas and their edges could form part of the green infrastructure provision.
- 3.6.2 Green Infrastructure is the term given to a network of **multi-functional spaces** that can enhance existing and create 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, pathways, allotments, woodlands, hedgerows, trees, playing fields, green roofs/walls and the wider countryside.
- 3.6.3 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.
- 3.6.4 **Public spaces** will be located on main lines of movement within the site (pedestrian/cycle 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 where possible from the front of buildings and benefit from high levels of natural surveillance. The incorporation of distinctive/supporting features such as public art and interpretive panels relating to local features is encouraged. The 'drumlin characteristics' will be retained and integrated within the green infrastructure framework and form public spaces. These will help mask some of the built form and their retention will retain the appearance of the natural landscape. These spaces could be planted with native wildflower meadow grass and will be accessible to pedestrians and cyclists.
- 3.6.5 The existing **hedgerow** through the middle of the site will be retained and enhanced where possible and could form part of a green corridor through the centre of the site.
- 3.6.6 **Stone walls** forming the boundaries of the site will be retained where possible and in the case of next to Scroggs Wood where appropriate in light

of management activities associated with the woodland to ensure distinctive features of the wider landscape are protected.

- 3.6.7 **Scroggs Wood** will be extended into the site, a 10 metre buffer of native trees/shrubs will be provided, with development set back 5 metres from the edge. Prospective developers will be required to consult with the Woodland Trust with regard to considerations associated with impact on Scroggs Wood.
- 3.6.8 **A series of green corridors** with pedestrian and cycle access will be provided within the site linking the open spaces, development platforms with Milnthorpe Road and the rights of way to the east (Figure 1.3 and Table on page 39 indicate potential locations for the green corridors).
- 3.6.9 **Trees** could be planted within the green corridors and public spaces and might be grouped in clusters, reflecting the surrounding wider landscape characteristics of the countryside nearby, and providing new wildlife habitat and some visual screening to the development.
- 3.6.10 The eastern/southeastern margins of the site could be used to attenuate surface water (being the lowest part of the site). Ponds/wetland features could be provided on this part of the site. This needs to be considered in relation to the surface water hierarchy for the discharge of surface water in any planning application submission.
- 3.6.11 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.
- 3.6.12 **Green roofs and walls** will be supported within the design of new developments, providing a biodiversity function.
- 3.6.13 A **landscape masterplan and a landscape/open space management plan**, including long term design objectives, management and maintenance responsibilities for all landscape areas, shall be prepared to secure the Green Infrastructure Framework for Scroggs Wood in the long term. This will need to accompany any planning application. Prospective developers will be required to consult with the Woodland Trust with regard to considerations associated with impact on Scroggs Wood. The Council is exploring options for how best to manage and maintain open spaces.

#### **Type of open space – requirements**

- 3.6.14 As shown in Figure 1.3, the green infrastructure framework will/could comprise the following (as a principle green corridors will be incorporated

within the green infrastructure framework, details on where such corridors could be located are included below):

A: Scroggs Wood extension

- 3.6.15 Scroggs Wood will be extended through the creation of a 10 metre native tree/shrub buffer along the northern boundary of the site. Beyond this will be the creation of a 5 metre strip of smaller native species, the boundary of which will be defined by a hedgerow of native species. The buffer does not necessarily need to be straight edged, but could take on a meandering course.

B: Green Corridor – central north part of site

- 3.6.16 A green corridor could be provided from the main point of access through the central northern part of the site to the site's eastern boundary. This will provide pedestrian and cycle access and could be tree lined. Pedestrian and cycle links will be provided to the public right of way to the east.

C: Green Corridor – central west part of site

- 3.6.17 A green corridor could be provided on a north to south west axis through the central western part of the site. This will provide a wildlife corridor link from Scroggs Wood to the large open area/landscaped area on the south west part of the site (reference H) and the countryside beyond. It will provide pedestrian and cycle access links to the open space (reference G1) and central north and central green corridors (reference B and E) and could be tree lined.

D: Green Corridor – central east part of site

- 3.6.18 A green corridor could be provided through the central eastern part of the site on a roughly N-S axis connecting green corridor (reference B) with open space (G1 and G2) and green corridor (C and F) as well as possible amenity open space on the SE part of the site. It will provide pedestrian and cycle access and could be tree lined.

E: Green Corridor – through centre of the site

- 3.6.19 A green corridor could be provided on a west-east axis through the centre of the site incorporating the hedgerow. This will provide pedestrian and cycle access with links to Milnthorpe Road (A6) and a pedestrian link and possible cycle access to the right of way to the east of the site. It will link with other green corridors (references C and D) and the open spaces (reference G1 and G2).

F: Green Corridor – through central southern part of the site

- 3.6.20 A green corridor could be provided on a west-east axis through the centre of the southern field. This will provide pedestrian and cycle access and links to the open spaces (reference G1 and G2, H and possible amenity open space on the SE part of the site, green corridor C) and could be tree-lined.

G: Amenity open space – southern field

- 3.6.21 Two areas of open space will be provided between the development platforms on the southern field, referenced G1 and G2. These will be based on the footprint of the drumlins. These will help mask some of the built form and help to retain the appearance of the natural landscape. These spaces could be planted with native wildflower meadow grass. Where appropriate, trees could be planted as part of these open spaces as a focal point.

H: Semi-Natural/Amenity Open Space on SW part of site

- 3.6.22 A large area of open space will be provided on the SW part of the site, based on the footprint of the large 'drumlin' feature located on this part of the site and land to the SW. The space could be planted with native wildflower meadow grass, trees (enhancing the row of trees on the SW boundary) and will be accessible to pedestrians and cyclists via the green corridors (reference C and F). It could provide seating and space to relax.

Other open spaces

- 3.6.23 Other open spaces could be provided on the eastern/southeastern part of the site (shown as I on the Land Uses Proposals Map). These may include pond/wetland features and areas of space for visitors and employees/employers to relax.

## **Landscaping Framework**

Landscaping along western/southern and eastern margins of the site

- 3.6.24 In addition to the above, a landscaped/soft boundary treatment will be provided along the west, south and east boundary of the site as indicated in Figure 1.3. This will ensure development creates a positive relationship with the adjoining countryside and the site's gateway frontage position. It will provide an appropriate transition between the built up area and the adjoining landscape. The west boundary could comprise a mix of native plants and trees spaced out to ensure filtered views into the site. The southern boundary could in parts comprise larger groupings of trees and plants (SW corner in particular).

- 3.6.25 In context of the above, the western, southern and eastern perimeters of the site will be landscaped with a soft boundary treatment – i.e. planting/shrubs/trees with retention of the stone walls. Landscaping treatment along the west boundary should ensure filtered views into the site. The group of trees along the SW boundary of the site should be retained and further structural planting could be introduced on this part of the site. Trees located adjacent to the southern, western and eastern boundaries should be retained. There is scope to introduce additional planting along the southern boundary and possibly outside it to soften the impact of development in views to the site from the south and to help create new woodland taking reference from Young Spring Wood to the south.
- 3.6.26 Additional landscaping should be introduced within the site, including trees/planting where appropriate within the green spaces and green corridors and in parking areas and other public spaces.
- 3.6.27 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.
- 3.6.28 A **landscape masterplan and a landscape/open space management plan**, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be prepared to secure the Green Infrastructure Framework for Scroggs Wood in the long term. This will need to accompany any planning application. Prospective developers will be required to consult with the Woodland Trust with regard to considerations associated with impact on Scroggs Wood. The Council is exploring options for how best to manage and maintain open spaces.

## **Landscape/Green Infrastructure Framework - Requirements**

At Scroggs Wood as shown in Figure 1.3 Land Use Proposals Map the landscape/green infrastructure framework:

- Will include Scroggs Wood extension – provision of a 10 metre planted buffer and further 5 metre planted strip along northern edge of the site (reference A)
- Could include a Green Corridor central northern part of site (reference B)
- Could include a Green Corridor central west part of site (reference C)
- Could include a Green Corridor centre east part of site (reference D)
- Could include a Green Corridor central part of site (reference E)
- Could include a Green Corridor central south part of site (reference F)
- Will include Public Amenity Open Spaces (reference G1 and G2)
- Will include a Semi-natural / Amenity Open Space south west part of site (reference H)
- Will include Landscaping/Soft boundary treatment along western, southern and eastern edges of the site.

All trees, hedgerows, woodland and stone walls on and adjacent to the site will be retained wherever possible and appropriate (though it is acknowledged it may not be appropriate for some such features to be retained for reasons of maintenance, management for example in the context of informed decisions regarding Scroggs Wood) and integrated into the layout and design of Scroggs Wood. Other areas of open space with amenity/informal recreation/wildlife habitat value on the south east/east parts of the site could be provided within the development (reference I).

A landscaped / Soft boundary treatment will be provided along the west, south and east boundary of the site where it adjoins the open countryside. Appropriate planting should be introduced in these locations as well as within the green corridors and open spaces where appropriate.

All open spaces should be well connected as integral parts of the foot/cycle route networks 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 masterplan and landscape/open space management plan**, including long term design objectives, management and maintenance responsibilities for all landscape areas, shall be prepared to secure the Green Infrastructure Framework for Scroggs Wood in the long term.

### **3.7 Ecology/Biodiversity**

- 3.7.1 The development of Scroggs Wood will provide important habitat and species enhancements. The retention of existing hedgerows, trees and woodland and stone walls within and adjacent to the site will help to protect habitat and species, whilst the creation of new green spaces and corridors will result in enhancements and extension of existing habitat. In addition, the Sustainable Urban Drainage System Network may be designed to create benefits for wildlife and enhance the site's ecological value.
- 3.7.2 The proposed green corridors and green spaces will help to provide a network of wildlife corridors which will help to provide a sense of continuity between Kendal and the countryside and allow species to migrate and reinforce habitats.
- 3.7.3 The Cumbria Biodiversity Evidence Base identified the potential for presence of bats (2012 records) amongst a range of key species. Detailed habitat and species surveys as appropriate will be required at the planning application stage. An assessment of all potential ecological impacts based on up to date baseline data will be used to inform any planning application and measures set out therein to protect and enhance habitats and species.
- 3.7.4 A biodiversity/green infrastructure establishment and management plan informed by the surveys will be provided as part of the planning application.

### **3.8 Flood risk issues - considerations**

- 3.8.1 The site lies within Flood Risk Zone 1 (tidal, main river and fluvial flooding). A small part (south east portion) is located within Flood Zone 2/3A. A flood risk assessment will be prepared and submitted in support of any planning application. Surface water run-off after development must not exceed green field run off rates including an allowance for climate change. Surface water should not be disposed of via the public sewerage system and should where possible be attenuated on the site. A sustainable urban drainage system (SuDs) and management plan will be implemented to manage the disposal of surface water and this will be integrated within the green infrastructure framework, working with the natural drainage and topography of the site to inform the choice of appropriate measures. SuDs should follow the CIRA principles given in the SuDs Manual c698. A maintenance manual will be required for surface water systems where adoption and management will be required for surface water systems where adoption and management scheme will be by a management company.
- 3.8.2 As mentioned in other sections of this document, opportunities should be taken in terms of the design and materials used to manage surface water

disposal as effectively and sustainably as possible. For example in the use of permeable paving, imaginative planting and green roofs/walls, which, as part of the green infrastructure framework can have other benefits such as for health and well-being and wildlife and therefore contribute towards other objectives whilst also forming part of the drainage and surface water management approach.

### **3.9 Heritage Issues – considerations**

- 3.9.1 As highlighted in Section 2, there are three heritage assets adjacent to the site (Roman Fort at Watercrock Scheduled Ancient Monument), Helsington Laithes Manor Grade II\* Listed Building and Helsington Snuff Mills Grade II\* Listed Building. In line with the National Planning Policy Framework and Local plan policy (particularly Core Strategy Policy CS8.6), any forthcoming planning application should be obtained by a Heritage Assessment to demonstrate how these assets will be safeguarded (with respect to their qualities and setting).
- 3.9.2 A design of very/exceptional high quality architectural value along the frontage of Milnthorpe Road and along the eastern edge of the site, with careful attention paid to matters such as roofscape, height, materials, and colour of buildings and roofs should ensure no harm is caused to these assets in this context.

### **3.10 Infrastructure Requirements**

- 3.10.1 In terms of services and utilities, there are no known constraints to the provision of gas, electricity, waste water or water supply on the site, although the precise means of supply and connection will be confirmed through discussions with the relevant utility bodies as part of any planning application. Relevant contact details are provided at the end of Section 4. Consideration needs to be given to emergency services infrastructure such as radio communication masts/equipment, fibre optic networks, CCTV and broadband internet coverage.
- 3.10.2 There is a gas and electricity supply to the northwest of the site. A public sewer is located to the north of the site and a water mains runs along the length of Milnthorpe Road. Developments must drain on a separate sewerage system, with only foul drainage connected into the foul sewerage network. It is essential the site is provided with excellent telecommunications and broadband supply.

### **3.11 Design Principles**

- 3.11.1 The design of this new development at Scroggs Wood will be of a very/exceptional high quality that respects the site's local context, heritage

and character and neighbouring uses as well as the site's wider countryside, river Kent side/valley/corridor and key gateway entrance into Kendal setting/location. It will respond positively to these locational credentials building on the opportunities these present. It will promote sustainable techniques in building design with green credentials and utilise local materials as much as possible whilst introducing a degree of innovative and contemporary design making the most of the site's natural landform.

- 3.11.2 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. Designs that support and enhance local distinctiveness across are encouraged. Development should protect and enhance key local views and features / characteristics of local importance and incorporate layouts that reinforce and reference local distinctiveness and character. **Saved Policy S2** of the Local Plan 2007 contains a **design code** for South Lakeland that any new development must take account of.
- 3.11.3 Future development proposals for the site will also be considered against the provisions of National Planning Policy Framework (including reference to referring such proposals to National Design Review).

### **General Principles**

- 3.11.4 The design of the Scroggs Wood site should take full account of the character of the immediate and wider setting. It should take account of the design code 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. Kendal has a varied character. The predominant use of local stone or lime-based render and slate roofing provides a distinctive appearance and grey colour to many buildings in the town. The design and layout of Scroggs Wood will be informed by the following principles:
- **Townscape** – it will respond to the individuality of Kendal in respect of local characteristics such as building forms, materials, traditions, roofscapes and spaces, but also introduce new styles that respect these characteristics. **(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. Height, massing, grain and scale of employment development will be related to that nearby to create an appropriate relationship with adjoining areas

whilst maintaining variety and built form. **(See Saved Policy S2 of Local Plan)**

- **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 material should not be ruled out. Materials should be durable, robust and maintainable and wherever possible should be sourced locally and sustainably. A mix of glass, stone, slate, steel will be supported. **(See Saved Policy S2 of Local Plan)**
- Recognise, **retain and make a feature of important views** in the site layout.
- Make use of **good quality materials** in the public realm, including a mix of hard and soft landscaping.
- Sensitive use of **colour** on buildings and roofscape to avoid harmful visual impact on wider landscape qualities and setting.
- **Amenity** – ensure a satisfactory level of privacy between buildings. Make use of screen walls, fences, ancillary out-buildings and/or planting to moderate overlooking and maintain privacy. Sloping sites – where the difference in levels may result in unacceptable overlooking problems, consider use of appropriate screening, window siting and orientation.
- **Building/spaces positioning** - consider incorporating a range of building types and spaces to emphasise key locations within the layout and contribute to the character and legibility of the development. For example positioning buildings on the corners of streets.
- **Orientation** of buildings – Buildings will be orientated and designed to ensure maximum solar gain and facilitate the maximum benefit of solar panels (PV and thermal).
- **Settlement edges** – development on the western, southern and eastern boundary of the site will create a positive relationship with the adjoining countryside, providing an appropriate transition between the built up area and the adjoining landscape. Wherever possible buildings should be orientated so that they are outward facing. Trees, hedges and new landscape planting on the site edges should utilise native species.
- **Landscaping** – development will include significant landscaping within the site's open spaces, green corridors, public spaces and parking areas.

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- **Bicycle Storage/Recycling Storage** – the provision of bicycle storage and recycling/bin storage should be convenient for users of the site but should not dominate or otherwise compromise the street scene. Communal facilities could be considered.

### **Employment Development Platforms – Specific Design and Layout Considerations**

3.11.5 Taking into account the local context and characteristics of different parts of the site, it is proposed that the site should be laid out in a series of development platforms. The design of development on each platform will be based upon features and characteristics of those individual areas. These will relate to aspects such as building sizes and designs, density of development, building height and enclosure, front treatments, topography and landscape, materials and architectural attributes. Key specific principles for each of the development platforms are listed below:

#### Platforms 1, 2 and 6

- Development on these platforms will engage positively with the frontage of Milnthorpe Road (A6) introducing a design of very/exceptional high quality architectural value and design;
- Very careful consideration will need to be given to the roofscape, materials and height dimensions i.e. use the topography/levels of the land to determine appropriate heights;
- It is important the development platforms are sufficiently set back to accommodate the access arrangement;
- A traditional stone/slate frontage onto Milnthorpe Road may work best in order to ensure characteristics of Kendal are respected;
- Buildings could be linked together within each platform or stand alone.
- A varied roofscape in terms of scale/height and dimensions could also help to break up overall volume;
- Development will front onto Milnthorpe Road and contribute to the creation of a high quality designed entrance into Kendal presenting an active frontage.
- There should be filtered views of the building(s) from the road frontage interspersed with landscaping/planting.

#### Platforms 3 and 4

- These platforms offer opportunity for a varied form of development with a range of different sized units of different styles and appearance of a less sensitive nature to elsewhere in the site.
- Buildings could be linked together within each platform or stand alone.
- Development must respond positively to existing natural features including the Scroggs Wood extension and should sit discretely within the landscape in terms of massing and height.

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- Development must be in keeping with the overall vision for Scroggs Wood in terms of quality of design, construction and materials.

#### Platforms 5 and 8

- These platforms provide opportunity for a varied form of development of a very high quality architectural value/design.
- Very careful consideration will need to be given to the roofscape, a more complicated roofscape will help to break up the volume and allow for development to respond positively to the heritage asset of Helsington Snuff Mills Listed Building.
- Development should respond positively to the riverside setting of this part of the site and its valley corridor setting and views out to the east, making a feature of these in terms of the orientation of development. Development should have present an active frontage to the east – maximising views out to the countryside and the River.
- Development should respond positively to any amenity open space provided along the eastern edge of the site – this can be achieved by providing an active frontage to such space avoiding a blank uniform frontage.
- There should be filtered views of the building(s) from the eastern edge interspersed with landscaping/planting.
- Buildings could be linked together within each platform or stand alone.

#### Platform 6

- This platform offers the opportunity for a unique outstanding innovative form of development in style and structure, using the natural topography to inform the shape and positioning of building(s) so development sits within the site contours.
- It is a prestige location, and offers opportunity for one or perhaps two large single users for example a large business Head Quarters.
- A contemporary design could be achieved, using the latest green construction techniques.
- One or two large single users could be located on this platform.
- Very careful consideration will need to be given to the massing and height of development.

### **3.12 Sustainability Principles**

- 3.12.1 Policy CS1.1 of the Core Strategy sets out the sustainable development principles that the new development at Scroggs Wood site must conform to. Policy CS8.7 requires a sustainability statement to be included within the Design and Access Statement as part of any planning application, setting out how the development meets the principles set out in Policy CS1.1 as well as the National Planning Policy Framework.

### **3.13 Renewable Energy**

3.13.1 In accordance with Policy CS7.7 the Scroggs Wood site will ensure, that opportunities are exploited for reducing the site's energy use and maximising the proportion of energy used gained from renewable/low carbon sources. In accordance with Policy CS8.7 the development should seek wherever possible to include renewable or low carbon options such as solar (photovoltaic or thermal), ground or air source heat pumps, micro/hydro turbines or biomass based on the technology most appropriate for the site. A district heating system could also be an option.

### **3.14 Sustainable Construction**

3.14.1 The Scroggs Wood site has the potential to maximise energy efficiency and reduce the carbon footprint of 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).

3.14.2 The layout of the development will need to take account of:

- Accommodating space for storage of waste and recycling bins/boxes in a way that is accessible for users and accessible for waste/recycling collection staff to collect but also avoiding compromise of the character/streetscape (e.g. caused by bin clutter or insensitive/ prominent locations for bin storage).
- Street design and the layout of private space takes into account access by waste/recycling collection vehicles and staff.
- Possible provision for communal recycling storage/collection (i.e. a single or small number of point(s) where everyone takes their waste/recyclables, composting etc. on site).

#### **Green Roofs and Walls - roof gardens**

3.14.3 The inclusion of green roofs/walls will be strongly 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 will 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 will 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 buildings offered.

### **3.15 Air quality**

- 3.15.1 In accordance with policy CS10.2 an air quality assessment and travel plan will be required to accompany any planning application for the development of Scroggs Wood. 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.

## **4. IMPLEMENTATION AND DELIVERY**

### **4.1 Partners**

#### **Who will deliver the development?**

- 4.1.1 Potential private commercial developers will deliver the Scroggs Wood 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 It is likely the site will come forward in a number of stages given the nature of the intended uses it is to accommodate. The site may come forward in two phases, the first phase relating to the northern field and the second phase relating to the southern field. It may also come forward in sub-phases. 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. As part of the planning permission there will be key triggers, requiring the construction of other integral elements of the scheme, with these principally relating to:

- Landscaping
- Open space
- Sustainable urban drainage system/masterplan
- Pedestrian and cycle links
- Highways

- 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 will likely to include:

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- Design and Access Statement;
- Planning Statement;
- Sustainability Statement;
- Tree and Hedgerow Survey and mitigation where appropriate;
- Landscape and Visual Impact Assessment;
- Landscape masterplan including management plan;
- Flood Risk Assessment;
- Plans and Drawings;
- Habitats Survey and mitigation (Nature Conservation Assessment);
- Heritage Assessment;
- Archaeological Assessment;
- Transport Assessment and Travel Plan;
- Public Right of Way Statement;
- Air Quality Assessment;
- Sustainable Urban Drainage Strategy and long term maintenance of surface water drainage scheme/management plan;
- Noise impact assessment;
- Statement of Community Involvement;
- Planning Obligation Pro Forma Statement;
- Foul Sewerage Assessment;
- Land Contamination Assessment

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. The Council will expect applicants to agree a methodology necessary to deliver the infrastructure appropriate to their phase through the Councils pre-application process.

4.3.4 A Section 106 Draft Heads of Terms should be agreed 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 Scroggs Wood (**these are subject to further discussion**). The table

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lists the type of infrastructure which currently it is considered could be funded through S106 contributions. On-site requirements will be funded through Section 106 contributions for items listed below. The local authorities are committed to working with prospective developers and other bodies in trying to access additional funding sources to facilitate delivery of the development. 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 Councils pre-application process.

<b>Infrastructure Type</b>	<b>On site or off-site</b>	<b>Details</b>	<b>S106 or CIL</b>
Landscaping including Tree Planting	On-site	On site provision along perimeter of site where appropriate and in the site for amenity purposes where appropriate.  Extension of Scroggs Wood	On site construction cost  S106
Open Space	On-site	New open spaces on site	On site construction cost  S106
Walking and Cycling	On-site	Financial contribution to new links between development and adjoining roads and rights of way network	Possibly S106 and other sources
Sustainable Construction	On-site	Encourage high standards	On-site construction

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## **USEFUL CONTACTS:**

### SLDC Development Plans Team – Officer Contacts:

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

### SLDC Development Management – Officer Contact:

Fiona Clark, Principal Planning Officer. Tel (01539) 793348, email [f.clark@southlakeland.gov.uk](mailto:f.clark@southlakeland.gov.uk)

### SLDC – Parks and Recreation Team:

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

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

### SLDC – Economic Development Team:

Joanne Golton, Economic Development Programme Manager, Tel (01539) 793276, email [j.golton@southlakeland.gov.uk](mailto:j.golton@southlakeland.gov.uk)

### Cumbria County Council – Highways:

Jeff Hernandez, Development Control Engineer (South Cumbria), Tel (01539) 713028, email [jeff.Hernandez@cumbria.gov.uk](mailto:jeff.Hernandez@cumbria.gov.uk)

### Cumbria County Council Surface Water Drainage:

Doug Coyle, Highways & Transport Resilience Manager, Tel (01228) 221330 email [Doug.Coyle@cumbria.gov.uk](mailto:Doug.Coyle@cumbria.gov.uk)

## Contacts for relevant utilities providers:

### United Utilities (waste water and water supply):

Jenny Hope – Development Plan Liaison, United Utilities Group PLC  
Haweswater House,  
Lingley Mere Business Park,  
Lingley Green Avenue,  
Great Sankey,  
Warrington WA5 3LP  
[Planning.liaison@uuplc.co.uk](mailto:Planning.liaison@uuplc.co.uk)

### Electricity North West Ltd– Electricity:

Mr Ian Povey, Network Design Manager,  
Frederick Road, Salford,  
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### National Grid Electricity Transmission

AMEC on behalf of National Grid  
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### National Grid Electricity Distribution

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[n.grid@amec.com](mailto:n.grid@amec.com)

### National Grid Gas Transmission

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### National Grid Gas Distribution

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[plantprotection@nationalgrid.com](mailto:plantprotection@nationalgrid.com)

## **APPENDIX 1: Relevant Development Plan Policies**

### SOUTH LAKELAND LOCAL PLAN – CORE STRATEGY

- CS1.1 – Sustainable Development Principles
- CS2 – Kendal Area Strategy
- CS7.1 – Meeting the employment development
- CS7.2 – Type of employment land required and sectoral split
- CS8.1 – Green Infrastructure
- CS8.2- Protection and enhancement of landscape and settlement character
- CS8.4 – Biodiversity and geodiversity
- CS8.6 – Historic Environment
- CS8.7 – Sustainable construction, energy efficiency and renewable energy
- CS8.8 – Development and flood risk
- CS8.9 – Minerals and waste
- CS8.10 – Design
- CS9.2 – Developer Contributions
- CS10.1 – Accessing Services
- CS10.2 – Transport Impact of New Development

### SOUTH LAKELAND LOCAL PLAN – LAND ALLOCATIONS DPD

- LA1.6 – Strategic Employment Site Allocations
- LA2.9 – Scroggs Wood

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

- C5 – External Lighting
- C6- Sites of International Nature Conservation Importance
- C7- National Sites
- C11- Tree Preservation Orders
- C15- Listed Buildings and their settings
- C19 – Sites of archeological interest
- C24 – Watercourses and Coastal margins
- C30 – Solar Power
- L10 – Rights of Way
- 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
- S29 – Waste recycling facilities

## **APPENDIX 2: Advice and Guidance from SLDC'S Conservation Officer**

### **Assessment of site's contribution to significance of Helsington Laithes and Helsington Snuff Mill Listed Buildings and what the mitigation/design principles need to be to avoid any adverse impact on them**

#### **The significance of the site to Helsington Laithes Farmhouse Grade II\* Listed Building**

The Manor of Helsington is of unknown date but the current farmhouse, which on C19th maps goes by the name of Helsington Laithes Manor, has some fabric dating to the late C15th, but is now essentially a house of the late C17th. The remains of the medieval village that was probably associated with this mediaeval manor survives, shrunken in size and now partly as a series of earthworks, close to Briggs House Farm, 800m to the south west. These earthworks are protected as a SAM and the record for that entry suggests that the village is likely to be post Norman Conquest in origin. While the landscape around the village itself reveals some evidence of a medieval field system, the appreciably larger fields close to the manor farm, which contain the Development Brief site, are seemingly the result of later C18th parliamentary enclosures, so this landscape would appear to have a reduced historic significance in terms of its relationship to the setting of the listed Helsington Laithes Farmhouse. Even the landscape immediately adjacent to the farmhouse appears to have been remodelled in the C18th and C19th when new access tracks, bridges and a large home farm were created to manage this wider, enclosed and 'improved' farmed landscape.

This post medieval, proto modern landscape was further transformed after 1759 when a turnpike route was created between Kendal and Milnthorpe, which passed through Helsington; and again in the second half of the C20th when the modern A6 Trunk road below Helsington Laithes Farmhouse was widened and partly embanked on its east side as part of the creation, to the south west, of a road junction with the new A591 Kendal By-pass, the combination of which effectively enclosed the farmhouse on two sides of a triangle. These highway improvements further severed the listed farmhouse from its historic landscape and reduced the visual significance of the development brief site in views out from the house; while the planting of shelter and barrier trees around the farmhouse garden in the mid C20th further isolated the farmhouse from its visual and historic setting. Given these circumstances, my advice is that the significance of the development brief site to the Grade II\* listed former farmhouse is slight in terms of its historic significance; and less than moderate but more than slight in its visual or aesthetic significance, due to the lack of close proximity and the presence of obstructed sight lines.

#### **Mitigation Requirements**

The landscape falls away appreciably to the east of the A6 road but it will still be important to minimise the height, sense of scale and perceived physical massing of any buildings that might be sited along the side of that road. These will generally need to be kept to one or two stories in height in the elevations that face the existing highway, although the fall in gradient might allow them to accommodate an extra storey on the eastern, downward side of the slope, depending on circumstances.

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Roofs should be traditionally pitched and not too expansive, so a clear articulation into smaller sub-roofs/gables might need to be provided; and traditional roofing and walling materials wood be preferred on those roofs and elevations facing the listed building to the south, 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.

Designs here will have to carefully consider the need to respond to and formalise the proposed highway entry into the site, and signal both its importance and the quality of the wider scheme; while also paying heed to the mitigation principles identified above. Signage marking this entry junction will also need to be carefully judged for its clarity as well as discreetness in views from the designated farmhouse.

For buildings that are to be sited deeper into the site view analysis will need to be provided by any developers that show the impact of the proposed building(s), in terms of views out from the listed farmhouse, and this should take account not just of their materiality but also the scale and height of the buildings and the three dimensional form of any roofs. Some buildings could be located within the leas of the sloping drumlins in order to mitigate their visual impact but it will be essential that the placing of such buildings does not necessitate an excessively engineered local landscape with over-scaled hard retaining structures. Localised tree planting might also be beneficial, especially where small clumps might complement the undulating landform but these should not dominate the development in any overly formalised way, except along the site's northern boundary, where this might be of benefit to wildlife bio-diversity if appropriate species and density is planned for.

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.

### **Helsington Laithes Mill Grade II Listed Building.**

This site shares the same 'Laithes' suffix as the Manor House/farmhouse above, and so was quite probably once situated within its land title. However, the present building on the site is believed to date only from the early to mid C19th date and so it either had associations with the formalised home farm that was created to the north east of the farmhouse at about the same time, as part of the increasing industrialisation of the adjacent farming landscape; or it had by then been sold off to a new owner. The mill was reputedly first used for cutting limestone for the Webster architectural practise in Kendal, but its principle historic use was as a snuff grinding mill, and records show that after 1887 this belonged to the Gawith-Hoggarh snuff factory at Canal Head, and that there may have been two mill buildings on the site by 1900.

The present Grade II listed building is being converted to residential use and has lost all of its internal machinery and its water wheel is now dilapidated. However, the way that power was extracted from a head race taken from the River Kent, through a series of culverts and control sluices is still clearly evident in the immediate setting of the former mill, although beyond that the building's historic setting has been severely compromised by late C20th light industrial development to the north and east of the site. It seems likely that the mill's functional, historic relationship would have been with the narrow flood plain of the river and the complex system of water management

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that was developed, and not with the agricultural land to the west. Its historic associations with the development brief site are therefore probably slight, but it is in quite close visual proximity and, due to the elevation of the land away from the mill, it would be quite prominent in such outward views. The listed building thus has a quite strong visual relationship with the whole site and not just the closest, eastern edge.

### **Mitigation Requirements**

The majority of development on the site will need to take heed of the setting of the Grade II listed building – the eastern and northern edges because they are in relatively close physical proximity to the designated building, and those further to the south and west because they are likely to break through the skyline in such views and disrupt any appreciation of its expanded rural setting.

The green corridor between the Mill and the eastern boundary of the development brief site will provide a sufficient depth of physical separation so that the immediate setting of the listed building is not harmed but the location, orientation and density of any new buildings will be critical to how they would be perceived from the mill site, as will the routing of an internal streets within the site; and it will essential that thought be given to the scale and massing of any new buildings so that they are not overbearing in such views, and do not crowd the site and detract from the mill's setting. All building elevations facing the mill should be clad with appropriate local natural stone and roofs should be scaled and covered with traditional blue/grey slates.

For all buildings within the site view analysis will need to be provided by any developers that show the impact of the proposed building(s), in terms of views out from the listed mill building and its complex. This should allow an understanding to be formed of the scale and height of the buildings, the three dimensional form of any roofs, and the appropriateness of their material finish. Some buildings could be located within the lees of the sloping drumlins in order to mitigate their visual impact but it will be essential that the placing of such buildings does not necessitate an excessively engineered local landscape with over-scaled hard retaining structures. Localised tree planting might also be beneficial, especially where small clumps might complement the undulating landform or provide visual filtering along the eastern edge, but these should not dominate the development in any overly formalised way, except along the site's northern boundary, where this might be of benefit to wildlife bio-diversity if appropriate species and density is planned for.

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 concealed beyond buildings in such views and glaring light pin-points are eliminated.

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