

Infrastructure Delivery Plan

Update August 2017

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1 Executive Summary

1.1 What is the IDP?

- It identifies South Lakeland District Council's (excluding Lake District and Yorkshire Dales National Park Authorities) infrastructure needs for the adopted local plan period (currently up to 2025), arising from new planned development as well as other necessary requirements, and important projects
- It is an update of the [2014 Infrastructure Delivery Plan \(IDP\)](#): (THIS LINK HAS NOW BEEN DEACTIVATED) taking into account the emerging Arnside and Silverdale Area of Outstanding Natural Beauty Development Plan Document
- It considers a range of infrastructure needs including transport, water supply, wastewater and its treatment, energy, telecommunications, utilities, green infrastructure, health provision, education provision and social care, taking into account ability to meet forecast demands
- It sets out the potential costs, funding sources and delivery mechanism associated with these infrastructure needs
- It is aligned with other strategies and Infrastructure Plans at a Cumbria wide level – including the Cumbria Infrastructure Plan

1.2 What influence does it have?

The IDP:

- Helps to inform decisions regarding programmes of funding to support delivery of infrastructure
- Helps to inform delivery programmes of key agencies responsible for providing the infrastructure
- Provides a framework for the prioritisation of potential Community Infrastructure Levy (CIL) funded schemes and informs the types of infrastructure to appear on the Regulation 123 List
- Provides a framework for seeking of developer contributions to fund infrastructure
- Helps to inform how communities may wish to secure funds to help support delivery of infrastructure in their area
- Helps to improve lines of communication between key delivery agencies and the local planning authority

The document is 'live', in that it will be regularly updated to reflect changing circumstances and needs. This current version is subject to the outcome of consultation with service/infrastructure providers and parish/town councils and will be updated to reflect any feedback received.

1.3 Spatial Areas

1.3.1 The IDP has been re-structured based on separate geographic areas of the district. It contains information about infrastructure that relates to different parts of the district as follows:

- District-wide infrastructure: covering all types of infrastructure and relevant strategies and plans that affect the district as whole
- Kendal
- Ulverston and Furness (including Swarthmoor, Broughton-in-Furness, Kirkby-in-Furness, Greenodd/Penny Bridge and Great/Little Urswick)
- Cartmel Peninsula (including Grange-over-Sands, Allithwaite, Cark/Flookburgh and Cartmel)
- The East Area (including Kirkby Lonsdale, Milnthorpe, Levens, Holme, Endmoor, Burton-in-Kendal, Natland, Oxenholme and Burneside)
- Arnside and Silverdale AONB (including Arnside, Beetham, Sandside and Storth)

1.4 How will infrastructure be delivered and funded?

1.4.1 The provision, maintenance and improvement of infrastructure is funded from a wide variety of sources including Government funding to delivery bodies and public authorities, revenue generated by infrastructure providers (e.g. from customer charges), grants, voluntary donations and community generated funds, and also contributions from developers through the Community Infrastructure Levy or S106 agreements (developer contributions) where their development results in the need for new infrastructure or upgrades to existing infrastructure.

1.4.2 For example Cumbria County Council will be responsible for the delivery of highways infrastructure affecting the local highways network. South Lakeland District Council will be responsible for delivering upgrades to existing SLDC owned parks and open spaces.

What has been delivered?

1.4.3 A number of infrastructure projects and schemes required to support the delivery of the Local Plan as identified in the IDP have been completed, or are under progress, having received funding. Examples include:

- Specific highways network improvements on the A590 in Ulverston, including access to Lightburn Road employment site allocation in Ulverston;
- Junction and sustainable transport improvements in Kendal

Role of Developer Contributions

- 1.4.4 Developers can be required to contribute to infrastructure provision in a number of ways. This can include the developer being required to provide or improve the infrastructure themselves, for example improving a road junction or providing open space in a development, or it may involve the developer providing a sum of the money to the local authority to provide the infrastructure, for example a financial contribution towards the cost of providing extra school places. Financial contributions from developers can be in the form of 'planning obligations', agreed through Section 106 agreements, Section 278 highways agreements, and payment of the Community Infrastructure Levy. Government regulations specify no more than five S106 agreements can be entered into and pooled for a specific infrastructure project type.

Planning obligations can be used only where they are:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development

Community Infrastructure Levy

- 1.4.5 South Lakeland District Council approved its Community Infrastructure Levy Charging Schedule on 20th May 2015 and it came into effect on 1st June 2015. CIL is a tariff based charge, which is charged per square metre of new development. The Council must make clear which infrastructure projects CIL is intended to fund through publication of the Regulation 123 list (this identifies the projects). The proposed revised Regulation 123 list is included at the back of the IDP. CIL should be spent on items of infrastructure that manage the cumulative impacts of the plan i.e. that relate to a number of planned developments where planning obligations in the form of S106 contributions/ Section 278 highways agreements cannot be sought.

Neighbourhood element of CIL

- 1.4.6 Fifteen per cent of Community Infrastructure Levy charging receipts are passed directly to those parish and town councils where development has taken place. The money can be spent on local priorities identified by the parish or town council. Communities that draw up a neighbourhood plan or neighbourhood development order (including a right to build order), and secure the consent of local people in a referendum, will benefit from 25% of the levy revenues arising from development that takes places in their area. The IDP identifies local community aspirations in this respect. Parish / Town Councils may decide to utilise the neighbourhood element of CIL to fund in part items of infrastructure identified in the Regulation 123 list, or they may choose to spend it on other infrastructure / priorities.

Role of other sources of funding

- 1.4.7 Other sources of funding such as the New Homes Bonus, Locally Important Projects, Government funding in the form of Local Growth Deals, can be used to help fund infrastructure , either individually, or collectively together alongside the use of CIL or developer contributions in the form of S106 agreements. The reference to ‘other sources’ in the IDP refers to non – CIL or S106 funding in this respect.

1.5 Infrastructure Requirements: essential to support the delivery of the South Lakeland Local Plan

1.5.1 For a summary of Infrastructure requirements across the district see Table 3.

Critical / Priority Schemes to be funded in part or wholly by CIL

- Highways Improvement Measures in Kendal Town Centre and surrounding area to support new development (c. £3.4 million has already been allocated for a range of measures through Local Growth Deal Funding)
- A590 Ulverston Access Improvements to support delivery of housing and employment allocations sites (£4.5 million has been allocated for a range of measures through Local Growth Deal Funding)
- Access to allocated employment sites at:
 - Scroggs Wood and East of Burton Road, Kendal
 - Mainline site, Milnthorpe;
 - the mixed use regeneration and employment business park opportunity proposals at Ulverston Canal Head;
 - North of Gatebeck Lane, Endmoor
- School place provision at Kendal and Ulverston Primary and Secondary Schools, and Cartmel Priory Secondary School

Critical/Priority Schemes to be funded through non-CIL funding

- Cross-a-Moor roundabout improvements facilitate housing allocations at Croftlands and Cross-a-Moor (S106 agreements and other sources)
- Open Space developments including improvements of existing facilities and new on- site provision that are directly related to a development (S106 agreements)
- Sustainable Drainage Systems and other flood risk / surface water management measures to support new development (other sources)
- School places outside of Kendal, Ulverston schools and Cartmel Priory Secondary School needed to support new development (S106 agreements)

1.6 Infrastructure – important but not considered essential to support delivery of the South Lakeland Local Plan

Important/Non-priority Schemes could be funded in part or wholly by CIL

- Highway and Transport Infrastructure Schemes with strategic benefits that are not directly related to development, including those arising from Kendal Town Centre Masterplan, and Kendal Strategic Transport Infrastructure Study and for example walking, cycling schemes
- Community Facilities Improvements which are not directly related to a development
- Strategic green infrastructure not directly related to a development, including for example the Lancaster Canal Multi-functional trail
- Cultural and leisure facilities which are not directly related to a development
- Open Space Improvements to strategic publicly accessible areas at Lightburn Park Ulverston, Abbott Hall Park, Castle Hill, Nobles Rest in Kendal, and the Promenade, Park Road Gardens and Ornamental Gardens Grange-over-Sands
- Kendal and Ulverston Canal Head area regeneration, public realm, heritage and environment projects across district not directly related to a development
- Health Care facilities in Kendal
- Kendal Parkside Cemetery extension, Arnside Cemetery additional space, Grange Fell cemetery and Ulverston cemetery
- Sustainable transport improvements in Ulverston

Important/Non-priority schemes to be funded through non-CIL funding

- Flood defences, alleviation schemes
- Waste Water network enhancements, treatment works upgrades as required
- Increased capacity at Kendal primary substation – electricity
- Improvements to rail services, including Station Parking facilities at Arnside
- Community safety measures
- National Grid upgrade to support new nuclear power station in West Cumbria
- Energy efficiency measures to existing and new build housing
- Superfast broadband for areas not covered by Connecting Cumbria project
- Additional A590 Improvements
- Extra Care Housing Schemes
- Habitat Restoration Improvements
- Reinforcement to lower electricity voltage networks as a result of new development
- Car Parking in Arnside
- Allotments improvements and additional facilities

2 Infrastructure Planning in South Lakeland

2.1 Introduction to the Infrastructure Delivery Plan

- 2.1.1 As a local planning authority, South Lakeland District Council (SLDC) has to plan positively to ensure that its development and infrastructure needs are met. To ensure that new development is delivered sustainably, the infrastructure, facilities, and service needs of existing and new residents and businesses must be properly planned for. This update and earlier versions of the IDP have been prepared in consultation and dialogue with Cumbria County Council and other key infrastructure and service providers.
- 2.1.2 The National Planning Policy Framework emphasises the importance of planning positively for infrastructure, and states that local planning authorities should work with other authorities and providers to:
- Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, ability to meet forecast demands; and
 - Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas
- 2.1.3 This IDP updates the previous IDP that was published by the Council in August 2014 and its role is to:
- Identify the district's infrastructure needs for the adopted local plan period (up to 2025), including in particular those needs arising from new development;
 - Set out the potential costs, funding sources and delivery mechanisms associated with these infrastructure needs;
 - Improve lines of communication between key delivery agencies and the local planning authority;
 - Provide a framework for prioritisation of potential Community Infrastructure Levy (CIL) funded schemes and informing the types of infrastructure to appear on the Regulation 123 list; and
 - Provide a 'live' document that will be used as a tool for helping to deliver infrastructure and which can be regularly updated to reflect changing circumstances and needs

2.2 Structure of the Infrastructure Delivery Plan

- 2.2.1 This update of the IDP has taken the opportunity to restructure the document on a more spatial basis so that interested parties with a focus on a particular geographical area of the district can more easily gain a localised overview of infrastructure provision.
- 2.2.2 Section 1 of the IDP provides an overall introduction to infrastructure planning in South Lakeland. It provides an overview of the scale of development that is being planned for through the South Lakeland Local Plan and outlines the broad types of infrastructure that need to be planned for to support and enable future growth. It provides a brief explanation of how infrastructure can be funded and how the planning system can facilitate its delivery.
- 2.2.3 This section then provides a broad overview of current infrastructure provision in South Lakeland, outlines key district wide issues and explains who is responsible for infrastructure provision and highlights providers' key plans and strategies that are in place to deliver infrastructure, and other useful sources of evidence.

Section 1 therefore sets the context for Sections 2-6 of the IDP which focus on more specific infrastructure issues within the various spatial sub areas defined in the South Lakeland Core Strategy.

Section 2 explains the current infrastructure provision and future requirements in the Kendal area.

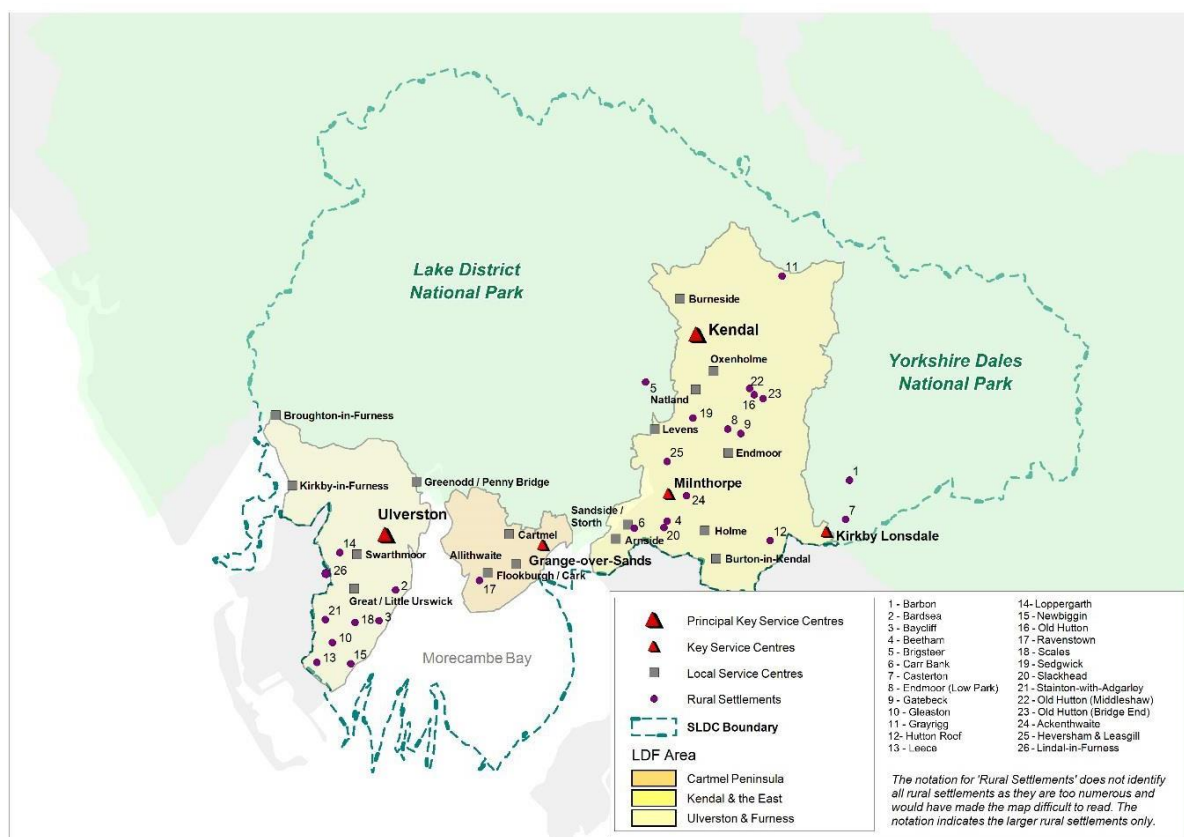
Section 3 explains the current infrastructure provision and future requirements in the Ulverston and Furness area.

Section 4 explains the current infrastructure provision and future requirements in the Cartmel Peninsula area.

Section 5 explains the current infrastructure provision and future requirements in the eastern area (including Milnthorpe and Kirkby Lonsdale).

Section 6 explains the current infrastructure provision and future requirements in the Arnsdale and Silverdale Area of Outstanding Natural Beauty (AONB) based on the draft AONB Development Plan Document.

Figure 1: Spatial Areas in South Lakeland



2.3 Future Growth in the District

- 2.3.1 Future growth and development in South Lakeland is guided by the Council's adopted development plan (Local Plan). The Local Plan comprises of a number of documents (called 'Development Plan Documents') including the adopted Core Strategy and Land Allocations DPDs. The Council is also currently preparing a Development Management Policies DPD and a DPD for the Arnsdale and Silverdale Area of Outstanding Natural Beauty (AONB) (which will contain land allocations). Additionally some policies have been saved from the 1997 Local Plan (amended 2006) and continue to be part of the development plan for the area, until superseded by the Development Management Policies DPD or the Arnsdale and Silverdale AONB DPD.
- 2.3.2 The Core Strategy and Land Allocations documents together set out the scale and distribution of future development in South Lakeland until 2025.
- 2.3.3 The Core Strategy was adopted in October 2010 and contains the overall vision for the district. It sets overall targets for development and provides a spatial strategy which broadly directs development into different areas of the district. The Core Strategy requires the delivery of 400 homes and 4 hectares of employment land per year, totalling 8,800 homes and 60 hectares of employment land over the plan period

2003-2025. The Core Strategy sets out a spatial strategy for the district which includes a distribution of future housing development across settlements as shown in Table 1.

Table 1: Core Strategy Housing requirements by settlement

Settlement	Housing Requirement 2003 to 2025	% of total Core Strategy Requirement
Principle Service Centres	4840	55%
Kendal	3080	35%
Ulverston	1760	20%
Key Service Centres (Grange, Milnthorpe and Kirkby Lonsdale)	1144	13%
Local Service Centres	1848	21%
All Other Areas	968	11%
Total	8800	100%

- 2.3.4 Core Strategy Policy CS1.2 sets out that the greatest proportion (55%) of new housing, employment and other development will take place in the Principal Service Centres of Kendal and Ulverston followed by a further 13% of housing in the Key Service Centres of Grange, Milnthorpe and Kirkby Lonsdale. 21% will be distributed throughout Local Service Centres and the remaining 11% will take place in the small villages and hamlets.
- 2.3.5 The Adopted Land Allocations document allocates land to meet the requirements for new housing and employment development in accordance with the spatial strategy set out in the Core Strategy. The document also protects areas of public and amenity (non-public) open space, outdoor sports facilities and green gaps across the District.
- 2.3.6 Policy LA1.3 of the Land Allocations Document allocates 62 sites for housing development across South Lakeland and provides indicative phasing for their development over the three plan periods (2013-2018, 2018-2023 and 2023-2025). Policies LA1.6, LA1.7 and LA1.8 allocate sites for strategic, business and Science Park, and local employment sites. Additionally a number of sites are allocated for mixed use development.
- 2.3.7 The Council is in the process of reviewing the current Local Plan. It is producing a new Local Plan that will have a timescale of 2021-2036. The information contained within this IDP sets out both infrastructure required to support delivery of the current Local Plan. It also refers to wider strategic objectives and plans at the Cumbria level and studies that may longer term to support and inform the next Local Plan.**

2.4 The Cumbrian Context

- 2.4.1 Set within the framework of the County Council Plan (2016-19), the South Lakeland Area Plan 2014-17 sets out how the council's priorities will be delivered across the area. The County Council is investing resources in its priorities which includes "... securing infrastructure improvements and supporting local economic growth " through the provision of targeted services and transformational projects.

Strategic Economic Plan

- 2.4.2 The Cumbria LEP Strategic Economic Plan 2014-24 identifies four priorities for maximising Cumbria's economic potential:

- Advanced manufacturing growth;
- Nuclear and energy excellence;
- Vibrant rural and visitor economy; and
- Strategic connectivity of the M6 Corridor

- 2.4.3 Advanced manufacturing is a key part of the South Lakeland economy with a particular concentration in the Furness peninsula. Investment proposals include a Successor Deterrent Programme at Barrow Shipyard. The A590 trunk road and the Furness railway are vital to the economic success of investments along the Furness area.

- 2.4.4 In South Lakeland the rural and visitor economy plays an important role in supporting jobs and businesses. Its outstanding landscape alongside range of small businesses and tourism destinations means that with investment in infrastructure and digital connectivity growth in this sector could be facilitated.

- 2.4.5 Kendal's accessibility to the M6 corridor and West Coast Main Line means it is an attractive location for future investment. Investment in infrastructure will enable delivery of significant new housing and employment development in the town and help bring about a strong and vibrant economy. Likewise the rail network is vital to delivering economic growth across South Lakeland and the importance of improving rail infrastructure in supporting strategic aspirations is recognised, including to the West Coast Main Line, Lakes Line and Furness Line.

Transport for the North

- 2.4.6 Transport for the North (TfN) has been set up by the government to transform the transport system in the north of England and help provide the transport infrastructure needed to drive economic growth. TfN are developing a Strategic Transport Plan to improve connectivity by road and rail up to 2050. Transport for the North (TfN) has been set up by the government to transform the transport system in the north of England and help provide the transport infrastructure needed to drive economic

growth. TfN are developing a Strategic Transport Plan to improve connectivity by road and rail up to 2050.

Cumbria Infrastructure Plan (CIP)

2.4.7 The [CIP](#) supports the delivery of the priorities set out in the [Cumbria Strategic Economic Plan 2014 to 24](#) (SEP) by prioritising the infrastructure needed to facilitate economic growth and maximise opportunities for large scale projects over the period to 2030.

2.4.8 The IDP aligns with the CIP which sets out a prioritised schedule of projects.

2.4.9 Infrastructure priorities will be progressed through the development of business cases for projects and these will be used to bid for and secure funding for the essential infrastructure.

2.4.10 The key priorities in the CIP of relevance to South Lakeland include:

Short Term – Critical:

- Cumbrian Coastal Railway Enhancements
- Flood Resilience and Mitigation, priority areas Ulverston, Kendal

Short Term – Important:

- Rail Station Improvements
- Town Centre Transport Improvements
- Optimising Connectivity

Medium / Long Term Priorities:

- A590 Road Enhancements, A596 improvements
- Ulverston Bypass

West of M6 Strategic Connectivity Study

2.4.11 A high quality Strategic Road Network is vital to improving connectivity and delivering economic growth in South Lakeland. The 2016 Cumbria LEP Study undertook an assessment of the route capability, resilience and reliability of the A590, A595 and A66 and sets out a number of package of schemes to improve connectivity and to provide economic, environmental and resilience benefit along the route. The package of schemes considered relevant for South Lakeland are considered under Section 2.11.

2.4.12 Aspects of relevance for South Lakeland include:

SRN data reveals the busiest section of the SRN is the A590 from M6 to Barrow in Furness. The A590 Ulverston to Barrow in Furness route is in the top third of SRN

roads for delays, and the A590 Ulverston to Barrow in Furness section is the most unreliable routes in West Cumbria.

2.5 How is infrastructure funded?

Overview

- 2.5.1 The provision, maintenance and improvement of infrastructure is funded from a wide variety of sources including Government funding to delivery bodies and public authorities, revenue generated by infrastructure providers (e.g. from customer charges), grants, voluntary donations and community generated funds, and also contributions from developers through the Community Infrastructure Levy or S106 agreements (developer contributions) where their development results in the need for new infrastructure or upgrades to existing infrastructure.
- 2.5.2 Infrastructure providers generally have corporate plans and capital spending programmes which set out their plans for funding the improvement, provision and maintenance of their infrastructure. Providers tend to work on relatively short timescales (e.g. 3-5 years) as beyond this there is a greater level of uncertainty over budgets and development rates and timescales. This needs to be borne in mind when preparing Local Plans, as whilst their time horizon is usually 15-20 years, certainty over infrastructure provision, specifically funding, can generally only be gained for the first few years of the plan. Additionally most infrastructure providers, particularly utilities companies can only fund infrastructure when developments are certain to go ahead and cannot speculatively fund projects for developments that are in the pipeline e.g. longer term allocations in Local Plans that are not guaranteed to take place within a set timescale.

Delivering Infrastructure through the Planning System

- 2.5.3 New development is essential for communities as it provides much needed houses and employment opportunities, however it does place an additional burden on existing infrastructure, for example the need for extra school places, or improvements to the road network to accommodate extra traffic. The planning system has a role to play in ensuring that new development is delivered in conjunction with the infrastructure that is needed to support it.
- 2.5.4 The adopted Core Strategy includes two key policies (CS9.1 and CS9.2) which aim to ensure the delivery of new infrastructure across the District. Policy CS9.2 states that the Council will require new developments to secure improvements which are necessary to make the development acceptable, by planning condition or obligations. It goes on to list the types of infrastructure which planning obligations may be sought to contribute towards.

- 2.5.5 Developers can be required to contribute to infrastructure provision in a number of ways. This can include the developer being required to provide or improve the infrastructure themselves, for example improving a road junction or providing open space in a development, or it may involve the developer providing a sum of the money to the local authority to provide the infrastructure, for example a financial contribution towards the cost of providing extra school places.
- 2.5.6 Financial contributions from developers can be in the form of ‘planning obligations’, agreed through Section 106 Agreements, Section 278 highway agreements, and payment of the Community Infrastructure Levy, which was adopted by the Council in June 2015.
- 2.5.7 ‘Developer contributions’ or ‘planning obligations’ are currently agreed between developers and local authorities as part of the planning application process, and are then set out in a legal agreement known as a ‘Section 106 Agreement’. Planning obligations are an important tool as they can make development acceptable that would be otherwise unacceptable, by mitigating its impact. The Government’s Planning Practice Guidance states that they should only be used where it is not possible to address unacceptable impacts through a planning condition. Legislation sets parameters for the scenarios in which planning obligations can be used, and limits them to instances where they are:
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development

2.6 Community Infrastructure Levy

- 2.6.1 South Lakeland District Council approved its Community Infrastructure Levy Charging Schedule on 20th May 2015 and it came into effect on 1st June 2015. CIL is a tariff based charge, which is charged per square metre of new development. South Lakeland's CIL applies to the types of development in Table 2. The levy rates are index-linked to annual increases in build costs, the latest rates can be viewed on the Council's website.

Table 2: Rates for CIL (2015/16)

Development Type	Proposed Levy Rate £ / m ²
Kendal and Ulverston Canal Head regeneration areas – all development types (see map)	£0/m ²
Residential	£50/m ²
Croftlands Strategic Housing Site, South Ulverston	£20/m ²
Agricultural Workers Dwellings	£0/m ²
Super Markets and Retail Warehouses	£150/m ²
Hotels	£0/m ²
Sheltered/Retirement Housing	£50/m ²
Extra Care Housing	£0/m ²
All Other Uses	£0/m ²

- 2.6.2 In order to encourage the take up of CIL by local authorities, the government imposed restrictions on the use of planning obligations through the Community Infrastructure Levy Regulations 2010. This means that no more than five Section 106 agreements can be entered into and pooled for a specific infrastructure project or type of infrastructure after 6th April 2010.
- 2.6.3 The Regulations (paragraph 123) provide for a CIL charging authority to set out a list of projects or types of infrastructure that CIL is intended to fund at least in part, and this is referred to as the 'regulation 123 list'. The purpose of this Regulation 123 list is to ensure clarity on what CIL might be spent on and that there is no duplication ('double dipping') between CIL and s106 agreements in funding the same infrastructure projects. South Lakeland's current Regulation 123 list can be found in Appendix 1.

2.7 New Homes Bonus and Locally Important Projects

- 2.7.1 The New Homes Bonus was introduced in 2011 to provide an incentive for local authorities to encourage housing growth in their areas. The government match funds from Council Tax revenue on new homes for a five year period (set to reduce to 4 years in 2018-2019), with a higher rate paid for affordable homes. The bonus is not ring fenced and Councils can therefore determine how it is spent in their area. The Council allocates 40% of its funds towards its '[Locally Important Projects](#)' (LIP) scheme and 60% towards housing and neighbourhood planning. Local communities can bid for funding for locally important projects that address community needs in their area. By the end of 2017 more than £1 million will have been awarded to community projects through LIPs grant scheme over the last 4 years. In 2014, £102,000 was awarded, £235,900 in 2015 and £285,000 last year. This fund is therefore a valuable source of funding for smaller scale local infrastructure projects identified by communities. Whilst new developments are generally expected to meet their own infrastructure needs the funding can be used to support wider community infrastructure or facilities which help a community after new development.

2.8 The Cumbrian Funding Climate

- 2.8.1 There are a range of other potential funding sources for infrastructure, key amongst which are:

Cumbria Local Enterprise Partnership: Growth Deal

- 2.8.2 The Growth Deal determines how Central Government funds are to be spent on delivery of the Cumbria's Local Enterprise.
In January 2017 Cumbria was awarded £12.7 million in Growth Deal 3 funding.

Growing Places: Cumbria Investment Fund

- 2.8.3 The Cumbria Investment Fund (CIF) is part of the national Growing Places initiative. It offers funding to support infrastructure projects which unlock development, creating jobs and homes in Cumbria. It operates as a challenge fund, scoring applications against given criteria and selecting the best available projects for the county.

Department for Communities and Local Government: European Structural Investment Funds

- 2.8.4 The European Structural and Investment Funds plan for the period 2014 to 2020 sets out the priorities that Cumbria intends to support by funds that may be drawn from the European Commission.

Department for Communities and Local Government: Homes and Communities Agency

2.8.5 HCA Funds:

- Capacity Funding: This HCA funding stream is aimed at increasing capacity within Local Authorities to progress key sites and address associated issues. The deadline for the latest round of applications was 9th December 2016, however, the fund has been on-going since 2013 and has the potential for further opportunities;
- Housing Infrastructure Fund: This fund was announced as part of the 2016 Autumn Statement and will be one element of a wider £2.3bn infrastructure fund to pave the way for up to 100,000 new homes to be built in areas of high demand. This is aimed at unlocking housing via provision of enabling infrastructure;
- Home Building Fund: This fund is a flexible source of loan funding aimed at private sector organisations and includes development funding for enabling infrastructure

Highways England: Growth and Housing Fund

- 2.8.6 The Road Investment Strategy has also committed £100million to a Growth and Housing Fund, which has been developed by Highways England. This fund provides an element of match funding for highway schemes required to enable locked development sites. An application has been made to the Growth and Housing Fund to help deliver a new roundabout at Cross-a-Moor required to unlock significant housing allocations in south Ulverston. The application is progressing successfully through the relevant stages of assessment.

National Productivity Investment Fund

- 2.8.7 The NPIF is for funding local highway and other transport improvements aimed at reducing congestion at key locations and maintaining the highway network. During 2017/18 the NPIF is being used to fund the following three schemes in South Lakeland:
- Traffic Signals: this scheme will result in improved communications, control and performance across the District;
 - Shap Road/Mintsfeet Road Junction, Kendal: the scheme will provide signalisation of this junction which is the only access to Mintsfeet Road Industrial Estate and can be difficult to access at busy time periods particularly for heavy goods vehicles;
 - Hollins Road, Burneside: the scheme involves road widening of the approach to Croppers Mill to improve access for heavy goods vehicles

Cumbria County Council Capital Programme

- 2.8.8 Cumbria County Council (CCC) through its Capital Programme has a limited budget for the delivery of local improvement schemes.
- 2.8.9 In the annual Cumbria County Council Transport Capital Programme funding is allocated to maintaining the principal road network (PRN) in South Lakeland covering such work as surface treatment, patching, and reconstruction of the highway. Details of the schemes to be delivered on the PRN during 2017/18 are set out in Appendix 2. Additionally as part of the 2017/18 CCC Transport Capital Programme approximately £5 million is allocated to the County Council's South Lakeland Local Committee for maintaining the non-principal road network (NPRN) and undertaking local highway improvements.
- 2.8.10 With regards to the 2017/18 Cumbria County Council Capital Programme for Children's Services there are two key projects: The establishment of new Key Stage 3 SEN accommodation for Sandgate School on the Queen Katherine School site with an overall cost of £2.9m, and a new SEN school to rehouse Sandside School on the Ulverston Victoria High School site costing £9m.
- 2.8.11 Capital maintenance projects totalling £420k will be undertaken at St Martin & St Mary's Primary School, Croftlands Infant and Nursery School, Flookburgh and Pennington schools during 2017/18. A new nursery provision will be provided at Croftlands Nursery School and the Education Funding Agency has confirmed that it will replace the Croftlands Junior School buildings with work commencing in March 2018.

2.9 Summary of infrastructure requirements in the District

This table is an overall summary of infrastructure requirements relating to the impacts of the current South Lakeland Local Plan. These have been categorised into four groups in order to distinguish which are considered critical to the delivery of the Local Plan and which should/could be funded in part or wholly by CIL (informing the Regulation 123 list).

The following tables is reflects requirements essential to the Delivery of South Lakeland Local Plans and the requirements which are important, but not essential to the Delivery of South Lakeland Local Plans.

Table 3: Summary of Infrastructure requirements in the District

Area	Critical/High Priority CIL infrastructure Regulation 123 list	Critical/High Priority Non-CIL infrastructure Funded by S106 agreements, and other sources of funding	Important – Lower-Priority CIL infrastructure Regulation 123 list	Important – Lower Priority Non-CIL infrastructure
District/Cross-sub area	N/A	<p>Sustainable Drainage systems and other flood risk / surface water management measures to support new development</p> <p>Open Space provision and enhancements to support needs arising from new development* (excluding strategic publicly accessible areas identified in regulation 123 list)</p>	<p>Highway and Transport Infrastructure Schemes with strategic benefits including:</p> <p>Arnside and Levens Viaduct Cycle /Pedestrian Link</p> <p>£ 4.5 million</p> <p>Car Sharing lay-bys at various locations including the A6 and A65</p> <p>£120,000</p>	<p>Major/strategic rail enhancement projects – Furness, Lakes Line, Cumbria Coastal and West Coast Mainline</p> <p>Community safety measures</p> <p>National Grid upgrade to support new nuclear power station in West Cumbria</p> <p>Energy efficiency measures to existing and new build housing</p> <p>Superfast Broadband for areas not covered by Connecting Cumbria project</p>

Area	Critical/High Priority CIL infrastructure Regulation 123 list	Critical/High Priority Non-CIL infrastructure Funded by S106 agreements, and other sources of funding	Important – Lower-Priority CIL infrastructure Regulation 123 list	Important – Lower Priority Non-CIL infrastructure
			Community Facilities improvements Leisure and cultural facilities improvements	Extra Care Housing Schemes A590 Improvements Habitat restoration, improvements to a number of SSSIs and Nature Reserves/Wildlife sites Reinforcement to lower electricity voltage networks as a result of new development Allotments – improvements, additional facilities Other open space improvements (non-strategic), including improvements to SLDC owned cemeteries and woodlands Upgrades to sewerage infrastructure as required

Area	Critical/High Priority CIL infrastructure Regulation 123 list	Critical/High Priority Non-CIL infrastructure Funded by S106 agreements, and other sources of funding	Important – Lower-Priority CIL infrastructure Regulation 123 list	Important – Lower Priority Non-CIL infrastructure
Furness Area	N/A	Cross-a-Moor roundabout – to facilitate housing allocations at Croftlands and Swarthmoor £ 5.3 million approximately	N/A	N/A
Kendal/East Area	N/A	N/A	Lancaster Canal Multi-functional trail £1 million +	N/A
Kendal	Kendal Transport Improvements Package of Measures – committed funding Local Growth Deal £3.4 million Access to Scroggs Wood employment site £805,000	N/A	Other transport improvement measures resulting from outcome of Kendal Town Centre Masterplan and Kendal Strategic Transport Infrastructure Study – unknown cost Measures identified in Air Quality Action Plan Public Realm Improvements – examples: <ul style="list-style-type: none"> New Road, upgrade and restoration £430,000 	Flood Defence / Alleviation Measures to be identified Increased capacity at Kendal primary substation – electricity Other transport improvement measures such as improvements to Lakes Line Railway

Area	Critical/High Priority CIL infrastructure Regulation 123 list	Critical/High Priority Non-CIL infrastructure Funded by S106 agreements, and other sources of funding	Important – Lower-Priority CIL infrastructure Regulation 123 list	Important – Lower Priority Non-CIL infrastructure
	<p>Access to East of Burton Road employment site £775,000</p> <p>Kendal Primary School Places - additional capacity provision £ 2.3 million</p> <p>Kendal Secondary School Places – additional capacity provision £ 0.5 million</p>		<ul style="list-style-type: none"> • Upper Stramongate / Kent Street extension to pedestrian friendly area £500,000 • Canal Corridor public realm Aynam Bridge and Wilson Street public realm • Nether Bridge • Woolpack Yard • Peppercorn Lane Car Park • Stramongate Bridge approach <p>Regeneration Projects – Kendal Canal Head</p> <p>£1 million +</p> <p>Open Space Improvements: Abbot Hall Park</p> <p>£125,000</p> <p>Castle Hill</p> <p>£10,000</p>	

Area	Critical/High Priority CIL infrastructure Regulation 123 list	Critical/High Priority Non-CIL infrastructure Funded by S106 agreements, and other sources of funding	Important – Lower-Priority CIL infrastructure Regulation 123 list	Important – Lower Priority Non-CIL infrastructure
			<p>Nobles Rest</p> <p>£5,000</p> <p>Health Care Facilities in Kendal £3 million</p> <p>Kendal – Parkside Cemetery extension £50,000</p> <p>Kendal Leisure Facility Enhancements</p>	

Ulverston	<p>A590 Ulverston Access Improvements: Quebec Street, Lightburn Road and North Lonsdale Terrace – Local Growth Deal Funding committed £4.5 million</p> <p>Mixed use regeneration opportunity proposals at Canal Head</p> <p>£737,650</p> <p>Ulverston Canal Head Business Park and Employment Regeneration Area Proposals – Broad Location</p> <p>£1,478,720</p> <p>Ulverston Primary School Places</p>	N/A	<p>Sustainable Transport Improvements in Ulverston £1.25 million</p> <p>Regeneration Projects – Ulverston Canal Head</p> <p>£1 million +</p> <p>Open Space Improvements:</p> <ul style="list-style-type: none"> • Lightburn Park £50,000 • Ulverston Cemetery extension £50,000 • Ulverston Leisure Facility Enhancements 	<p>Fluvial and tidal and surface water flooding mitigation measures:</p> <p>Canal Foot Tidal Scheme</p> <p>Dragley Beck</p> <p>Town Beck</p> <p>South Ulverston</p> <p>Total £18 million</p>
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Area	Critical/High Priority CIL infrastructure Regulation 123 list	Critical/High Priority Non-CIL infrastructure Funded by S106 agreements, and other sources of funding	Important – Lower-Priority CIL infrastructure Regulation 123 list	Important – Lower Priority Non-CIL infrastructure
	Ulverson Secondary School Places £4.3 million			
Kirkby Lonsdale	N/A	Kirkby Lonsdale Primary School Places	N/A	N/A
Grange-over-Sands	N/A	Grange Primary School Places £390,000	Lido Regeneration £2 million Promenade, Park Road Gardens and Ornamental Gardens, Grange-over-Sands improvements £ 330,000 Grange-over-Sands – Grange Fell cemetery extension £11,000	Windermere Road , Lindale Beck flood schemes
Cartmel	Cartmel Priory Secondary School places £440,000	N/A	Cartmel Township Initiative £120,000	N/A

Area	Critical/High Priority CIL infrastructure Regulation 123 list	Critical/High Priority Non-CIL infrastructure Funded by S106 agreements, and other sources of funding	Important – Lower-Priority CIL infrastructure Regulation 123 list	Important – Lower Priority Non-CIL infrastructure
Milnthorpe	Site access and road junction – Mainline £1,047,024 Improved access at Crooklands Canal Bridge or new junction at A590/B6385 £5.1 million / £3.7 million	(Dallam School £0.9 million)	N/A	N/A
Endmoor	Access to employment site North of Gatebeck Lane, Endmoor £346,896	N/A	N/A	N/A
Holme	N/A	Holme Primary School Places	N/A	N/A
Kirkby-in-Furness	N/A	Kirkby-in-Furness Primary School Places	N/A	N/A
Allithwaite	N/A	Allithwaite Primary School Places	N/A	N/A

Area	Critical/High Priority CIL infrastructure Regulation 123 list	Critical/High Priority Non-CIL infrastructure Funded by S106 agreements, and other sources of funding	Important – Lower-Priority CIL infrastructure Regulation 123 list	Important – Lower Priority Non-CIL infrastructure
Greenodd/Penny Bridge	N/A	Penny Bridge Primary School Places	N/A	N/A
Great/Little Urswick	N/A	Low Furness CE Primary School Places	N/A	N/A
Swarthmoor	N/A	Pennington CE School Places	N/A	N/A
Arnside	N/A	N/A	Arnside Cemetery additional space	Car parking in Arnside Station Parking Facilities £2.5 – 3 million
Beetham	N/A	Potential Beetham Primary School Places	N/A	N/A

2.10 Overview of Infrastructure Provision in South Lakeland

- 2.10.1 The following sections provide a broad overview of infrastructure provision in South Lakeland, outlining key district wide issues, identifying which organisations are responsible for infrastructure provision, and highlighting key evidence base documents and providers' plans and strategies.
- 2.10.2 Infrastructure is a broad ranging term that can broadly be classified into physical, social and green categories and Table 4 below outlines the types of infrastructure that will be covered in this IDP.

Table 4: Types of Infrastructure

Physical Infrastructure
Highways Network
Public Transport
Walking and Cycling
Water Supply and Wastewater
Flood Defences
Energy Distribution (Gas, Electricity etc)
Telecommunications
Waste and Recycling (AONB area)

Social Infrastructure
Education
Health
Social Care
Extra Care Housing/Supported Living Accommodation
Emergency Services
Community Facilities including leisure
Public Realm, Heritage and Regeneration
Cemeteries and Crematoria

Green Infrastructure
Allotments
Open spaces, Sport and Outdoor Recreation
Ecological Networks and Landscape

2.11 Physical Infrastructure

Highways Network

Introduction and Current Provision

- 2.11.1 South Lakeland is a largely rural area and car ownership levels in South Lakeland are higher than the regional average, with 85% of households in the district having access to one or more cars, compared with 72% across the North West and 74% across England¹. South Lakeland is also a popular tourist destination, and this combined with residents' and commuters' high reliance on private car travel, means that the district's highways network is heavily relied upon by residents, commuters, businesses and tourists.
- 2.11.2 South Lakeland is well located in relation to the strategic road network. The M6 motorway runs north to south through the eastern part of the district providing an important national transport link through Cumbria to Scotland, and southwards through the North West of England to the south of the country. The A590 is a major route through the district providing a vital link from the M6 westwards towards the Furness Peninsula. Other key highways links through the district include the A65 eastwards from the M6 towards Kirkby Lonsdale, the A591 which links Kendal with the Lake District to the north west, and the A684 which provides a link eastwards from Kendal to Junction 37 of the M6 and onwards to Sedbergh and the Yorkshire Dales.

West of M6 Strategic Connectivity Study

- 2.11.3 The 2016 West of M6 Strategic Connectivity Study identified a number of schemes that could improve the connectivity of the M6 from the A590 and A595 and in doing so provide economic, environmental and resilience benefits along the routes. The list of schemes of relevance to South Lakeland are set out below:

A595 and A590 Schemes:

- A595 Grizeback Bypass
- A590 Geotechnical Issue at Greenodd
- A590 Junction Improvements in Ulverston
- A590 Junction Improvements in Swarthmoor
- Lindal in Furness Resilience
- Offline scheme between Ulverston and Dalton
- Ulverston Bypass
- A590 Dualling Greenodd to Ulverston

¹ Census 2011

- Dualling Greenodd to Haverthwaite; Haverthwaite to Newby Bridge and Newby Bridge to Ayside
- A590 Dualling Town End to Levens
- Newby Bridge Flooding Alleviation

2.11.4 In addition to the strategic road network, South Lakeland is characterised by a large number of rural roads connecting villages and hamlets with the larger towns. Within towns, numerous routes from surrounding areas converge and there are issues of localised congestion in the town centres particularly at peak times.

2.11.5 Across Cumbria road safety continues to be a major area of concern, with serious accident rates across the County much higher than the national average², particularly for younger drivers. Within South Lakeland a recent report³ published by the Centre for Public Health analysed accident data at a local level and showed that accident rates in the district are higher in the western areas and particularly in the Furness Peninsula.

Infrastructure Providers

2.11.6 Highways England (formally the Highways Agency) is responsible for operating, maintaining and improving the strategic road network in England, which in South Lakeland includes the M6 and A590.

2.11.7 The vast majority of the highways network in South Lakeland is adopted by Cumbria County Council as the highways authority, and the County is responsible for its maintenance and for strategically planning for and delivering improvements.

2.11.8 Major road improvement schemes including new roads and main road junction upgrades, require the need to attract significant pots of money. Business cases need to be made, and they often have a long leading in process before final commitments to funding can be secured. Very careful consideration has to be given to the wider cost-benefit analysis of such schemes, to help inform the decision making process on whether to allocate funds or not.

2.11.9 Some minor roads in South Lakeland are not adopted by the County Council therefore responsibility for their upkeep lies with the private landowner.

² Public Health England's (PHE) Public Health Outcomes Framework (PHOF) indicator reported Cumbria to have a rate of 46 per 100,000 resident population killed or seriously injured on England's roads in 2011-13; this was significantly worse when compared to the rate of 40 per 100,000 population across England.

³ TIIG Cumbria Themed Report Road Traffic Collisions across Cumbria (2011/12 to 2013/14) February 2015

Smaller highway improvement schemes

- 2.11.10 The Local County Council Committee has delegated responsibility, through its devolved capital programmes, for highway improvement schemes of estimated value less than £50,000. Highway improvements comprise any change to the highway layout, as opposed to maintenance which is maintaining the highway as it already exists. Highway and transport improvements could include:
- new sections of footway;
 - cycling infrastructure;
 - bus shelter grants to Parish Councils;
 - dropped kerbs for disabled accessibility;
 - new traffic signs;
 - traffic calming;
 - speed limits and other traffic regulation orders;
 - road widening; creation of passing places;
 - bitmac surfacing to unbound stone surfaces;
 - new street lighting schemes;
 - pedestrian crossings;
 - junction visibility improvements;
 - junction improvements and;
 - handrails, pedestrian guardrail and other safety barriers
- 2.11.11 Specific small highways improvement schemes across the District is continuously reviewed as new suggestions are made and assessed and will be subject to regular review by the County Council's Local Committee for South Lakeland. The issues and suggestions contained in the lists will be used to challenge and test the conclusions of Transport Assessments and Transport Statements submitted by developers in support of planning applications and to aid identification of measures which will mitigate the adverse impacts of development related traffic and make developments more accessible by sustainable modes of transport.
- 2.11.12 In rural areas the priority will be to enhance the range and level of provision of sustainable transport modes available to both residents and visitors. The small transport improvement schemes identified by local area committees are focused on improving the choice of transport modes to enable access to key facilities in villages and reducing the detrimental impact of traffic.
- 2.11.13 Currently a number of informal layby's are used by residents who car-share as part of their journeys to work. It is proposed to create signed and properly laid out layby's to regularise the present ad-hoc arrangements and encourage more people to car-share. This will help reduce the number of cars on the road and in doing so lessen the problems of congestion in the main service centres.

Key Documents and Evidence Base

- ['Moving Cumbria Forward' Cumbria Transport Plan Strategy \(2011-2026\)](#)
- ['Delivering Cumbria's Transport Needs' Implementation Plan 2012-2015](#)
- [Further Highway Evidence to Support Submission SLDC Land Allocations DPD \(AECOM, March 2013\)](#) THIS LINK HAS BEEN DEACTIVATED
- [Kendal LDF Transport Improvements Study \(Capita/CCC, September 2012\)](#) THIS LINK HAS BEEN DEACTIVATED
- [Kendal LDF Transport Study: Revised Modelling Results \(Cumbria County Council, January 2012\)](#) THIS LINK HAS BEEN DEACTIVATED
- [Kendal LDF Transport Study: Initial Modelling Results \(Cumbria County Council, October 2011\)](#) THIS LINK HAS BEEN DEACTIVATED
- [Ulverston and Swarthmoor Traffic Study \(KR Synergy, February 2012\)](#)
- [Further Highway Evidence to Support Submission SLDC Land Allocations DPD – Cartmel Peninsula Traffic Impact Assessment Study \(AECOM, March 2013\)](#) THIS LINK HAS BEEN DEACTIVATED
- [A590 Route Management Final Report \(Highways England, 2012\)](#) THIS LINK HAS BEEN DEACTIVATED
- [A590/B6385 Junction Options Study \(AECOM, June 2013\)](#) THIS LINK HAS BEEN DEACTIVATED
- [West of M6 Strategic Connectivity Study \(Cumbria LEP August 2016\)](#)
- [Cumbria Infrastructure Plan \(Cumbria LEP, May 2016\)](#)
- [North Pennines Route Strategy \(Highways England, April 2015\)](#)

Public Transport

Introduction and Current Provision

Bus Services

- 2.11.14 Bus services in South Lakeland, as would be expected, focus around the main population centres. Town services operate in and around Kendal and Ulverston and a range of services operate to connect settlements in South Lakeland with each other and with surrounding areas.
- 2.11.15 Key daily inter town bus routes in the district include the 555 that provides a service from Lancaster, through Kendal and on towards the Lake District, the X6 that provides an express service from Kendal to Grange-over-Sands, Newby Bridge, Ulverston, Dalston and Barrow, and the 567 that provides a service between Kendal and Kirkby Lonsdale. There are numerous other services in operation providing public transport links around the district, some of which however only have limited timetables and do not operate on a daily basis.

Railway Services

- 2.11.16 Three railway lines pass through South Lakeland providing a range of local, regional, national and international connections. The West Coast Mainline runs in a north-south direction through the district and stops at Oxenholme station. Direct services to Carlisle, Glasgow, Edinburgh, Manchester, Birmingham and London run from this station. Oxenholme is also an important gateway to the Lake District, providing an interchange with the Lakes Line that provides a service to Kendal, Burneside, Staveley and Windermere. Passenger numbers have significantly increased at Oxenholme in recent years, increasing from 194,067 interchanges in 2012-13 to 244,503 in 2014-15. The Furness Line runs from Carnforth in the South and connects towns and villages along the peninsula. At Barrow the line becomes the Cumbria Coastal Line and continues along the West Cumbrian coast to connect up with Carlisle.

Infrastructure Providers and Funding

Buses

- 2.11.17 Buses in South Lakeland are operated on a commercial basis by a range of private operators, with Stagecoach running a number of key routes. Historically the County Council provided subsidies for some bus services in the County that were not commercially viable but were considered socially necessary. However unfortunately following national government cuts and budget pressures these subsidies were withdrawn in 2014/15, leading to the loss of a number of services.
- 2.11.18 The Adopted Core Strategy places a strong emphasis on the need to support and sustain bus services across the District. The Area Strategy policies in the Adopted Core Strategy contain a number of aims which seek to ensure bus services are supported and improved. The majority of bus services in Cumbria continue to be provided on a commercial basis, where fares collected (including rebate for accepting ENCTS passes for free travel) cover the costs of operation. Stagecoach in Cumbria is the main provider of commercial services in the County.
- 2.11.19 Where services are not commercially sustainable, CCC has previously provided a subsidy to meet the gap between costs and revenue. However, that provision will not be available in the future and support for some existing services is to be reduced. Therefore to establish services to new developments will normally require “pump priming”, through developer contributions via S106 in relation to individual planning applications, to establish whether a service can be commercially viable in the long term.

2.11.20 In addition to the bus services a number of community transport schemes exist in the County. These comprise:

- Community minibuses which help groups and organisations to have accessible and affordable vehicles on a self-drive basis or with a driver supplied
- 'Rural wheels' a unique transport scheme that helps address the lack of good public transport in some rural areas. It provides door-to-door transport for people when required at reasonable costs
- Voluntary car schemes intended for those people who have no other means of transport
- Some similar schemes such as Carnforth Connect which used to run through the South Lakeland part of the AONB have had to be scaled-back or have ceased operation due to funding issues

Rail

2.11.21 Network Rail runs and maintains Britain's rail tracks, signalling bridges, tunnels and level crossings and is therefore responsible for the network that passes through South Lakeland.

2.11.22 Network Rail has prepared Route Utilisation Strategies (RUS), decade long plans for the management and improvement of its network. The RUS for Lancashire and Cumbria was published in August 2008 and the Northern RUS was published in May 2011. Network Rail has prepared Network and Route Specifications and South Lakeland's and Cumbria's rail network falls under the 'London North Western' route which covers the network from London to the West Midlands, North West and Scotland. The section of west coast main line that runs through South Lakeland is route N.05, the Windermere Branch Line is route H.41 and the Cumbrian Coast Line is H.39. The Route Specification documents provide a description of each route, its capability, passenger train service levels, freight trains, level crossings and proposed infrastructure investment in Control Period 5 (2014 to 2019).

2.11.23 A range of private operators provide rail services through South Lakeland including Virgin Trains and First Transpennine on the West Coast Mainline and Arriva on the Furness Line, and Northern on the Lakes Line.

2.11.24 A study examining options for increasing capacity and improving station accessibility along the Lakes line has been commissioned. The study is expected to be complete by the Summer of 2017 and will be used to feed into discussions about enhancing services along the line and the reintroduction of through services to Manchester International Airport.

- 2.11.25 A Furness Line Study produced in 2014 recommends a number of improvements taking into account the effects of planned development growth.
- Improving connectivity to the line by public transport especially from major employers in Ulverston
 - Increasing service provision frequency especially through services to Manchester Airport
 - Consideration of electrification of the line in the longer term
 - Provision of a more standardised timetable serving all markets is likely to be the most cost-effective solution in the short-term
 - Plugging gaps in current service provision
 - Small-scale investments in railway station facilities (e.g. help point information)
- 2.11.26 Improvements along the Cumbrian Coastal railway between Carlisle and Carnforth via West Cumbria and Barrow are identified as short term priorities in the Cumbria Infrastructure Plan. These will include measures such as line speed and infrastructure improvements, signalling changes, station upgrades and improved access.
- 2.11.27 Proposals associated with High Speed 2 which will result in a high-speed railway between London and Leeds/Manchester and future proposed phases which will provide onward connections to Scotland may result in additional enhancements to the current West Coast Mainline service offer.

Key Documents and Evidence Base

- [The Lancashire and Cumbria Route Utilisation Strategy \(Network Rail, August 2008\)](#)
- [Northern Route Utilisation Strategy \(Network Rail, May 2011\)](#)
- [Route Specifications – London North Western \(Network Rail, 2017\)](#) THIS LINK HAS BEEN DEACTIVATED
- [Network Specification – London North Western \(Network Rail, 2016\)](#)
- [Furness Line Study \(Railway Consultancy Ltd, August 2014\)](#)

Walking and Cycling

Introduction and Current Provision

- 2.11.28 South Lakeland has an extensive network of public rights of way including footpaths, bridleways and byways through its towns, villages and countryside. A number of long distance walking trails pass through the district including the Cumbria Way and the Dales Way. A new National Trail, the England Coastal Path is proposed.
- 2.11.29 A number of long distance cycle routes pass through the district including National Route 70 which forms the principal route of the Walney to Wear (W2W) coast to coast cycle route and passes through Ulverston, Grange-over-Sands. National Route 6 also

passes through South Lakeland, and Route 700 runs around the Morecambe Bay coastline.

- 2.11.30 Average commuting distances in South Lakeland have risen from 16.6km to 17.5km between the 2001 and 2011 censuses. The distances are higher than national (15km) and regional (14km) averages. Interestingly however the proportion of South Lakeland residents that travel to work by cycling or walking is higher than the North West average, and in the case of walking it is also higher than national averages.

Table 5: Walking and Cycling to Work

Travel to Work Method	South Lakeland	North West	England
Bicycle	1.83%	1.36%	1.91%
On Foot	12.33%	6.79%	6.95%

Source: Census 2011: Method of Travel to Work (QS701EW)

- 2.11.31 The Active People Survey, undertaken by Sport England also indicates that levels of walking and cycling in South Lakeland, both for recreational and utility (getting from one place to another) are higher than regional averages.

Table 6: Walking and Cycling in South Lakeland

Area	Walking recreation at least 1 per month	Walking recreation at least 1 per week	Walking Utility at least 1 per month	Walking Utility at least 1 per week	Walking Utility 5x per week
South Lakeland	67.8%	53.5%	57.4%	51.7%	21.3%
North West	55.0%	43.4%	55.4%	47.1%	20.9%

Area	Cycling Recreation at least 1 per month	Cycling Recreation at least 1 per week	Cycling Utility at least 1 per month	Cycling Utility at least 1 per week	Cycling 5x per week
South Lakeland	12.0%	4.7%	6.4%	4.6%	1.6%
North West	9.6%	5.4%	4.6%	3.1%	1.0%

Source: Sport England Active People Survey

- 2.11.32 The above information illustrates that walking and cycling are important modes of travel in South Lakeland both for practical and recreational purposes.
- 2.11.33 Cumbria County Council as the statutory highway authority is required to assert, protect, map, record, manage and maintain the public rights of way network across Cumbria, in partnership with other agents.

- 2.11.34 A range of public bodies and voluntary and charitable organisations work in partnership to improve and promote walking and cycling infrastructure. For example 'Sustrans' is a key charity that helps provide, improve and promote cycling and walking networks. The Rights of Way Improvement Plan (ROWIP) prepared by Cumbria County Council is designed to provide funding to parishes and community groups to develop and enhance the rights of way network in their areas. The ROWIP has been incorporated into the County Council's Countryside Access Strategy. This seeks to provide high quality, well maintained access to the countryside including the public rights of way network, develop and integrated network of access, recreation and transport facilities both land and water. It includes a strategic action plan, one action is to implement and promote new 'Miles without Stiles' routes.
- 2.11.35 South Lakeland Council is working to promote active travel and has recently produced an active travel position statement and action plan which sets out the priorities and actions required to promote active travel in the district.
- 2.11.36 A Cumbria Cycling Strategy is currently being prepared. It seeks to promote cycling locally as part of a healthy lifestyle, enabling cycling to support the Cumbrian economy, promote Cumbria as the best place to cycle and improve the cycling infrastructure to enable more cycling.
- 2.11.37 There are various proposals to improve access for cyclists across the district both in terms of new infrastructure (in the form of new routes) or enhancing current existing routes, and in terms of facilities. These include the Morecambe Bay Cycle Way (linking of existing traffic-free routes and quiet lanes from Walney Island to Glasson Dock), and the towpath trail alongside the Lancaster Canal (creation of a cycle path from Kendal to Tewitfield). There are also specific proposals to provide a new cycle route from Kirkbie Kendal school to Oxenholme Village via Burton Road.
- 2.11.38 Disused railway lines through their re-use also provide an opportunity to increase the provision of cycle routes across the district for example the Coniston to Foxfield route. There are many aspirations to improve the pedestrian cycle access offer at a local level as highlighted in many parish Community-led plans.
- 2.11.39 In terms of pedestrian movement, there are a number of identified measures at a local level which aim to improve ease of access for pedestrians either through enhancements to existing routes or through provision of new walking routes.

Key Documents and Evidence Base

- ['Cumbria Countryside Access Strategy 2014-2019' \(Cumbria County Council, April, 2014\)](#)
- [Cumbria Rights of Way Improvement Plan \(2007\)](#) THIS LINK HAS BEEN DEACTIVATED

Water and Wastewater Network

Introduction and Current Provision

- 2.11.40 United Utilities has a statutory duty to provide water and wastewater services for the North West Region. Like all water and sewerage companies, United Utilities works on five-year plans which set limits on prices and consider the investment that will be required in each period. These are known as Asset Management Plans (AMP). The current AMP (AMP6) covers the period 2015-2020 and the next AMP (AMP7) will cover the period 2020-2025. They contrast with development plans produced by local authorities which normally cover 15 year periods.
- 2.11.41 United Utilities seeks to build a strong partnership with Local Planning Authorities (LPAs) to aid sustainable development and growth within its area of operation. They aim to proactively identify future development needs and share our information. This helps:
- ensure a strong connection between development and infrastructure planning;
 - deliver sound planning strategies; and
 - inform future infrastructure investment submissions for determination by the regulator
- 2.11.42 When preparing future planning policies, UU can most appropriately manage the impact of development on our infrastructure if development is identified in locations where infrastructure is available with existing capacity. It may, however, be necessary to co-ordinate the delivery of development with the delivery of infrastructure in some circumstances. United Utilities has highlighted that they will seek to work closely with South Lakeland Council to develop a coordinated approach for delivering sustainable growth in sustainable locations. New development should be focused in sustainable locations which are accessible to local services and infrastructure. United Utilities will continue to work to identify any infrastructure issues and appropriate resolutions throughout the development of the development plan documents.
- 2.11.43 United Utilities is also keen to continue working with South Lakeland Council on technical matters relating to site-specific development, including site drainage reflecting the principles set out within the Surface Water Hierarchy. UU encourages consideration of the availability of alternatives to the public sewerage system for surface water discharges. For example, sites with land drains or near to watercourses are a more sustainable alternative to using the public sewer. United Utilities regularly meets with South Lakeland Council to discuss development plan documents and adopted / emerging allocations.
- 2.11.44 United Utilities wishes to note that the proposals in the development plan identify how South Lakeland will partially respond to the development needs of their area. Other development may come forward on unallocated sites which can affect the cumulative impact of development proposals on infrastructure. It is important to highlight that the

full detail of the development proposals identified in the local plan are not yet known at the allocation stage. For example, the detail of the drainage proposals or the detail of the water supply requirements. As a result it is important that we highlight that in the absence of such detail, we cannot fully conclude the impact on our infrastructure over a number of 5 year investment periods and therefore as more detail becomes available, it may be necessary to co-ordinate the timing for the delivery of development with the timing for delivery of infrastructure.

Sustainable Surface Water Drainage

- 2.11.45 The importance of adequate sustainable surface water drainage systems is important in reducing the flood risk to both development sites and surrounding sites. A well designed drainage system can also include biodiversity and amenity benefits. It is the role of the developer of a site to ensure that any proposal meets the Non-statutory technical standard for sustainable drainage and to demonstrate that it can be maintained for the life of the development.
- 2.11.46 At a regional level United Utilities publishes a Water Resources Management Plan. The current plan was published in 2015 and considers the 2015 to 2040 period. The plan sets out a strategy for water resources. United Utilities is currently consulting on a new Water Resources Management Plan. With regards to wastewater, it is worth noting that although most properties in South Lakeland are connected to the mains sewerage network, some rural properties are still reliant on septic tanks and private systems. These are the not the responsibility of United Utilities.

Key Documents and Evidence Base

- [Water Resources Management Plan \(United Utilities, March 2015\)](#)

Flood Defences

Introduction and Current Provision

- 2.11.47 There are several areas of raised defences within South Lakeland. Flood defences are typically raised structures that alter natural flow patterns and prevent floodwater from entering properties in times of flooding. The most important areas of defence are at Kendal, Ulverston and Levens.
- 2.11.48 In December 2015 unprecedented rainfall led to severe flooding across Cumbria and South Lakeland. Flood defences including the Stock Beck flood storage reservoir in the Sandylands area of Kendal and defences along the River Mint and Kent were overtopped during the storm. Over 2,000 residential and commercial properties were flooded in the district.

Shoreline Management Plan

- 2.11.49 The North West and Wales Shoreline Management Plan (February 2011) identifies that within the plan area, key sections of our coast will continue to be defended from tidal flood risk through the maintenance of existing flood defences by the EA.

Surface Water Flooding Issues

- 2.11.50 Under the Flood and Water Management Act 2010, CCC is now the Lead Local Flood Authority responsible for surface water, ground water and ordinary watercourses. A number of areas in the District are prone to surface water flooding risk to various degrees. For the vast majority of sites, sustainable urban drainage systems should overcome such problems; however, some sites may require more intensive solutions to overcome current problems. These solutions are likely to require significant on-site attenuation measures to the potential costs of the developer.
- 2.11.51 In its role as Lead Local Flood Authority (LLFA), Cumbria County Council has produced a Local Flood Risk Management Strategy as required under the Flood & Water Management Act 2010. The strategy has identified Kendal and Ulverston as the locations in South Lakeland Local Plan area as the most prone to surface water flood risk.
- 2.11.52 The Environment Agency and CCC stress the importance of supporting the use of sustainable urban drainage systems to prevent surface water entering the sewerage system and thus exacerbating the effects of sewerage flooding. There is also a requirement by UU for no surface water on new developments to be directed to the foul sewer to help alleviate and avoid adding to capacity issues.
- 2.11.53 The importance of adequate sustainable surface water drainage systems is important in reducing the flood risk to both development sites and surrounding sites. A well designed drainage system can also include biodiversity and amenity benefits. It is the role of the developer of a site to ensure that any proposal meets the Non-statutory technical standard for sustainable drainage and to demonstrate that it can be maintained for the life of the development.
- 2.11.54 Measures such as Sustainable Drainage Systems and the incorporation of green infrastructure into new developments will help to mitigate and manage surface water and thus, flood risk. Green infrastructure can also serve as storage for flood waters whilst contributing health, amenity and biodiversity benefits.
- 2.11.55 Surface water management and drainage measures would normally be paid for as part of the cost of development whilst provision of on-site green infrastructure would normally be delivered through section 106 agreements. Beyond these arrangements, Flood & Coastal Risk Management Grant in Aid (FCRM GiA) funding from Defra seeks

to promote schemes delivering a wide range of flood risk and environmental benefits. Where a number of organisations are identified as having interests in development proposals, partnership funding from them will increase the likelihood of FCRM GiA from Defra. This approach will be explored to maximise the opportunities for development whilst addressing issues of flood risk. It will be particularly useful when taking a strategic view of the impacts of flood risk arising from multiple developments in the same area. Introducing and improving green infrastructure strategically may be more appropriately delivered through the use of the CIL at least in part and through other sources (see Green infrastructure section).

- 2.11.56 The government budget announcement earlier in 2016 that additional funding has been allocated to manage flood risk in Cumbria included a £24 million allocation for managing flood risk in Kendal. The local Environment Agency Flood Risk Management team has already commissioned £3 million of appraisal work on approximately 30 projects across Cumbria, including Kendal. Appraisal work is carried out by multi-disciplinary teams of engineers, economists & environmental professionals, using local and historic flood information, to evaluate options to reduce flood risk that are technically feasible, economically viable and environmentally sustainable. Local community groups will play a key part in the delivery of this work over the coming years, and the Environment Agency is committed to engaging with the local community in Kendal as emerging thoughts on possible options to manage flood risk develop.
- 2.11.57 Although at this early stage in the appraisal process it is not possible to provide details on exactly what a potential scheme may look like in Kendal, it is safe to say that a combination of Natural Flood Management (upland catchment management providing upstream storage), as well as traditional engineered solutions such as raised flood walls, embankments and enhanced channel maintenance works, will likely be required to deliver an integrated catchment-wide approach to managing flood risk.

Infrastructure Providers

- 2.11.58 The provision of flood warning systems and defences are the responsibility of the Environment Agency. The Environment Agency monitors river levels and flows and undertakes repairs and maintenance of South Lakeland's main river flood defences.
- 2.11.59 The Environment Agency is currently involved in post flood evidence and data gathering from the December 2015 flood event to enable it to revise its knowledge of flood risk throughout the area to help validate and improve existing modelling and inform future decision making. The Environment Agency will share this information with local partners including the district council as knowledge develops. New information may emerge that supersedes pre-existing information on the mechanisms, the extent, depth, velocity and duration of flooding at various locations. This information may be relevant to sites where planning applications have been approved, are pending approval or are subject to pre-application discussion. The timescales for

undertaking this work are uncertain due to the large amount of data collection and processing that is being undertaken. The Council will continue to liaise with the Environment Agency and new information will be incorporated into future updates of the IDP.

- 2.11.60 The Environment Agency has a national 6 year programme of flood risk investment, which includes many locations within Cumbria. The Environment Agency is reviewing this programme in light of recent flooding events.
- 2.11.61 Following the changes brought about through the Flood and Water Management Act 2010 Cumbria County Council is now a Lead Local Flood Authority, and has new powers and duties for managing flooding from local sources including ordinary watercourses (any watercourse that is not a main river), surface water and groundwater across Cumbria.

Key Documents and Evidence Base

- [Local Flood Risk Management Strategy \(Cumbria County Council, March 2015\)](#)
- [Local Flood Risk Management Strategy – Action Plan \(Cumbria County Council, March 2015\)](#)
- Cumbria Surface Water Management Plan (JBA for Cumbria County Council)

The SWMP was prepared by consultants with key local partners over an 18 month period. The final SWMP was not published but key outputs from it have been used as the technical basis of the LFRMS.

The final SWMP is not available on the internet but can be requested from the County Council.

- [North West and Wales Shoreline Management Plan \(source – February 2011\)](#) THIS LINK HAS BEEN DEACTIVATED

Energy

Electricity

- 2.11.62 National Grid operates the national high voltage electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid's electricity transmission infrastructure within South Lakeland forms an essential part of the electricity transmission network in England and Wales and includes the ZX line which is a 400kV route from Harker substation in Carlisle to Penwortham substation in South Ribble via Hutton substation in South Lakeland.
- 2.11.63 National Grid is currently working on a major project – [North West Coast Connections](#) – which will provide a connection into the National Electricity Transmission System (NETS) for the proposed 3.2 GW Moorside nuclear power station, to be built near Sellafield in West Cumbria, a number of new wind farms in the Irish Sea and any other potential energy generation projects that come forward in the future. This is an important project for Cumbria, including South Lakeland. The project aligns with UK energy policy and with [Britain's Energy Coast](#), a regeneration and economic development project, which aims to establish West Cumbria as a major national hub for low carbon and renewable energy generation.
- 2.11.64 It is the role of the local distribution companies to distribute electricity to homes and businesses, and in the North West of England this is Electricity North West (ENW). Engagement with Electricity North West has determined that the scale of growth being planned for in the South Lakeland Local Plan could require reinforcement to the lower voltage networks which may require financial contributions from developers. The rules surrounding financial contributions by new connection customers towards reinforcement costs are detailed in Electricity North West's [Statement of Methodology and Connection Charges](#). Without knowledge of the size and type of supply required for the developments it is not possible at this stage for Electricity North West to provide specific details of the reinforcements that will be required. Only when the customer has firm load requirements and location details can ENW undertake a system study to ascertain the scale of impact of potential new development. Similarly, more detail is required before costs can be estimated. ENW is preparing an investment plan based on their best knowledge of what might happen to demand for electricity between now and 2023. Their licence requires that they invest efficiently so if demand increases do not materialise then they will not make the investment i.e. the need for investment will need to be validated.

Gas

- 2.11.65 National Grid owns and operates the high pressure gas transmission system in England. A number of pipelines pass through South Lakeland. New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply.

Developments to the network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers.

- 2.11.66 National Grid Gas Distribution own and operate the local gas distribution network in South Lakeland. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.
- 2.11.67 As part of the evidence to support the South Lakeland Core Strategy, National Grid provided information relating to the likely effect of new development on existing gas supply for all the service centres based on a five year forecast. In all cases it was not anticipated that within the following five year period development would result in the need for reinforcement at the point of the nearest gas connection as sufficient capacity was available.
- 2.11.68 The Council continues to liaise with National Grid in relation to gas transmission infrastructure and the current position is that there are no significant gas infrastructure issues arising from the growth planned for in the South Lakeland Local Plan.

Telecommunications

Introduction and Current Provision

- 2.11.69 The availability and speed of broadband and mobile phone services is subject to significant variation across the UK. A report prepared by OFCOM in 2013⁴ highlighted that the variations are most evident between urban and rural areas. Given the commercial nature of broadband and mobile phone service provision, competition has delivered high levels of availability particularly in urban areas; however the market has not delivered comparable levels of service availability in rural areas. This market failure in rural areas across the UK has driven the development of the National Broadband Scheme (NBS) overseen by Broadband Delivery UK (BDUK) on behalf of the Department of Culture, Media and Sport. The Cumbria County Council Connecting Cumbria Programme, which commenced in 2013, is the local delivery arm of the NBS. This programme aims to increase access to superfast broadband services by supporting the deployment of Next Generation Access broadband infrastructure in areas of market failure.
- 2.11.70 Progress under the Connecting Cumbria programme combined with commercial deployment works to April 2017 has made fibre broadband of at least 8 Megabits per second (Mbit/s) available to approximately 90% of properties in Cumbria. Availability of superfast broadband has increased from 48% in 2014 to 86% of Cumbrian properties being able to access these services. In the South Lakes District 91% of properties can

⁴ The availability of communications services in the UK (Ofcom, May 2013)
<http://stakeholders.ofcom.org.uk/market-data-research/market-data/economic-geography/> THIS LINK HAS BEEN DEACTIVATED

access services of at least 8Mbit/s and 86% able to access superfast broadband. In areas with fibre broadband coverage the average speed available to order is approximately 62Mbit/s however fixed line broadband speed in areas without access to fibre is frequently below 2Mbit/s. Further deployment work is planned under Connecting Cumbria, with the current phases of work due to be completed by the end of 2018. It is currently predicted that this work will make fibre broadband available to roughly 99% of properties currently built in South Lakes; however work will still be needed to encourage developers to make provisions for services to any new properties, which cannot automatically be covered by the programme. Significant further funding will be required to make superfast services available to all properties in South Lakes and some isolated properties may need to be covered by satellite, fixed wireless or 4G broadband solutions.

- 2.11.71 Similarly mobile phone coverage has historically been poor in Cumbria compared to the national average; however since 2016 there has been significant increase in 4G coverage across the county. It is understood that this increase in coverage and the further coverage planned for completion by the end of 2017 is driven by both the obligation on operators to provide 98% geographical coverage and to support the development of the new 4G based emergency services network. While this commercial expansion of services across rural areas of the UK is very positive for South Lakes it is anticipated that the geographical challenges will mean that there will still be rural areas where these services can't be accessed.
- 2.11.72 In relation to the provision of new landline and home broadband services, the Open Reach New Sites team that covers South Lakeland has confirmed that they work on a site-by-site basis and to a Service Level Agreement, which includes a universal obligation to provide network connections to all new developments. Such basic connections however often do not meet the needs of average consumers who are increasingly demanding superfast services be available at all new properties. New properties, completed after January 2017, cannot be taken into consideration by the Connecting Cumbria programme plans for superfast broadband deployment. Therefore property developers and service providers will need to proactively agree how to make superfast services available to new properties in South Lakes.
- 2.11.73 To support this Openreach have offered to cover the infrastructure costs where developers of sites with 30 or more properties agree the installation of ultrafast fibre to the premises infrastructure at the initial planning stage of projects. Changes to existing network infrastructure (such as moving a connection pole to accommodate a site) or solutions for smaller property developments are typically paid for by the developer, whilst Open Reach pay for the on-site connections required and these are made in collaboration with the developer.
- 2.11.74 Demand for additional infrastructure is consumer led and consequently it is difficult to quantify what level of need may arise from additional development. This demand-led

approach means that the rollout of additional base station infrastructure tends to be reactive rather than proactive. Annual Rollout Plans are submitted to Local Planning Authorities each October to give an indication of sites required for the following twelve months. The most recent was provided in October 2012. The Plans for South Lakeland provide details of all existing base stations within the Authority's area and an indication of those additional sites each operator anticipates will be required.

2.12 Social Infrastructure

Education

Background

- 2.12.1 Good quality and accessible education is an essential element in the creation of sustainable communities. This principle is reflected in the National Planning Policy Framework (NPPF) which states:
- 2.12.2 *“Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education”.*
- 2.12.3 How the education requirements of housing proposals can be met must therefore be considered during the development and implementation of the Local Plan. Cumbria County Council has a [Planning Obligations Policy Document](#), (September 2013) which sets out a methodology and approach to assessing the effects of new development upon County Council infrastructure.

Education Responsibilities

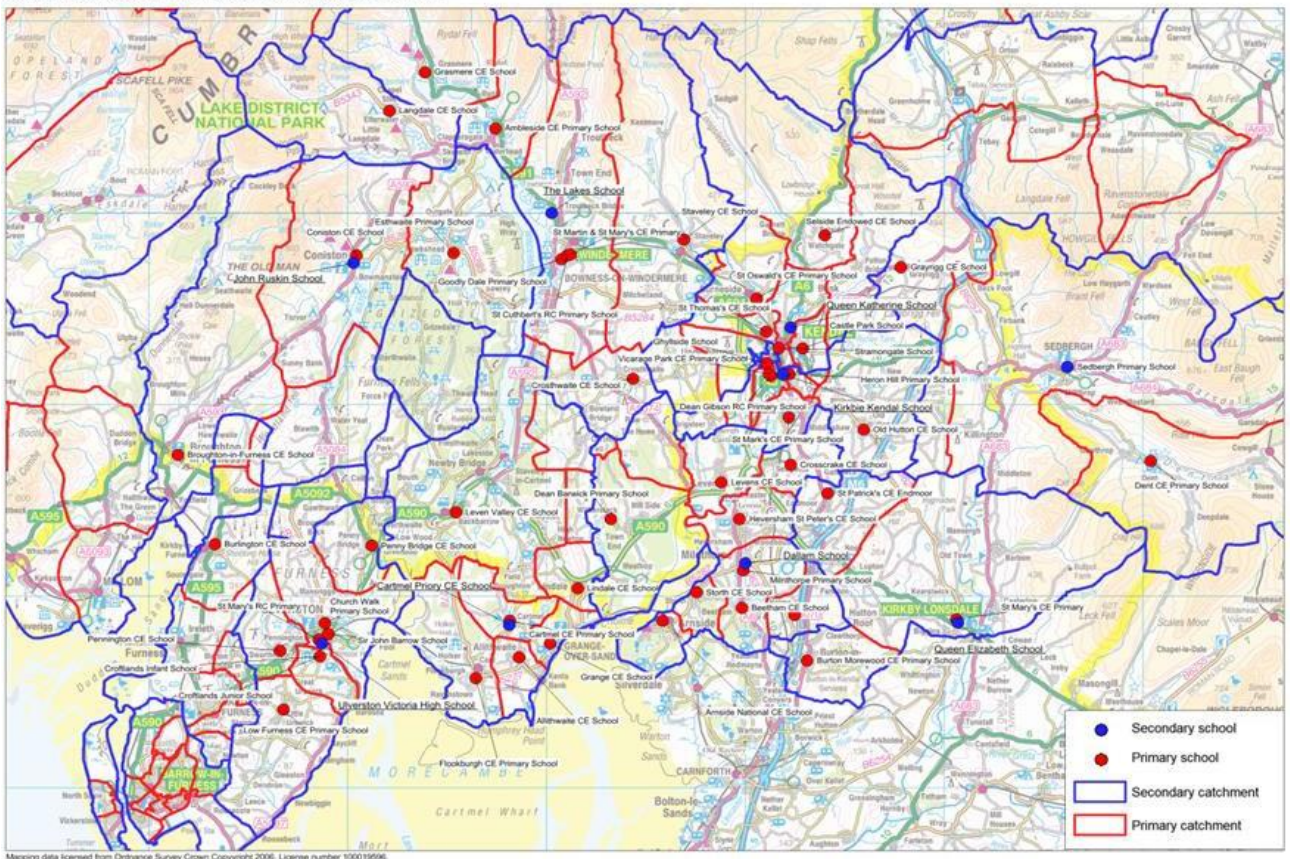
- 2.12.4 Cumbria County Council, as required by Section 14 of the Education Act 1996, must ensure it has secured the provision of sufficient primary and secondary school places for its area. The provision of these places can be in local authority maintained schools or, with their support, in academies.
- 2.12.5 In performing this role, the county council must ensure it complies with the requirements of the 2006 Education and Inspections Act. This requires that Local Authorities promote choice and diversity in relation to the provision of school places. In practice this means parents are able to express a preference for which school they wish their child to attend. Providing there are places available in that school, the admission authority is required to allocate a place.
- 2.12.6 Linked to these responsibilities, the county council is required to provide home to school transport where the nearest school with a place available is more than two miles from a child’s home where children are under eight, and a distance of three miles for children aged 8 and over, or where there is no safe walking route to school.

Current Schooling Situation

- 2.12.7 Within South Lakeland District there are 52 primary and 9 secondary schools. The district is divided into catchment areas which are used in the event that a school is oversubscribed in order to prioritise applications for school places. They are also used as part of Cumbria County Council's Home to School Transport Policy.

Figure 2: South Lakeland Primary and Secondary Schools

South Lakeland Primary and Secondary Schools



Assessment of the Effects of Development

- 2.12.8 New housing development can place additional pressure on school places, either through inward migration from outside the county, or by redistributing the existing population into areas where the schools are full to capacity. The education sections throughout the document consider, at a strategic level, some of the effects of housing growth in South Lakeland and seek to highlight where mitigation measures that may be needed to ensure new development takes place in a sustainable manner.
- 2.12.9 Cumbria County Council is currently working with consultants Mott MacDonald on a 'Strategy to Assess the Impact of Housing Growth on Cumbria's Schools'. This study will provide robust, strategic solutions to the effective allocation of funds across the

county. This is being used to inform how additional capacity in schools might be provided where needed to support new development.

- 2.12.10 When considering whether there is sufficient capacity in schools in the area of any new housing, the anticipated number of school aged children that the development will give rise to must be assessed. This assessment of the “pupil yield” of development has been undertaken using a “population-led” model.
- 2.12.11 The population – led model uses Census data to calculate the average number of school aged children living in each household in Cumbria. This average figure is then multiplied by the total number of houses in a new development to provide a pupil yield figure. When the county council considers planning applications, a more refined, “dwelling-led” model is used. This utilises census information to derive a pupil yield based on the size of homes proposed in a scheme. These approaches are established within the Planning Obligations Policy Document, which ensures the effects of development are considered in the most consistent and balanced manner across the County.
- 2.12.12 The South Lakeland Local Plan Land Allocations (adopted 17 December 2013) identifies the allocation of land for around 5,900 new homes in total (Table 1A of the document – dwellings required plus windfall and identified small sites) over the period of the plan, the majority of which do not yet benefit from planning permission. As set out in Figure 3, the net estimated yield for this level of development using the population led model is 1,187 primary pupils and 848 secondary aged pupils. Comments on the effect on schools of development in specific areas take account of housing growth figures from a baseline position of 31 March 2016 (as published in the South Lakeland Housing Land Position Report, taking account of allocation site completions and include small site and windfall assumptions as specified in the Land Allocations DPD Table 1A). These figures may change significantly over the period of the plan.

Figure 3: Calculation of pupil yield using a population led model

5,900 Dwellings

Pupil yield $(5,900 \times 0.345) = 2,035$

Of which the number of primary children would be $(2,035 / 12 \text{ total year groups} \times 7 \text{ primary year groups}) = 1,187$

And the number of secondary children would be $(2,035 / 12 \text{ total year groups} \times 5 \text{ secondary year groups}) = 848$

- 2.12.13 When the yields of development are compared with the capacity of the catchment area school, it is possible to highlight those locations where additional school places may be needed to ensure the sustainability of developments.
- 2.12.14 It must be noted that all references to availability of school places to address the effects of development are high level and represent a snap-shot in time. Trends in parental preference for school places can alter over time and pupil projections will change to reflect this, thereby affecting the projected availability of places in any particular area. Moreover this is a high level assessment which does not prejudice the in-depth consideration of individual planning applications at the point of their submission.
- 2.12.15 It should also be noted that the assessment below is underpinned by the baseline primary projections (i.e. before the effects of housing growth are factored in). These are based on the September 2016 pupil census and projected pupil numbers for 2017-2020. All baseline secondary projections are based on the September 2016 pupil census and projected pupil numbers for 2017-2027. It should also be noted that during the plan period, there may be changes in school capacities outwith the control of Cumbria County Council (e.g. at academies) which may alter the availability of school places.

Table 7: Primary Schools in South Lakeland

Name	NOR Sep 16	PAN	Capacity	Situated in Service Centre Area
Allithwaite CE School	83	15	105	Allithwaite (Local)
Ambleside CE Primary School	96	30	210	No service centre in school catchment
Arnside National CE School	114	28	210	Arnside (Local)
Beetham CE School	57	8	56	No service centre in school catchment (serves part of AONB area)
Broughton-in-Furness CE School	66	15	105	Broughton in Furness (Local)
Burlington CE School	69	10	70	Kirkby in Furness (Local)
Burton Morewood CE Primary School	174	30	210	Burton in Kendal (Local)
Cartmel CE Primary School	61	12	84	Cartmel (Local)
Castle Park School	268	45	315	Kendal (Principal Key)
Church Walk Primary School	99	15	105	Ulverston (Principal Key)
Coniston CE School	45	14	98	No service centre in school catchment
Croftlands Infant School	106	60	180	Ulverston (Principal Key)
Croftlands Junior School	148	60	240	Ulverston (Principal Key)
Crosscrake CE School	71	14	98	No service centre in school catchment
Crosthwaite CE School	68	13	91	No service centre in school catchment
Dean Barwick Primary School	36	8	56	No service centre in school catchment
Dean Gibson Catholic Primary School	157	30	210	Kendal (Principal Key)
Dent CE Primary School	38	8	56	No service centre in school catchment
Flookburgh CE Primary School	70	20	140	Flookburgh (Local)
Ghyllside School	413	60	420	Kendal (Principal Key)
Goodly Dale Primary School	70	14	98	No service centre in school catchment
Grange CE School	134	30	210	Grange over Sands (Key)
Grasmere CE School	63	8	56	No service centre in school catchment
Grayrigg CE School	31	8	56	No service centre in school catchment
Hawkshead Esthwaite Primary School	65	10	70	No service centre in school catchment
Heron Hill Primary School	365	60	420	Kendal (Principal Key)
Heversham St Peter's CE School	18	15	105	No service centre in school catchment
Holme School	96	15	105	Holme (Local)

Name	NOR Sep 16	PAN	Capacity	Situated in Service Centre Area
Langdale CE School	32	8	56	No service centre in school catchment
Leven Valley CE School	59	9	63	No service centre in school catchment
Levens CE School	69	15	105	Levens (Local)
Lindale CE School	50	12	84	No service centre in school catchment
Low Furness CE Primary School	129	17	119	Great/Little Urswick (Local)
Milnthorpe Primary School	171	30	210	Milnthorpe (Key)
Old Hutton CE School	76	15	105	No service centre in school catchment (serves part of rural Kendal area)
Pennington CE School	187	30	210	Swarthmoor (Local)
Penny Bridge CE School	116	15	105	Greenodd/penny Bridge (Local)
Sedbergh Primary School	171	30	210	No service centre in school catchment
Selside Endowed CE School	64	12	84	No service centre in school catchment
Sir John Barrow School	211	45	315	Ulverston (Principal Key)
St Cuthbert's Catholic Primary School	58	12	84	No service in school catchment
St Mark's CE Primary School	171	30	210	Oxenholme (Local); Natland (Local)
St Martin & St Mary's CE Primary	357	60	420	No service centre in school catchment
St Mary's Catholic Primary, Ulverston	111	17	119	Ulverston (Principal Key)
St Mary's CE Primary. Kirkby Lonsdale	197	30	210	Kirkby Lonsdale (Key)
St Oswald's CE Primary School	79	22	154	Burneside (Local)
St Patrick's CE Endmoor	59	14	98	Endmoor (Local)
St Thomas's CE School	196	30	210	Kendal (Principal Key)
Staveley CE School	116	20	140	No service centre in school catchment
Storth CE School	39	10	70	Sandside/Storth (Local)
Stramongate School	384	60	420	Kendal (Principal Key)
Vicarage Park CE Primary School	204	30	210	Kendal (Principal Key)

Table 8: Secondary Schools in South Lakeland

Secondary Schools	NOR Sep 16	PAN	Capacity	Situated in Service Centre Area
Cartmel Priory CE School	345	76	380	Grange over Sands (Key); Cartmel (Local); Allithwaite (Local); Flookburgh (Local)
Dallam School	748	150	750	Milnthorpe (Key); Levens (Local); Sandside/Storth (Local); Holme (Local); Arnside (Local)
John Ruskin School	143	48	240	Broughton in Furness (Local)
Kirkbie Kendal School	746	168	840	Kendal (Principal Key); Oxenholme (Local); Natland (Local)
The Lakes School	415	129	645	No service centre in school catchment
Queen Elizabeth School	1083	241	1205	Kirkby Lonsdale (Key); Endmoor (Local); Burton in Kendal (Local)
Queen Katherine School	1021	241	1205	Kendal (Principal Key); Burneside (Local)
Settlebeck High School	170	44	220	No service centre in school catchment
Ulverston Victoria High School	1058	186	930	Ulverston (Principal Key); Grenodd/Penny Bridge (Local); Swarthmoor (Local); Greta/Little Urswick (Local)

NOR: Number on Roll; this is the number of children at the school in September 2016 (excluding nursery and sixth form).

PAN: Published Admission Number; this is the number of children that the school can admit each year.

Capacity: this is based on the PAN x the number of year groups in the schools (e.g.x7 for a primary school, x3 for an infant, or 5 for a secondary school (sixth forms are included).

Situated in Service Centre Area: details the Service Centre (and type). School catchment areas (particularly the larger secondary school catchments) may cover more than a single Service Centre. Not all school catchment areas encompass a Service Centre.

- 2.12.16 Calculations on individual areas are based on the land allocations detailed in the South Lakeland Local Plan minus some level of development that has already begun (baseline position 31 March 2016). Figures for schools are based on the October 2016

pupil census. This applies to all calculations detailed below around the availability of school places.

- 2.12.17 The current Department for Education (DfE) multiplier for provision of a single school place is set at £12,051 for a primary and £18,188 for a secondary.

Delivery of school places

- 2.12.18 During the detailed assessment of the effects of development, close working between South Lakeland District Council, Cumbria County Council, schools and the development industry will be important.
- 2.12.19 Cumbria County Council will not be in a position to fund the additional school places that will be required to address the effects of new housing development. Therefore, where housing developments or the cumulative impact of a number of housing developments in an area give rise to the need for the delivery of new schools or the extension, refurbishment and/or remodelling of existing schools, the county council will look to the developer to fund the full cost of providing the additional facilities required. For example the estimated basic cost for a 1 form of entry primary school in 2015 is £4,025,180 (this assumes a flat site ready for development and does not include the cost of site purchase and will change over time due to factor like inflation).
- 2.12.20 Where it is not practical for such detailed cost information to be derived, the County Council will use Department for Education (DfE) construction cost multipliers (as amended) to determine the cost of providing additional school place and thus the level of contribution to be provided.
- 2.12.21 The South Lakeland District Council operates a CIL (Community Infrastructure Levy) charge in some areas of the authority (Kendal, Ulverston and the Cartmel Peninsula). This charge is applied to new developments to help to pay for the infrastructure needed to support the development including schools. As CIL does not cover all areas Section 106 agreements will continue to play an important role, and the county council's Planning Obligation Policy presents a robust and consistent means to establish the circumstances, timing and level of contribution that may be required.
- 2.12.22 In addition to the provision of school places, in cases where there are no pedestrian facilities (i.e. a safe route to school) linking a development site to a school that can, or can be made to, accommodate the effects of a development, or if existing facilities are considered inadequate, the developer shall be required to provide new or improved facilities usually via a Section 278 Agreement. If it is not feasible for improvements or adequate pedestrian facilities to be provided, the developer may be required to provide a contribution towards school transport costs; however this is not considered an especially sustainable solution, particularly so in the case of larger developments.

Health

Introduction and Current Provision

- 2.12.23 Health care provision is split across a wide range of services provided by different bodies and organisations, but can be broadly split into primary and secondary care. Primary care can generally be described as the first point of contact for health care and includes GPs, dentists, pharmacists and optometrists, NHS walk in centres and the NHS 111 telephone service. NHS England is responsible for purchasing primary care services. Secondary care is commissioned by Clinical Commissioning Groups (CCGs), which are GP led bodies, and in South Lakeland's case this is undertaken by the Morecambe Bay CCG (covers localities of North Lancashire together with South Lakes and Furness in South Cumbria). CCG's commission most services including:
- Planned hospital care
 - Rehabilitative care
 - Urgent and emergency care (including out-of-hours)
 - Most community health services
 - Mental health and learning disability services
- 2.12.24 Secondary care includes planned hospital care, rehabilitative care, urgent and emergency care, community health services and mental health and learning disability services.
- 2.12.25 The nearest hospital for residents in most of the south and east of the District is the Westmorland General Hospital, which lies on the southern edge of Kendal. However, this site offers only limited services and no accident and emergency unit. Lancaster Royal Infirmary, which is over 20 miles from Kendal also serves this area and offers acute care/A+E facilities. Residents in the west of the District are served by Furness General Hospital in Barrow.

Infrastructure Providers

- 2.12.26 NHS Morecambe Bay Clinical Commissioning Group is responsible for identifying the health needs of people within South Lakeland, Furness and North Lancashire and ensuring those needs are met. It receives an annual NHS budget for Cumbria from the Department for Health and uses it to plan and deliver NHS services including acute hospitals, community hospitals, community based health services and mental health services. It does not manage these services but works with the providers to oversee how they are run.
- 2.12.27 NHS England is responsible for commissioning primary care in Cumbria (GPs, Opticians, Dentists and Pharmacies). From April 2013 it took on many of the functions of the former primary care trusts (PCTs) with regard the commissioning of primary care health services. It allocates resources to clinical commissioning groups.

- 2.12.28 Cumbria County Council is also now responsible for local public health and some public health services following the changes in April 2013.

Key Documents and Evidence Base:

- [‘Cumbria Joint Strategic Needs Assessment 2016’](#)
- [‘South Lakeland Health Profiles’ \(Public Health England\)](#)
- [‘The Cumbria Local Health Economy Strategic Plan 2014-19’ \(Interim\) \(Cumbria Clinical Commissioning Group\)](#)
- [Better Care Together Review](#) THIS LINK HAS BEEN DEACTIVATED

Social Care

- 2.12.29 Cumbria County Council via its Health, Care and Community Directorate is responsible for adult social care within Cumbria. The Care Act 2014 sets out and governs the way in which the County Council meets its adult care and support obligations.
- 2.12.30 The Act places new duties and responsibilities on local authorities about care and support for adults around:
- prevention, so that people receive services that prevent their care needs from becoming more serious, or delay the impact of their needs;
 - information and advice, so that people can get the information and advice they need to make good decisions about care and support; and
 - shaping the market of care and support services so that people have a range of providers offering a choice of high quality, appropriate services
- 2.12.31 Under the Care Act the Council is responsible for assessing an adult's needs for care and support and deciding whether a person is eligible for public care and support.
- 2.12.32 The underpinning principle of the Care Act is to promote people's wellbeing. Wellbeing" is a broad concept, described as relating to a number of areas one of which includes suitability of living accommodation.
- 2.12.33 Accommodation in relation to this Infrastructure Plan relates to residential care, extra care housing and supported living accommodation.
- 2.12.34 Cumbria County Council's Commissioning Strategy for Care and Support delivered by Social Care (2016 to 2020) highlights a number of challenges to delivering social care in Cumbria in relation to increased demand for services alongside a reduction in overall spending, whilst meeting its obligations under the Care Act 2014.

2.12.35 The Commissioning Strategy identifies three interrelated approaches to managing the future demand for services by:

- investing in services which prevent, reduce or divert demand, keeping people at the heart of families and communities for as long as possible and stimulating communities to provide more support themselves;
- promoting the independence and self-reliance of people who do need a service so that costs over the lifetime of the service can be minimised e.g. by investing in new technologies, rehabilitation and supportive Extra Care housing
- developing sufficient high quality service provision for those people who need high level, residential and other complex services

Residential & Nursing Care Accommodation

2.12.36 The County Council currently sources provision of residential and nursing care placements from the independent sector as well as providing some residential care from local authority owned homes.

Current Provision

Older Adults

2.12.37 Within South Lakeland there are nineteen residential care homes and ten nursing care homes. The County Council owns and manages eight residential care homes; the remainder are owned and managed by the Independent Sector.

Table 9: Local Authority owned Residential Care Homes for Older Adults (Cumbria Care)

Home Name	No. of beds	Location
Applethwaite Green	28	Windermere
Bridge House	39	Flookburgh
Croftside	34	Milnthorpe
Elmhurst	40	Ulverston
Marsh House*	28	Ulverston
Maudes Meadow	28	Kendal
Riverside House	34	Kendal
The Abbey	28	Staveley, Kendal

*Proposed closure in 2017

Table 10: Independent Sector owned Residential Care Homes for Older Adults

Home Name	No. of beds	Location
Brant Howe Residential Home	29	Kirkby Lonsdale, Carnforth
Elmsfield House Limited	28	Holme, Carnforth
Gilling Reane Care Home	33	Kendal
Hartland House	32	Milnthorpe
Heversham House	13	Milnthorpe
Holly Bank Care Home	31	Arnside, Carnforth
Lunesdale House	19	Hale, Milnthorpe
Silver Howe	30	Kendal
Stonecross Care Centre	32	Kendal
The Old Vicarage	19	Allithwaite, Grange Over Sands
Twin Oaks	7	Windermere

Table 11: Independent Sector owned Nursing Homes for Older Adults

Home Name	No. of beds	Location
Boarbank Hall Nursing Home	27	Grange over Sands
Cartmel Grange	73	Grange over Sands
Heron Hill Care Home	86	Kendal
Hollow Oak Nursing Home Limited	27	Ulverston
Kendal Care Home	120	Kendal
Risedale at Aldingham Nursing Home	74	Ulverston
St Gregory's House Limited	30	Preston Patrick
Summerhill Care Home	43	Kendal
Swarthdale Nursing Home	43	Ulverston
Westmorland Court Nursing and Residential Home	48	Arnside

Younger Adults

- 2.12.38 Within South Lakeland there are eight residential care homes and two nursing care homes providing places for adults aged primarily from 18 years to 64 years old. The County Council owns and manages one residential care home the remainder are owned and managed by the Independent Sector.

Table 12: Local Authority owned Residential Care Homes for Younger Adults

Home Name	No. of beds	Location
Peat Lane House	3	Kendal

Table 13: Independent Sector owned Residential Care Homes for Younger Adults

Home Name	No. of beds	Location
Cambian Whinfell	4	Kendal
Ulverston Autism Service	6	Ulverston
Garth Brow	6	Kendal
Grange View	11	Grange over Sands
Lowther Park	7	Kendal
The Garden Site Underley	8	Carnforth
Yealand Drive	5	Ulverston

Table 14: Independent Sector owned Nursing Homes for Younger Adults

Home Name	No. of beds	Location
Ann House	16	Kendal
Holehird	29	Windermere

Future demand

- 2.12.39 The County Council's Commissioning Strategy for Care and Support delivered by Social Care (2016 to 2020) proposes directing the provision of council-funded residential and nursing care home placements to people with the highest level of need, including people with dementia, frailty and complex needs.

Cumbria Care Modernisation

- 2.12.40 Cumbria Care is the County Council in-house provider of residential care services. To support the Commissioning Strategy intention to develop sufficient high quality service provision for those people who need high level, residential and other complex services the County Council is investing in improving its care services. This includes a programme to refurbish or replace some Cumbria Care residential care homes.
- 2.12.41 Within South Lakeland this programme has commenced in Ulverston with the refurbishment of Elmhurst Care Home and the proposed closure of Marsh House care home.

Key Documents and Evidence Base:

- ['Commissioning Strategy for Care and Support delivered by Adult Social Care \(2016- 2020\)' \(Cumbria County Council\)](#)

Extra Care Housing and Supported Living Accommodation

- 2.12.42 The Commissioning Strategy introduces a 'new model of care' whereby extra care housing and supported living accommodation play a key role in enabling people to maintain their independence in their own home for longer thus preventing, reducing or delaying the need for higher level services such as residential care.

- 2.12.43 Extra Care housing describes housing developments that comprise self-contained homes with design features, communal facilities and on-site support services to enable people to self-care and continue to live independently. Extra care housing can include a range of housing types but a common principle is that it provides independent living accommodation with a level of support equivalent to that of a care home.
- 2.12.44 Supported Living Accommodation is a term used to describe the equivalent type of 'accommodation with care and support' provision but for younger adults, most often with learning disabilities, mental health problems and sometimes for people with physical disabilities.
- 2.12.45 Under the Care Act the County Council has a duty to ensure people who live in their areas receive services that prevent their care needs from becoming more serious, or delay the impact of their needs. The provision of extra care housing and supported living accommodation alongside the associated care service aims to address both suitability of living accommodation and care need issues.
- 2.12.46 The County Council is committed to supporting older and vulnerable people to live independent and healthy lives, by investing in extra care housing and supported living accommodation to enable people to live independently for as long as possible.

Current Provision

- 2.12.47 Currently there are 5 ECH schemes in South Lakeland providing approximately 200 units (flats/bungalows.)

Table 15: Current supply of Extra Care housing in South Lakeland District (2016)

Location	Scheme	Landlord	Number of ECH units to date
Kendal	Jenkins Crag	Impact Housing	37
Kendal	Lound Place	Impact Housing	40
Kendal	Wainwright Court	McCarthy & Stone	60
Ambleside	Rowan Court	Impact Housing	18
Windermere	Birthwaite	South Lakes Housing	45

Total: 200

Future Demand

- 2.12.48 The Extra Care Housing and Supported Living Strategy (2016-2025) provide a projected demand for Extra care housing in Cumbria by 2025. The projected demand when compared with the current supply indicates a shortfall of 2,101 ECH units countywide by 2025 of which 500 ECH units are in South Lakeland District.

Table 16: Projected shortfall or Extra Care housing in South Lakeland District when comparing current supply against projected demand estimate for 2025

District	Projected demand for ECH for Older Adults by 2025	Current supply (2016)	Shortfall in ECH provision required by 2025
South Lakeland	700	200	500
Cumbria Totals	2,800	699	2,101

Development of Extra Care housing and Supported Living accommodation

- 2.12.49 To support the development of Extra Care housing and Supported Living accommodation in Cumbria the Council has set aside capital funding of £4.24m , identified Council owned sites appropriate for these developments and devised a route to procure developers.
- 2.12.50 The Council intends to work with the relevant housing authorities to identify specific areas of demand and priority within the districts.
- 2.12.51 In terms of planned development of schemes the Council will consider:
- Using County Council and district authority owned sites
 - Liaising with developers to deliver Extra Care housing in smaller settlements
 - Encourage private development and mixed tenure schemes, by developing strategies in partnership with district housing authorities and the Lake District National Park Authority (LDNPA)
 - Encourage Registered Providers (Housing Associations) and private developers to come forward with site proposals for potential development
 - Re-modelling of older sheltered housing schemes; and
 - Developments in partnership with the NHS, as part of its estates management programme
- 2.12.52 To support the future development of Extra Care housing and Supported Living accommodation the Council is progressing with two procurement routes:
- A Framework Agreement for the development of new schemes
 - A Grant Award Programme
- 2.12.53 Delivery of affordable extra care housing should be considered as part of the mix on larger housing sites.

Key Documents and Evidence Base:

- [‘Extra Care Housing and Supported Living Strategy 2016-25’ \(Cumbria County Council, 2015\)](#)
- [Joint SLDC Older Persons’ Housing Strategy 2012-2017](#)

Emergency Services and Community Safety

Fire and Rescue

- 2.12.54 Cumbria County Council is the Fire and Rescue authority for Cumbria and comprises of four 'localities' three Command Areas. South Lakeland is covered by the Kendal and Barrow localities South Command. Fire cover across South Lakeland is delivered by 7 12 fire stations. Kendal Fire Station provides full time day crew (0800-2000) with retained On-Call support during the day and fully retained On-Call outside of this. Kendal Fire station is currently staffed by fire-fighters providing day time cover, and effectively crewing 1 fire engine. 1 Major Rescue Vehicle Enhanced Rescue Pump (ERP) (MRV), 1 High Volume Pump (HVP), with support from retained On-Call staff. The HVP is available to respond throughout Cumbria and cover for National Incidents
- 2.12.55 Ulverston Fire Station provides one operational crew 24 hours a day and is supported by one On-Call engine.
- 2.12.56 Arnside, Kirkby Lonsdale, Milnthorpe, Broughton, Coniston and Staveley stations provide a single fire engine each through retained On-Call fire-fighter cover. Ulverston has two fire engines that are covered by fire-fighters working on a retained duty system. Broughton and Grange, Sedbergh, Windermere and Ambleside fire stations each have one fire engine with Grange along with operating a specialist wildfire team and Land Rover capability; again these operate on a retained On-Call basis. Ulverston, Broughton and Grange stations are managed from the Barrow Locality offices. All South Command Fire Stations are managed by a Command team operating from either the Kendal or Barrow Command office.

Crime Prevention

- 2.12.57 South Lakeland falls under the jurisdiction of Cumbria Constabulary and is generally a safe place to live, having the lowest overall crime rate per 1,000 population of all the County's districts.
- 2.12.58 A useful overview of current crime statistics and trends can be found in the Cumbria Community Safety Strategic Assessments. The 2014/15 South Lakeland assessment explains that the trend for total recorded crime in the district appears to be stable. However a number of categories of crime increased in prevalence in the district in 2014-15 including burglary from dwellings, violent crimes, business crime, criminal damage and deliberate fires.
- 2.12.59 Many crime-related problems can be reduced through design. Cumbria Constabulary offers specialist expertise and advice free of charge (paid for by the Constabulary) on how to incorporate design features into new developments and other projects in order to address or avoid issues. They also assess new developments for accreditation under the [Secured by Design](#) Award – a standard that has been shown to significantly reduce the likelihood of burglary which is encouraged through planning policy.

- 2.12.60 There is one police station in South Lakeland, located at Busher Walk in Kendal. A series of Neighbourhood Policing teams operate across the district and one day a week 'Police Desks' operate from community locations where police officers/community support officers are available to speak to local people. In South Lakeland Police Desks operate at Kendal and Coronation Hall in Ulverston.
- 2.12.61 One way to improve safety is to design out crime. It is essential that new developments are designed in a manner that supports safe environment. Cumbria Police has suggested that existing CCCTV coverage could be extended in Kendal and Ulverston. Cumbria Police is striving to maintain service delivery in consequence to continued budget reductions, despite the sparsity associated with rural communities. The Police and Crime Commissioner for Cumbria recently announced the intention to launch a County wide CCTV scheme, monitored from Police Headquarters at Penrith. Contributions to extend and support this scheme may be one example of the type of infrastructure to be funded through CIL.

New Facilities

- 2.12.62 A 'blue light hub' has recently been granted permission in Ulverston which will provide a new combined facility for Cumbria Fire and Rescue Service, North West Ambulance Service, Cumbria Constabulary and Cumbria County Council staff. The blue light hub will replace Ulverston's existing two bay fire station and its ambulance station on Victoria Road. Ulverston's police station has already closed but the small police presence which operates from rented premises in the town centre would also move into the hub.

Key Documents and Evidence Base:

- ['Fire and Rescue Service - Service Plan 2016/17' \(Cumbria County Council, Feb 2016\)](#)
- ['Crime and Community Safety Strategic Assessment for South Lakeland District' \(Cumbria Constabulary, Cumbria Intelligence Observatory and Cumbria County Council, October 2015\)](#)
- 'Making Cumbria Even Safer: Police and Crime Plan for Cumbria 2016-2020'

Community Facilities

Libraries

- 2.12.63 There are currently 6 libraries within the plan area at Kendal, Ulverston, Grange, Milnthorpe, Kirkby Lonsdale and Arnside. CCC has confirmed that there are currently no plans to change the number of libraries in Cumbria.
- 2.12.64 There has been a 20% decline in the numbers of people using Cumbria's libraries since 2005 as well as a change in the way people are using libraries. CCC is currently in the process of reviewing the County's library service and has held public consultation to assess library users' views on the future of library services in Cumbria. As part of the review and in light of the results of the consultation, CCC are developing ways of addressing and responding to these changes through increased use of technology such as e-books and audio books and greater online provision of services. Measures such as enabling greater access to computers and requiring computer users to join the library have increased library use and borrowing. The number and type of services provided at libraries has also increased, for example, some main libraries can now issue bus passes, and further community services may be provided at libraries in the future.
- 2.12.65 Additionally, CCC is changing the way that library services are provided in rural areas. Some smaller, self-issue, unstaffed libraries called Library Links have already been developed in existing buildings and in conjunction with the relevant local communities. Further locations for these services may be identified in the future to ensure continued access to library services for residents of rural communities.

Community buildings

- 2.12.66 There are 43 community buildings within South Lakeland outside the National Parks; a number of which have been successfully refurbished in recent years. Whilst there is no significant demand for the development of new community buildings, there is demand for the refurbishment and sometimes expansion of existing facilities. This is distinct from general maintenance, which is largely self-funded or financed through small scale funding applications.
- 2.12.67 Large scale refurbishment projects require a significant financial outlay which the community cannot fund themselves. This external funding has previously been sourced from major funders, such the BIG Lottery. However, recently the BIG Lottery has restricted not only the amount of money available to Community Buildings, but it has also restricted the communities that are eligible to apply. The eligibility is based on Lower Super Output Areas linking to areas of deprivation and excludes the majority of South Lakeland, including some of the areas considered to be the most deprived in the District.

- 2.12.68 Local communities can bid for money raised through the New Homes Bonus to fund Locally Important Projects. Since 2013, £105,853 has been awarded to community building upgrades and refurbishment projects in South Lakeland outside the National Parks⁵ through this fund. In the same period, bids for funding for works needed amounting to £113,886 were turned down, indicating that there is some shortfall in funding. However, this does not provide the full picture as there may be community buildings that require works but for which, communities have, for whatever reason, chosen not to bid to this particular funding pot.
- 2.12.69 It may be that some funding to address needs for improvements to village halls and other community buildings could be gained through CIL. Communities could choose to spend some of the CIL receipts allocated to Parish/Town Councils on community buildings.

Public Realm, Heritage and Regeneration

Heritage

- 2.12.70 South Lakeland has an extremely rich built heritage, including a wealth of historic buildings, historical remains and historic parks and gardens. This heritage contributes much to the quality of life enjoyed by the District's residents. It is also fundamental to the District's popularity as a visitor destination and, consequently, makes a significant contribution to its economic prosperity.
- 2.12.71 In recent years, appraisals have been undertaken of all 10 Conservation Areas in South Lakeland outside the National Parks. It is now the intention to prepare management plans for each of these Conservation Areas. Work is underway with 4 communities, Kirkby Lonsdale, Cartmel, Ulverston and Kendal on background work for these management plans including audits of Buildings at Risk. This work will guide the content of the management plans for these areas, identify projects to address the issues and objectives of the management plans and will feed into the preparation of design briefs for problem areas. In settlements where there is insufficient community resource or desire, the undertaking of this background work will fall to the Council and core policy work for the management plans will also be undertaken by the Council in conjunction with communities.
- 2.12.72 South Lakeland outside the National Parks has around 1500 listed buildings. Around 300-350 of these have been recently re-surveyed and it is expected that a further 400 will be re-surveyed as part of the work with communities on Conservation Area Management Plans. Therefore it is hoped that within three years, half of the total number of listed buildings in the area will have been re-surveyed. The survey work may generate some heritage projects but there will also be cases where listed

⁵ Some of this total was awarded to projects in communities that were outside the national Parks at the time but that are now within since the 2016 boundary change.

buildings are in the private ownership of people that are unwilling to cooperate to address the issues at their properties.

- 2.12.73 Around 60 buildings or structures, such as Arnside Tower and Gleaston Castle are listed but are functionally obsolete and are therefore classed as 'at risk'. A survey of such buildings and structures was undertaken in 1994 and around half have been taken out of 'at risk' status since then through appropriate remedial works. For example, Greenside Lime Kiln in Kendal was brought back into use as a heritage attraction/feature through a programme of restoration and installation of footpaths and interpretation. However, as some structures are regenerated, others fall into disrepair and become 'at risk'.
- 2.12.74 Funding is a key issue. A programme of further survey work is required to enable solutions for 'at risk' buildings to be identified. Funding is also a problem for smaller and private projects (including environmental enhancements), which were once funded through a Council grants programme for which the budget has now been removed.
- 2.12.75 SLDC considers that historic buildings and conservation areas are key components in the quality of the local environment and as such represent community infrastructure. Development has implications for the retention of a high quality historic environment as housing, commercial and retail development and their associated impacts such as traffic and parking all have effects on historic buildings and places.
- 2.12.76 There are three areas where CIL monies might assist in such work – both the 'neighbourhood' element paid to Parish and Town Councils and the portion retained by SLDC. For example, highway infrastructure projects can often provide opportunities for investment in the historic environment through archaeological investigations, or through improvements to the public realm in affected areas. In this respect, CIL funding could provide a multiplier effect, with funding for specific infrastructure projects also creating spin-off benefits for the historic environment.
- Upgrades to the public realm in historic areas
 - Improvements to Historic Parks and open spaces
 - Restoration support for Heritage Buildings or Places at risk

Specific projects arising in these three areas are set out in the local spatial area sections of the IDP.

Regeneration

- 2.12.77 The Council has aspirations to regenerate the Ulverston and Kendal Canal Head Areas. CIL monies could be used to help promote the delivery of future plans associated with both Canal areas – although in Kendal Canal Head recent investment in existing businesses, and new economic activities which are re-using older buildings, has revitalised large parts of the area.

Cemeteries and Crematoria

Cemeteries

- 2.12.78 Under Section 214 of the Local Government Act 1972, Councils of Districts, London Boroughs and Parishes are empowered to provide, maintain and manage cemeteries and burials grounds, whether in or outside their area. Any new provision of cemeteries in South Lakeland District (within and outside of the National Parks) is thus likely to fall on South Lakeland District Council. Although private companies can, and regularly do, establish crematoria with associated land for the burial of cremated ashes, the economics of running a purely earth burial ground with its high maintenance costs and diminishing asset value means there are very few privately operated cemeteries. The one exception is the increasing popularity of ‘woodland’ burial sites which can generally be operated successfully by private operators due to the lower maintenance requirements and ability to use ground that would be considered unsuitable for a traditional cemetery.
- 2.12.79 On 1st April 1974, South Lakeland District Council took over the functions of the existing Town and Borough Council Burial Boards, and have managed the existing cemeteries ever since without needing to expand them. Although the District Council is not legally obliged to provide burial space where other options exist such as crematoria, it is likely that public pressure would insist on space being available. There are no funding streams in place or ring fenced for new provision and it would need to be found from the Council's capital budgets, perhaps with some contribution from whichever Town Council would most benefit from the new provision. The cemeteries in South Lakeland (outside the National Parks) were established with large amounts of future space for burial, in 1855 (Kendal), 1878 (Ulverston), and 1889 (Grange-over-Sands). As well as the ground within the established cemetery boundaries, land is identified for extension at all three locations, currently being used as allotments. However, a large area of the designated extension land in Ulverston was used for the Larch Grove affordable housing development in the 1990s.
- 2.12.80 Further enhancements to existing cemeteries in the form of improvements to paths, seating and planting is required to ensure their full value as high quality green spaces is realised.

Crematoria

- 2.12.81 South Lakeland has a higher than average percentage of people over 60 and the population continues to age. The Council had previously identified a need for a local crematorium to avoid long journeys to crematoriums in Barrow or Lancaster when cremation is required.
- 2.12.82 It has historically proved difficult to secure crematorium provision in the district. A series of planning applications for numerous sites⁶ have been refused by the Council for various reasons including sustainability issues, landscape character impacts, access and transport issues, flood risk, impacts on local character and Area of Outstanding Natural Beauty qualities.
- 2.12.83 However, a new crematorium begun operation at Beetham in late 2016/early 2017 after being granted permission by the Planning Inspectorate on 26 January 2016.

Indoor Leisure Facilities

- 2.12.84 SLDC in partnership with GLL (previous partner North Country Leisure has now merged with GLL) manage and maintain three leisure centres at Kendal, Ulverston and Windermere (Outdoor Adventure Centre). A number of private facilities including hotels offer a range of leisure services across the district. Community Centres, village halls and schools are increasingly providing a leisure facility offer (e.g. sports classes and training), and are particularly important for more rural parts of the district where distances to the Kendal and Ulverston key leisure facilities restricts ease of access.
- 2.12.85 The draft Indoor Leisure Facilities Strategy for South Lakeland 2016 to 2025 was produced in 2016, and is supported by a needs assessment. It concluded in terms of current provision of indoor sports facilities in South Lakeland outside the National Parks, the key issue relates to renewing and improving existing facilities rather than providing additional facilities. There is currently very little latent demand or deficiency in indoor sport provision locally but the centres are now aged and face increasing costs of operation and maintenance.
- 2.12.86 A partnership has been created to run sports and recreation facilities in South Lakeland. The partner is GLL (following merger with North Country Leisure (NCL) early this year), a charitable trust, which currently delivers services in Eden, Copeland Carlisle and Allerdale which attract more than 2 million customer visits a year. This will be for a 10-year duration from 2014 with the potential for two 5 year extensions.

⁶ Gatebeck Lane, near Endmoor was refused on appeal in 1999 (5/1998/1301 & 5/1998/1504). Sampool Bridge near Levens was refused on appeal (SL/2005/1180) in 2005 .
Between the A65 and Lancaster Canal near Crooklands (SL/2014/1231) was refused in March 2015. Beetham (SL/2014/0701) was refused by the Council's Planning Committee but allowed on appeal on 26th January 2016.

2.13 Green Infrastructure

- 2.13.1 Green infrastructure is the network of natural environmental components that lies within, around and between towns and villages. In the same way that the transport infrastructure comprises a network of roads, railways, airports etc, green infrastructure has its own physical components ranging from small pockets of urban vegetation and street trees to parks, and gardens and from ponds, rivers and lakes to hedges, farmland, moorland and forestry.
- 2.13.2 Green Infrastructure provides multiple social, economic and environmental benefits including:
- Managing surface water;
 - Managing temperature changes and extremes;
 - Carbon storage and sequestration;
 - Improving and maintaining good air quality;
 - Managing flood risk and water resources, including water quality;
 - Food production;
 - Provision for health, recreation and wellbeing;
 - Reducing the need to travel by car (by providing safe and pleasant routes for walking or cycling);
 - Supporting wildlife and biodiversity, including helping species adapt to climate change;
 - Helping to ensure that areas are attractive as destinations for businesses and tourists;
 - Reducing soil erosion
- 2.13.3 Green infrastructure is therefore a cost-effective way of meeting multiple objectives, including many of those set out in the Core Strategy (pages 11-13), and the Council Plan, as a single piece of green infrastructure can provide several benefits and perform multiple functions concurrently.
- 2.13.4 South Lakeland is a largely rural district and has high levels of green infrastructure provision. The key need across all types of green infrastructure is to enhance this to ensure that the existing provision is of high quality and that it is linked up to create a true and permeable network. Green Infrastructure should have multi-functional value and opportunities to enhance its quality in this respect should be identified.
- 2.13.5 Core Strategy policy CS9.2 sets out that the Council will work with developers and service providers and local non-government organisations to secure the necessary improvements to green infrastructure including recreation provision (including open space, allotments, play and sport facilities) and biodiversity.

Open Space, Sport and Recreation

Open Space

- 2.13.6 Core Strategy policies CS8.3a and CS8.3b require new on-site provision only where existing local provision does not meet set quantity standards and requiring contributions to qualitative improvements where quantity standards are already met. This approach ensures that over or unnecessary provision does not occur, quality of provision is improved and all developments are required to contribute (although smaller developments may only be required to contribute financially to qualitative improvements where on-site provision would be unreasonable due to site size etc), meaning that the need generated by the cumulative impacts of many small developments are accounted for alongside the needs generated by individual larger sites. The requirements of policies CS8.3a and CS8.3b are secured through Section 106 agreements.
- 2.13.7 The 2008 Open Space, sport and recreation study showed that at a district-level, the key issue in the plan area regarding open space provision is the need to improve quality. Nevertheless, there are also some areas where increased quantity is required or will be required as the result of new development. These deficits, along with qualitative deficits, can be addressed through the application of policies CS8.3a and CS8.3b to some extent. However, catchment gaps or qualitative deficits that exist away from areas where new development is planned or in strategic locations cannot be filled in this way and will require alternative funding mechanisms, including CIL.
- 2.13.8 The local spatial area sections of the IDP list a number of potential open space projects that require funding to enable their delivery and in some cases could be considered for CIL funding. In other cases developer contributions and other sources of funding will be more appropriate to use.
- 2.13.9 The Council is currently undertaking a Play Audit to assess the current play provision and future requirements in the districts. It will also be commissioning a wider Open Space Strategy which will inform the Council's approach to the future provision and management of open spaces.

Allotments

- 2.13.10 There are around 29 sites classified as allotments in the South Lakeland area outside the National Parks containing approximately 664 individual plots and amounting to just over 20 hectares. The Council has handed the management of most allotments in the District over to respective town Councils.
- 2.13.11 The Open Space, Sport and Recreation Study (2008) showed a high level of demand for new, additional allotment provision and a need to increase the quality of existing provision.

Woodlands

- 2.13.12 The Council owns a number of open spaces that include woodlands, further improvements to these through production of woodland management plans is required to maximise their value as high quality green spaces.

Ecological Networks and Landscape

- 2.13.13 South Lakeland planning area is fortunate to contain 16,116 hectares of land designated as Sites of Special Scientific Interest (SSSI) (92.7% of which is in a favourable or recovering condition), an Area of Outstanding Natural Beauty and all or part of 6 Natura 2000 sites of international importance as well as several national and local nature reserves and county wildlife sites. The whole of South Lakeland falls within the Cumbria Local Nature Partnership area and parts of the District fall within the Morecambe Bay Local Nature Partnership area. This shows that the importance of the area's biodiversity and ecological networks is recognised but also that key measures are in place to improve and capitalise upon these assets. Indeed, the area is of exceptionally high biodiversity and contains a high number of priority habitats and species within and outside of designated sites.
- 2.13.14 Local Nature Partnerships are designed to *“work at a strategic scale to improve the range of benefits and services we get from a healthy natural environment. They will aim to improve the multiple benefits we receive from the good management of the land”*. The Council is actively involved with both the Cumbria and Morecambe Bay Local Nature Partnerships. For example the Cumbria Local Nature Partnership (CLNP) is providing ecological advice for the Council in its work to produce Development Briefs. In addition to this the Cumbria Local Nature Partnership is leading on projects in the area relating to hedgerows, pollinators, meadows/species-rich grassland and natural capital.
- 2.13.15 As well as working with CLNP, Cumbria Wildlife Trust (CWT) run a range of habitat restoration projects, currently including for peat and wetland restoration. They also have a marine advocacy programme and are a significant land owner with a suite of reserves in the SLDC area including Foulshaw Moss and Hutton Roof Crags.
- 2.13.16 These projects are examples of projects supporting ecosystem services – the infrastructure we need that is delivered by the natural environment including carbon capture and storage and pollination (supporting food supplies). Delivery of these essential services is dependent on a healthy environment and should not be overlooked as an important element of the infrastructure required to support our growing communities.

Table 17: CWT/CLNP Projects

<p>Peatland Restoration Project Lead organisation: Cumbria Peat Partnership Delivery organisation: Cumbria WT Project status: Active</p> <p>5 year project focusing on restoring peatlands across Cumbria but particularly in LDNPA area. Already restored over 250ha, funded through EA (53k), Esmee Fairbairn Foundation (150k) & agri-environment funding. Seeking to upscale project with additional revenue costs being sought of 500k and capital costs of 1.5 million.</p>
<p>Meadow Life Lead organisation: Cumbria LNP Delivery organisation: Cumbria WT (in conjunction with National Trust, John Strutt Conservation Foundation, Yorkshire Dales Millennium Trust, LDNPA & YDNPA) Project status: Active from late April 2017</p> <p>New project focused on restoration/creation of species-rich grassland across Cumbria but mainly focused in Morecambe Bay, LDNPA and Orton/Ravenstonedale. Due to start in April 2017 for two years. Project cost £70,000 (revenue) + capital works funds. Seeking further funding for year three onwards and capital works funding.</p>
<p>Pollinators</p> <p>Lead organisation: Cumbria LNP, Northern Upland Chain LNP, Yorkshire and East Riding LNPs. Delivery organisation: Cumbria WT (in conjunction with other local delivery orgs in each LNP area) Project status: Concept stage/early development.</p> <p>Seeking to build upon the Cumbria LNP's B-Lines mapping for pollinators so will begin by analysing where meadow restoration work has taken place to date, and where the priorities in surrounding farmland are to strengthen the B-Lines. This strand will focus on restoring and creating species-rich grassland and hedgerows. It will also examine where in towns, cities and villages will have the greatest impact on filling the gaps in these identified corridors, and work with community groups to locate green spaces that could benefit pollinators. This strand will focus on restoring and creating species-rich grassland and hedgerows, and planting pollinator-friendly flowers, bushes and trees.</p> <p>Funding requirement to develop project £2-3k (Cumbria contribution).</p>

- 2.13.17 Further projects also incorporate action to protect and improve the biodiversity of the area such as the RSPB Futurescapes project, which focuses on public awareness raising relating to the Natura 2000 sites in and around Morecambe Bay, however, there is limited funding for habitat or landscape restoration. The Morecambe Bay Partnership is coordinating a series of projects that are bringing environmental, social and economic benefits to the area, including water and beach quality improvement, natural heritage and biodiversity protection and access infrastructure including The Bay Cycle Way.

- 2.13.18 The area also benefits from legacy projects resulting from its inclusion in the Morecambe Bay Nature Improvement Area work, between 2012 and 2015.
- 2.13.19 The AONB Partnership coordinate a series of projects and activities to conserve and enhance landscape and biodiversity in the AONB, in line with the AONB Management Plan (see the AONB section for further details).
- 2.13.20 Biodiversity 2020: A Strategy for England's wildlife and ecosystem services (2012) sets out the strategic direction for biodiversity policy for the next decade and a 2020 mission to halt biodiversity loss, support healthy, well-functioning ecosystems and establish coherent ecological networks with more and better places for nature for the benefit of wildlife and people. It is essential that partners work together at different levels to support this.
- 2.13.21 At a local level, discussions with Cumbria Wildlife Trust, and others have shown that priorities in need of action within the Plan area are as follows:
- to consider and seek to measure the area's natural capital;
 - to take an ecosystem services approach to the natural environment;
 - restore and enhance habitats, particularly to deliver favourable condition of priority habitats;
 - ensure that areas of particular importance for wildlife are part of a wider well connected ecological network;
 - create more, bigger and less fragmented areas for wildlife, with no net loss of priority habitat;
 - increase opportunities for people to get close to and take action for nature by improving facilities and accessibility and enhancing visitor experiences
- 2.13.22 These key areas should be borne in mind when implementing Core Strategy policy CS8.4 and thus when requesting developer contributions towards biodiversity.

3 Infrastructure in Kendal

3.1 Introduction

- 3.1.1 Kendal is the largest settlement within South Lakeland, with a population in the region of 28,000. It is a very attractive, historic market town and Key Service Centre set in a high quality natural environment on the edge of the Lake District National Park, with good strategic road and rail links to the M6 and the West Coast mainline railway.
- 3.1.2 It is located in the broad valley of the River Kent just to the south east of the Lake District National Park. The A591 follows much of this boundary and links up to Windermere to the northwest. The West Coast mainline railway lies immediately to the eastern boundary of Kendal.

3.2 Planned Development in Kendal

Core Strategy Objectives for Kendal of relevance:

- Make provision for 3,080 dwellings between 2003 and 2025 or 140 dwellings per annum – 35% of the District's overall housing requirement
 - Accommodate in the region of 21 hectares of employment development between 2010 and 2025
- 3.2.1 The overall development strategy for Kendal is for a dispersed pattern of new development around its edge. The Land Allocations DPD makes a series of housing and employment allocations around Kendal as shown in Table 18 below. It also identifies some long term 'broad locations' for future housing growth at Appleby Road in the North and Burton Road in the South.

Table 18: Development Allocations in Kendal and No. of dwellings per indicative Phase

Name	Area (Ha)	Phase 1 2013-2018	Phase 2 2018-2023	Phase 3 2023-2025
West of High Sparrowmire	8.55	0	0	150
West of High Garth	0.74	23	0	0
North of High Sparrowmire	0.77	0	24	0
North of Laurel Gardens	7.85	0	0	197
Eskdale House	0.31	12	0	0
East of Castle Green Road	4.05	0	60	0
West of Valley Drive	1.9	0	60	0
Kendal Parks	10.1	60	140	0
West of Oxenholme Road	5.97	60	40	0
South of Natland Mill Beck Farm	3.79	60	13	0
South of Lumley Road	4.64	60	62	0
Stainbank Green	10.8	60	129	0
Land at Vicarage Drive	0.43	13	0	0
South of Underbarrow Road	6.78	0	153	0

3.3 Physical Infrastructure

Highways Network

Current Provision and Key Issues

- 3.3.1 Kendal acts as a gateway to the Lake District and is the main centre for employment, education, shopping and services and facilities for a large area of South Cumbria. A number of main routes pass through and converge in the town including the A6, A685, A684 and A65.
- 3.3.2 The school run, travel to work by car and tourist traffic are the major factors causing traffic congestion at peak times in the town centre and at key junctions. An air quality management area has been designated covering much of the town centre due to levels of nitrogen dioxide from road traffic exceeding EU and UK objective levels. There is also a shortage of car parking in Kendal to support the vitality of the town centre, as commuters take up a high proportion of existing provision.
- 3.3.3 Modelling work undertaken to inform the Local Plan highlighted a range of junctions in the town with existing capacity issues, and future capacity issues taking account of future traffic growth:
- A5284 Sandes Avenue/A6 Blackhall Road
 - A6 Sandes Avenue/Beezon Road

- A6 Wildman Street/Ann Street and A6 Longpool/Station Road
- A6 Highgate/Lowther Street
- A65 Burton Road/Lound Road/Romney Road
- A6 Milnthorpe Road/Romney Road
- A5284 Windermere Road/Burneside Road
- Parkside Road/Valley Drive
- A684 Sedbergh Road/Sandylands Road
- A685 Appleby Road/Sandylands Road

3.3.4 Improvements to Kendal's highways infrastructure are required to both facilitate access to key strategic sites and to manage and mitigate the impacts of increased traffic movements associated with new development in the town.

3.3.5 The following interventions are considered essential to delivering the Local Plan strategy in Kendal.

Table 19: Priority Highways/Transport Schemes

Priority Schemes: Critical to support the delivery of the Local Plan's aspirations
Kendal Infrastructure Deficit – package of improvements in Kendal Town Centre; which were identified the Kendal Transport Improvements Study
Access to Canal Head, Kendal
Highway access improvements from A6 to Scroggs Wood, Kendal employment allocation
Access to East of Burton Road, Kendal employment allocation

Delivery Mechanism

3.3.6 The County Council is pro-active in trying to bring in additional funding to deliver required transport infrastructure as set out in section 1.8 and 1.10.

3.3.7 The Cumbria Strategic Economic Plan (SEP) recognises that the South Lakeland Local Plan Land Allocations DPD is critical to supporting its priorities and growth aspirations for Cumbria. The transport infrastructure required to support the M6 corridor priority focuses on the delivery of highway and transport infrastructure required to unlock development opportunities identified in the DPD. The project focuses on meeting the infrastructure deficit to accelerate development where there is known developer interest.

3.3.8 The package of transport improvements in Kendal Town Centre include:

- Highway Infrastructure Improvements;
- Sustainable transport improvements;
- Travel plan measures – funding to deliver highway improvements identified through travel plans;

- Cycle infrastructure for Local Plan developments – cycle link connections to ensure development sites are linked with the existing cycle network;
- Marketing and communication – funding to support the delivery of the above measures

3.3.9 Local Growth Fund funding was secured to support the delivery of the infrastructure required to unlock some of the sites allocated within the Local Plan.

3.3.10 The SEP recognises that in the medium term, the Scroggs Wood employment site in Kendal is key to delivering the employment land required to support the economic growth of the M6 corridor.

Site specific measures employment sites – enabling delivery of necessary access arrangements

3.3.11 In light of the current challenging economic conditions and the need to ensure the proposed allocations are viable, the Council is committed to working with developers and other bodies to support means of accessing necessary funding sources to realise the delivery of employment development. The Further Highways Evidence Study March 2013 identifies indicative costings associated with necessary access arrangements for a number of employment sites. These are set out in Table 20.

Table 20: Budget estimates for schemes identified to improve access to employment sites

Site	Indicative cost
Kendal: Land adjacent to Scroggs Wood	£805,000
Kendal: Land at Burton Road, Proposed Business/Science Park	£775,000

Base costs derived from the Further Highways Evidence Study March 2013. Costs have been amended to ensure that the estimates reflect the total cost of the project and are therefore in some instances higher than the original report. These costs are budget estimates and are based on indicative layouts. Estimates include inflation to 2015. Schemes delivered after 2015 are likely to cost more and budget estimates will have to be reviewed to take into account inflation.

Requirements and delivery progress

Kendal Transport Improvements Study

3.3.12 The 2012 'Kendal Transport Improvements Study' built upon earlier modelling work to identify, a range of junction capacity improvements and sustainable transport improvements. A number of these schemes have been delivered.

Table 21: Summary of Junction Improvements

Location	Delivered/ Underway	Indicative costs
A5284 Sandes Avenue/Blackhall Road	Underway	£11,900
A6 Wildman Street/Ann Street and A6 Longpool/Station Road	Underway	£100,300
A6 Highgate/Lowther Street	Delivered	£26,000
A6 Milnthorpe Road/Romney Road	Delivered	£79,200
Parkside Road/Valley Drive	Delivered	£73,700
A684 Sedbergh Road/Sandylands Road	Delivered	£27,600

Table 22: Base costs from Kendal Transport Improvements Study: Sustainable Transport Improvements

Scheme	Delivered/Underway /In Pipeline	Indicative Costs
Pedestrian crossing improvements, Kendal Parks Road	Delivered	£2,300
Pedestrian crossing improvements including pedestrian refuge, Heron Hill junction with Esthwaite Avenue	Delivered	£9,710
Traffic calming incorporating speed cushions, Stainbank Road/Underwood	In Pipeline	£25,010
Pedestrian refuge at junction of Vicarage Drive and Milnthorpe Road	Delivered	£9,260
Improved surface for pedestrians, Garth Heads Lane	Delivered	£47,800
North Kendal Cycle Route (Canal Head to Queen Katherine School)	Deferred to 2018/19	£185,810
Pelican crossing and '20mph when lights flash' scheme, Appleby Road	N/A	£34,360
Traffic calming incorporating speed cushions, Valley Drive	In Pipeline	£25,010
Pedestrian improvements incorporating footway widening, Parkside Road/Castle Rise	Delivered	£30,740
A65 Burton Road Cycle Route (Kirkbie Kendal School to Oxenholme)	Underway	£208,700
Pedestrian improvements incorporating footway widening Kendal Green /St Thomas's School	In Pipeline	£4,250

Walking and Cycling

Current Provision and Key Issues

Future Requirements

- 3.3.13 In addition to the sustainable transport schemes subject to Local Growth Deal funding as outlined above, there remain many other aspirations to improve the cycling and walking experience within Kendal's town centre, and from the centre to surrounding areas.
- 3.3.14 A Kendal Cycle Action Plan was produced in November 2007, and reviewed in 2009, putting forward a number of recommendations for delivering modest and small-scale improvements that could, collectively, greatly enhance cyclists' advantage and permeability, without compromising other road users.
- 3.3.15 There is a longer term aspiration to complete the Riverside cycle route via upgrades to the existing riverside path and provision of a cycle facility in the New Road corridor. This project will be developed in conjunction with consideration of development proposals for New Road Common and the Canal Head area. The Kendal Master Plan is looking closely at linkages between the town centre and Canal Head and may suggest some additional projects to enhance walking and cycling connectivity between the two.
- 3.3.16 Kendal Town Council and other interest groups have identified the need to create a comprehensive cycling network along the main routes into and out of Kendal crossing through the town centre. The routes affected being Milnthorpe Road / A6 / Shap Road and Windermere Road / A5024, Burton Road / A65. There is a need to ensure safe easy access through the town centre making journeys from south to north and vice-versa much more attractive and safe in nature.

Lancaster Multi-User Trail

- 3.3.17 The Lancaster Canal is located between Kendal and Lancaster and is currently un-navigable past Tewitfield. Much of the canal north of Stainton is not in water; and some of the canal bed has since been in-filled but most of the route is still clearly identifiable. There are aspirations to make the whole of the route navigable once again, as a visitor destination. It is recognised significant amounts of money will be required in order to achieve this.
- 3.3.18 The Lancaster Canal Regeneration Partnership is developing a multi-user towpath trail for walkers and cyclists. As part of the plan, £184,000 has been allocated towards the creation of part of the trail from Kendal to Natland. A partnership approach between South Lakeland District Council, Cumbria County Council, Inland Waterways Association, Kendal Town Council, Lancashire County Council, Lancaster City Council, Canal and River Trust and Lancaster Canal Trust has been developed to realise the long-term delivery of the trail. The major driving force energising the partnership is the

potential of the towpath trail to create new opportunities for leisure, tourism and economic development in South Cumbria and Lancashire.

Public transport

Current Provision and Key Issues

- 3.3.19 Public transport service provision to and from Kendal is good when compared with other settlements in the area. There are regular services throughout the day (excluding Sunday for some routes) to and from the other Principal and Key Service Centres in the District, and also to Barrow, Keswick, Lancaster, Carnforth and Penrith. Local services run to nearby Oxenholme and Burneside. However, existing public transport provision within Kendal is poor in the evenings and Sundays and there is a need to invest in the frequency and availability of public transport within Kendal.

Rail

- 3.3.20 The Lakes Line plays a critical role in supporting the Cumbrian tourist economy worth £2.6 billion annually. However, the line is not currently electrified and is only single track. This prevents regular, frequent stopping service plus through trains to Manchester Airport.

Future Requirements

- 3.3.21 Electrification had been proposed as part of Network Rail Control Period 5 but there has been a recent announcement that this is not to proceed. However it is understood that a direct service to Manchester International Airport (MIA) will be reintroduced in May 2018 regardless of any improvements. Oxenholme Rail Station needs enhanced parking facilities as part of the next franchise to maximise its role in serving Kendal and the Lake District.

Air Quality

- 3.3.22 The town centre of Kendal does experience some traffic congestion and associated traffic pollutants. This has resulted in some areas of the town experiencing pollutant levels of NO₂ above the EU and UK objective level of 40µgm³. As a result of this an Air Quality Management Area was designated within Kendal Town centre and an action plan to work towards lowering the level of pollution currently experience has been developed.
- 3.3.23 This action plan includes measures to encourage more journeys on foot, by bike and by bus. Three transport improvement schemes have been identified which will further develop the cycling networks in the town and other projects such as provision of electric vehicle charging points are also included. Implementing The Action Plan is an important means of improving air quality and reducing congestion in the town. The Action Plan sets out the delivery mechanisms for identified projects along with cost and anticipated timescales for delivery.

3.3.24 The 2016 Air Quality Action Plan includes the following projects, although not all are committed to proceed:

- Kendal Masterplan
- Control of Heavy Good Vehicles (HGV's) on Lowther Street
- Reducing bus emissions
- Implementation of Kendal sustainable transport measures
- Car Parking review (including Park and Walk / Park & Cycle)
- Kendal Strategic Transport Infrastructure Study
- Reduced taxi emissions
- Go Easy campaign and SLDC active travel
- 20 mph zones in Kendal
- Enhanced green infrastructure
- Encouraging walking
- Encouraging cycling, enhanced cycle routes and cycle parking
- Enforcement of parking/loading restrictions
- Public electric vehicle charging points
- Reduced price parking/parking permits for cleaner vehicles

3.3.25 Future requirements in Kendal will be guided by the Kendal Strategic Transport Infrastructure Study and Kendal Town Centre Masterplan. They will both identify infrastructure improvements which will be vital to enable the sustainable growth of the town.

3.3.26 Kendal Strategic Transport Infrastructure Study is investigating the feasibility of strategic transport improvements in Kendal to support the future growth of the town, reduce congestion and increase resilience within the centre, improve accessibility to employment areas and provide an alternative for diverted traffic when the M6 is closed.

3.3.27 Kendal Town Centre Masterplan will set out a clear vision and spatial framework for the development and management of the town and identify required infrastructure to enhance the environment of the centre while enabling future development. The outputs of these will support the next Local Plan.

Water and Wastewater Network

Current Provision and Key Issues

- 3.3.28 Strategically there is sufficient water supply to accommodate levels of new development, but there are potential risks of deterioration of water quality.
- 3.3.29 United Utilities is investing in the wastewater treatment works at Kendal. This takes account of the increase in population.
- 3.3.30 United Utilities is aware of some localised hotspots on the sewer network in Kendal. These include locations in North West Kendal and Burneside. United Utilities has advised that it would be able to most appropriately manage the impact of sites in North Kendal if they come forward in the latter periods of the plan period (phase 2, 2017-22), however, if an application for planning permission on these sites is brought forward in advance of the phasing programme identified, the impact on the wastewater network will be considered to ensure that the impact of the proposal, plus the impact of any relevant planning permissions in existence, is acceptable in advance of the delivery of any infrastructure solution for the wider network.
- 3.3.31 In considering the impact on wastewater infrastructure it will be important to understand the detail of the drainage proposals. United Utilities has emphasised the importance of no surface water connecting to the public sewer and the inclusion of sustainable drainage systems.

Table 23: Summary of sewerage infrastructure issues in relation to sewer network, treatments works and delivery mechanism in Kendal

Network Capacity Issues	Waste Water Treatment Works Issues	Delivery – Funding Source, Timescales
Hotspot locations noted. UU advises development to be phased in phase 2 of the plan period (2017-2022) in North Kendal	No current capacity concerns. Investment currently being undertaken	United Utilities – AMP6 2015-2020 and future investment plan periods

Flood Defences/Alleviation

Future Requirements

- 3.3.32 Key partners including the Environment Agency, the County Council and South Lakeland District Council are working together to fully understand the details of the December 2015 and other flood events to inform future decisions on flood defence infrastructure in and around Kendal.

3.3.33 Earlier in 2015 the County Council published its Local Flood Risk Management Strategy and its Action Plan identified a number of actions in the Kendal area to reduce flood risk. These are shown in Table 24 below.

From LFRMS Action Plan:

Table 24: Actions from the Local Flood Risk Management Strategy in the Kendal area

Location	Issue	Actions and Progress	Lead Organisation and Partner	Policies Served
Kendal	A number of small catchments drain the hilly area to the east of Kendal and result in watercourses that flow from east to west across the urban boundary, many of them in culvert. The topography and geology results in attenuation of peak flood flows into these catchments which provides a natural flood risk management function. This natural attenuation needs to be preserved or replicated as new development takes place	New development sites should look to preserve and utilise as many of the existing landscape features as possible these will help to recreate the natural greenfield run off processes.	SLDC - LLFA	P1, P3

Location	Issue	Actions and Progress	Lead Organisation and Partner	Policies Served
SL4 Hallgarth, Kendal	Residential estate with surface water and sewer flooding issues. Extensive flooding to properties in June 2012	Survey and inspection of sewer and highway drainage network. Identification of key flood storage and flood flow routes i.e. off Acre Moss Road. Property level resilience measures. Extensive sewer infrastructure improvements carried out by UU. Progress in all areas of recommendations. LLFA has published a Flood Investigation Report. MSfWG actions on-going	LLFA, - UU, SLDC	All
SL5 Carrus Green, Kendal	Surface water flooding risk to 10 potential properties	FCERM GiA bid made March 2014. Awarded Local Levy funding in 6-year programme	LLFA	P1, P2, P4
SL17 Kendal, River Kent	Review of existing flood alleviation scheme	FCERM GiA bid made in March 2014	EA	P1

Energy

Current Provision and Key Issues

Electricity and Gas

3.3.34 Within the current Regulatory period (to March 2015) Electricity North West is undertaking the following major works within the South Lakeland area:

- Installation of power factor correct capacitors at three primary substations that are connected to Kendal Bulk Supply Point. This will have the result of lowering electricity losses and releasing capacity in the network

3.3.35 There are no existing capacity issues with regards gas distribution infrastructure in Kendal. During the preparation of the Land Allocations DPD, National Grid provided information relating to the likely effect of new development on existing gas supply for Kendal based on a five year forecast. It was not anticipated that the proposed development rates and locations would result in the need for reinforcement in the network as there was sufficient capacity to accept the full load. The Council consulted National Grid during the preparation of this IDP update and was not advised of any changed position with regards gas supply infrastructure in Kendal.

Future Requirements

3.3.36 For the regulatory period 2015 to 2023 Electricity North West is considering the following reinforcement works:

- Installation of a third Grid transformer at Kendal Bulk Supply Point to increase the capacity to Kendal and the surrounding area
- Replacement of the Primary Transformers at Kendal primary substation (33kV to 11kV substation) with units of larger capacity i.e. replacing 23MVA transfers 32MVA transformers. This will increase the capacity at Kendal primary substation by 9MVA
- Replacement of the 33kV switchboard at Kendal Bulk Supply Point

3.3.37 It should be noted that at this stage these are only proposals and the decision to proceed with these investments will only be made once the 'need' is validated. ENW is preparing an investment plan based on their best knowledge of what might happen to demand for electricity between now and 2023. Their licence requires that they invest efficiently so if demand increases and it does not materialise then they will not make the investment i.e. the need for investment will need to be validated.

3.4 Social Infrastructure

Education

Current Provision and Key Issues

- 3.4.1 Based on a figure of 2,300 homes, using the population led model, will yield approximately 460 primary pupils and 330 secondary pupils. The figure of 2,300 includes 188 windfall and small sites that are located in the area. Housing numbers include Burton Road and Appleby Road broad locations and Kendal Canal Head assumption.

Primary Schools Impact

- 3.4.2 It is considered that there will not be sufficient primary places in Kendal to accommodate all of the pupil yield detailed above. Current figures would indicate a shortfall of approximately 195 places and, using the DfE multiplier, this would mean that education contributions of around £2.3 million would be needed to provide additional places. Under the current Regulation 123 list these would be funded in part or wholly by CIL.

Secondary Schools Impact

- 3.4.3 It is considered that there will not be sufficient secondary places in Kendal to accommodate all of the pupil yield detailed above plus other developments that fall within the catchment areas of the Kendal secondary schools. Current figures would indicate a shortfall of approximately 26 places and, using the DfE multiplier, this would mean that education contributions of around £0.5 million would be needed to provide additional places. Under the current Regulation 123 these would be funded in part or wholly by CIL.
- 3.4.4 A new building at Queen Katherine Academy to accommodate KS3 pupils from Sandgate School will be completed in February 2018.

Funding

- 3.4.5 Cumbria County Council will not be in a position to fund the additional school places that will be required to address the effects of new housing development. Therefore, where housing developments or the cumulative impact of a number of housing developments in an area give rise to the need for the delivery of new schools or the extension, refurbishment and/or remodelling of existing schools, under the current Regulation 123 these would be funded in part or wholly by CIL.

Health

Current Provision and Key Issues

Future Requirements

- 3.4.6 It is anticipated that over the lifetime of the Plan, on the basis of 3080 new properties between 2003 and 2025 and a ratio of 2.1 persons per new household (giving an approximate increase of 6500 people) Kendal is likely to require additional medical and dental provision. This would however depend upon the impact on the overall population i.e. the extent to which new housing is occupied by existing residents or by new population from outside the District area.
- 3.4.7 The indicative cost of a new medical practice, using estimates from recent capital build within South Lakeland as a bench mark, would be around £3m in capital. This would provide a practice for 7000 patients, or if developed under a private finance initiative would be c£160- 180k per annum. This estimate for a new centre can be taken to cover both medical and dental costs.
- 3.4.8 There is a national set formula which determines the funding associated with each patient registered with a medical practice and this funding moves as patients move practice, so as a patient list increases, so does the funding. As such, there are existing funding streams to cover the costs of any required increase in health infrastructure. It is likely that NHS dental provision will be similarly funded in the future although funding mechanisms for NHS dental services will be subject to national amendment in the next 2 to 3 years and therefore it is possible that there will be further cost pressures over and above those estimated.

Community Facilities

Current Provision and Key Issues

Indoor Leisure

- 3.4.9 The leisure centre in Kendal offers a wide range of indoor sports and cultural facilities and programmes, including 25m swimming pool, children's/learner pools, gym facilities, indoor sports hall, conference suites and a 900 theatre and arts venue. There are a wide range of other indoor (and outdoor) leisure facilities in Kendal including the climbing wall, dry ski slope and facilities provided by many local clubs and organisations.
- 3.4.10 Proposals are in place to improve existing facilities at Kendal Leisure Centre, £450,000 has been allocated to the refurbishment of changing rooms, and work is due to start in Summer 2017.

Public Realm, Heritage and Regeneration

- 3.4.11 Table 25 below indicates those projects identified in the previous IDP which have subsequently made progress or been completed.

Received funding in part/full and has commenced but not yet completed
Upgrade of Market Place, Kendal
Castle Dairy, Kendal – renovation due to flooding
Completed
Kendal Town Centre Signage
Highgate – widened and enhanced footways and lighting.
Blackhall Road, public realm
Courts off Dowker's Lane

Current Issues and Proposals

- 3.4.12 Work is planned to produce a management plan for the Conservation Area in Kendal and other Conservation Areas in the district. This work will identify projects to address the issues and objectives of the management plan and may feed into the preparation of design briefs for problem areas.
- 3.4.13 Improving the public realm in Kendal is important as part of providing a high quality environment for both residents and visitors to this growing market town. Widened footways and improved lighting were introduced in Highgate in the recent past and further enhancement is currently being progressed in the Market Place. It remains an intention to enhance or introduce shared surfaces in Kent Street and Stramongate. The Lancaster Canal Partnership also proposes to develop improved access and other enhancements along the canal corridor from Kendal to the district boundary. Kendal Town Council, Kendal Futures and Kendal Civic Society are also active in promoting public realm and regeneration-related improvements. A list of schemes under active consideration by SLDC and others is set out in Table 26, with indicative costs where known.

Evening Economy

- 3.4.14 A study has been undertaken into Kendal's Evening Economy by Kendal Futures with funding support from Kendal Town Council. This involved face to face interviews and on-line surveys with local people and also discussions with local business owners, transport providers, local authority councillors and officers and other key organisations within the town.

Some of the main findings included that:

- Kendal is underrepresented when compared to similar towns in terms of the number of cafes, restaurants, pubs and hotel rooms it supports
- There are no restaurants which are bookable on line via TripAdvisor or Open Table, (which typically lead to an increase in reservations) and there was demand for more recognised brands or chains
- Key trends recognise the increase in popularity of craft beers and breweries, gastropubs and coffee culture
- An increasing demand for evening coffee shops, which are considered safe spaces for younger people and families, and an interest in them offering games nights or live music
- The spread out nature of Kendal's eateries and bars creates a quiet feel in the town and improved signage and maps were just one suggestion to improve this
- A need to reduce red tape to encourage easier shorter, more frequent events such as First Friday Arts Showcases and to aid new business development within the evening economy
- Improving leisure options for younger people and families with activities such as a bowling alley
- The need to encourage extended shopping hours to improve dwell time and spend in cafes and restaurants in the early evening
- More evening buses and cheaper taxis or a shared taxi scheme would encourage more people to go out in the evening
- Partnership working across the town is important to stimulate the evening economy and the report gives examples of promotions and campaigns from other areas, such as 'Head out Not Home'

Table 26: Public Realm Projects – Kendal

Kendal
New Road car park – site upgrade and restoration (indicative cost £430,000)
Canal Corridor behind Aynam Place and Wilson Street public realm
Canal Corridor at the Lound/Change Bridge public realm
Canal Corridor to District boundary – enhanced access and public realm (Lancaster Canal Partnership)
Peppercorn Lane car park
Surroundings to Nether Bridge public realm
Stramongate Bridge approach public realm (Kendal Civic Society leading on small scale improvements)
Upper Stramongate/Kent Street extension to the pedestrian friendly area indicative cost £500,000

Cemeteries and Crematoria

Future Requirements

- 3.4.15 Kendal's Parkside Cemetery is most likely to be affected by an increased population growth due to the development proposals set out in the Land Allocations document, although there are many variables that make it difficult to predict future cemetery usage, including; a higher than average elderly population; people living longer; the choice of cremation rather than burial (particularly now that a crematorium is available locally) and; the age profile of the population for the proposed new homes.
- 3.4.16 Parkside Cemetery currently has two sections in use, one designated for 'Church of England' burials and one undesignated. Due to a utilities pipeline that crosses over and precludes the use of part of the C of E section, this is likely to reach capacity in the next 5 years, based on a past average of 25 new spaces used per year. The undesignated section will then become the only remaining land within the current cemetery boundaries, and with an average usage of 30 spaces per year, there is a projected maximum of 5 years until capacity is reached.
- 3.4.17 The designated extension land is on Castle Haggs allotments, which are non-statutory and can be reclaimed by the Council with appropriate legal notice. Due to its current use, this area would need considerable preparation and infrastructure improvements to assimilate it into Parkside Cemetery. This is expected to cost upwards of £50,000 and could be appropriate for funding through the CIL.

3.5 Green Infrastructure

Open Space, Outdoor Sport and Recreation

- 3.5.1 Table 27 below indicates projects identified in the previous IDP which have subsequently made progress or been completed.

Table 27: Projects from previous IDP

Received funding in part/full and has commenced but not yet completed
Castle Hill – received Locally Important Project Funding interpretation boards, improve entrances/footpaths and rights of way (Cumbria County Council and Kendal Town Council)
Nobles Rest – path improvements and drainage; and Town View path improvements (to be funded by Kendal Town Council, but not yet started)
Bowling Fell Interpretation Panels (Kendal Town Council, not yet started)
Completed in full or part
Abbot Hall – replanting programme (completed, funded by Kendal Town Council)
Castle Hill – Wildflower and natural planting in partnership with Cumbria Wildlife Trust Management Plan completed in part
Town View – Wildflower and Natural Planting and path improvements
Ford Park – replanting programme (completed, Kendal Town Council funded)
Not actively progressed at present
Abbot Hall – interpretation boards
Bowling Fell – Garth Heads restoration project
Nobles Rest – Replanting programme and Wildflower and Natural Planting
Dean Gibson Playing Field – Improvements to sports pitch
Jubilee Fields Project
Wattsfield Playing Field

Future Requirements

Table 28: Open Space Projects

Location	Type of works	Estimated costs
Abbot Hall, Kendal	<ul style="list-style-type: none"> Path improvements Repair and replace seats and litter bins Children's play improvements (Community Groups are seeking to raise funds) 	£125,000
Castle Hill, Kendal	<ul style="list-style-type: none"> Repair and replace seats and litter bins Wildflower planting 	£10,000

Location	Type of works	Estimated costs
Nobles Rest, Kendal	<ul style="list-style-type: none"> • Interpretation Boards • Repair and replace seats 	£5,000
Woodlands including Bluebell Wood, Prickley Fell Wood and Serpentine Woods	Various measures including: <ul style="list-style-type: none"> • Path improvements including entrances • Woodland Management Plans • Wildflower and natural planting • Trail and way markers • Seating 	£75,000+
Kendal Parks play facility	<ul style="list-style-type: none"> • Enhancements in response to needs arising from new developments 	Developer contributions (in part)
Play facilities	Various measures in response to specific needs arising from new developments, and outcome of play audit	Unknown
Town View, Kendal	<ul style="list-style-type: none"> • Wildflower and natural planting 	£25,000
Kendal Green, Kendal	<ul style="list-style-type: none"> • Path improvements (with community groups) • Woodland Management • Seating 	£15,000
Cemeteries	<ul style="list-style-type: none"> • General enhancements 	Unknown

Allotments

- 3.5.2 Allotments have many benefits including for mental and physical health and well-being, biodiversity and enabling people to grow their own food. There are 472 allotment plots across 17 sites in Kendal. Kendal Town Council manage all of these. The Open Space, Sport and Recreation Study (2008) showed a high level of demand for new, additional allotment provision and a need to increase the quality of existing provision. A waiting list is in operation across all the sites, with the longest waiting lists at Sandylands, Coley Barn and Greenside, where the waiting time is approximately 2 to 3 years. It may be that plots can be split when they become vacant to meet some of the demand.
- 3.5.3 The Council will work with the Town Council to increase provision as appropriate.

3.6 Community Aspirations for Infrastructure Improvements

3.6.1 Consultation with Parish and Town Councils has highlighted the following community aspirations for infrastructure improvements:

3.6.2 Kendal Town Council (IDP 2014)

Traffic Model

- Request an up to date Highways SATURN model
- Re-run traffic model to identify roads where traffic volume increases by more than a given factor verses the base case (20%), or where increased volume (say 300-400 vehicles/hour) is likely to lead to calls for other measures such as new 20 mph calmed zones, pedestrian crossings etc.

Identify additional Sustainable Transport Improvements:

- Would like a masterplan produced for walking and cycling through the town, from existing and new residential and business areas, this should include identification of:
 - Clearly identified safe walking / buggy pushing /cycling routes to school, nurseries
 - Comprehensive cycling network
 - Pedestrian /cycle friendly routes through town centre
 - Public transport plan for wider catchment of Kendal College
 - Recognition of Lakes Line serving Kendal schools
- The use of the masterplan should identify gaps and then draw up a list of additional sustainable transport improvements

Identify additional public transport improvements:

- Re-work costings so they include a comprehensive full day town bus service, bus shelters and real time displays

Attractive cycling and walking movement:

- Weather-proofing- improved road surfaces, investment in snow clearings, improved lighting, secure weather proof cycle racks and e-bike recharging positions

Air Quality:

- Make town centre free of all but essential motorised vehicles, may require new river crossing

Car Parking:

- New town centre parking for cars and coaches

Improved access to green spaces:

- Footpaths, cycle tracks, benches, miles without stiles and interpretative panels

3.6.3 Kendal Town Council (CIL Response 2014)

- Need to make provision for a new river crossing, a southern link road, a northern development road and additional sustainable transport improvements and a masterplan

3.6.4 Kendal Action Plan and CIL Project Funding Criteria

Kendal Town Council has specified it needs the Kendal Masterplan and Strategic Transport Infrastructure Studies to inform consideration of community aspirations. It is currently updating the Kendal Action Plan which sets out its priorities and is linked to a CIL Project Funding Criteria document. This latter document sets out a mechanism for identification of projects in terms of how they adequately address one or more of Kendal Town Council's core themes. The core themes are set out below and were chosen to incorporate projects that benefit many within the community and the types of projects SLDC are unlikely to fund because they fall outside of SLDC's IDP and Regulation 123 List. However, Kendal Town Council recognises that SLDC and CCC also deliver a range of projects within Kendal which KTC may choose to support via its CIL allocation. Kendal Town Council will continue to liaise with SLDC & CCC to stay informed of potential projects to enable strong partnership working.

3.6.5 Core Themes:

- Sustainable Connectivity (for example between new developments and Kendal town centre or other key nodes)
- Town Centre Vibrancy (visually via public realm improvement projects and economically via tourism/promotional support)
- Green Space Enhancement (for example, enhancement of habitats and the areas people go to enjoy green spaces)

3.6.6 Having identified which core theme the project fits, the second stage is to identify whether the project proposal is highlighted in current Town Council priorities and or current key reports, whether it will create value for money, can the project independently cover any ongoing maintenance costs and will it create positive outputs and outcomes.

3.7 Summary of Infrastructure Projects in Kendals

Table 29: Summary of Infrastructure Projects in Kendal

Infrastructure	Project	Delivery Body	Timescale ⁷	Potential other sources of funding	Estimated Cost
Transport	Kendal Transport Improvements Package of Measures	CCC	Short	Local Growth Deal – committed, CIL and other sources not developer contributions (s106)	£3,400,000
Transport	Access to Scroggs Wood employment site	CCC	Medium	CIL and other sources – not developer contributions	£805,000
Transport	Access to East of Burton Road employment site	CCC	Medium	CIL and other sources - not developer contributions	£775,000
Transport	Other transport improvement measures resulting from outcome of Kendal Town Centre Masterplan, and Kendal Strategic Transport Infrastructure Study	CCC	Medium - Long	CIL and other sources – not developer contributions	Unknown
Transport	Other transport improvement measures such as improvements to Lakes Line Railway	Transport Providers	Medium - Long	Other sources	Unknown
Education	Kendal Primary School places – 195 places	CCC	Short to Medium	CIL	£2.3 million
Education	Kendal Secondary School 26 places	CCC	Short to Long	CIL	£0.5 million

⁷ (Short - 0-2 years, Medium 2-5 years, Long - 5 years onwards)

Regeneration/Public Realm/Heritage	Kendal Canal Head	CCC	SLDC, others	Short to Long	£1 million
Regeneration/Public Realm/Heritage	Kendal Public Realm Improvements including: New Road upgrade and restoration Upper Stramongate/Kent Street Nether Bridge public realm Woolpack yard Pepperorn Lane Car park Stramongate Bridge approach public realm	SLDC, others	Short to Long	CIL and other sources	Unknown collectively £430,000 £500,000 TBC TBC TBC TBC
Green Infrastructure	Open Space Improvements directly related to needs arising from new developments excluding sites referred to in row below	SLDC, Developers	Short to Long	Developer Contributions S106	Unknown
Green Infrastructure	Improvements to Abbot Hall Park, Castle Hill and Nobles Rest open spaces	SLDC, others including Town Council	Short to Long	CIL and other sources	£140,000
Green Infrastructure	Other open space improvements not directly related to development including: Woodlands including Prickley Fell Wood, Bluebell Wood and Serpentine Wood Town View Kendal Green Cemeteries	SLDC, others including Town Council	Short to Long	Other sources	£115,000

Green Infrastructure	Lancaster Canal trail improvements – cross cutting location including Aynam Road – Wilson Street, Lound/Change Bridge	CCC, SLDC Canal & River Trust, Lancaster Canal Regeneration Partnership, Kendal Town Council, Canal and River Trust, Inland Waterways Association	Long	CIL and other sources	Unknown
Green Infrastructure	Allotments	Parish/Town Council	Long	Section 106 and other sources	Unknown
Health	Health care facilities	Morecambe Bay Clinical Commissioning Group	Long	CIL and other sources	£3,000,000
Community	Cemetery extension - Parkside	SLDC	Short to Long	CIL and other sources	£50,000
Community	Community facilities	Various	Long	CIL and other sources	Unknown
Community/Leisure	Kendal Leisure Centre Improvements	SLDC/GLL/Sport England	Short to medium	£450,000 committed so far, CIL and other sources	Unknown
Energy	Upgrades Kendal primary electricity substation	National Grid/ Electricity North West	Short to Long	Other sources	Unknown
Flooding	Defences along River Kent, other alleviation measures to be identified	Environment Agency	Long	Other sources	Unknown
Waste Water Supply	Sewerage infrastructure improvements as required	United Utilities	Long	Other sources	Unknown

4 Infrastructure in Ulverston and Furness

Core Strategy Objectives for Ulverston and Furness of relevance

- Make provision for in the region of 1,760 additional dwellings in Ulverston between
- Expand Ulverston to accommodate in the region of 12 hectares of employment development between 2010 and 2025
- Protect and enhance the vitality and viability of Ulverston town centre, including
- Improving pedestrian and cycle access and ensuring effective town centre management

4.1 Introduction

4.1.1 The Ulverston and Furness Strategy include the following settlements:

- Ulverston (Principal Service Centre)
- Kirkby-in-Furness, Greenodd/Penny Bridge
- Swathmoor, Great/Little Urswick, Broughton-in-Furness (Local Service Centres)
- Smaller villages and hamlets including Bardsea, Baycliff, Gleaston, Leece, Loppergarth, Newbiggin, Scales, Stainton with Adgarley

4.1.2 The Furness area contains Ulverston, this is the principal market town in the area. It is the hub town for local industry and the main centre of population. Ulverston also provides a range of services that includes leisure, community, civic, health and education facilities and financial and professional services for local residents and those living in the surrounding smaller settlements.

4.1.3 Ulverston is in a close functional network with Dalton in Furness and Barrow-in-Furness, which fall outside the South Lakeland Local Plan area. This is on the basis that these settlements are all strong local employment centres in the area, both in terms of the number of jobs hosted in the town and as the main centres of employment in Furness. They are strong non-food and food retail centres and the focal points for retail in the area.

4.1.4 The majority of Broughton in Furness and Lindal-in-Furness fall outside the South Lakeland Local Plan area and the area strategy seeks to address this close functional relationship. The assessment of development required in these areas and any subsequent identification of sites will be a joint matter for South Lakeland District Council and Barrow Borough Council/Lake District National Park to agree together.

- 4.1.5 The Ulverston area has a unique cluster of high added value, knowledge-intensive engineering jobs that need nurturing. Good manufacturing jobs support the town centre economy as the workforce has discretionary income to spend.
- 4.1.6 However, Furness and West Cumbria continues to face long term economic difficulties brought about by the decline in its traditional manufacturing base and its relatively peripheral location from regional and national markets. The contraction of the shipbuilding yards in Barrow over recent years has had a major impact on Ulverston's economy; leaving it with persistently higher unemployment rates than elsewhere in the District.
- 4.1.7 The Furness Peninsula has become heavily reliant on major employers. BAE Systems, based in Barrow-in-Furness, and GSK, which has a manufacturing operation at the eastern end of Ulverston, are significant examples.

4.3 Physical Infrastructure

Highways Network

Current Provision and Key Issues

- 4.3.1 The A590 is the main route in and out of the Peninsula, linking with junction 36 of the M6. In a few places it is dual carriageway, but generally it is single carriageway that causes many difficulties during busy commuting times, highways repairs and holiday periods
- 4.3.2 The Core Strategy seeks to support improvements to the operation of transport routes linking Furness to the M6. It also supports working with partners to increase the public transport network service linking the rural settlements within the Furness Peninsula, as well as those areas of south west Lake District, such as Coniston and Newby Bridge, to Ulverston.

Ulverston and Swarthmoor Traffic Study

- 4.3.3 In Ulverston, significant housing allocations are proposed. These will also affect the road network around Swarthmoor. Additionally, Swarthmoor itself has a significant housing allocation.
- 4.3.4 The results of the Ulverston and Swarthmoor Traffic Study (February 2012) and Ulverston Traffic Study (February 2014), which assessed the impact of development for the A590 and local road network, indicate the following junctions will be operating over capacity in 2025 with the proposed development identified in the Land Allocations DPD:
- A590 / North Lonsdale Road
 - A590 / Quebec Street
 - A590 / The Ellers Roundabout
 - A590 / Prince's Street / Queen Street

Future Requirements

Transport Infrastructure Schemes

- 4.3.5 A number of transport infrastructure schemes in Ulverston have been identified from a range of sources including study and modelling work in connection with the proposed development allocations. Schemes identified are summarised in Table 30 and Table 31 below. At this stage, the schemes highlighted in Table 30 are considered essential to deliver the sites and aspirations of the adopted Local Plan, those in Table 31 are considered to be non-critical but still important to the delivery of the Local Plan. The schemes will be reviewed and rolled forward annually to deal with the changing evidence, priorities and funding.

Table 30: Priority Schemes

Priority Schemes: Critical Needed to support the delivery of the Local Plan's aspirations
Improvements to A590 / Quebec Street junction, Ulverston
Improvements to A590 / Prince's Street Queen Street junctions, Ulverston
A590 / The Ellers Roundabout, Ulverston improvements
Highway access improvements from the A590 to land at Canal Head, Ulverston
Highway access improvements from the A590 to Lightburn Road employment site allocation, Ulverston
Improvements to North Lonsdale Terrace / A590 Junction, Ulverston
Cross-a-Moor junction Swarthmoor

Table 31: Lower priority schemes

Schemes needed to support the delivery of the Local Plan's aspirations but currently considered to be of lower priority than those above
Sustainable Transport Improvements Ulverston – to be identified

- 4.3.6 Local growth Fund funding has been secured to support the delivery of the infrastructure required to unlock some of the sites allocated within the Local Plan.
- 4.3.7 In addition to those sites for which funding has been secured, the SEP recognises that in the medium term, the strategic employment site at Canal Head in South Lakeland is key to delivering the employment land required to support the economic growth of the M6 corridor.
- 4.3.8 In light of the current challenging economic conditions and the need to ensure the proposed allocations are viable, the Council is committed to working with developers and other bodies to support means of accessing necessary funding sources to realise the delivery of employment development. The Further Highways Evidence Study March 2013 identifies indicative costings associated with necessary access arrangements for a number of employment sites. Those of relevance for Ulverston are set out in Table 32.

Table 32: Budget estimates for schemes identified to improve access to employment sites in Ulverston – Land at Ulverston Canal Head Site (Non-site allocation):

Site	Indicative cost
'Mixed use regeneration opportunity area' – Policy LA5.4	£737,650
'Ulverston Canal Head Business Park and Employment Regeneration Area' – Policy LA5.3	£1,478,720

Total = approximately £2,216.370

Base costs derived from the Further Highways Evidence Study March 2013 and A590/B6385 Junction Options Study June 2013. Costs have been amended to ensure that the estimates reflect the total cost of the project and are therefore in some instances higher than the original report. These costs are budget estimates and are based on indicative layouts. Estimates include inflation to 2015. Schemes delivered after 2015 are likely to cost more and budget estimates will have to be reviewed to take into account inflation.

Part of the Ulverston Canal Head Site is subject to current proposals for a range of uses, the estimated costs identified do not take these proposals into account, therefore there is now uncertainty regarding costs for this site.

Delivery and Funding

- 4.3.9 Table 33 highlights potential mitigation steps to address the effects of these developments. It is considered that the individual improvements can be delivered via mixture of CIL, developer contributions (s106 / s278) and the Growth Deal funding.

Table 33: Strategic Access Improvements to Employment and Housing

Scheme	Delivered/Underway/ In Pipeline	Indicative Costs
A590 / North Lonsdale Terrace – junction improvements and traffic management improvements on North Lonsdale Terrace	In Pipeline	£1,250,000 (Local Growth Deal)
A590 / Daltongate improvements (access improvements to Lightburn Road employment site)	Underway	£2,250,000 (Local Growth Deal)
A590 / A5087 Quebec Street improvement (signalised junction)	Delivered	£1,000,000 (Local Growth Deal)

Scheme	Delivered/Underway/ In Pipeline	Indicative Costs
A590 / Ellers Roundabout improvements – signal improvements to improve the efficiency of the junction	In Pipeline	£237,035 To be delivered by Highways England (following completion of improvements at Quebec Street, Daltongate and North Lonsdale Terrace)
A590 / Prince's Street junction – improvements to the signalised junction to improve the efficiency of the junction	In Pipeline	£212,261 To be delivered by Highways England (following completion of improvements at Quebec Street, Daltongate and North Lonsdale Terrace)
A590 / Canal Head junction improvements – access improvements to Canal Head from the A590 to improve access to the 'Mixed use regeneration opportunity area' – Policy LA5.4	In Pipeline	£737,650 CIL/other sources £1,478,720 CIL/other sources
'Ulverston Canal Head Business Park and Employment Regeneration Area' – Policy LA5.3 *Scheme needs devising, HE objected	Unknown	Unknown
Sustainable Transport Improvements	In Pipeline	£1,250,000 To be funded by Developer Contributions S106 – site specific measures (however in the future it may be possible for CIL eligible schemes to be identified in the IDP)

Improvements to A590 / Quebec Street junction, Ulverston

- 4.3.10 Construction works commenced 21st November 2016, with works completed by end March 2017. The scheme helps futureproof this junction so that it is able to accommodate additional traffic as a result of new housing and employment sites becoming a reality in South Ulverston and make such sites more attractive to potential investors. The scheme also improves road safety by providing safe exit for road users from Quebec Street onto the A590. Two controlled Pedestrian crossings are another significant improvement as the current crossing of Quebec Street is uncontrolled.

Improvements to A590 / North Lonsdale Terrace junction, Ulverston

- 4.3.11 Improvements to the A590 North Lonsdale Terrace junction will include creation of a signalised junction alongside pedestrian crossing improvements ensuring ongoing effective access to the South Ulverston Industrial Area. Design and land acquisition programmed for 2017/18 with the construction phase earmarked for 2018/19.

Highways access improvements from the A590 to Lightburn Road employment site allocation, Ulverston

- 4.3.12 Construction works commenced February 2017 with works due to be complete in Autumn of the same year. Once complete the scheme will provide highway access to allocated employment land south of the A590 in the form of a four arm signal controlled junction. A new 180m long access road will be constructed within that allocated employment land allowing for development of the site. Pedestrian crossing facilities will be included within the new junction along with footways within the site adjacent to the new access road. The proposed Furness Peninsula Blue Light Hub will be constructed on part of the site and will utilise the new access road and junction onto the A590.

Sustainable Transport Improvements

- 4.3.13 As stated in paragraph 7.5.1 of the Ulverston and Swarthmoor Traffic Study, improvements and measures are required to ensure congestion is minimised and that alternative modes of travel are made available to help reduce the reliance on the car. As well as cyclist, pedestrian and travel plan measures, consideration needs to be given to improvements into public transport as highlighted in Paragraph 8.15 so as including bus service and infrastructure improvements.
- 4.3.14 In context of the above, sustainable transport improvement schemes which relate to the site allocations and other significant proposals will need to be identified. These schemes could be funded through site-specific S106 agreements, but may also be considered suitable as CIL candidates in the future.

A590 Operation

- 4.3.15 The 2012 A590 Route Management Strategy (document reference Page 25-27) includes evidence of a high-level assessment of the issues associated with the

proposed allocations for highways capacity on the A590. It concludes that outside of the stretch within Ulverston, there would be sufficient levels of capacity on the A590 to accommodate the extra traffic likely to be generated by the proposed allocations.

- 4.3.16 The West of M6 Strategic Connectivity Study identifies the need for junction improvements along the A590 in Ulverston and at Swarthmoor.
- 4.3.17 The North Pennines - Route Strategy covers Cumbria and includes a list of improvements to the strategic road network for 2015-2020. Improvements to the A590 are identified as an investment priority.

Cross-a-Moor Junction

- 4.3.18 The existing junction at Cross-a-Moor where Main Road and Pennington Lane meet the A590 is operating above capacity resulting in delays and forming a significant constraint on the local highway network. Cumbria County Council, Highways England and South Lakeland District Council have been working closely together to identify a solution which will enable the junction to operate within capacity, in order to enable the delivery of significant housing development at Croftlands and Cross-a-Moor.
- 4.3.19 It has been identified that the best solution is the provision of a new roundabout on the A590 just to the south of the existing junction. The roundabout has been costed at £5.085m and an application has been made to the Highways England Growth and Housing Fund to finance its delivery. Developer contributions from the Croftlands and Cross-a-Moor site allocations will contribute around £1.74 million and the District Council £300,000 towards the funding of the roundabout. The application to the Growth and Housing Fund is currently progressing through the various stages of assessment.

Public Transport

Current Provision and Key Issues

Future Requirements

Buses

- 4.3.20 Ulverston has a town centre bus service, and there are regular services to Barrow-in-Furness via the A590 and also the Coastal route as well as to Kendal via Grange-over-Sands. Less regular services operate between Ulverston and Windermere and also Coniston. There is a very limited service between Broughton-in-Furness and Barrow-in-Furness via Kirkby-in-Furness.

Rail

- 4.3.21 The Furness Line plays a vitally important role in the Cumbrian economy, providing connectivity between the Furness Peninsula and the wider UK via Lancaster. The line faces significant constraints including limited line speed and an inability to operate electric trains.

- 4.3.22 The need for frequent direct services to Manchester Airport is critical to strengthen the advanced manufacturing sector and the growing visitor economy. Consideration needs to be given to reviewing current speed restrictions on the line so as to reduce journey times and slow running.
- 4.3.23 As discussed the Furness Line Study put forward a number of suggestions to improve the current service railway provision offer. This includes some small-scale investments in railway station facilities, and consideration of electrification of the line in the longer term.

Walking and Cycling

Current Provision and Key Issues

Future Requirements

- 4.3.24 In addition to the sustainable transport improvement measures for Ulverston. There are a number of other potential walking and cycling schemes that would be of a strategic benefit to the wider Furness area. These include new cycle and walking routes for example making the use of the existing disused railway lines including Greenodd-Ulverston, and Foxfield to Coniston, for recreational purposes, as well as improvements to the Bay Cycle Way.

Water and Wastewater Network

Current Provision and Key Issues

- 4.3.25 United Utilities is currently investing at Ulverston Wastewater Treatment Works. United Utilities has invested at Morecambe Road, Ulverston to reduce the impact of storm discharges into the Leven estuary.

Future Requirements

- 4.3.26 United Utilities emphasises the importance of finding an alternative to the public sewer for surface water and the inclusion of sustainable drainage systems.

Table 34: Summary of sewerage infrastructure issues in relation to sewer network treatment works and delivery mechanism in Ulverston and Furness.

Settlement	Network Capacity Issues	Waste Water Treatment Works Issues	Delivery – Funding Source, Timescales
Ulverston		Process Upgrade at Ulverston Treatment Works ongoing. Investment at Morecambe Road complete.	United Utilities – AMP6 2015-2020

Flood Defences / Alleviation

Current Provision and Key Issues

- 4.3.27 Critical floodplains include around Dragley Beck, Ulverston. These floodplains must be preserved (Environment Agency's Kent and Leven Catchment Flood Management Plan). There are several areas of raised defences within South Lakeland. Flood defences are typically raised structures that alter natural flow patterns and prevent floodwater from entering properties in times of flooding.
- 4.3.28 There is always the residual risk that these defences may fail, as a result of either overtopping and/or breach failure.
- 4.3.29 The EA has provided a list of sites where they and CCC are investigating the potential for flood risk management schemes. Within the Ulverston area, the following locations are under consideration:
- Soutergate, Kirkby-in-Furness (fluvial and surface water);
 - Ulverston (Dragley & Town Beck) Fluvial and Surface Water schemes (Market Square, Lonsdale Terrace/Road, Rydal Road, Beckside Road)
 - Ulverston (Canal Foot) Tidal Scheme
- 4.3.30 The EA and CCC will continue to work with SLDC and provide further information on any flood risk management opportunities that are identified. Funding will be an important issue, and the use of the CIL could be an alternative funding source to help the delivery of any schemes in the future.
- 4.3.31 The Ulverston Infrastructure (Flood Risk) Investment Programme is focused on addressing flood risks within the town, reducing the risk of flooding to over 114 existing businesses, road infrastructure and 412 residential properties in South Ulverston. Monies have been awarded towards the scheme (5 million through Local Growth Deal Funding). It includes the Town Beck Flood Risk Management Scheme valued at £3.5 million. The overall investment programme is estimated to cost £18.5 million and will deliver the following:
- South Ulverston Surface Water Flood Risk Management Scheme
 - Dragley Beck Flood Risk Management Scheme
 - Ulverston Tidal Flood Risk Management Scheme

The programme will safeguard and enable the expansion of a number of advanced manufacturing companies and provide confidence to attract further investment to Ulverston.

Future Requirements

- 4.3.32 The Action Plan of the Local Flood Risk Management Strategy identifies a number of specific actions in the Ulverston area for improving infrastructure to reduce flood risk. Table 35 below shows an extract of actions for the Ulverston area.

From LFRMS Action Plan:

Table 35: Actions from the Local Flood Risk Management Strategy in the Ulverston area

Location	Issue	Actions and Progress	Lead Organisations and Partner	Policies Served
Ulverston	Area to the south of Swarthmoor and Croftlands (Park Head Road) and the associated sub catchment has had historic drainage problems. The line has been drawn to encompass the development allocations in this area and make some consideration of the subcatchments. Another area for consideration is the area between Dragley Beck and the Ulverston Canal where low lying land has drainage problems, often exacerbated by high tides and river levels in Dragley Beck	For new development, surface water runoff should be retained as close to new developments as possible. Lower density development should be considered in order to accommodate Sustainable Drainage Systems. Green spaces should be allowed for within development masterplans. It is recommended that the recorded flood extents are used to inform development layouts and locations of Sustainable Drainage Systems measures. Alternatively, existing structures such as Ulverston canal could be used for the storage of surface water on a larger scale.	SLDC - LLFA	P1, P2, P3, P4

Location	Issue	Actions and Progress	Lead Organisations and Partner	Policies Served
SL1 North Lonsdale Terrace – Ulverston	Flood risk in this location is heavily linked to Dragley Beck (main river). Direct flooding from Dragley Beck to the North Lonsdale Road area is mitigated by a flood defence bund. However. The low lying, flat topography means that the existing drainage system struggles to get a gravity outfall. The drainage system includes UU sewers, highway drainage and minor watercourses that have been culverted and built over. During heavy rainfall events, surface water enters the UU sewers, causing them to surcharge. During the November 2009 flood event, the bund was bypassed and the sewers surcharged, 109 properties were flooded.	Some intervention is economically beneficial although the cost benefit ratio is low. Property level protection or redirecting some of the surface water sewers appears to be the best options. Potential for development gain. CCC's Planning Obligations Policy outlines the expectations on developers to make contributions secured through s.106 Agreements. MSfWG continuing to work together to complete actions when funding becomes available. FCERM GiA bid for investigation and study work made in March 2014.	LLFA EA – SLDC, Ulverston FAG, UU, Ulverston Canal owners, landowners/ developers	P1, P2,P3,P4

Location	Issue	Actions and Progress	Lead Organisations and Partner	Policies Served
SL2 North Lonsdale Road – Ulverston	In this area, there are problems relating to the disused Ulverston Canal. In the North Lonsdale Terrace area (Honeypot Estate), the highway outfalls are unable to discharge into the canal due to siltation. This causes surcharging and surface water flooding in the surrounding area. The flood extents and depths are not as significant as in North Lonsdale Road, but this is a pure surface water flooding problem. This area has also been highlighted due to the potential future development in the area. Future development may take place either side of the canal, adjacent to the Honeypot Estate. The natural surface water outfall for the new development would be the canal. This solution is therefore linked to the North Lonsdale Road canal storage option.	Works are required to improve the capacity of the canal to allow a free discharge during flood events, or new drainage arrangements for the existing and proposed development. Stakeholders should be encouraged to partner in a plan for this area that should include the following issues: surface water discharge into the Canal and backing up, leakage from the canal, surface water recommendations for the development of land around the canal. Extensive works to be undertaken in the area to improve drainage and river issues by the EA. MSfWG continue to monitor and investigate various drainage issues in this location.	LLFA – SLDC Ulverston FAG, UU, Ulverston Canal owners, landowners/developers	All
SL3 Beckside Road - Ulverston	Surface water flood flows that pass over Old Hall Road and then along Beckside Road. The source of the flood water is a mill race.	Due to the number of properties at risk and the severity of flooding, only small scale intervention would be appropriate. The capacity of the highway culvert should be assessed and options for increasing its capacity should be considered.	LLFA – EA, SLDC	P1, P2, P4, P5

Location	Issue	Actions and Progress	Lead Organisations and Partner	Policies Served
SL14 Arrad Marsh/Canal Foot, Ulverston	South Lakeland Coastal Strategy	FCERM GiA bid for study work made in March 2014	EA - SLDC	All
SL15 Ulveston Town Beck	Flooding from Town Beck	Flood alleviation scheme. Start on site Spring 2015. Scheme construction phase to reduce flooding to 184 homes and 116 business premises. FCERM GiA Bid made for Ulverston FRM Scheme March 2014	EA	P1 ,P4
SL16 Ulverston Urban Drainage	Study to investigate flood risk issues of development sites on southern fringe of town	FCERM GiA bid made in March 2014 Awarded Local Levy funding in 6-year programme.	LLFA – EA, SLDC, UU	P1, P2, P3, P4

Energy

Current Provision and Key Issues

Electricity

- 4.3.33 There is currently no plans to expand the network as a result of development proposed in Ulverston and Furness.

4.4 Social Infrastructure

Education

Current Provision and Key Issues

Ulverston

- 4.4.1 Based on 1,410 homes, using the population led model, will yield approximately 285 primary pupils and 200 secondary pupils. The 1,410 figure includes windfall and small sites in the area, and housing figure assumptions for Ulverston Canal Head.

Primary Schools Impact

- 4.4.2 Given current capacity figures and projected numbers on roll it is likely that there will be sufficient primary places in Ulverston schools. However, changes to schools currently under discussion may result in a reduction in the available capacity in the area. Should additional school places be required, under the current regulation 123 list, these would be wholly or in part funded by CIL.

Secondary Schools Impact

- 4.4.3 It is considered that there will not be sufficient secondary places to accommodate all of the pupil yield detailed above when all development within the catchment area of Ulverston Victoria High School is taken into account. Current figures would indicate a shortfall of approximately 235 places and, using the DfE multiplier, this would indicate that education contributions of around £4.3 million would be needed to provide additional places. Under the current regulation 123 list, these would be wholly or in part funded by CIL.
- 4.4.4 An 80 place Special School (to replace Sandside Lodge School) is being built on the site of the Victoria High School site in Ulverston. The new school will cater for children with severe and profound learning needs and will be completed in September 2018.

Ulverston / Furness Local Service Centres

- 4.4.5 Based on 310 homes, using the population led model, will yield approximately 60 primary and 45 secondary aged children. The figure includes windfalls and small sites.

Primary Schools Impact

- 4.4.6 It is likely that there will be some areas in the Local Service Centres of Ulverston/Furness where there will be pressure on the number of primary places available. In particular Penny Bridge, Kirkby in Furness, Little and Great Urswick, and Swarthmoor will be full or short of a small number of primary places. Any education contribution targeted at primary schools in this area will be sought via S106 agreement.

Secondary Schools Impact

- 4.4.7 It is likely that development in some areas in the Local Service Centres of Ulverston/Furness will create pressure on places in the catchment area of Ulverston Victoria High School secondary school. Areas potentially affected are Little and Great Urswick, Penny Bridge and Swarthmoor.
- 4.4.8 Additional impact could be felt from development in small rural settlements and open countryside.

Funding

- 4.4.9 Cumbria County Council will not be in a position to fund the additional school places that will be required to address the effects of new housing development. Therefore, where housing developments or the cumulative impact of a number of housing developments in an area give rise to the need for the delivery of new schools or the extension, refurbishment and/or remodelling of existing schools, the county council will look to the developer to fund the full cost of providing the additional facilities required.

Furness College

- 4.4.10 Furness College and Barrow Sixth Form College merged in August 2016 to form the largest Further Education college in Cumbria. The College has around 1500 16-18 year- old students, approximately a third of whom come from the South Lakeland plan area including some from as far away as Kendal and Milnthorpe. The College provides Entry, Level 1, Level 2 and Level 3 courses, including vocational and A levels, together with Higher Education, apprenticeships and work based learning. Barrow-in-Furness has one of the highest numbers of apprenticeships in the North of England, and Furness College has a large team who work with employers in both the Furness and South Lakeland area to continue this growth under the revised apprenticeship funding system of levies, together with the new apprenticeship standards. Students at the College range from young people to adults of all ages, many of whom are employed.
- 4.4.11 The college has over 6000 students and this will continue to grow in coming years, despite the reduction in the number of year 11 school leavers. This growth will include the development of new courses to match labour market requirements both locally and nationally and the funding for these courses will be through both the ESFA (Education and Skills Funding Agency) and through fees paid by students and employers, including the apprenticeship levy. Over 500 students already study a wide range HE courses and this is growing. Furness College is the only provider of Construction Management Foundation Degree in Cumbria. The College also hosts a University Centre in partnership with the University of Cumbria at its Channelside Campus. This campus was opened in 2012 at a cost of £43 million.

- 4.4.12 The College's two campuses cover every vocational area to meet the needs of the community and beyond, and include workshops, salons and other specialised facilities required by industries as diverse as engineering, motor vehicle, health and social care, hospitality, hair and beauty therapy, art, IT, media and science.
- 4.4.13 In 2016, the College opened its new Advanced Manufacturing and Technology Centre which focusses on higher level skills and university education in the dynamic and fast-evolving sector of advanced manufacturing. This was funded through the College's own reserves, the Higher Education Funding Council for England (HEFCE) catalyst fund and the Cumbria Local Enterprise Partnership.

Community Facilities

Current Provision and Key Issues

Leisure facilities (indoor sports/fitness)

- 4.4.14 The leisure centre in Ulverston offers a wide range of indoor and outdoor sport facilities and programmes, including a swimming pool, gym facilities, tennis centre, a full-size artificial pitch, all-weather tennis courts and new 3G pitch, as well as grass pitches.
- 4.4.15 SLDC is working with GLL assessing options to improve facilities, these include proposals for a potential £13 million redevelopment of the Priory Road site. The proposals have been informed by GlaxoSmithKline's need to relocate its sports centre as part of possible future redevelopment plans of its site on North Lonsdale Road, Ulverston. A public consultation exercise was carried out in late 2016 to offer ideas and opinion on the proposals. The next stage will be to examine further planning and financial considerations, including whether funding commitments from partners such as Sport England could be secured. Initial proposals include a brand new leisure centre building housing a swimming pool, gym, studio spaces, indoor tennis/multi-use hall, as well as a café, social and meeting spaces and outdoor facilities and sports pitches.

Libraries

- 4.4.16 There is one library in Ulverston and CCC has confirmed that there are currently no plans to provide further libraries within Ulverston.

Public Realm, Heritage and Regeneration

Current Provision and Future Requirements

- 4.4.17 Ulverston has benefitted from significant investment in public realm improvements in past years including The Gill car park, County Square, Upper and Lower Brook Street, Queen's Court. The Rope Walk Greenway and other improvements to car parks and yards.
- 4.4.18 However there remains significant potential for further public realm improvements, as demonstrated in schemes listed in Table 36, mainly suggested by Ulverston Town Council. Future income from the 15% neighbourhood element of CIL provides one source of funding which could assist with such projects in future.

Table 36: Historic Environment Projects: Ulverston

Public Realm and Historic Parks in Historic areas: Ulverston
Buxton Place Car Park and Little Union Street (improvements underway)
Bolton's Place and passageways public realm (completed)
Theatre Street Car Park (completed)
Ford Park
Victoria Road public space
Union Place Car Park
Back Lane/Tarnside public realm
Lower Brogden Street public realm
Daltongate/Stocksbridge Lane car parks (SLDC)
Gill Banks Beck Riverside Walk

Buildings at Risk
Gleaston Castle

Regeneration: Ulverston Canal Head

- 4.4.19 The Council has aspirations to regenerate the Ulverston Canal Area. The adopted Local Plan – Land Allocations DPD (policy LA5.3) identifies part of Ulverston Canal Head as a Business Park and Employment Regeneration Area and also a mixed-use regeneration opportunity area (Policy LA5.4). The area as a whole could accommodate a range of employment uses and residential, heritage, leisure and tourism uses.
- 4.4.20 CIL monies could be used to help promote the delivery of future plans associated with Ulverston Canal area. At this stage, no firm proposals are in place, and it is likely that large sums of money will be required from a range of sources to support the realisation of future regeneration aims in these areas.

Cemeteries and Crematoria

Current Provision and Key Issues

Future Requirements

Ulverston cemetery

- 4.4.21 375 spaces are currently available inside the existing cemetery boundary with an average yearly usage of 15 new grave spaces, giving less than 25 years remaining usage. There is an area of allotment land allocated for cemetery extension, but it will require considerable preparation time and investment in the infrastructure to bring it up to an acceptable standard, at a cost of approximately £55,000. This extension has also been considered for housing development in the past, initially being rejected because of access concerns to Priory Road.

4.5 Green Infrastructure

Open Space, Sport and Recreation

- 4.5.1 Table 37 below indicates those projects identified in the previous IDP which have subsequently made progress or been completed:

Table 37: Projects from previous IDP

Received funding in part/full and has commenced but not yet completed
Lightburn Park – masterplan developed
Completed in full or part
Croftlands Recreation Ground - Improvements to children's play area – completed in full
No longer required as not considered necessary/ needed
Croftlands Recreation Ground – Wildflower and natural planting, interpretation boards
Bardsea 'Country park' – wildflower and natural planting

Current provision and Key Issues

Future Requirements

Table 28: Open Space Projects

Location	Type of works
Lightburn Park, Ulverston	<ul style="list-style-type: none"> • New children's play area • Replanting programme • Footpath enhancements <p>£50,000</p>
Croftlands Recreation Ground, Ulverston	<ul style="list-style-type: none"> • Path improvements • Repair and replace seats and litter bins <p>£25,000</p>
Bardsea Country Park	<ul style="list-style-type: none"> • Resurface car park • Resurface paths <p>£50,000</p>
Play facilities	Various measures in response to specific needs arising from new developments, and outcome of play audit
Cemetery	General enhancements

Allotments

- 4.5.2 There are 7 allotment sites in Ulverston. Ulverston Town Council manage these and require at least half of each plot to be cultivated for fruit and vegetable production.
- 4.5.3 The Open Space, Sport and Recreation Study (2008) showed a high level of demand for new, additional allotment provision and a need to increase the quality of existing provision. However, there is currently a shorter waiting list than in previous years for allotments in Ulverston, except at the Mill Dam site.
- 4.5.4 The Study also showed that the large size of plots is an issue and suggested that plots could be split to create more manageable areas and to cater for some of the unmet demand; it also sets out what measures are required on each existing allotment site to bring the site up to the 60% quality standard.
- 4.5.5 The Council will work with Town and Parish Councils to increase provision as appropriate.

4.6 Community Aspirations for Infrastructure improvements

- 4.6.1 Consultation with Parish and Town Councils and evidence within Community Led Plans / Parish Plans has highlighted the following community aspirations for infrastructure improvements:
- 4.6.2 Broughton Community: Led Plan 2016
- Improve internet speeds, broadband coverage
 - Sustainability of Victory Hall, improve facilities

Ulverston Town Council

- 4.6.3 A town council working group has met to discuss the Infrastructure Delivery Plan and believes it to be a very thorough document. The council has some comments and proposals to make and would stress that it is happy to work in partnership with SLDC and other agencies on all of the proposals

Masterplan

- 4.6.4 SLDC should consider undertaking an economic masterplan for Ulverston.

Canal Head

- 4.6.5 Canal Head is mentioned several times within the infrastructure Plan. The council is concerned that this important area of Ulverston remains, for the most part, derelict and creates a poor impression of the town for visitors and potential inward investment.

- 4.6.6 The town council is aware that a number of initiatives have been undertaken to bring landowners together to develop Canal Head and, so far, all have been unsuccessful. The council was supportive in principle of a recent proposal from Maple Grove, where the company had managed to bring all of the diverse landowners together. Sadly, we now understand that this mixed development is not to proceed.
- 4.6.7 The council would urge SLDC to meet again with Maple Grove and to support the private sector by use every measure at its disposal to bring forward development at Canal Head, including the use of its compulsory purchase power, using CIL to fund the cost, and that a timetable be prepared for the work to commence.
- 4.6.8 The town council is not opposed to some out of town retail development in this area, and would welcome Canal Head being the focal point for this as part of a comprehensive regeneration project with clear links to the town centre.

Sustainable Transport:

- 4.6.9 New Developments: An integral part of all new housing development proposed for Ulverston should include:
- 20mph speed limit
 - Bus Shelters
 - Quiet lane for walking and cycling
 - Cycling lanes on all roads

Town Centre infrastructure;

- 4.6.10 The appearance of the town centre is let down badly by the lack of adequate repairs by CCC to the footpaths and highways. The town council is proposing a framework agreement, using CIL, with CCC to uplift the temporary reinstatement of footpaths and drains to improve the overall appearance of the town centre.
- 4.6.11 Bin Stores. The council is concerned about the growing number of commercial waste bins which are blighting the town centre. It urges all new developments to provide a space as part of the development where bins can be stored safely and securely.

Blight Building's and Public Space:

- 4.6.12 More effort must be put in by all agencies to resolve and revive the following buildings and areas which continue to blight the town:
- Valuation Office and car park Brogden Street
 - Brewery complex = Brewery Street
 - Stead and Simpson – King Street
 - Land to the rear of the Sun Hotel and public house

- Back New Market Street
- Lower Brook Street
- Town Hall and Annexe
- Land at the rear of the Railway Station
- Land to the rear of Mercedes Garage/Industrial Units

Footpaths and Cycleways:

Track Bed:

- 4.6.13 The council has been in a lengthy negotiation with Network Rail to lease the redundant track bed between Ulverston Canal and Next Ness. When this negotiation is concluded it is hoped that create a new cycleway footpath.
- 4.6.14 The council has also been in discussion with Highways England about the track bed between Plumpton Junction and Greenodd, which is in a number of ownerships (excluding Network Rail) about bringing this back into use as a footpath and cycleway.

Footpath between former Lancastrian pub and Birkrigg

- 4.6.15 This important footpath is badly neglected. It provides a safe route from the town centre to Birkrigg avoiding the narrow lanes. A developer contribution towards improving this footpath/quite land should be requested. The town council can manage the project.

4.7 Summary of Infrastructure Projects in Ulverston and Furness

Table 39: Summary of Infrastructure Projects in Ulverston and Furness

Infrastructure	Project	Delivery Body	Timescale ⁸	Potential Source of Funding	Estimated Cost
Transport	A590 Ulverston Access Improvements: Lightburn Road, Quebec Street and North Lonsdale Terrace	CCC/Highways England	Short	Local Growth Deal – secured, CIL	£4,500,000
Transport	Access improvements to Canal Head Strategic Employment Site	CCC/Highways England	Medium - Long	CIL and other sources	£1,478,720
Transport	Access improvements to Mixed Use Regeneration Opportunity Area	CCC/Highways England	Medium - Long	CIL and other sources	Unknown
Transport	Sustainable Transport improvements in Ulverston	CCC	Medium	CIL and other sources	£1,250,000
Transport	Walking and Cycling Improvements across Furness for example re-use of disused railway lines for such purposes, Morecambe Bay cycle improvements	CCC	Long	CIL and other sources	Unknown
Transport	Potential Furness Line Improvements	Transport Providers	Long	Other Sources	Unknown

⁸ (Short - 0-2 years, Medium 2-5 years, Long - 5 years onwards)

Infrastructure	Project	Delivery Body	Timescale⁸	Potential Source of Funding	Estimated Cost
Transport	A590 / A595 Improvements – not identified	Highways England	Long	Developer Contributions, SLDC, Growth and Housing Fund, other sources	£5,085 million
Transport	South Ulverston access route – potential by- pass (support potential development longer term beyond that identified in current local plan)	CCC	Long	Other Sources	Unknown
Education	Ulverston Primary School places	CCC	Short and Long	CIL	N/A
Education	Ulverston Secondary School 235 places	CCC	Short and Long	CIL	£4.3 million
Education	Primary School places at Penny Bridge, Kirkby in Furness, Swarthmoor and Great and Little Urswick	CCC	Short and Long	CIL	N/A
Regeneration/ Public Realm	Canal Head regeneration	CCC	Medium to Long	CIL, other sources	£1,000,000
	Other public realm schemes including those identified in Table 36.	SLDC, other bodies			
Green Infrastructure	Open Space Improvements directly related to needs arising from new developments excluding sites referred to below:	SLDC Developers	Short to Long	Developer Contributions – Section 106	Unknown
Green Infrastructure	Lightburn Park Improvements	SLDC	Short-Medium	CIL and other sources	£50,000

Infrastructure	Project	Delivery Body	Timescale⁸	Potential Source of Funding	Estimated Cost
Green Infrastructure	Other open space improvements not directly related to development including: <ul style="list-style-type: none"> • Cemetery • Croftlands Recreation Ground • Bardsea Country Park 	SLDC, Town Council, others	Short to Long	Other sources	£75,000
Green Infrastructure	Allotments	Parish/Town Councils	Long	Section 106 contributions and other sources	Unknown
Community/Leisure	Ulverston Leisure Centre improvements	SLDC / GLL / (GSK) / Sport England	Medium - Long	CIL and other sources	£13 million
Community	Cemetery Extension	SLDC	Long	CIL and other users	£55,000
Community	Community Facilities	Various	Long	CIL and other sources	Unknown
Flooding Defences/Investment	Canal Foot Tidal Scheme, South Ulverston, Dragley and Town Beck part of Ulverston Strategic Flooding Investment Programme	Environment Agency, CCC	Long	Other sources – funding committed in part £5 million Local Growth Deal Funding	£18 million
Wastewater Supply	Sewerage infrastructure improvements as required	United Utilities	Long	Other sources	Unknown

5 Infrastructure in Cartmel Peninsula

Core Strategy Objectives for Cartmel Peninsula of relevance

- 3,080 dwellings between 2003 and 2025 or 140 dwellings per annum 35% of the District's overall housing requirement equates to 3
- Promote the vitality and viability of Grange-over-Sands town centre and safeguard its role as a Key Service Centre by promoting sites in the town centre for development/redevelopment
- For mixed use including new retail space

5.1 Introduction

- 5.1.1 Cartmel Peninsula juts in a southerly direction into Morecambe Bay, sitting between Ulverston and the Furness Peninsula to the west and Kendal and its surrounding rural hinterland to the east.
- 5.1.2 The Cartmel Peninsula is largely rural. Its only town is Grange over- Sands, a Victorian seaside resort, which is located on the eastern edge of the Cartmel Peninsula at the point where the River Kent merges with Morecambe Bay.
- 5.1.3 Allithwaite and Cartmel are local service centres that are in close proximity to Grange-over- Sands, being situated less than 2 kilometres away. The village of Cartmel is one of the oldest in Cumbria and maintains a strong tourist appeal.
- 5.1.4 The Cartmel Peninsula Area Strategy includes the following settlements:
- Grange-over-Sands (Key Service Centre)
 - Allithwaite, Cartmel, Cark/Flookburgh (Local Service Centres)
 - Smaller villages and hamlets including Ravenstown and Holker
- 5.1.5 Grange-over-Sands is an important Key Service Centre providing vital retail, service and community functions for the wider catchment area of Cartmel Peninsula. It provides some economic activity for local residents and others in the Cartmel Peninsula, but cannot be regarded as self-contained. Many local residents travel to work, hospitals and to secondary, further and higher education, leisure and shopping facilities in Kendal, Ulverston, Barrow-in- Furness, Lancaster and nearby Cartmel (where the only secondary school in the area is located).

- 5.1.6 Retailing in Grange is a general mix of independent traders, providing a wide range of goods for the local market, with some linked giftware, cafés and restaurants to cater for the tourist trade.
- 5.1.7 Tourism is a fundamental part of the local economy. However, regional North West and local niche markets are becoming increasingly competitive. As a consequence, tourist facilities need to become more specialised, offering higher quality goods and services, with a focus on added value and higher wage employment opportunities. Particular themes or town brands could be explored for Grange-over- Sands.
- 5.1.8 The recently completed Grange regeneration study identified a series of priority development opportunities in and around the town centre. It placed particular importance of the coordinated delivery of a scheme at Berners Pool/Berners Close Car Park/Nursery Site/Lido (“Berners Regeneration Site”) which will create a new focus and cluster of facilities and attractions at the southern end of the town including commercial uses and business space that will strengthen Grange as a Key Service Centre.

5.3 Physical Infrastructure

Highways Network

Current Provision and Key Issues

Future Requirements

- 5.3.1 The County Council is pro-active in trying to bring in additional funding to deliver required transport infrastructure; see section 1.8 and 1.10.
- 5.3.2 The Cartmel Peninsula Traffic Impact Assessment Study (March 2013) found that traffic levels generated by the development proposed in Grange and the wider Cartmel peninsula would not have significant detrimental impacts on the local road network and therefore did not result in any need for mitigation or other measures to be put in place.
- 5.3.3 Working with partners, Cumbria County Council as the highway authority will review the highway infrastructure deficit on a regular basis, through this, consideration will be given to the aspirations of the current Local Plan and any subsequent Local Plan reviews.

Public Transport

Current Provision and Key Issues

Future Requirements

- 5.3.4 As discussed the Furness Line Study put forward a number of suggestions to improve the current service provision offer in the area. There are stations at Grange-over-Sands, Kent's Bank and Cark. This includes some small-scale investments in railway station facilities, and consideration of electrification of the line in the longer term.
- 5.3.5 Grange-over-Sands is served by a regular bus service to Kendal and Ulverston / Barrow-in- Furness. A less regular service serves the local service centres in the area, linking Cark/Flookburgh, Allithwaite and Cartmel to Grange-over-Sands.

Walking and Cycling

Current Provision and Key Issues

Future Requirements

- 5.3.6 There are opportunities to improve and enhance walking and cycling provision within the Cartmel Peninsula. Various proposals have been suggested by Grange Town Council as part of the development of the Grange Neighbourhood Plan to provide new and improved pedestrian and cycle access along the Promenade and along main routes from new development to the town centre.
- 5.3.7 The Bay Cycle Way runs through the Cartmel Peninsula and there are aspirations for the creation of a new pedestrian-cycle link along the Kent (Arnside) and Levens Viaducts (unknown costs in the millions). Network Rail included structures in recent works to the Arnside viaduct that would allow a pedestrian/cycle route to be fixed to the viaduct. The route would provide a strategic connection between the AONB and the Cartmel peninsula, as well as a visitor attraction, avoiding the need for cyclists and walkers to travel around the Bay to reach Grange over Sands and providing a further and alternative way to experience the Bay. Feasibility studies are being undertaken funded by the Coastal Communities Fund but it is considered that the delivery of this project would be a suitable candidate for CIL funding.
- 5.3.8 Lower Holker Parish Council would like to see a pedestrian bridge erected over the railway at Flookburgh to improve current safety levels. There is a proposal to complete the footway from the village of Lindale to Grange-over-Sands, 3 kilometres to the south. This scheme could be funded through the use of CIL, estimated cost £150,000.

Water and Wastewater Network

Current Provision and Key Issues

Future Requirements

Cartmel

- 5.3.9 Investigations into infiltration in the sewer network have been undertaken and some remedial work of the sewerage system has been completed. The issue does not prevent site allocations coming forward however United Utilities retains a preference for allocations to come forward in the later phases of the plan period. United Utilities continues to emphasise the need for any new sites to find an alternative to the public combined sewer for the discharge of surface water.

Cark

- 5.3.10 Sewer relining upstream of Cark Pumping Station is under consideration.
- 5.3.11 Some recent investment undertaken at Cartmel-in-Cark Pumping Station. Importance of upstream allocations being foul only.
- 5.3.12 United Utilities has identified a preference for development allocations upstream of the pumping stations to come forward later in the plan period.

Grange over Sands

- 5.3.13 Strategically United Utilities has sufficient water to supply all the Council's aspirations. There are existing diurnal pressure patterns indicating that further development in that area would require additional pumping and potential network reinforcement. The scale of that reinforcement would be heavily dependent on the final scale and nature of that development.

Table 40: Summary of sewerage infrastructure issues in relation to sewer network, treatment works and delivery mechanism in the Cartmel Peninsula

Settlement	Network Capacity Issues	Delivery – Funding Source, Timescales
Cartmel	Preference for development sites to be foul only and sites to come forward later phases of plan period to manage impact on downstream pumping stations.	United Utilities: AMP6 2015 to 2020 and AMP7 2020 to 2025
Grange	United Utilities continues to emphasise the importance of foul only flows. Developers encouraged to engage as early as possible in development process.	United Utilities: AMP6 2015 to 2020 and AMP7 2020 to 2025
Cark/ Flookburgh	Cark Pumping Station is one of a line of pumping stations that ultimately feed to Grange WwTW for treatment. The problems of infiltration and increased flows impact on the network in respect of flooding and downstream assets. As a consequence of this United Utilities retains a preference for foul only flows and for development sites to come forward in the later stages of the plan period.	United Utilities: AMP6 2015 to 2020 and AMP7 2020 to 2025

Flood Defences / Alleviation

Current Provision and Key Issues

Future Requirements

5.3.14 The EA has provided a list of sites where they and CCC are investigating the potential for flood risk management schemes. Within the plan area, the following locations are under consideration:

- Grange-over-Sands (fluvial, surface water scheme) (Windermere Road)

5.3.15 The EA and CCC will continue to work with SLDC and provide further information on any flood risk management opportunities that are identified.

Surface Water Flooding Issues

5.3.16 The Action Plan of the Local Flood Risk Management Strategy identifies a number of specific actions in the Cartmel Peninsula area for improving infrastructure to reduce flood risk. Table 41 below shows an extract of actions for the Cartmel Peninsula area.

From LFRMS Action Plan:

Table 41: Actions from the Local Flood Risk Management Strategy in the Cartmel Peninsula area

Location	Issue	Actions and Progress	Lead Organisations and Partner	Policies Served
SL22 Lindale Beck, Grange- over- Sands	Works to existing culvert and access crossings in order to improve conveyance	FCERM GiA bid made in March 2014	EA	P1

Energy

Current Provision and Key Issues

5.3.17 There is currently no places to expand the network as a result of development proposed in Cartmel Peninsula.

5.4 Social Infrastructure

Education (pending further update)

Current Provision and Key Issues

Grange-over-Sands

- 5.4.1 Based on 550 homes, using the population led model, will yield approximately 110 primary pupils and around 80 secondary pupils. The 550 figure includes windfall and small sites.

Primary School Impact

- 5.4.2 It is considered that there will be insufficient primary places in Grange given the pupil yield detailed above. Given current capacity figures and projected numbers on roll it is likely that there will a shortfall of around 30 places in Grange Primary School and, using the Department for Environment (DfE) multiplier, this would mean that education contributions of around £0.39 million would be needed to provide the additional places.

Secondary School Impact

- 5.4.3 It is considered that there will be insufficient secondary places in the area given the pupil yield detailed above. Given current capacity figures and taking into account other developments in the catchment area of Cartmel Priory School it is likely that there will be insufficient secondary school places in the area. Figures indicate a shortfall of approximately 25 places which would mean that education contributions of around £0.44 million would be needed to provide the additional places. Under the current regulation 123 list places would be funded wholly or in part by CIL.

Grange Local Services Centres

- 5.4.4 Based on 245 houses taking account of windfall and small sites in the area, using the population led model, will yield approximately 50 primary and 35 primary aged pupils.

Primary Schools Impact

- 5.4.5 Development in the Allithwaite area is likely to create a shortage of primary school places. Any education contribution will be sought via S106 agreement.

Secondary School Impact

- 5.4.6 Given current capacity figures and taking into account other developments in the catchment area of Cartmel Priory School it is likely that there will be insufficient secondary school places in the area. Figures indicate a shortfall in places of approximately 25 places which would mean that education contributions of around £0.44 million would be needed to provide the additional places. Under the current regulation 123 list places would be wholly or in part funded through CIL.

- 5.4.7 Additional impact could be felt from development in small rural settlements and open countryside.

Funding

- 5.4.8 Cumbria County Council will not be in a position to fund the additional school places that will be required to address the effects of new housing development. Therefore, where housing developments or the cumulative impact of a number of housing developments in an area give rise to the need for the delivery of new schools or the extension, refurbishment and/or remodelling of existing schools, the county council will look to the developer to fund the full cost of providing the additional facilities required.

Community Facilities

Libraries

- 5.4.9 There is one library in the Cartmel Peninsula in Grange and CCC has confirmed that there are currently no plans to provide further libraries.

Community Buildings

- 5.4.10 Locally Important Project funding has been awarded to the following:

- £9,500 Allithwaite Playing fields and Community Centre

Public Realm, Heritage and Regeneration

Current Provision and Future Requirements

- 5.4.11 An important heritage issue in Grange over Sands is the Grade II listed 1930s lido. It is owned by SLDC and part of an area allocated in the Land Allocations document and identified for a wider regeneration scheme. Parts of the adjoining Berners site has been developed for affordable housing (43 units) and a GP Health Centre. SLDC has funded the preparation of a brief for a Conservation Management Plan for the lido. This brief will identify constraints and costs and will go out to tender shortly. The plan will be expected to identify possible access options and possible community and commercial uses for the lido. It is likely that the works will cost several million pounds (current estimates around £ 2million) for a light touch refurbishment option which would include repairing the structure and infilling the pool.
- 5.4.12 Specific projects arising in Grange and the Cartmel peninsula are set out in Table 42 below. Indicative costings for some projects are included. Some of these projects are also classed as open space projects identified in Table 44.

Table 42: Historic Environment Projects: Grange and Cartmel peninsula

Public Realm and Historic Parks in Historic Gardens: Grange over Sands
The Lido regeneration – indicative cost of £2 million
Promenade Public realm – indicative initial cost of cost of £35,000 (although structural refurbishment could cost in the region of £600,000)
Hampsfell Road public realm
Kents Bank Road Car park

Public Realm and Historic Parks in Historic Gardens: Cartmel
Ford Road/The Institute car park
Town End open space
The Fishstones/The Cross in The Square
Cartmel Townscape Initiative – estimate of £120,000

Buildings at Risk
The Lido, Grange over Sands (see above)

- 5.4.13 In Cartmel streetscape improvements are planned. The Cartmel Townscape Initiative is estimated to cost in the region of £120,000. Parish and Town Councils through community and neighbourhood plans could identify types of improvements they may wish to see to the public realm.

Cemeteries and Crematoria

Current Provision and Key Issues

Future Requirements

Cemeteries

Grange-over-Sands - Grange Fell cemetery

- 5.4.14 380 spaces are currently available inside the existing cemetery boundary with an average yearly usage of 15 new grave spaces. This gives approximately 25 years remaining usage. The extension land, excluding the proportion which has been given over to the Allotment Association on a 50 year lease, should yield another 350 potential spaces. The extension could be brought into use with a relatively small investment in infrastructure (paths, walls etc.) amounting to a cost of approximately £11,000.

5.5 Green Infrastructure

Open Space, Sport and Recreation

Projects that have received funding, have been delivered, or are no longer considered required as not necessary/needed.

- 5.5.1 Table 43 below indicates which projects as a whole or elements of them identified in the current IDP have either received funding (in full or in part), delivered (in full or in part) or are no longer considered required as not necessary/needed.

Table 43: Projects from previous IDP

Completed in full or part
Community Orchard – fully completed
Ornamental Gardens – Replanting programme (on-going)
No longer required or not considered necessary/needed
Ornamental Gardens – Interpretation Boards and Public Shelter improvements
Park Road Gardens – Interpretation Boards, replanting programme and Planter replacements
Yew Tree Playing Field – Interpretation Boards, Sports pitch improvements and Wildflower and natural planting

Current Provision and Key Issues

Future Requirements

Table 44: Future Requirements: Open Space Projects

Location	Type of works	Estimated costs
Ornamental Gardens, Grange Over Sands (1 of the 3P's)	Pathway improvements Seating and litter bin improvements Pond de-silting	£250,000
Park Road Gardens, Grange Over Sands (1 of the 3P's)	Pathway improvements Seating and litter bin improvements	£75,000
Promenade, Grange Over Sands (1 of the 3P's)	Litter bin improvements	£5,000
Yew Tree Playing Field, Grange Over Sands	Path improvements Seating and litter bin improvements Refurbishment pavilion Replanting programme New children's play area improvements	£80,000

Location	Type of works	Estimated costs
Woodlands including Yewbarrow Wood	Various measures including: <ul style="list-style-type: none"> • Path improvements including entrances • Woodland Management Plans • Wildflower and natural planting • Trail and Waymarkers 	£35,000+
Play facilities	Various measures in response to specific needs arising from new developments, and outcome of play audit	Unknown
Cemetery	General enhancements	Unknown

Allotments

- 5.5.2 There are four sites classified as allotments in the Cartmel Peninsula. The two within Grange itself are managed by Grange Town Council and are both fully tenanted with a waiting list.
- 5.5.3 The Council will work with Town and Parish Councils to increase provision as appropriate.

5.6 Community Aspirations for Infrastructure Improvements

- 5.6.1 Consultation with Parish and Town Councils has highlighted the following community aspirations for infrastructure improvements:

- 5.6.2 Lower Holker Parish Council (IDP 2014)

- Pedestrian Bridge over railway at Allithwaite Road

- 5.6.3 Lower Allithwaite response 2016

- Cartmel Township initiative is actively working to deliver a number of projects identified in Cartmel
- Allithwaite – creating a central focus for the village, community orchard is under way, improving pedestrian and cyclist experience within the village, traffic calming on the B road and within the village
- Ensuring a family friendly place through support of play groups and nursery groups, play grounds, community halls and playing fields, and aspiration of the secondary school to build a sports hall
- Improve active travel, new routes e.g. Allithwaite – Grange-over-Sands via the Quarry and opportunities to facilitate routes within the village from new developments to ensure they are well connected to the village centre

- The Quarry, The Orchard?, Community playing fields, pump cycle track
- Lack of reference to need to expand cemetery in Allithwaite

5.6.4 Grange Town Council (IDP and CIL 2014) does not believe that the Cartmel Peninsula Traffic Study contains appropriate evidence and considers that a Sustainable Transport Strategy is needed for the Peninsula and that the IDP should identify the following measures:

- Traffic mitigation measures on through routes in the Cartmel Peninsula
- Restrict parking in the town centre and improve car parks
- Traffic mitigation to relieve congestion in the town centre
- Mitigation measures on the B5277 in relation to effect of unrestricted parking proposals
- Mitigation measures to control parking on narrow highways
- Protection of main bus routes through narrow highways by adding double yellow lines
- Introduction of urban 20mph speed restriction in all residential areas
- Redevelopment of Promenade to provide safe and accessible access
- Safe pedestrian routes into town with pedestrian controlled lights to at least access bus services, including bus routes
- Cycle routes
- Park and ride site near Meathop
- A continuous walking and cycling route from Blawith Point to Grange Promenade through to Kents Bank Station, upgrading existing pathways including coastal path at Kents Bank
- General sustainable travel improvements

In addition the cost estimates for repairing Grange promenade need updating.

5.6.5 Grange Town Council IDP response 2016 (references were made to the Development Brief for South of Allithwaite Road)

Emerging Grange Neighbourhood Plan:

- A range of new movement routes for pedestrians and cyclists:
- Extension of Promenade footpath to Kents Bank Station
- Footpath/Cycleway Hampsfell Road Car Park to Yewbarrow Terrace
- S Allithwaite Rd link – Promenade

5.6.6 Comments on behalf of a group of residents at Grange-over-Sands, Kents Bank and Allithwaite (CIL Response 2014)

Highways Improvements:

- Highway access improvements from A590 to Grange-over-Sands
- Traffic management in centre of Grange over Sands particularly on Main Street and Kents Bank Road, reference also made to Risedale Hill. Reinstatement of Berners Close Bridge to the Promenade
- Upgrading the promenade
- Rebuilding footbridges – reference made to reintroduction of two footbridges at Clare House Lane and Berners Close in Grange to cross the railway
- Developing new links
- Reference to improving car and cycle parking, security and real-time information at Grange Railway Station and also opportunity for linked cycle routes from the rail station
- Improve pedestrian experience of Grange Town Centre between both ends and centre
- Footway on Holme Lane to allow safe access from North of Jack Hill site allocation to services and facilities in Allithwaite
- Footway on Flookburgh Road to allow safe access from site allocation land to rear of Almond Bank to services and facilities in Allithwaite
- Footway between Land rear of Barn Hey allocation and the village centre in Allithwaite Safe cycle route Kents Bank to Grange-over-Sands

Water, Sewerage and Flooding Infrastructure:

The IDP fails to identify following projects to address flooding impacts:

- On Windermere Road
- Railway underpass near site allocation South of Thornfield Road
- Between Railway Embankment and Sedgwick Court
- Next to Kents Bank Station
- Sewerage constraints in Cartmel Peninsula

5.6.7 Required

(added by Grange Town Council 2017)

- Improved culverting and outflow from Booth's site on Windermere Rd (Booths/EA)
- Improved capacity and performance of combined sewers outside Kents Bank Station, and on Kirkhead Rd and Kentsford Rd
- Improved drainage and 'low headroom' sign on Prom underpass near site allocation South of Thornfield Rd

5.6.8 Grange Town Council's response to the consultation on the IDP in 2017 also included the following infrastructure requirements for Grange over Sands and Kents Bank:

5.6.9 A. Foot and cycle routes from new developments to services and amenities:

- Off-road footway from Land south of Allithwaite Rd to centre of Allithwaite – possibly link to path from Allithwaite to Wartbarrow Quarry via path through Land West of Cardrona Rd
- Improved footway from Land South of Allithwaite Rd to Grange via coastal path and Promenade
- Footways to Promenade and playing field from Trickett's Field development
- 'Safe cycle routes' from new developments into Grange identified/created and signed

5.6.10 B. Public Transport Infrastructure:

- Improvements to and provision of additional cycle facilities at Grange and Kents Bank Railway Stations
- Bus stops and shelters in/next to all new developments. Bus stop signage and timetable next to Kents Bank Station

5.6.11 C. Improved walking and cycling routes in and around town centre:

- Upgrade route from Hampsfell Rd Car Park to Yewbarrow Terrace to all-user surface
- Yewbarrow Wood improvements as Table 44

5.6.12 D. Green Infrastructure:

- Ornamental Gardens; public shelter improvements (Table 43) still required. Building being misused and degenerating into eyesore – needs replacing with more open vandal-proof structure
- Provide wildflower planting on Yewtree Playing Field – mitigation for loss of Trickett's Field development as habitat and food source for insects, bats and birds (Table 43)
- Ongoing replacement of felled trees and planting in public realm to maintain character and amenity and improve biodiversity
- Closure of Greaves Wood Rd bridleway to vehicular traffic apart from dwellings accessed from lower

5.6.13 E. Public Buildings:

- Lido Regeneration (5.3.11) should include year-round health and leisure facilities eg gym, solarium, to mitigate for loss of swimming facility. Grange has no leisure centre and an increasingly elderly population that need exercise facilities to help maintain health

5.7 Summary of Infrastructure Projects in Cartmel Peninsula

Table 45: Summary of Infrastructure Projects in Cartmel Peninsula

Infrastructure	Project	Delivery Body	Timescale ⁹	Potential Source of Funding	Estimated Cost
Transport	Arnside Viaduct: pedestrian/cycle link Levens Viaduct: pedestrian/cycle link	Transport Providers	Long	CIL and other sources	Unknown, but at least £3m plus another 1.5m for connecting to roads, footpaths etc at either end
Transport	Lindale to Grange Footway	CCC	Medium	CIL and other sources	£150,000
Transport	Other walking and cycling improvements across Cartmel Peninsula	CCC	Medium	CIL and other sources	Unknown
Transport	Potential Furness Line Improvements	Transport provider	Long	Other sources	Unknown
Education	Grange Primary School 30 Places	CCC	Short to Medium	Developer Contributions Section 106	£390,000

⁹ (Short - 0-2 years, Medium 2-5 years, Long - 5 years onwards)

Infrastructure	Project	Delivery Body	Timescale ⁹	Potential Source of Funding	Estimated Cost
Education	Cartmel priory Secondary School 25 places	CCC	Long	CIL	£440,000
Education	Allithwaite Primary School	CCC	Long	Developer Contributions Section 106	Unknown
Regeneration/Public Realm/Heritage	Lido Project	CCC	Long	CIL	£2,000,000
Regeneration/Public Realm/Heritage	Cartmel Townscape Initiative	Partnership	Short to Long	CIL, other sources	£120,000
Regeneration/Public Realm/Heritage	Other public realm projects identified Table 42	Partnership	Short to Long	CIL, other sources	Unknown
Green Infrastructure	Open Space Improvements directly related to needs arising from new developments excluding sites referred to below:	SLDC, Developers	Short to Long	Developer Contributions – Section 106	Unknown
Green Infrastructure	Grange Promenade Park Road Ornamental Gardens	SLDC	Short to Medium	CIL and other sources	£330,000
Green Infrastructure	Other open space improvements not directly related to development including: <ul style="list-style-type: none"> • Yewbarrow Wood – other woodlands • Cemetery • Yew Tree Playing Field 	SLDC, others	Short to Long	Other sources	£115,000
Green Infrastructure	Grange Cemetery Extension	SLDC	Long	CIL – other sources	£11,000

Infrastructure	Project	Delivery Body	Timescale⁹	Potential Source of Funding	Estimated Cost
Green Infrastructure	Allotments	Parish/Town Councils	Long	S106 contributions and other sources	Unknown
Community	Community facilities	Various	Long	CIL and other sources	Unknown
Flooding Defences/Investment	Windermere Road scheme Lindale Beck	Cumbria County Council, Environment Agency	Short to Medium	Other Sources	Unknown
Waste Water Supply	Sewerage infrastructure improvements as required	United Utilities	Medium to Long	Other Sources	Unknown

6 Infrastructure in the Eastern Area (including Milnthorpe and Kirkby Lonsdale, excluding Arnside and Silverdale AONB)

Core Strategy Objectives for the East of relevance

- Make provision for moderate housing development in Milnthorpe and Kirkby Lonsdale between 2003 and 2025, prioritising previously developed land and sites within the urban areas
- Ensure that effective use is made of the limited amount of commercial/industrial land and buildings in Milnthorpe and Kirkby Lonsdale, promote opportunities for new space targeted at start-up and growing businesses and promote an entrepreneurial culture
- Promote the vitality and viability of Milnthorpe and Kirkby Lonsdale and safeguard their role as Key Service Centres by promoting sites in the centre for development/redevelopment for mixed use including new retail space

6.1 Introduction

- 6.1.1 'The East (including Milnthorpe and Kirkby Lonsdale)' but excluding the Arnside and Silverdale AONB area constitutes the towns, villages and hamlets in the east of South Lakeland outside the National Parks and Kendal. The M6 motorway dissects the area.
- 6.1.2 The area includes the following settlements:
- Milnthorpe, Kirkby Lonsdale (Key Service Centres);
 - Burneside, Oxenholme, Natland, Levens, Endmoor, Holme and Burton in Kendal;
 - A number of smaller villages and hamlets including Ackenthwaite, Endmoor (Low Park), Gatebeck, Grayrigg, Heversham and Leasgill, Hutton Roof, New Hutton, Old Hutton, Sedgwick, Old Hutton (Middleshaw), Old Hutton (Bridge End), Ackenthwaite
- 6.1.3 Kirkby Lonsdale is a historic market town situated along the north side of the A65 some thirteen miles southeast of Kendal and close to the Forest of Bowland AONB and the Yorkshire Dales National Park. Kirkby Lonsdale is a freestanding town of sub-regional importance. Whilst smaller than the likes of Kendal, Keswick and Penrith, Kirkby Lonsdale has a robust employment and service role serving a clear rural hinterland due to its more isolated location. It is largely self-contained with no dominant partner town – it exchanges many trips with a range of local towns and villages, including a number of those beyond the boundaries of South Lakeland (areas of Craven District and Lancaster City Council).

- 6.1.4 It also functions as a modest rural retail centre. The town centre is vibrant, with many small independent shops, cafes and restaurants. A new supermarket has opened on the edge of the town centre in recent years, which has added to the vitality of the centre. Tourism is important to the local economy and 'Ruskin's View' over the River Lune is a famous local tourist attraction as is the medieval 'Devil's Bridge' over the river to the east of the town, which is a scheduled ancient monument.
- 6.1.5 Milnthorpe is a small medieval market village, dating from the early 14th century when it was granted a Charter for a weekly market. It comprises a number of local industries, businesses, shops, cafés and other professional services, which serve both the town and people from the surrounding villages. Just outside Milnthorpe Parish, the Billerud Paper Mill and the Beetham Garden Centre both supply employment for Milnthorpe people. A large number of employees travel into Kendal from Milnthorpe.
- 6.1.6 The area includes a number of villages and hamlets each with their own distinctive characteristic.

6.3 Physical Infrastructure

Highways Network

Current Provision and Key Issues

Future Requirements

Transport Infrastructure Schemes

- 6.3.1 A number of transport infrastructure schemes in South Lakeland have been identified from a range of sources including study and modelling work in connection with the proposed development allocations. Schemes identified are summarised in Table 46 below. At this stage, the schemes highlighted in Table 46 are considered essential to deliver the sites and aspirations of the adopted Local Plan although as indicated, some are currently considered to represent lower priorities. The schemes will be reviewed and rolled forward annually to deal with the changing evidence, priorities and funding.

Table 46: Priority Schemes

Priority Schemes – Critical to support the delivery of the Local Plan's aspirations	
Highway access improvements from the strategic road network to Mainline Industrial Estate, Milnthorpe to support employment site allocation	
Access to land north of Gatebeck Lane, Endmoor employment allocation	

Funding and Delivery

- 6.3.2 The County Council is pro-active in trying to bring in additional funding to deliver required infrastructure; see section 1.8 and 1.10.

- 6.3.3 The SEP recognises that in the medium term, the Mainline Industrial Estate site is key to delivering the employment land required to support the economic growth of the M6 corridor.
- 6.3.4 In light of the current challenging economic conditions and the need to ensure the proposed allocations are viable, the Council is committed to working with developers and other bodies to support means of accessing necessary funding sources to realise the delivery of employment development. The Further Highways Evidence Study March 2013 identifies indicative costings associated with necessary access arrangements for a number of employment sites. These are set out in Table 47.

Table 47: Budget estimates for schemes identified to improve access to employment sites

Sites	Budget
Milnthorpe – Land adjacent to Mainline Business Park	£1,047,024 - site access and road junction; and £5.1 million for improved access at Crooklands Canal Bridge or £3.7 million new junction A590/B6385
	Total max. potential - £6,147,024
Endmoor – Land at North of Gatebeck Lane, Gatebeck	£346,896

Base costs derived from the Further Highways Evidence Study March 2013 and A590/B6385 Junction Options Study June 2013. Costs have been amended to ensure that the estimates reflect the total cost of the project and are therefore in some instances higher than the original report. These costs are budget estimates and are based on indicative layouts. Estimates include inflation to 2015. Schemes delivered after 2015 are likely to cost more and budget estimates will have to be reviewed to take into account inflation.

Public Transport

Current Provision and Key Issues

Future Requirements

- 6.3.5 Burneside and Oxenholme are served by rail connections to Kendal via the Lakes Line. Oxenholme Station is located on the West Coast Mainline. As discussed there may be a number of proposals identified through the Lakes Line Feasibility Study. There is an identified need for additional parking facilities at Oxenholme Railway Station.
- 6.3.6 A regular bus service operates between Lancaster and Kendal via Burton-in-Kendal, Holme and Milnthorpe. There are less regular services between Kendal and Kirkby Lonsdale via Endmoor, and between Milnthorpe to Kendal via Natland. The service

between Kendal and Ulverston runs close to Levens village. Burneside and Oxenholme are served by Kendal town bus services.

Walking and Cycling

Current Provision and Key Issues

Future Requirements

- 6.3.7 Two schemes have been identified in the Rights of Way Improvement action plan which will provide increased off-road recreational opportunities on foot and by bike to encourage active travel. Work has begun, and in some sections is now complete, on the Hincaster Trailway, a fully accessible multi-use route for walkers, cyclists and horse riders is proposed along the former railway line between Milnthorpe and Hincaster.
- 6.3.8 Parish Councils also play a part in creating new footways and often identify local needs in their Parish Plans and deliver them through their own mechanisms, sometimes with grants from funding such as the Heritage Lottery Fund. A number of parishes have expressed aspirations/desires for measures which improve pedestrian and cycle access across the district. For example, Natland Parish Council has expressed a wish to see a footway and cycleway along the Natland to Kendal road as well as a pedestrian crossing over the A65 close to the railway bridge. Holme Parish Council would like to see improvements to parking facilities in the village.

Water and Wastewater Network

Current Provision and Key Issues

Future Requirements

Table 48: Summary of sewerage infrastructure issues in relation to sewer network treatment works and delivery mechanism in the East Area.

Settlement	Network Capacity Issues	Waste Water Treatment Works Issues	Delivery – Funding Source, Timescales
Endmoor	N/A	Works are at capacity. Preference for development to be in phase 2 of the plan period (post 2017)	United Utilities – AMP6 2015-2020
Burneside	Importance of foul only flows to minimise impact of new development on existing network. Preference for development to be phased in phase 2 of the plan period (2017 to 2022)	N/A	United Utilities – AMP6 2015-2020

Burneside

- 6.3.9 United Utilities is currently investigating the flooding in the village. United Utilities has advised that developers on any brownfield sites should maximise the opportunities for removal of surface water from the public sewer.

Endmoor/Crooklands

- 6.3.10 Investment at Endmoor Wastewater Treatment Works is being developed.
- 6.3.11 Water pressure/flow issues in Endmoor and Crooklands. Network reinforcement measures are needed (mains and pumping).

Kirkby Lonsdale

- 6.3.12 Haweswater/Thirlmere aqueduct 22m wide easement is required for any development proposals near to the aqueduct.
- 6.3.13 This is part of the Lunesdale siphon and consists of four individual pipes. The easement is quoted at 14 yards from the outer edge of each pipe. Protection measures to enable the aqueduct to be traversed are required. Those measures must be approved and their construction supervised by United Utilities engineering partners at the expense of the developer.
- 6.3.14 United Utilities wishes to highlight the importance of foul only flows and a full investigation of the surface water hierarchy. Early engagement with the Developer Services team at United Utilities should be undertaken.

Milnthorpe

- 6.3.15 United Utilities wish to highlight the importance of foul only flows and a full investigation of the surface water hierarchy. Early engagement with the Developer Services team at United Utilities should be undertaken.

Flood Defences

Current Provision and Key Issues

Tidal and Fluvial Flood Risk and Flood Defence

- 6.3.16 Critical floodplains include those between Burneside and Kendal. These floodplains must be preserved (Environment Agency's – Kent and Leven Catchment Flood Management Plan). There are several areas of raised defences within South Lakeland. Flood defences are typically raised structures that alter natural flow patterns and prevent floodwater from entering properties in times of flooding.
- 6.3.17 There is always the residual risk that these defences may fail, as a result of either overtopping and/or breach failure.

6.3.18 The EA has provided a list of sites where they and CCC are investigating the potential for flood risk management schemes. Within the plan area, the following locations are under consideration:

- Carling Steps, Burneside (fluvial);
- Burneside (River Kent) Fluvial and surface water scheme (Carling Steps, Steele Street)

6.3.19 The EA and CCC will continue to work with SLDC and provide further information on any flood risk management opportunities that are identified.

Surface Water Flooding Issues

6.3.20 The Action Plan of the Local Flood Risk Management Strategy identifies a number of specific actions in the East area for improving infrastructure to reduce flood risk. Table 49 below shows an extract of actions for the area.

From LFRMS Action Plan:

Table 49: Actions from the Local Flood Risk Management Strategy in the Eastern area

Location	Issue	Actions and Progress	Lead Organisations and Partner	Policies Served
SL11 Burneside (Steels Row, Bridge Street)	Drainage, sewers and surface water occurs every 2 to 3 years flooding 5 residential properties.	UU working on solution and non-return valve (NRV) installed and aim to divert surface water downstream of NRV. Wall on Bridge Street repaired by EA. SLDC investigating culvert that comes through Croppers Mill. MSfWG	LLFA – SLDC, EA, UU	P1, P2, P4, P5

Energy

Current Provision and Key Issues

Future Requirments

Electricity and Gas

6.3.21 There are currently no plans to expand the network as a result of development planned in the East Area.

6.4 Social Infrastructure

Education

Current Provision and Key Issues

Kirkby Lonsdale

- 6.4.1 Based on 110 homes, including windfalls and small sites in the area, using the population led model, will yield 22 primary pupils and 16 secondary pupils.

Primary Schools Impact

- 6.4.2 Given current capacity figures and projected numbers on roll it is likely that there will not be sufficient primary school places in the area. Current figures would indicate a shortfall of approximately 2 places and, using the DfE multiplier, this would indicate that education contributions of around £24,000 would be needed to provide additional places. These would be provided through S106 agreement.

Secondary Schools Impact

- 6.4.3 It is considered that there will be sufficient secondary places to accommodate all of the pupil yield detailed above when all development within the catchment area of Queen Elizabeth School is taken into account.
- 6.4.4 Queen Elizabeth School has been successful in a bid to open a new Studio School close to the existing school. The Studio School will offer technical and vocational courses to the 14 to 19 age group potentially from September 2017 and will have capacity for 300 students. Should this new school be built it would provide additional places for the 14 to 19 age group and, by doing so, may also free up additional space in the existing school for the remaining age groups.

Milnthorpe

- 6.4.5 Based on 200 homes, including windfalls and small sites in the area, using the population led model, will yield approximately 40 primary pupils and 30 secondary pupils.

Primary School Impacts

- 6.4.6 Given current capacity figures and projected numbers on roll it is likely that there will be sufficient primary school places in the area.

Secondary School Impact

- 6.4.7 It is considered that there will not be sufficient secondary school places in Dallam School once all development in the catchment area is considered. Current figures would indicate a shortfall of approximately 50 places and, using the DfE multiplier, this

would indicate that education contributions of around £0.9 million would be needed to provide additional places.

- 6.4.8 Additional impact could be felt from development in small rural settlements and open countryside.

The East Local Service Centres

- 6.4.9 Based on 700 homes which includes windfall and small sites, using the population led model, will yield approximately 140 primary and 100 secondary aged children.

Primary School Impact

- 6.4.10 It is likely that there will be some areas in the Local Service Centres of rural Kendal where there will be pressure on primary places as a result of the potential pupil yields from land allocations. In particular Holme is an area that will have insufficient places.

Secondary School Impact

- 6.4.11 It is likely that development in some areas in the Local Service Centres of rural Kendal will create pressure on places in the Kendal secondary schools. Areas potentially affected are Burneside, Natland and Oxenholme.
- 6.4.12 Additional impact could be felt from development in small rural settlements and open countryside.

Community Facilities

Current Provision and Key Issues

Future Requirements

Libraries

- 6.4.13 There are libraries at Kirkby Lonsdale and Milnthorpe, and CCC has confirmed that there are currently no plans to provide further libraries.

Community Buildings

- 6.4.14 A number of community buildings have received funding through Locally Important Project allocations these include:
- Holme Village Hall – Redevelopment of village hall £10,000 first phase and additional £10,000
 - Stainton Institute – New community building £10,000 + £30,000 final phase hall restoration
 - Levens Parish Hall – Business Plan enable new hall and housing £1,600
 - Selside Memorial – Heat source under floor heating £13,900
 - Arnside Educational Institute – Increase community web and storage facilities £15,000

Public Realm, Heritage and Regeneration

Current Provision and Future Requirements

- 6.4.15 Work is underway with community volunteers in Kirkby Lonsdale who are assisting with preparatory work for a Conservation Area management plan, which will include an audit of Buildings at Risk. This work may also identify projects to address the issues and objectives of the management plans and will feed into the preparation of design briefs for any problem areas. There are particular aspirations for further public realm improvements in Milnthorpe. Parish and Town Councils through community and neighbourhood plans could identify types of improvements they may wish to see to the public realm. Holme Parish Council for example is beginning to prepare a community plan and has identified the need for improvements to its village centre.

Table 50: Historic Environment Projects – Eastern Area

Public Realm and Historic Parks in Historic areas: Milnthorpe
The Cross and War Memorials
The Square and The Green public realm

Public Realm and Historic Parks in Historic areas: Burton in Kendal
The Square public realm
Cocking Yard public realm

Buildings at Risk and Public Realm and Historic Parks in Historic areas
Devil's Bridge, Kirkby Lonsdale

6.5 Green Infrastructure

Open Space, Sport and Recreation

Current Provision and Key Issues

Future Requirements

Table 51: Future Requirements – Open Space Projects

Location	Type of works	Estimated Costs
Open spaces, Play facilities	Various measures in response to specific needs arising from new developments, and outcome of play audit	Unknown

Allotments

- 6.5.1 There is a particular lack of existing provision in Kirkby Lonsdale and Milnthorpe. There is also continual demand for alterations and improvements to existing sites across the area.

6.6 Community Aspirations for Infrastructure Improvements

- 6.6.1 Consultation with Parish and Town Councils and evidence provided by the Planning Opportunities Template, Community Plans and emerging Neighbourhood Plans (where relevant) has highlighted the following community aspirations for infrastructure improvements:

Kirkby Lonsdale (IDP Consultation Response 2016)

- 6.6.2 There are strong local concerns regarding highway safety and congestion on Kendal Road in Kirkby Lonsdale at school start and finish times and there are concerns the current situation will be exacerbated by the development of the allocated housing and employment site to the north of Kendal Road. Following earlier work undertaken by the schools and Town Council, it was agreed with Cumbria County Council that a road safety assessment should be carried out to further investigate the issues.
- 6.6.3 It is also considered locally that a package of pedestrian safety measures should be implemented around the town including a pedestrian crossing at Dodgson Court between Tram Lane and Booths, and at the top of Mitchelgate. Together it is considered that a package of pedestrian safety improvement schemes would enable additional development in the town to be accommodated without adversely impacting upon pedestrian safety.
- 6.6.4 It is considered by the Parking Group and town Council that a Kendal Road scheme and other pedestrian safety measures could be funded through the district wide element of CIL.
- 6.6.5 Burneside Parish Council (IDP response 2016)
- Improvements to the road at Bonningate and Hollins Lane
 - The Northern Development Route should be promoted
 - Need to refer to the River Kent at Burneside, work taking place
 - Question whether need to promote idea of a GP surgery for Burneside
 - Short stay parking area at Oxenholme would be appreciated
- 6.6.6 *Burneside Parish Council is preparing a Neighbourhood Plan. This is likely to include additional site allocations to support aspirations set out in the Plan, and result in additional infrastructure requirements to support its delivery.

6.6.7 Natland Parish Council (IDP Response 2014) and response 2016 (in rough order of priority)

1. A footway/cycleway on Natland Road between Natland and Kendal
2. A pedestrian crossing on the A65 somewhere such as the railway bridge near end of Helmside Road
3. Funding for 20mph speed limit through village
4. Potential traffic calming at village entrance on Natland Road
5. New headwall, culvert and outfall at Helm Sink – to alleviate flooding of A65 Burton Road and assist with the delivery of site allocation, South of Fell Close
6. A bus stop and shelter in the vicinity of site allocation – West of Sedgwick Road, may be funded through a S106 agreement
7. Completion of Helm Lane resurfacing
8. Upgrade inadequate village highway surface water drainage system
9. Alleviate flooding at several points outside the village – (Sedgwick – Natland – Kendal Road)
10. Extension of existing footway along Oxenholme Lane from its junction with Long Meadow Lane to St Mark's C of E Primary School

Aspirations 7 to 10 are not as closely linked to new development as are 1 to 6.

6.6.8 Burton in Kendal (CIL Response 2014)

- Need for a footpath from Burton-in-Kendal to Clawthorpe
- Need for traffic management in the centre of the village

6.6.9 Preston Richard (Planning Opportunities Template)

- Creation of continuous public footpath on A65 between Crooklands and Endmoor
- Provision of safe access for pedestrians along Gatebeck Lane via permanent or permissive pathways
- Safe access for school children
- Extend 30 mph speed limit to A65 to run between north and south of village boundary
- Various speed limit extensions
- Footpath improvements throughout the parish
- Allotments
- Usage of village hall, upgrading facilities
- Waste Water treatment works at capacity, plans to upgrade
- Electricity Supply needs upgrading
- Ensure sufficient spaces are available for all new residents in parish with local doctors and NHS Dentists

6.6.10 Holme Parish Council (CIL Response 2014)

- Improved parking facilities must include the regulation of vehicle (particularly heavy vehicle) movement through the village.
- The provision and maintenance of Holme Community School should be continued
- Important that waste water treatment for Holme should be included
- Recreation facility must be included
- Wider improvements at 'The Square'

6.6.11 *Holme Parish has produced a Draft Community Led Plan, emerging thoughts:

- Condition of footpaths raised as an issue, and lack of footpaths
- Solutions to the speed of traffic through the village
- A need to clearly identify the appropriate way of ensuring community facilities which will contribute to the life and size of the village, including the school, church, village hall and sport/recreation facilities
- Village Hall in need of extensive improvements to bring its facilities up to modern-day standards. A new, modern, multi-purpose hall should be considered, providing a range of services including library, visiting medical services and leisure
- A building for active recreation e.g. football, archery, tennis, cricket and bowls

6.6.12 It identifies several areas of the village which could contribute more to the character of the village. These include:

- The village Square adjacent to the Village Shop
- The land opposite, including amenity land adjacent to the church, and the site of the war memorial
- The area adjacent to the proposed new development off Mayfield Road
- The Lancaster Canal towpath and connecting footpaths
- Land adjacent to Holme Beck adjacent to Twinter Bank and new Mayfield Close
- Land opposite Holme Sport Fields
- Areas adjacent to Mill Ponds – Holme Mills

6.6.13 Heversham and Hincaster (Adopted Neighbourhood Plan)

- Community Objective 3, opportunities to enhance and extend the local network of paths and tracks to improve accessibility:
 - Scope for further development/extension of Hincaster Trailway past Tristram's playing field and on towards the Kent Estuary;
 - Scope for improved connections with existing routes;
 - Village centre and Tristram's playing field;
 - Mabbin Hall Lane and Heversham Head through the woodland and church yard to the north of the church
- Community Objective 4, opportunities should be sought to use the full range of

community assets and resources for the benefit of local people, and promote development of new amenities

- Community Objective 6, opportunities to retain and improve present bus service provision, waiting facilities, improve connection with railway stations and foster appropriate community transport schemes and initiatives

6.7 Summary of Infrastructure Projects in The East Area

Table 52: Summary of Infrastructure Projects in The East Area

Infrastructure	Project	Delivery Body	Timescale ¹⁰	Potential Source of Funding	Estimated Cost
Transport	Access Improvements Mainline Employment Site	CCC/Highways England	Medium to Long	CIL and other sources	£1,047,024 site access and road junction £5.1 million improved access at Crooklands Canal Bridge or £3.7 million new junction A590/B6385
Transport	Access Improvements North of Gatebeck Lane, Endmoor	CCC	Medium	CIL and other sources	£346,896
Transport	Walking and Cycling Improvements across The East Area	CCC	Long	CIL and other sources	Unknown
Transport	Potential Lakes Line Railway Improvements	Transport Providers	Long	Other sources	Unknown

¹⁰ (Short - 0-2 years, Medium 2-5 years, Long - 5 years onwards)

Infrastructure	Project	Delivery Body	Timescale¹⁰	Potential Source of Funding	Estimated Cost
Education	Dallam Secondary School 50 Places	CCC	Short to Medium	Developer Contributions Section 106	£0.9 million
Education	Kirkby Lonsdale and Holme Primary School Places	CCC	Long	Developer Contributions Section 106	Unknown
Regeneration/Public Realm	Various projects including those identifies in Table 50	Various	Short to Long	CIL and other sources	Unknown
Green Infrastructure	Open Space Improvements directly related to needs arising from new developments	SLDC, Developers	Short to Long	S106 Developer Contributions	Unknown
Green Infrastructure	Allotments	Parish/Town Councils	Long	S106 contributions and other sources	Unknown
Community	Community facilities	Various	Long	CIL and other sources	Unknown
Flooding Defences/Investment	River Kent defences Flood Risk alleviation in Burneside	Environment Agency, CCC	Long	Other sources	Unknown
Waste Water Supply	Sewerage Infrastructure improvements as required	United Utilities	Long	Other sources	Unknown

7 Infrastructure in the Arnside and Silverdale Area of Outstanding Natural Beauty

7.1 Introduction

- 7.1.1 Arnside & Silverdale Area of Outstanding Natural Beauty (AONB) straddles the boundary between Lancaster and South Lakeland Districts. AONB designation has the statutory purpose of conserving and enhancing the natural beauty of the area. The two District Councils (along with other public bodies) have a statutory duty under Section 85 of the Countryside and Rights of Way (CROW) Act 2000 to have regard to the statutory purpose of AONBs in carrying out their functions. National policy requires that councils give great weight to conserving landscape and scenic beauty within AONBs.
- 7.1.2 Lancaster City Council and South Lakeland District Council are together, preparing a DPD for the AONB. The draft DPD sets out planning policies on a range of topics including the overall strategy for development in the AONB, housing, the natural environment, the historic environment, economic and community development, design, visitor accommodation, sustainable drainage and other infrastructure as well as identifying a small number of sites for modest residential and employment development. The AONB DPD takes a landscape capacity-led approach to development.
- 7.1.3 The Management of the AONB is co-ordinated by the Arnside & Silverdale AONB Partnership, which is made up of the County and District Councils, Parish Councils, government agencies and community and business representatives. The Partnership adopted an updated Statutory Management Plan in 2014, which sets out the overall strategy for managing, conserving and enhancing the AONB. This includes objectives for various aspects of infrastructure provision, including infrastructure to serve visitors and communities and green infrastructure.
- 7.1.4 The AONB covers 75 km² and has a population of around 7,800. The main settlements are Arnside (population 2,334), Warton (1,805), Silverdale (1,326) and Storth/Sandside (978). Around 2,800 people work within the AONB. The largest single employer is the Billerud Paper Mill in Beetham. Other important sectors are land management, education, health, accommodation, food and drink, tourism and construction. Arnside and Silverdale are the main service centres within the AONB. The area has close links to Carnforth, Lancaster, Kendal and Milnthorpe for employment and for services such as supermarkets and secondary education. Many people living in the AONB work and use services further afield.

- 7.1.5 This section looks at infrastructure provision and needs in the South Lakeland part of the AONB. Lancaster City Council will cover the Lancaster part of the AONB fully in their IDP, although some references in this document apply across the whole AONB.

7.2 Planned Development

- 7.2.1 The Draft Arnside and Silverdale AONB DPD, consulted on in November 2016 sets out 12 sites for development in the AONB. This includes 9 sites for residential development and 3 for mixed uses, to include residential, employment and other development such as car parking and visitor facilities. SLDC consulted on several changes to sites in June 2017. The DPD when approved will be published later in 2017 and submitted for independent examination.

7.3 Physical Infrastructure

Highways Network

- 7.3.1 The road network around the AONB is made up predominantly of a network of narrow, rural lanes with little scope for alteration, technically or in the context of the protected landscape. Whilst traffic levels can be low at some times and in some areas, problems frequently arise due to high volumes of visitor traffic, speeding, pinch points and, in particular, large vehicle movements relating to the transportation of static caravans. This not only causes disruption to visitors and residents and local businesses but also to the special qualities of the AONB, including harm to tranquillity and rural character. In order to accommodate additional traffic movements into the future, there is a need to control caravan movements and to encourage more residents and visitors to the area to use public transport and active modes of transport to travel to, from and within the AONB.

Public Transport

- 7.3.2 The AONB is served by two stations at Arnside and Silverdale, both of which are on the Furness Line from Lancaster to Barrow-in-Furness offering relatively easy access to the Cartmel and Furness peninsulas to the west and Carnforth, Lancaster, Preston and Manchester to the south. However, the station at Silverdale is some distance from the village centre presenting some accessibility issues. Arnside station also has accessibility issues as there is no option other than a footbridge or lengthy on-road route to cross from one platform to the other.
- 7.3.3 Rail travel to the north, to destinations such as Kendal, Carlisle and Windermere is more challenging, requiring travel via Lancaster, although was once available via the Hincaster Branch line. Bus services are also limited in the AONB. Improved public transport services, including quantity and integration/connectivity are identified in the AONB Management Plan as an important way of enabling residents and visitors to

reach and move around the AONB in a way that is more conducive to the area's rural character and protection. An AONB wide bus service is ideally required.

Walking and Cycling

- 7.3.4 There is an extensive network of over 110km of Public Rights of Way (PRoW) within the
- 7.3.5 AONB including footpaths and bridleways. There is also over 17km of permissive routes as well as access land and other paths; these are important for enabling recreation and for people to access and enjoy the protected landscape and seascape and their special qualities.
- 7.3.6 The Bay Cycle Way runs through the AONB but there are aspirations for the creation of a new pedestrian-cycle link along the Arnside Viaduct (unknown costs somewhere in the millions). Network Rail included structures in recent works to the viaduct that would allow a pedestrian/cycle route to be fixed to the viaduct. The route would provide a strategic connection between the AONB and the Cartmel peninsula, as well as a visitor attraction, avoiding the need for cyclists and walkers to travel around the Bay to reach Grange over Sands and providing a further and alternative way to experience the Bay. Feasibility studies are being undertaken are planned funded by the Coastal Communities Fund but it is considered that the delivery of this project would be a suitable candidate for CIL funding.
- 7.3.7 The implementation of the England Coast Path by Natural England will provide opportunities to enhance coastal access within the AONB. Keeping the wider PRoW network in good condition and working to retain permissive paths offers a very valuable resource to both local people and visitors. Alongside enabling physical access to the AONB must come responsible and safe use through appropriate signage and publicity materials. This is especially important in relation to the coast and in particular, the dangers of the sands and the tidal bore.

Water and Wastewater Network

- 7.3.8 Safe and secure water, sewerage and drainage infrastructure are essential public health requirements. Some parts of the AONB have inadequate sewerage and drainage provision, significant areas have no mains sewerage system. This can have negative impacts on communities themselves but is also impacting upon water quality and the sensitive and fragile habitats and ecosystems of the AONB. Careful consideration is required to ensure that existing problems are not made worse by new development proposals and there are a number of areas where significant improvements would be required to support further development.

Flood Defences

- 7.3.9 The AONB is particularly susceptible and sensitive to climate change, flooding and potential water contamination as a result due to its coastal location, low lying wetland areas and sensitive habitats and species. Flooding in the AONB can be coastal, fluvial or caused by surface water. Some flood defence is already in place in the form of sea walls and the railway embankments. It is likely that the most appropriate means of further flood defence for the AONB will focus on natural means of water management and flood risk mitigation and adaptation.

Energy and Telecommunications

- 7.3.10 The character of the AONB landscape is particularly vulnerable to the impacts of energy and telecommunications development, including overhead cables and service poles. There is a need to ensure that the communities of the AONB can make a contribution to and benefit from renewable and low carbon energy and up-to-date communications infrastructure in a way that is appropriate to the AONB designation. There is also a need to improve digital TV and mobile signals throughout the area.
- 7.3.11 Projects to underground overhead cables that were causing detriment to the AONB and undermining the statutory purpose of the designation have resulted in enhancements and there is a need for further schemes to provide the same benefits elsewhere in the AONB.

Waste Collection and Treatment

- 7.3.12 There is a recycling bank at Black Dyke Road in Arnside, although this is limited and (for example does not include glass recycling). Waste and recyclables are collected from households by SLDC. The nearest Household Waste Recycling Centre in South Lakeland is in Kendal but the closest facility to the AONB is at Carnforth. There are no waste treatment facilities in the AONB.

7.4 Social Infrastructure

Education

Current Provision and Key Issues

Arnside

- 7.4.1 Based on 30 houses using the population led model, will yield 6 primary and 4 secondary aged children.

Primary School Impact

- 7.4.2 Given current capacity figures and projected numbers on roll it is likely that there will be sufficient primary school places in the area.

Secondary School Impact

- 7.4.3 It is considered that there will not be sufficient secondary school places in Dallam School once all development in the catchment area is considered. Current figures would indicate a shortfall of approximately 48 places and, using the DfE multiplier, this would indicate that education contributions of around £0.9 million would be needed to provide additional places.

Beetham

Primary School Impact

- 7.4.4 Based on 6 houses, using the population led model, will yield 1 primary aged children and 1 secondary aged child.

- 7.4.5 Beetham School is already at full capacity and is likely to remain so for the foreseeable future.

Secondary School Impact

- 7.4.6 It is considered that there will not be sufficient secondary school places in Dallam School once all development in the catchment area is considered. Current figures would indicate a shortfall of approximately 50 places and, using the DfE multiplier, this would indicate that education contributions of around £0.9 million would be needed to provide additional places.

Sandside and Storth

- 7.4.7 Based on potential for up to 40 houses, using the population led model, will yield 8 primary and 6 secondary aged children.

Primary School Impact

- 7.4.8 Given current capacity figures and projected numbers on roll it is likely that there will be sufficient primary school places in the area.

Secondary School Impact

- 7.4.9 It is considered that there will not be sufficient secondary school places in Dallam School once all development in the catchment area is considered. Current figures would indicate a shortfall of approximately 50 places and, using the DfE multiplier, this would indicate that education contributions of around £0.9 million would be needed to provide additional places.

Health

- 7.4.10 There is one doctors' surgery in Arnside. It is anticipated that the population impact on healthcare associated with the additional housing set out in the AONB DPD would be absorbed by existing NHS infrastructure.

Social Care

- 7.4.11 The current Cumbria Joint Strategic Needs Assessment (2012-2015) sets out in detail issues and priorities around social care needs in the County. South Lakes Adult Social Care District Plan 2012-2014 and Furness Adult Social Care District Plan 2012-2014 set out area-specific information with regards social care. The documents set out an action plan for each area as to how Adult Social Care will be delivered, although this is not accompanied by detailed costings, the documents envisage funding through CCC.

Extra Care

- 7.4.12 In the 2014 AONB Housing Needs Survey, several respondents identified a need for extra care or sheltered housing.

Emergency Services

- 7.4.13 Arnside has a single fire engine operated on a retained duty system. No other villages in the SLDC side of the AONB have a fire station. Arnside Fire Station is also home to a Bay Search and Rescue Vehicle. Arnside also has a local coastguard and is served by Morecambe RNLI station. The nearest police and ambulance stations are now at Kendal.

Community Facilities

- 7.4.14 Arnside has a small 'Library Links' unmanned library. No other villages in the SLDC side of the AONB have a library. There are currently no plans to change the library provision at Arnside.

- 7.4.15 In 2016, Arnside Educational Institute was granted £15,000 from the Locally Important Projects fund to increase community web and storage facilities. In 2017 a bid for £10,000 to refurbish the Joyce Nicholson Hall, which is the main hall within the Institute was declined.
- 7.4.16 There is an identified need for car parking in the AONB, particularly in Arnside and at both Arnside and Silverdale Stations. The AONB DPD identifies some sites to include an element of car parking. Arnside Parish Council are also working to explore options for additional car parking and traffic/vehicle management in the village.

Public Realm, Heritage and Regeneration

- 7.4.17 Much of the AONB's character and beauty is derived from its historic environment and heritage assets. Much of Beetham is designated as a Conservation Area and there are around 30 listed buildings and structures, some of which are at risk (Arnside and Hazelslack Towers). There are four scheduled monuments in the SLDC part of the AONB.
- 7.4.18 A list of Locally Important heritage assets is being drawn up within the AONB area. In addition areas of Arnside have also been appraised as a potential Conservation Area. Both matters will be the subject of future public consultation.

Table 53: Historic Environment Projects: AONB

Public Realm and Historic Parks in Historic areas: Beetham
Beetham Bridge car park and War Memorial public realm
Public Realm and Historic Parks in Historic areas: Arnside
Foreshore Car park (improvements under consideration by Arnside Parish Council)
Buildings at Risk
Arnside Tower
Hazelslack Tower
Beetham Hall

Cemeteries and Crematoria

- 7.4.19 Based on recent local annual funeral and cremation averages, Arnside cemetery has around 15 years' worth of burial and cremated remains plots available. Whilst there is further available space within the current cemetery boundary, it is sloping ground that would require clearing and terracing in order to be made suitable for burials. Including relevant planning and environmental approvals, Arnside Parish Council who manage the cemetery expect that the works would cost tens of thousands of pounds.

- 7.4.20 Beetham Burial Ground has 278 vacant plots and a further 39 that are already reserved. Over the site's 115 years of usage, there has been an average of 6-7 burials annually, meaning that there are around 40 years' worth of plots available.

7.5 Green Infrastructure

Open Space, Sport and Recreation

- 7.5.1 No specific projects to report. Some new open space may be delivered through the AONB allocations.

Table 54: Future Requirements: Open Space Projects

Location	Type of works	Estimated Costs
Open Spaces, Play facilities	Various measures in response to specific needs arising from new developments, and outcome of play audit	Unknown

Ecological Networks, Ecosystem Services and Landscape

- 7.5.2 These elements are integrated and interdependent. In the protected landscape of the AONB, great weight must be given to conserving and enhancing landscape and natural beauty. The communities of the AONB contribute to the landscape and its character, but also have the potential to harm it whilst being dependent on the ecosystem services the natural environment provides.
- 7.5.3 Ecosystem services are the elements of the infrastructure we need that are delivered by the natural environment. They include food production, clean air and water, carbon capture, flood risk and water management, pollination, education and health and well-being. Delivery of these services is dependent on a healthy and fully-functioning natural environment and should not be taken for granted or overlooked as an essential element of the infrastructure required to support our thriving, sustainable communities.
- 7.5.4 The need to protect the natural environment and develop robust ecological networks to deliver effective ecosystem services is now well established and particularly pertinent in the AONB. Doing this effectively requires taking action at a landscape-scale, across local authority boundaries.
- 7.5.5 The AONB contains several international, national and locally designated and sites of importance for biodiversity and also undesignated sites and habitat corridors and stepping stones and buffers that connect and protect them.
- 7.5.6 There is a need for work to be undertaken both within, adjacent and outside of the AONB to fully understand where gaps exist in current networks and what needs to be done to fill them to best effect. Similarly, work to identify which ecosystem services are

operating to full effect in the AONB and which are not could enable action to be taken to target any issues. In doing so, there is scope for landscape enhancements and other 'spin-off' benefits.

- 7.5.7 The AONB Partnership are undertaking some work looking at the value of ecosystem services in the AONB to feed in to the early stages of work to prepare the next AONB Management Plan.

7.7 Summary of Infrastructure Projects in Arnside and Silverdale AONB

7.7.1 Provided below is a summary in tabular form of main key infrastructure requirements. It provides an indication of which projects would likely be suitable candidates for CIL funding, and makes a distinction between those which are considered critical to delivery of the current adopted local plan and those which are considered important only in this context.

Table 55: Summary of Infrastructure Projects in Arnside and Silverdale AONB

Infrastructure	Project	Delivery Body	Timescale ¹¹	Potential Source of Funding	Estimated Cost
Transport	Arnside Viaduct – pedestrian/cycle link	Transport providers	Medium/Long	CIL and other sources	£ unknown but at least £3m plus another 1.5m for connecting to roads, footpaths etc at either end
Transport	Station enhancements at Arnside <ul style="list-style-type: none"> • Parking Facility to enable disabled/pushchairs/cycles to cross between platforms	CCC	Medium	Other sources	£2.5 to 3 million

¹¹ (Short: 0 to 2 years, Medium 2 to 5 years, Long: 5 years onwards)

Infrastructure	Project	Delivery Body	Timescale¹¹	Potential Source of Funding	Estimated Cost
Transport	Other walking and cycling improvements across AONB: including coastal access improvements to support the delivery of the England Coast Path	CCC	Medium	CIL and other sources	Unknown
Transport	Arnside Village Parking	CCC	Medium	Other sources	Unknown
Transport	Potential Furness Line Improvements	Transport provider	Long	Other sources	Unknown
Education	Potential Beetham Primary School Places	CCC	Short to Medium	Developer Contributions Section 106	Unknown
Regeneration/ Public Realm/Heritage	Various projects including those identified in Table 53	Various	Medium to Long	CIL and other sources	Unknown
Green Infrastructure	Open Space Improvements directly related to needs arising from new developments and more general needs	SLDC, Developers	Short to Long	Developer Contributions and other sources	Unknown
Green Infrastructure	Allotments	Parish/Town Councils	Long	S106 contributions and other sources	Unknown
Community	Community Facilities	Various	Long	CIL and other sources	Unknown

Infrastructure	Project	Delivery Body	Timescale¹¹	Potential Source of Funding	Estimated Cost
Community	Arnside Cemetery additional space	Parish Council/SLDC	Medium	CIL and other sources	>£10,000
Flooding Defences/Investment	To be identified where relevant	Cumbria County Council, Environment Agency	Short to Medium	Other Sources	To be identified
Waste Water Supply	To be identified as necessary	United Utilities	Medium to Long	Other Sources	Unknown

8 Appendices

8.1 Appendix 1: Current Regulation 123 list

Approved Regulation 123 List (1st June 2015)
A package of junction and sustainable transport improvements in Kendal as identified in the Kendal Highways Improvements Study, September 2012
Primary School Places in Kendal and Ulverston, and Secondary School Places in Kendal, Ulverston and Cartmel (presently excluding the specific requirements of the Kendal “Broad Locations” and Kendal Canal Head sites) (For clarity, in the areas defined by red shading in the maps labelled Areas A, B, C, D and E S106 agreements should not be sought for the provision of school places in the phase of education specified within the individual maps)
Highways infrastructure (provision of necessary access arrangements) to support delivery of significant employment allocations at the following sites: <ul style="list-style-type: none"> • Highway access from the A6 to land at Scroggs Wood Milnthorpe Road, Kendal • Highway access from the A65 to Land East of Burton Road, Kendal • Highway access from the A590 to land at Lightburn Road, Ulverston • Highway access improvements from the strategic road network to land adjacent to Mainline Business Park, Milnthorpe • Highway access from Gatebeck Lane to Land North of Gatebeck Lane, Endmoor • Highway access improvements from A590 to land at Ulverston Canal Head Ulverston and Ulverston Canal Head Business Park employment area
Health Centre in Kendal (medical and dental)
Regeneration including Public Realm/Environmental/Historic Environment Projects which are not directly related to a development
Open Space Improvements to strategic publicly accessible areas at following locations: <ul style="list-style-type: none"> • Lightburn Park Ulverston, • Abbott Hall Park, Castle Hill, Bowling Fell and Nobles Rest, Kendal • 3 P’s in Grange Over Sands – Promenade, Park Road Gardens and Ornamental Gardens
Strategic Green Infrastructure e.g. green corridor improvements for example Lancaster Canal Multi-functional trail which are not directly related to a development.
Community, cultural and leisure facilities which are not directly related to a development.
The following highway and transport infrastructure schemes with strategic benefits <ul style="list-style-type: none"> • Arnside Viaduct Cycle / Pedestrian Link • Grange to Lindale footway link • Car sharing lay-bys at various locations including the A6 and A65

8.2 Appendix 2: County Council Capital Programme

Category	Location	Proposal	Delivery
Education	Victoria High School, Ulverston	New 80 place Special School to replace Sandside Lodge School at Victoria High School	2018/19
Education	Queen Katherine School, Kendal	New build/alterations at Queen Katherine Academy to accommodate KS3 pupils from Sandgate School	2017/18
Highways	A65 Aynam Road	Reconstruction of carriageway	2017/18
Highways	A65 Lupton Tower to Tearnside	Surface treatment of carriageway	2017/18
Highways	A685 Queen Katherine School	Reconstruction of carriageway	2017/18
Highways	A684 Mill Bridge to Clough Bridge	Surface treatment of carriageway	2017/18
Highways	A6070 Auction Mart R'bout to North Road, Holme Jct	Surface treatment of carriageway	2017/18
Highways	A593 Hawes Bank to Cat Bank	Surface treatment of carriageway	2017/18
Highways	A684 Hill Top to West of Toll Bar	Surface treatment of carriageway	2017/18
Highways	A5074 Gilpin Bridge to The Howe	Life Cycle Event: renewal / replacement of carriageway	2017/18
Highways	A5092 Woodlands Crossroads to Spark Bridge	Surface treatment of carriageway	2017/18
Highways	A685	Programmed patching of carriageway	2017/18
Highways	A683	Programmed patching of carriageway	2017/18
Highways	A593	Programmed patching of carriageway	2017/18

Category	Location	Proposal	Delivery
Highways	A5074	Programmed patching of carriageway	2017/18
Highways	A65 North of Endmoor	Resurfacing of carriageway	2017/18
Highways	A5084 Brown Howe to Sunny Bank Bridge	Resurfacing of carriageway	2017/18
Highways	A684 West of Sedbergh	Reconstruction of carriageway	2017/18
Highways	A595 Grizebeck	Reconstruction of carriageway	2017/18
National Productivity Investment Fund	Minsfeet Road /A6, Kendal	Road widening scheme and improved access to employment site	2017/18
National Productivity Investment Fund	Hollins Lane, Burneside	Road widening scheme and improved access to employment site	2017/18
National Productivity Investment Fund	Various Locations	Enhanced traffic signals	2017/18
Flooding/Resilience	Carrus Green, Kendal (HLLFA)	Awaited	2018/19
Flooding/Resilience	Troutbeck Bridge (HLLFA) Wall	Awaited	2017/18
Flooding/Resilience	Low Beckside, Kirkby in Furness (HLLFA)	Awaited	2018/19
Other	Furness Peninsula Blue Light Hub, Ulverston	New build incorporating fire and rescue, NWAS, Cumbria Police, Mountain Rescue and CCC library services	2017/18