

Infrastructure Delivery Plan: Executive Summary

Update August 2017

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Executive Summary of the Infrastructure Delivery Plan (IDP): August 2017 Update

1.1 What is this 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 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

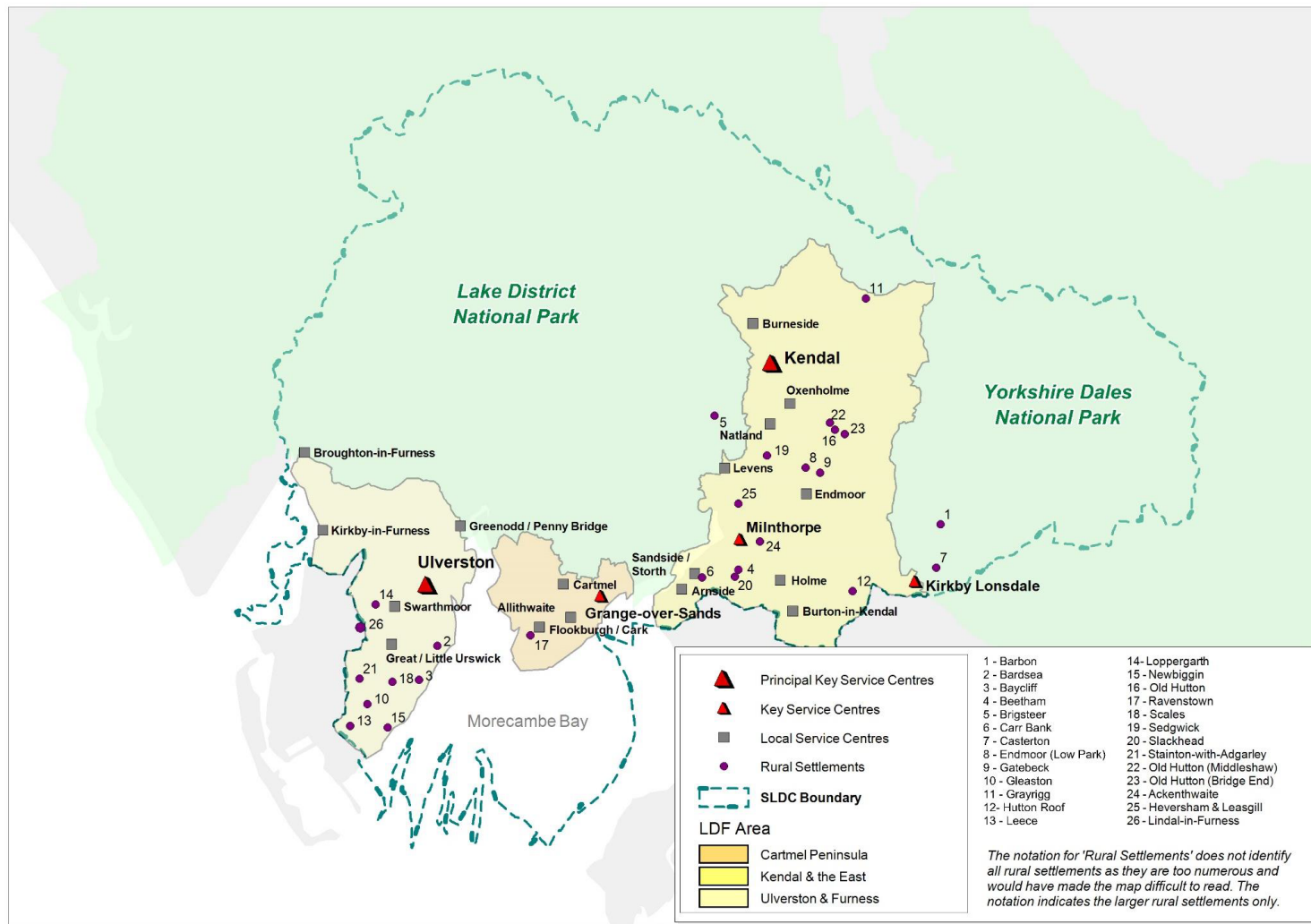
1.2 What influence does it have?

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.

Figure 1: Spatial Areas in South Lakeland



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?

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

- 1.4.3 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 and Section 278 highway agreements. 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

- 1.4.4 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, which lists the relevant projects. 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

- 1.4.5 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 a higher rate of 25% of the levy revenues arising from development that takes place 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

- 1.4.6 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.

Summary of Infrastructure Requirements

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 1.

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 (example through Section 106 agreements or other sources of 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 critical or 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; Abbot Hall Park, Kendal Castle Hill and 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

1.7 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).

Table 1: Summary of Infrastructure requirements in the District

Area	Essential to the Delivery of South Lakeland Local Plans Critical/High Priority CIL infrastructure Regulation 123 list	Essential to the Delivery of South Lakeland Local Plans Critical/High Priority Non-CIL infrastructure Funded by S106 agreements, and other sources of funding	Important, but not Essential to the Delivery of South Lakeland Local Plans Important – Lower-Priority CIL infrastructure Regulation 123 list	Important, but not Essential to the Delivery of South Lakeland Local Plans Important – Lower Priority Non-CIL infrastructure
District/Cross-sub area	N/A	Sustainable Drainage systems and other flood risk / surface water management measures to support new development Open Space provision and enhancements to support needs arising from new development* (excluding strategic publicly accessible areas identified in regulation 123 list)	Highway and Transport Infrastructure Schemes with strategic benefits including: Arnside and Levens Viaduct Cycle /Pedestrian Link £ 4.5 million Car Sharing lay-bys at various locations including the A6 and A65 £120,000 Community Facilities improvements	Major/strategic rail enhancement projects – Furness, Lakes Line, Cumbria Coastal and West Coast Mainline 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

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			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
Furness Area	N/A	Cross-a-Moor roundabout – to facilitate housing allocations at Croftlands and Swarthmoor £5.3 million approximately	N/A	N/A

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Kendal/East Area	N/A	N/A	Lancaster Canal Multi-functional trail £1 million +	N/A
Kendal	<p>Kendal Transport Improvements Package of Measureas – committed funding Local Growth Deal £3.4 million</p> <p>Access to Scroggs Wood employment site</p> <p>£805,000</p> <p>Access to East of Burton Road employment site</p> <p>£775,000</p> <p>Kendal Primary School Places - additional capacity provision</p> <p>£2.3 million</p> <p>Kendal Secondary School Places – additional capacity provision</p>	N/A	<p>Other transport improvement measures resulting from outcome of Kendal Town Centre Masterplan and Kendal Strategic Transport Infrastructure Study – unknown cost</p> <p>Measures identified in Air Quality Action Plan</p> <p>Public Realm Improvements – examples:</p> <ul style="list-style-type: none"> • New Road, upgrade and restoration £430,000 • 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>Flood Defence/Alleviation Measures to be identified</p> <p>Increased capacity at Kendal primary substation – electricity</p> <p>Other transport improvement measures such as improvements to Lakes Line Railway</p>

Area	Essential to the Delivery of South Lakeland Local Plans Critical/High Priority CIL infrastructure Regulation 123 list	Essential to the Delivery of South Lakeland Local Plans Critical/High Priority Non-CIL infrastructure Funded by S106 agreements, and other sources of funding	Important, but not Essential to the Delivery of South Lakeland Local Plans Important – Lower-Priority CIL infrastructure Regulation 123 list	Important, but not Essential to the Delivery of South Lakeland Local Plans Important – Lower Priority Non-CIL infrastructure
	£0.5 million		Regeneration Projects – Kendal Canal Head £1 million + Open Space Improvements Abbot Hall Park £125,000 Castle Hill £10,000 Nobles Rest £5,000 Health Centre Facilities in Kendal £3 million Kendal – Parkside Cemetery extension £50,000 Kendal Leisure Facility Enhancements	

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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> <p>Ulverston Secondary School Places</p> <p>£4.3 million</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 <p>£50,000</p> <ul style="list-style-type: none"> • Ulverston Cemetery extension <p>£50,000</p> <p>Ulverston Leisure Facility Enhancements</p>	<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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Kirkby Lonsdale	N/A	Kirkby Lonsdale Primaryt 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 Townscape initiative £120,000	N/A

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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 £0.9million)	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
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

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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