

Supplementary Planning Document South of Underbarrow Road, Kendal Development Brief

Adopted April 2015

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Foreword

This Development Brief has been prepared by South Lakeland District Council in accordance with the Local Plan Land Allocations Development Plan Document to provide guidance, including on layout and design principles, for the development of land south of Underbarrow Road, Kendal. It provides additional guidance on the interpretation of Policy LA2.8 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to the site and other relevant Local Plan policies. It was adopted by South Lakeland District Council on 29th April 2015 as a Supplementary Planning Document and forms a material consideration when determining any planning application submitted for the site.

It provides the development framework for achieving the vision for the site creating a new residential community of high quality design that delivers a mix of well-designed and energy efficient homes that meet the current and future housing needs of the local community. It will reflect the local vernacular architecture and respects the site's edge of Kendal location next to open countryside and the Lake District National Park. It will deliver a mix of well-designed and energy efficient homes that will meet the current and future housing needs of the local community. Accessible green spaces of high value to people and wildlife and a development accessible to Underbarrow Road and Greenside and Kendal Town Centre via sustainable forms of transport.

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

ALL LINKS IN THIS DOCUMENT HAVE BEEN DEACTIVATED

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1. Introduction

1.1 Purpose

- 1.1.1. This Development Brief is a Supplementary Planning Document providing additional guidance on the interpretation of Policy LA2.8 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to land south of Underbarrow Road, Kendal and other relevant Local Plan policies.

POLICY LA2.8 SOUTH OF UNDERBARROW ROAD

Purpose:

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

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF LAND SOUTH OF UNDERBARROW ROAD.

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

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK INCORPORATING THE RETENTION OF TREES AND HEDGEROWS, INTEGRATION WITH ANY ADJACENT AMENITY OPEN SPACE, A STRONG LANDSCAPED BUFFER ALONG THE BOUNDARY WITH THE LAKE DISTRICT NATIONAL PARK AND LANDSCAPING ALONG THE NORTHERN BOUNDARY;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN, INCLUDING THE WIDENING OF UNDERBARROW ROAD, THE PROVISION OF LIT FOOTWAYS AND THE PROVISION OF PEDESTRIAN AND CYCLE ACCESS THROUGH THE SITE TO UNDERBARROW ROAD;

THE SUBMISSION AND APPROVAL OF A CONTAMINATION ASSESSMENT TO EXAMINE THE RISK OF CONTAMINATION ARISING OUT OF FORMER LANDFILL ACTIVITY AT KENDAL FELL QUARRY AND THE IMPLEMENTATION OF ANY NECESSARY MITIGATION MEASURES.

Implementation: Development Brief, Development Management Process

Monitoring: Through Local Plan, Core Strategy monitoring framework

- 1.1.2 The adopted Land Allocations DPD (Development Plan Document) allocates a 6.78 hectare site (gross) on land south of Underbarrow Road, Kendal for housing and requires a development brief to be prepared to guide the phasing, distribution of development, layout, design, landscaping and infrastructure (such as roads and open space) for the development of the site.
- 1.1.3 This Development Brief aims to provide clear guidance for the future development of the land. It forms a material consideration in determining planning applications for the site. Its primary purpose is to deliver the vision for the site by:
- providing a development framework, incorporating appropriate design standards and principles to ensure a high standard of design and sustainability;
 - providing a framework for the delivery of traffic and movement, landscape, green infrastructure and other types of infrastructure; and
 - setting out a framework for delivery, including planning application requirements

1.2 Vision

The Vision for South of Underbarrow Road is that the development will:

- **create a residential community of high quality design that reflects the local vernacular architecture and respects the site's edge of Kendal location next to open countryside and the Lake District National Park;**
- **deliver a mix of well-designed and energy efficient homes that will meet the current and future housing needs of the local community;**
- **be accessible to Underbarrow Road and Greenside encouraging people to walk, cycle and use public transport to access the town centre and local facilities and**
- **provide accessible green spaces of high value to people and wildlife**

1.2.1 The vision for South of Underbarrow Road is to be achieved through the following:

- The creation of five distinctive housing areas (based on the proposed suggested housing character areas) each providing an individual identity enabling the site to respond positively to its local context and character respecting the site's raised position on the edge of the town next to the Lake District National Park;
- Respecting the site's proximity to the National Park and creating a strong landscape framework that protects local features and blends in with its environment;
- By enhancing the ecological value of part of the site through the creation of linked new areas of open space (example western landscaped buffer zone – amenity/semi-natural green space) creating areas of wildlife habitat value;
- The creation of a development that is easy to access as well as to move through, across and around;
- Ensuring the layout, design and positioning of development is sensitive to existing levels of residential amenity of neighbouring residential properties;
- Ensuring the new development, whilst being informed by the character and appearance of older properties in close proximity to the site, provides a mix of designs and styles which expands the housing offer within Kendal as a whole;
- Providing a range of housing, including affordable housing that meets the needs identified for Kendal and the wider area;
- By ensuring the development responds sensitively to the site's open countryside setting and high landscape backdrop to the north, south and west through the creation of a soft boundary edge that merges into the countryside;
- By ensuring potential nuisance from the current and future waste disposal, recycling and employment uses on the north side of Underbarrow Road and possible noise from the Kendal Bypass is minimised;
- Ensuring that the design and layout of the development and buildings maximises levels of natural surveillance (levels of visibility from neighbouring properties and movement routes) and contributes to the creation of a safe residential community;
- Provide energy efficient homes utilizing methods of sustainable construction and renewable energy sources.

1.3 Delivering the Council Plan and local strategies

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

Providing homes to meet need

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

Enabling and delivering opportunities for sustainable economic growth

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

Protecting the environment

- Ensuring that the design and layout of development respects Kendal and its surrounding high quality environment, including the Lake District National Park and its setting, and makes a positive contribution to the quality of life of the area's residents;
- Encouraging the best standards for new development, demonstrating quality and sustainability

Improving health and reducing health inequalities

- Ensuring that the area remains a safe place to live;
- Supporting the creation of new green spaces and cycle ways

- 1.3.2 Delivering the vision for the site will also contribute to the area strategy for Kendal, as set out in the Core Strategy which seeks the delivery of new housing (including affordable housing) and employment land to meet the needs and aspirations of the local community. The provision of new green corridors with pedestrian and cycle access will also help support key priorities set out in the Cumbria Local Transport Plan 2011 to 2026, which includes enabling opportunities for more people to walk and cycle.

1.4 Planning Policy context

- 1.4.1 This section sets out the current adopted planning policy context for the site and other legislation to be considered.
- 1.4.2 The Development Brief is required to be in accordance with the adopted planning policy context relevant to the site, together with other legislation as appropriate. In this regard, the current 'Development Plan' for South Lakeland (outside the two National Parks), comprises:
- **Local Plan: Core Strategy DPD (adopted October 2010)** the adopted Core Strategy identifies a requirement for 8,800 homes to be delivered across South Lakeland within the plan period (2010 to 2025). It requires about a third of this requirement to be met within Kendal, one of the principal service centres within the District. Relevant policies contained within the adopted Core Strategy are included in Appendix 1 to this brief.
 - **Local Plan – Land Allocations DPD (adopted December 2013)** this allocates land south of Underbarrow Road, Kendal for around 153 dwellings (policy LA1.3) and requires the preparation of a development brief (Paragraph 2.77). It also includes a site specific policy (LA2.8) relating to the site. The suggested number of dwellings is not a fixed target; it is based on broad assumptions about the site's potential capacity.
 - **South Lakeland Local Plan 2006 & Alterations (final composite plan) published September 2007** this combines the Local Plan adopted in 1997 and the alterations to the Local Plan adopted in March 2006. The Local Plan 2006 contains a number of saved and extended policies of relevance to the development of the site. See Appendix 1 to this brief;
 - **Cumbria Minerals and Waste Local Plan** (adopted April 2009) this sets out how Cumbria's sustainable minerals and waste management developments that will be needed in Cumbria by 2020 and beyond will be planned.
- 1.4.3 The above documents form the current development plan for South Lakeland and any planning application must be shown to be in accordance with them. The Development Brief must also be in accordance with these documents. In addition any planning application must be shown to be in accordance with the National Planning Policy Framework.

- 1.4.4 **National Planning Policy Framework (March 2012)** this is a material planning consideration in planning decisions. It sets out the Government's planning policies for England and how these are expected to be applied. This includes the need to boost significantly the supply of housing (paragraph 47) and the need to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities (paragraph 50). The new **National Planning Practice Guidance** was published on 6 March 2014. Both are available to view on the [.gov website](#).
- 1.4.5 South Lakeland District Council intends to introduce the Community Infrastructure Levy (CIL) in 2015. When it is adopted developers will be required to pay a sum of money to the Council which will be used to provide or improve infrastructure in the local area.

1.5 Sustainability Appraisal (Strategic Environmental Assessment)

- 1.5.1 The land south of Underbarrow Road site has already been subject to Sustainability Appraisal as part of the site assessment process in preparing the Land Allocations document. It is therefore not necessary to undertake further Sustainability Appraisal of the Development Brief. This approach has been approved by the three statutory bodies, Natural England, the Environment Agency and English Heritage. Key findings from the Land Allocations DPD's Sustainability Appraisal for the site have been used to help inform the Brief, these are referred to in Section 3.

1.6 Habitats Regulations Assessment

- 1.6.1 Assessment is required under the Habitat Regulations of the potential impact of development plans on sites of international nature importance. The land south of Underbarrow Road site was assessed in this way as part of the Land Allocations process. No likely significant effects were found.

1.7 Consultation: Engagement

- 1.7.1 The Council has undertaken extensive public and stakeholder engagement and consultation in preparing the Development Brief. Details of the comments received through the consultation/engagement process, and how the

preparation of the Brief has taken account of them can be found in the Consultation Statement. A key component of this engagement was a drop-in event held in the Kendal Town Hall on 6th March 2014 which was attended by around 90 people and a further event held at the Shakespeare Centre, Kendal on the 13th November 2014 attended by around 210 people.



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

- Comments referred to the need to provide access for pedestrians and cyclists to the town centre and National Park – the development brief includes pedestrian and cycle paths links to Underbarrow Road and a requirement for a footway to run either in part/wholly alongside Underbarrow Road or wholly/in part within the northern part of the site parallel to Underbarrow Road;
- Suggested that the south east part of the site should be preserved due to its' biodiversity value, steep slope and flood risk– the development brief includes

this area as a semi-natural amenity open space (non- public access)

- Support for green corridors as a part of the green infrastructure framework. The Development Brief includes a suggestion for a green corridor along the northern edge of the site dependent on location of footway, and for the main road through the site to perform a green corridor function.
- Support for a mix of housing types and development to respect the character/rural location in terms of design and scale/form. The Development Brief includes a number of general principles to support a range of house types and the introduction of housing character areas will help ensure a variety of design is included responding to the site's different characteristics and context.
- Support for retention of existing features such as trees and stone walls. As a principle the brief supports retention of such features where possible and appropriate.

2. Site and site context

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

2.1 Site Location

2.1.1 The site is located on the west edge of Kendal approximately 1 km from the town centre. To the north of the site there is Kendal Fell Quarry, large detached houses and small business units. To the west is open countryside forming part of the Lake District National Park. Low density residential areas lie to the east and south-east and a wooded area/ natural green space lies to the south of the site (see figure 1.1).

Figure 1.1 Site location, showing 5m contours
South of Underbarrow Road, Kendal



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2.2 Land Use

2.2.1 The majority of the site consists of grassland currently used for grazing purposes and some small paddocks.

2.3 Landowners/Developer Interest

2.3.1 The land is held in six separate ownerships as follows (based on information at this point in time):

- One landowner owns the two western most fields
- One landowner owns the paddock to the north of 'The Hylands' property
- One landowner owns the middle most field; Russell Armer Homes has an interest on this part of the site
- One landowner owns the second field in from the east boundary; Russell Armer Homes has an interest on this part of the site
- One landowner owns the eastern most field; Russell Armer Homes has an interest on this part of the site
- One landowner owns a small part of the far SE part of the site

2.4 Planning History

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

2.5 Landscape Character

2.5.1 Within the Cumbria Landscape Character Appraisal Tool Kit the site lies within Character Type 3a Coastal Limestone: Open Farmland and Pavements. The site exhibits some of the characteristics associated with this type i.e. strong field patterns demarcated by dry stone walls and pockets of scrub and deciduous woodland. In such areas support should be given to the retention of tree cover and field boundaries. Developments should respect traditional form.

2.6 Topography

2.6.1 Generally the land slopes down from northwest to southeast. It has a crossfall in excess of 30 metres ranging from around 135 metres above sea level in the north-west corner to around 105 metres above sea level in the south-east corner. It contains steep aspects in the far SE part of the site. See Figure 1.1 for contours.

2.7 Views

- 2.7.1 The north-western part of the site is very elevated and offers views down towards Kendal and the countryside beyond. A high wall and trees help to partially screen the site from Underbarrow Road although there are views across the site when it is approached from the northwest due to the topography. The site is mostly very well screened from the south by mature woodland and trees within gardens along Brigsteer Road. The stone agricultural barn and land immediately to the east of this is however, prominent in view from Brigsteer Road. The site as a whole is prominent in wider views from higher ground to the west and the north and the far western edge is in view from the A591 (Kendal By-pass). It will be visible from the northern part of the Stainbank Green housing development. This site will be the most elevated part of Kendal and consequently its prominence must not be underestimated.
- 2.7.2 Parts of the site are in view from neighbouring residential properties to the north, east and south; most notably from 'The Ghyll' property and also Foxdale, Kilnstones and 17, 19 and 35 Greenside.

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

Natural

- 2.8.1 The site comprises open fields enclosed by stone walls. There are a number of mature trees within, bounding and around the edge of the site. The trees along the Underbarrow Road frontage and within the site (with the exception of those close to and within the paddock area north of 'Hylands' property) have Tree Preservation Orders. Figure 1.2 highlights which trees are covered by Tree Preservation Orders.

Built

- 2.8.2 There is a small shed in the extreme northwest corner of the site and a few temporary looking buildings within a group of trees adjacent to Underbarrow Road. A substantial barn lies within the site close to its southern boundary. A number of electricity pylons cross the western part of the site.
- 2.8.3 The south east and east boundary of the site comprises the boundaries of a number of residential properties and their curtilages. These properties are a mix of

low density mostly detached properties of various ages. The northern boundary of 'The Ghyll' property forms part of the site's southern boundary.

2.9 Accessibility

Road Access

- 2.9.1 Underbarrow Road runs along the northern boundary of the site from Underbarrow in the west to the town centre in the east. This offers the only potential point of vehicular access to the site.
- 2.9.2 A farm track bounds the western boundary between Underbarrow Road and Brigsteer Road (no public access).

Rail Access

- 2.9.3 Kendal Railway Station is the nearest railway station from the site and can be accessed via Underbarrow Road and Kendal Town Centre routes. It provides direct rail links to Windermere and Oxenholme and occasionally Lancaster, Preston and Manchester.

Bus Provision

- 2.9.4 The site is not directly served by local bus services. The closest services are the 44, running to and from the town centre, this operates every half an hour Monday – Saturday until around 6pm and serves High Tenterfell/Greenside housing area to the east of the site. Local Bus service 46, running to and from the town centre operates every hour Monday – Saturday until around 6pm and serves Brigsteer Road and Underwood to the south of the site. The nearest bus stops are on Greenside (for 44 and 46 service). These bus stops are some distance from the site, (roughly 600 metres from the centre of the site as the crow flies).

Cycle Access

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

Pedestrian Access/Public Rights of Way (PRoW)

- 2.9.6 There are no public rights of way through the site and there are no footways on Underbarrow Road adjacent to the site. A footway on the opposite side of Underbarrow Road is only available for a short length in front of the industrial units. Footways exist on both sides of Greenside as far as High Tenterfell where there is then only a footway along the north side to Mount Pleasant.

Footways are absent on the south side of the small green open space on the north side of High Beast Banks between High Beast Banks between High Tenterfell & Beast Banks. There is no footway alongside or within the triangular grassed area at Mount Pleasant.

- 2.9.7 There is a public right of way to the north of the site along Boundary Bank Lane; this provides access to Kendal Fell Quarry and the A591 and on to Cunswick Scar. There is a right of way from Greenside adjacent to the Greenside Lime Kiln which provides access to Kendal Fell and Golf Course.

2.10 Archeology and Heritage

- 2.10.1 There is a scheduled ancient monument (Greenside Lime Kiln) to the NE of the site. Based on County Council advice, there are no known archaeological remains on the site but it is located close to an area that was the focus for limestone quarrying industry from the 18th century. In line with the National Planning Policy Framework and Local Plan policy, any forthcoming planning application should include an archaeological desk-based assessment and evaluation, in this instance a geophysical survey.

2.11 Ground conditions

- 2.11.1 There is evidence of small pockets of filled land on the site and there is a former landfill site on the opposite side of Underbarrow Road. A contamination assessment is required to assess if there are any problems associated with gas and leachate from these areas of landfill. An assessment will be carried out in support of any planning application with a full site investigation to follow if the site possesses a potentially significant risk.

2.12 Noise considerations

- 2.12.1 The western part of the site is very close to the A591 Kendal By-pass. Industrial units located to the north of the site are noisy in nature. The layout and design of the development will need to address any potential noise impacts from these sources. As part of the planning application a noise impact assessment will be required and appropriate measures put in place to offset any adverse likely impacts.

2.13 Flooding Matters: Drainage

- 2.13.1 All of the site lies within Flood Risk Zone 1, with both the Environment Agency and South Lakeland District Council's Environment Protection

confirming that, based on previous history and existing evidence (surface water flooding data and local records) there are no known surface water flooding problems/issues.

- 2.13.2 Due to the size of the site, a Flood Risk Assessment will be prepared and submitted in support of any planning application which will confirm that surface water run-off will not exceed existing Greenfield run-off rates including an allowance for climate change.

2.14 Utilities

- 2.14.1 There are no known infrastructure constraints. A small domestic water supply pipe and an overhead electricity line cross the site.

2.15 Constraints and Opportunities

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

Constraints

- 2.15.2 The following constraints have been identified.
- **Open countryside setting and topography:** The western part of the site merges into the open countryside forming part of the Lake District National Park. Careful consideration needs to be given to the interrelationship of any new building and the countryside in order to achieve an appropriate transition between the built up area and the adjoining landscape
 - **Sensitive edges with existing houses:** Careful consideration needs to be given in the layout and design of development to minimise the impact of the development on existing levels of residential amenity enjoyed by the occupiers of neighbouring properties. The introduction of landscaping/buffers where appropriate and the separation distances between the existing properties will help to minimise impact on residential amenity afforded to these properties
 - The potential for currently unknown prehistoric remains of archaeological interest
 - Poor access to **public transport**

- The need to mitigate any impacts (noise) associated with the **existing employment area to the North of Underbarrow Road at Boundary Bank**
- **Natural features of high value to be retained where possible and appropriate:** The site contains a number of trees with Tree Preservation Orders, these features will need to be integrated within the layout and design of the site wherever possible.
- **Overhead electricity lines:** These traverse part of the site and it would be ideal if these were placed underground

Opportunities

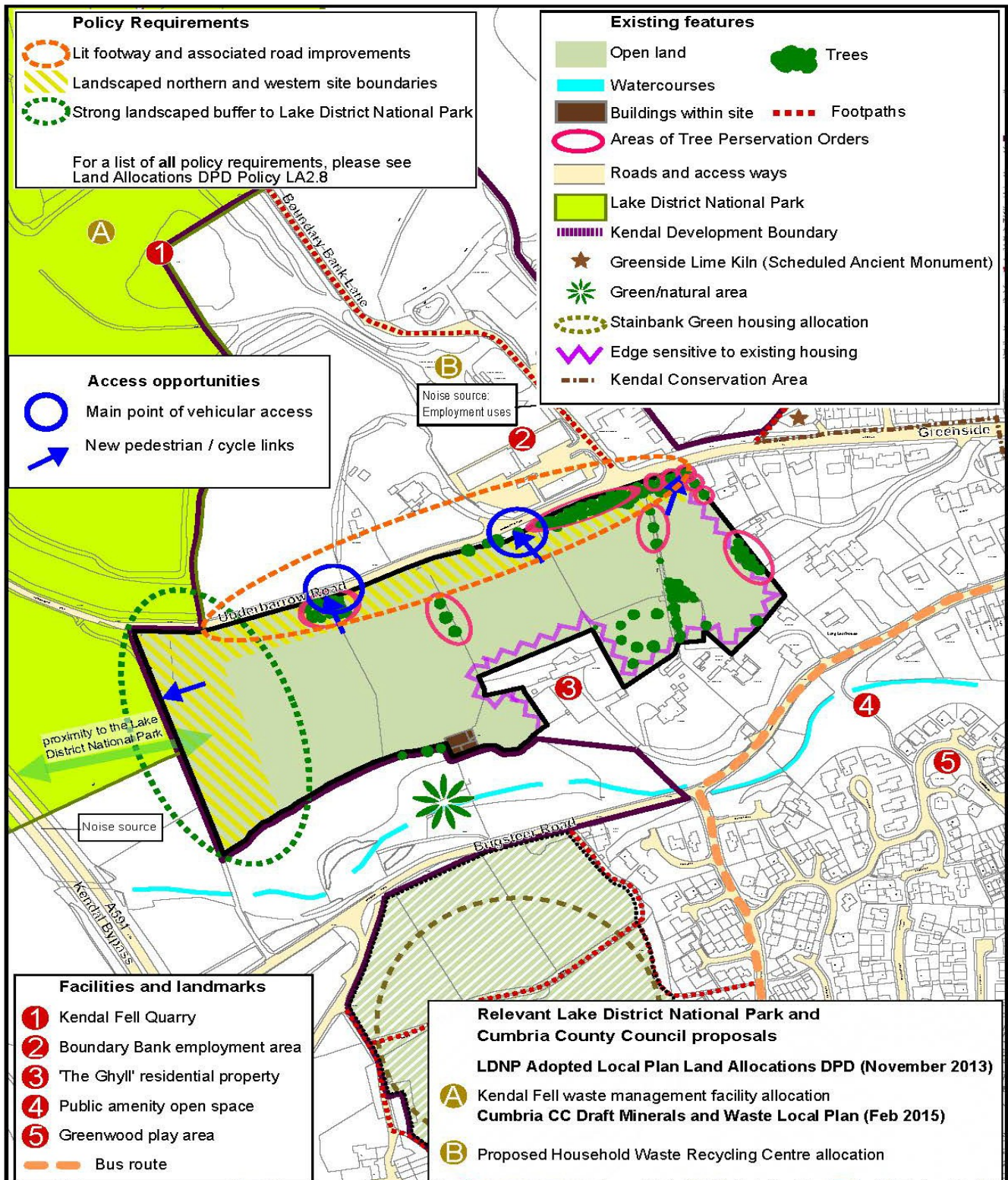
2.5.3 The site offers the following opportunities:

- The opportunity to provide a **mix of housing** including 35% affordable housing
- The design and layout to respect nearby **existing built form and landscape** setting whilst introducing its own character and variety of style
- Opportunity for design and layout of the development to retain the strong field patterns with well-defined boundaries to help break up massing through introduction of distinctive **character areas**
- The opportunity to **maintain and enhance existing trees and stone walls where possible and appropriate** on and adjacent to the site through incorporating these features within the landscape structure/green infrastructure strategy and to provide important natural habitat for wildlife
- The opportunity to **enhance ecological habitat of part of the site** through creation of new wildlife habitat within the open spaces on the site
- **The improvement of the quality and amount** of open space provision in the immediate area particularly play provision providing benefits to the wider community through enhancing informal recreation/leisure opportunities
- **Creation of two points of vehicular access** to the site from Underbarrow Road
- Opportunity to place required footway along south side of Underbarrow Road, either wholly or partly within the northern edge of the site
- Utilising **sloping and elevated topography** to benefit from extensive views to the south and east and solar energy/gain
- The opportunity to enhance **pedestrian, cyclist and public transport permeability** to surrounding area particularly the town centre – providing pedestrian and cycle links within the site to Underbarrow Road and where possible improvements to existing links towards the town centre.

- Opportunity to extend local bus services along Greenside and into the site
- Use of **green roofs and walls** to support drainage systems and minimise landscape impact and enhance the green infrastructure framework
 - Make public areas and movement routes accessible and interesting by incorporating features such as **interpretation panels** relating to key features of the site/area or views and **signposting** to key destinations

Development Brief: South of Underbarrow Road, Kendal

Figure 1.2 Constraints and Opportunities



3. Development Framework: Proposals and requirements

3.1 Development Requirements: Land Allocations DPD

3.1.1 South of Underbarrow Road site will be developed in accordance with the requirements set out in Policy LA2.8:

POLICY LA2.8 SOUTH OF UNDERBARROW ROAD

Purpose:

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

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF LAND SOUTH OF UNDERBARROW ROAD.

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Implementation: Development Brief, Development Management Process

Monitoring: Through Local Plan, Core Strategy monitoring framework

3.2 Sustainability Appraisal

- 3.2.1 In addition, the Sustainability Appraisal carried out for the site at south of Underbarrow Road found that the site scored averagely in comparison to other sites in Kendal. Areas of impact that the SA highlighted as requiring particular attention were: landscape, heritage, air quality and impact on the landscape; the need to integrate the site into Kendal; the take up of a large area of greenfield land, and environmental issues.
- 3.2.2 A contribution to overcoming these issues can be made by addressing specific measures in the Development Brief. These should include preparing a travel plan and ensuring that there are foot and cycle links to and within the site to make access to nearby facilities/town centre as short and easy as possible. The creation of a multi-functional green infrastructure framework that supports recreation, biodiversity, landscape character and climate change adaptation and mitigation; retention of greenfield run-off rates by minimising non-permeable surfaces and ensuring good drainage design; ensuring that the layout and design give the site the feel of being part of and integrated with residential areas to the west and other neighbouring properties; taking the character of Kendal into account in the proposed layout/design; making comprehensive and integrated enhancements to existing open space provision; recycling provision and incorporating renewable/low-carbon and/or decentralised energy sources within the development.

3.3 Land Uses

Land Uses

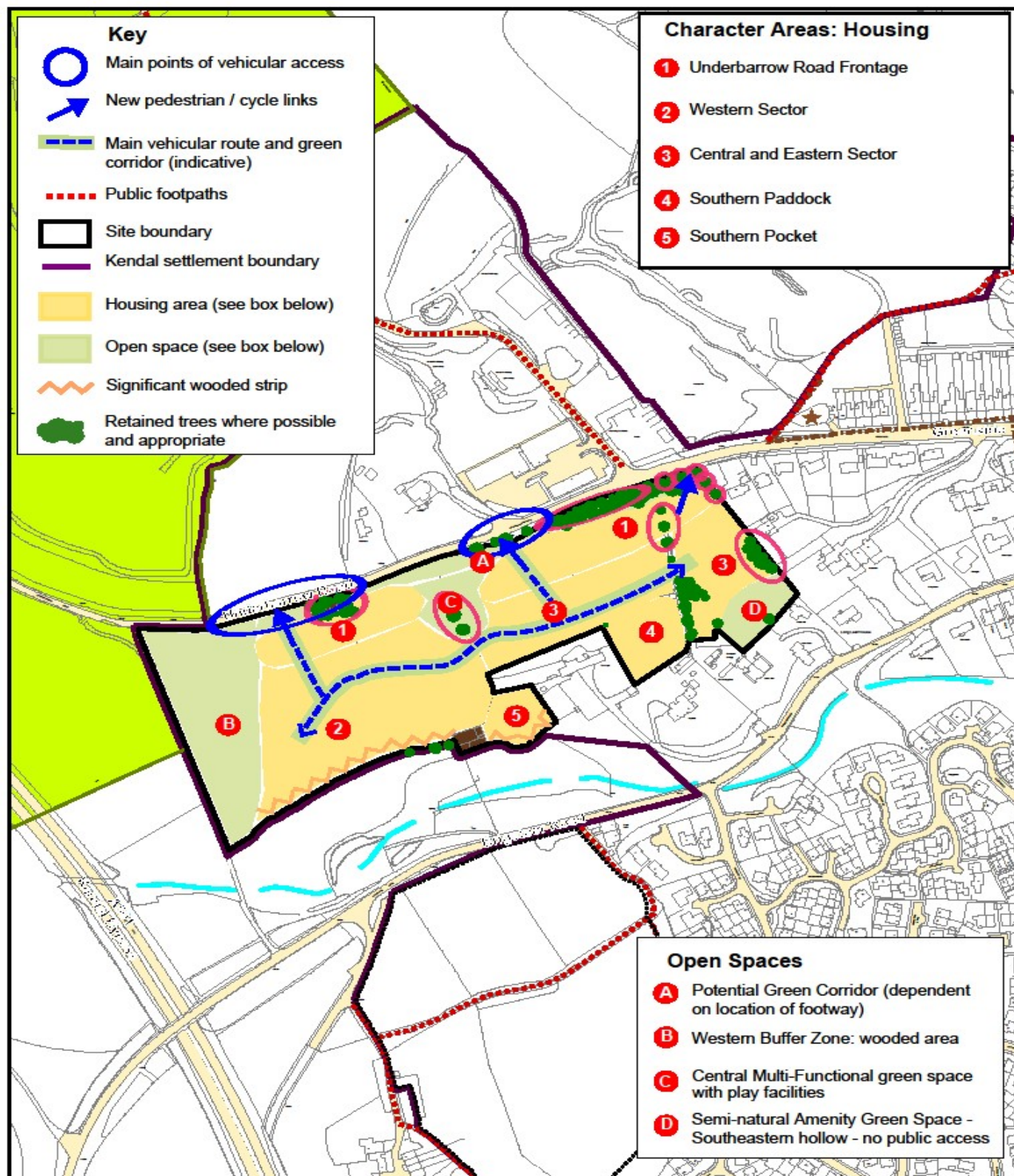
- 3.3.1 The site will be for residential use. Other parts of the site will be used for public open space purposes including play provision and non-publicly accessible open space. The indicative Land Use Proposals Map (figure 1.3) sets out the land uses at South of Underbarrow Road with an indication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

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

It sets out essential elements of the green infrastructure/landscape framework and traffic and movement framework for the site and shows the appropriate balance between developable and non-developable areas in this context.

Development Brief: South of Underbarrow Road, Kendal

Figure 1.3 Land Use Proposals Map (indicative plan)



Housing Character Areas

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

1. Underbarrow Road Frontage
2. Western Sector
3. Central and Eastern Sector
4. Southern Paddock
5. Southern pocket

Housing Requirements

- 3.3.3 The South of Underbarrow Road site will provide a mix of housing types, sizes and tenures based on local evidence base (current at the time any proposal is made) and viability considerations and subject to further discussions with the District Council. This mix will be provided to create choice, varied building forms and to help respond to the different character of the different parts of the site and its local context. House types should be influenced by site-specific considerations. For example development of a different scale and form will be necessary on the site in order to achieve a positive layout that respects existing character, context, residential amenity and topography.

Affordable Housing

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

Open Market Housing

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

Self-Build Properties

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

Housing Technical Standards Review

- 3.3.7 The outcome of the Government's housing technical standards review was set out in the Planning Written Ministerial Statement 25 March 2015. This affects the types of technical standards local authorities can apply to new housing. The government has withdrawn the Code for Sustainable Homes. Under the review, Local Authorities will be able to apply additional optional Building Regulations on water and access through new adopted local plan policies. A new nationally described space standard has also been introduced.
- 3.3.8 Any planning application decisions on the site will be subject to standards set within adopted Local Plan policy and relevant National policies at the time they are made. Under current adopted Local Plan policy new residential development will be required to meet standards in line with those set in current Building Regulations. However, the Council will continue to encourage development that promotes a high standard of sustainable construction and energy efficiency above and beyond current mandatory standards set within Building Regulations (see paras 3.13 to 3.15).
- 3.3.9 The Council continues to encourage the design of a proportion of homes to Lifetime Homes standard and in particular the provision of:
- Ground floor accommodation which can be converted to shower facilities;
 - Straight stairway to facilitate the provision of stair lifts

Housing Requirements at South of Underbarrow Road:

A range of house types and tenures will be provided. Self-build properties and the provision of bungalows will be supported and encouraged as part of the overall mix.

Subject to viability, no less than 35% of the total number of dwellings must be affordable and these will be mixed/pepper-potted within the scheme.

Developers should follow the Council's [Affordable Housing Guidance for Developers](#) (note it is updated annually)

3.4 Housing Scale and Form

- 3.4.1 The scale, massing and form of development will need to be sensitive to the existing local built and settlement form, local character and setting; this will help inform appropriate housing density for the site. A range of housing densities will be appropriate, when combined with landscape and building form, this will assist in providing areas of recognisable character and reinforce a sense of place and provide legibility to the scheme. Due to the site's location near the National Park and the character of nearby houses and the site's urban/rural edge setting the site as a whole lends itself in the main to a lower/moderate scale/form of development.

3.5 Traffic and Movement Strategy

- 3.5.1 The following key considerations need to be made in the context of the outcome of any future **Transport Assessment** and advice provided by Cumbria County Council Highways at the planning application stage. The design of roads, footways, footpaths and cycleways must accord with the adoptable standards set out within the **Cumbria Design Guide**. Principles established in the 'Manual for Streets 1 and 2' guidance should be used to inform the layout and design of streets within the site. The Cumbria Design Guide is currently under review and is very much based on the principles in the Manual for Streets 1 and 2. Where Manual for Streets is to be used this needs to be evidenced-based.
- 3.5.2 The layout and design of the development will encourage the use of alternative modes of transport. It will also ensure the development is connected to the neighbouring residential areas (Greenside), rest of Kendal and surrounding countryside by building on existing links and creating new links to deliver a strong network of pedestrian and cycle routes. It is essential that the road layout provides clear, legible, direct routes and promotes a safe and accessible movement framework for all (see figure 1.3).

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

Vehicular Access into and through the site

- 3.5.3 It is envisaged that there will be **two main points of vehicular access** from Underbarrow Road. The exact location and detailed design of the accesses onto Underbarrow Road will be agreed with Cumbria County Council

and determined through the planning application. Underbarrow Road may need to be narrowed to accommodate a footway along its southern side (see paragraph 3.5.10).

- 3.5.4 A **main road** linked to both access points will serve the whole site (see Figure 1.3). A hierarchy of streets will be designed to create a low-speed, well connected movement framework which is easy to move within and through. The streets should be fronted by houses to avoid blank fronts and ensure active frontages are created within the development. Within the housing areas, the streets will be designed to control traffic speeds. The best way to do this is to design streets that encourage people to drive with caution to below 20mph and are effectively traffic calmed.
- 3.5.5 Underbarrow Road where it bounds the site is currently national speed limit (60 mph), it is a requirement of any development in particular sites that have a frontage on such highways that no development shall commence until the adjacent highway transition of the **national speed/30 mph limit** has been relocated beyond the main access junction (details to be agreed). The details must be submitted to the Local Highways Authority for approval. A speed limit review should be carried out that relocates the existing 60mph/30mph limit sufficiently beyond the western site access entrance position to be agreed with CCC Traffic Management Unit.
- 3.5.6 Proposals will take a balanced **approach to movement** and provide for the needs of all users of the streets and spaces, not just the needs of vehicles. Safe access for pedestrians and cyclists must be provided. The design and layout will ensure that main routes are easy to recognise and follow. Cul-de-sacs should normally be avoided in context of permeability unless particular site conditions dictate that a cul-de-sac design is the most appropriate way to develop the site. Additionally, the road layout should incorporate loops wherever feasible to ensure that there is always more than one route option in the event that a section of the main road/street becomes blocked.
- 3.5.7 **Shared surface streets** in which there is no kerb to separate the carriageway from the footway may be appropriate. These work best in relatively calm traffic environments, however, they should be designed to accommodate the needs of visually impaired people for whom they can be problematic.
- 3.5.8 Proposals should consider and ensure provision for road access beyond the site in future years, even if this now seems unlikely.

Public transport

- 3.5.9 Given the poor levels of access from the site to nearby bus services (the central part of the site is roughly more than 600 metres from the nearest bus stops), the Transport Assessment and the Travel Plan must consider the desirability of providing a **bus service** to and through the site. The benefit of altering the bus route to take in the site is highly desirable and must be explored. Consideration should be given to enabling the easiest possible pedestrian and cycle access from the site to these existing bus stops. Community Transport Schemes should also be considered as a means of providing transport for people living on the site.

Pedestrian and cycle access and green corridors

- 3.5.10 Under Policy LA2.8 a lit footway is required along the southern side of Underbarrow Road. An alternative and more preferred option would be to locate a footpath wholly within the site behind the existing stone wall and tree line as part of a green corridor; this would ensure the trees and stone walls are retained. Alternatively, the footway could in part be located along the south edge of Underbarrow Road and the remainder (footpath) partly within the site boundary behind the trees/wall. A footway and a footpath are not required i.e. footpath within the northern edge of the site and a footway alongside Underbarrow Road. If a footpath is provided within the northern edge of the site this must be located in a direct fashion connecting to Underbarrow Road.
- 3.5.11 **New pedestrian and cycle links** will be provided through the site with links onto Underbarrow Road as appropriate. These routes will be designed to be safe and pleasant with high levels of natural surveillance and be accessible to all including those with impaired mobility or vision. They should avoid being located to the rear of properties. Cycle routes and footpaths should be separate from vehicle routes where possible and appropriate unless they lack passive surveillance from surrounding buildings. There is the opportunity for the main road through the site to have a green corridor function, i.e. a footpath/cycleway to be provided alongside the road separated by a green area (see below). There is an opportunity to provide a pedestrian/cycle link to the farm track along the west boundary and for this to become publicly accessible. It would be desirable for such a link and access to be provided, however, it is understood at this point of time this cannot be achieved due to third party land interests.
- 3.5.12 **Green corridors** should form an integral part of the transport and movement framework as well as the green infrastructure framework as appropriate. These would generally comprise a footpath and in some cases also a

cycleway separated from the carriageway by a green linear space. They may also be located within a separate open space and in some cases utilise existing rights of way.

- 3.5.13 In some cases it may be appropriate for the 'main vehicular route(s)' serving the site to perform a green corridor function i.e. whereby a footpath/cycleway is separated from the edge of the carriageway at least on one side by a green area. It may be appropriate to change from footway to footpath (a discontinuous separation from the carriageway), meaning the route has a partial green corridor function. The footpath/cycleway will need to be built to adoptable standards.
- 3.5.14 Away from roads, green corridors providing linkages between housing areas and open spaces/key facilities may be appropriate. Those of a strategic function (that follow pedestrian desire lines) i.e. provide linkages through the site to neighbouring areas, roads and facilities footpaths should be built to adoptable standards.
- 3.5.15 As part of the Transport Assessment, developers will be required to consider means of enhancing pedestrian/cycle access from the site to Kendal Town Centre (i.e. assess gaps in provision on the main route to town via Greenside). Transport Assessments for any part of the site must look at the whole of the allocated site and give a holistic approach to the movement of people and traffic within the site and the surrounding areas.

Lighting

- 3.5.16 Streets and paths will be well lit where appropriate but special care should be taken in terms of the lighting design and minimising light pollution, especially alongside open space and wildlife corridors. Lighting should take into account uniformity of illumination as well as intensity.

Parking

- 3.5.17 Parking provision should be in accordance with 'Parking Guidelines in Cumbria' and provide a balanced mix of parking solutions that are integrated into the design and layout. Parking courts could form part of the suite of parking arrangements. On-plot parking and garages should be sited so they do not appear as dominant features in the street scene. Designs should be aimed at keeping speeds below 20mph. Urbanising treatments such as painted lines and markings should be avoided unless absolutely required to enforce a Traffic regulation Order (e.g. yellow lines). Contrasting surface

materials should be applied to this task as an alternative. Designs should take into account areas within the development that may be subject to inappropriate parking such as on green verge areas or turning heads. Effort should be made as part of the design process to minimise the opportunity for these situations to occur. Parking areas should be located where there is sufficient level of overlooking and lighting.

Cycle parking

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

Access for all

- 3.5.19 All pedestrian routes should be accessible for all including those with impaired mobility and vision. Careful consideration will need to be given to the surface materials used; width of footways, footpaths, potential barriers, footpath design and relationship to roads and parking areas and general legibility to ensure this. It is acknowledged less formalised footpaths through green spaces / green corridors may occur where appropriate.

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

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

Traffic and Movement Framework Requirements

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

- Layout of roads and pedestrian/cycle routes will maximise permeability making the development easy to understand and navigate with pedestrian and cycle routes integrated fully with Underbarrow Road and the existing surrounding network of streets and routes. Proposals will take a balanced approach to movement and provide for the needs of all users of the streets and spaces not just the needs of vehicles and will seek to ensure that residents have every opportunity to make sustainable transport choices.
- Two main vehicular accesses will be provided from Underbarrow Road.
- A main access road will link the two accesses together to maximise legibility and allow for the possibility of running a bus service through the site. This route should perform a green corridor function.
- A new footway will be provided either wholly along the south side of Underbarrow Road or partly. If partly, a footpath will be provided within the northern edge of the site to ensure there is a continuous pedestrian link. Alternatively a footpath will be provided wholly within the north edge of the site.
- Pedestrian /Cycle links should be provided to Underbarrow Road and between the western buffer and multi-functional open spaces.
- A speed limit review should be carried out that relocates the existing 60mph/30mph limit on Underbarrow Road sufficiently beyond the western site access entrance position to be agreed with CCC Traffic Management Unit.
- Proposals for the site's development should be accompanied by a comprehensive Transport Assessment and Travel Plan.

3.6 Landscape/Green Infrastructure Framework

Green Infrastructure

- 3.6.1 Green Infrastructure is the term given to a network of **multi-functional spaces** that can enhance existing and create new wildlife habitats, mitigate against or help adapt to climate change and provide recreational and health and wellbeing benefits for people. It is made up of a range of assets such as waterways, ponds, open spaces, parks and gardens, play areas, footpaths, allotments, woodlands, hedgerows, trees, playing fields, green roofs/walls and the wider countryside.
- 3.6.2 The multi-functional nature of green infrastructure elements should be borne in mind in considering the design and layout of the development as a whole. For instance, spaces primarily intended for recreation can simultaneously perform other important functions and deliver on other objectives such as supporting surface water management and drainage strategies and delivering wildlife and educational benefits if designed appropriately and imaginatively.
- 3.6.3 **Public spaces and play areas** will be located on main lines of movement (pedestrian, or vehicular). They will be imaginative and high quality as well as forming an integral part of the network of foot and cycle routes and the wider green infrastructure framework. They will be well overlooked from the front of surrounding dwellings (but not necessarily surrounded), benefitting from being in view from some properties as well as roads/paths and should minimise the impact on residential amenity. Play areas must be centrally located. The incorporation of distinctive/supporting features such as public art and interpretive panels relating to local features is encouraged. Appendix 2 provides guidance for developers with regard to new play areas. The Council is undertaking a play audit. Its outcomes will be used to help determine the type of play facilities appropriate for the site.
- 3.6.4 **Green corridors** should form an integral part of the green infrastructure framework. They can perform various functions and may be located either adjacent to main roads, within green linear spaces providing linkages to open spaces, neighbouring areas and roads and facilities. They can also form an integral part of the landscaping framework, providing a buffer between development and the open countryside.
- 3.6.5 A large part of the higher land at the western end of the site will remain undeveloped and will be landscaped to create a **natural buffer** between the site and the National Park to help to assimilate the development into the countryside.

This will perform a semi-natural/amenity green space. This is a policy requirement.

- 3.6.6 Wherever possible and appropriate **existing trees and stone walls** which are a strong feature within the landscape will be incorporated into the green infrastructure framework and the landscape framework. Where trees or hedgerows are lost as a result of development, mitigation should be provided in the form of replacement features within the new open spaces. Existing hedgerows should ideally not be incorporated into private gardens in order to ensure their protection.
- 3.6.7 The creation of **incidental and/or small areas of grass/open space** with little function will be avoided. The protection of important natural features such as a mature tree/group of trees should ideally be facilitated by the features' inclusion within a larger area of open space. Street trees and additional native-species planting will be supported as part of the overall landscaping framework for the site.
- 3.6.8 Special attention will be given to the **lighting** design alongside open space and wildlife corridors. Impacts of artificial lighting on bats and other nocturnal wildlife will be reduced by minimising artificial lighting onto these spaces.
- 3.6.9 **Allotments** could form part of the overall open space mix where appropriate. Provision of allotments will be based on evidence of demand, as documented through Parish Plans and existing waiting lists. Developers will need to provide evidence of engagement with Town and Parish Councils in this regard.
- 3.6.10 A landscape/open space management plan, including long term design objectives, management and maintenance responsibilities for all landscape areas, open spaces other than domestic gardens, shall be prepared to secure the Green Infrastructure Framework for South of Underbarrow Road in the long term. The Council is exploring options for how best to manage and maintain open spaces. Options might include encouraging the creation of spaces that require less intensive maintenance such as planted areas of wildflowers.

Type of open space: requirements

- 3.6.11 As shown in Figure 1.3, areas of open space will be provided on the site as follows:

A: Possible Green Corridor – alongside Underbarrow Road

- 3.6.12 It would be desirable for a green corridor to be created alongside Underbarrow Road to provide an attractive frontage to the development and provide a safe and convenient route for pedestrians and cyclists into Kendal and to the new play area on the site. Existing trees and walls should be retained where possible and replaced where necessary. The walls will help to retain the character of the area. The inclusion of a green corridor in this location will need to be agreed with Cumbria County Council in terms of whether it would be a suitable alternative to the provision of a footway along Underbarrow Road. It may be that only part of a corridor is created most likely the section on the eastern half of the site. The corridor should contain a footpath and where possible a cycle way.

B: Western Buffer Zone / Wooded Area

- 3.6.13 The largest area of open space will be located on the higher ground at the western edge of the site. This will be sensitively landscaped to reflect the character of the area and form a transition from town into countryside. It will consist of significant woodland tree planting of native species similar to the woodland around the Kendal Fell quarry. The area should also provide informal recreational use, with inclusion of footpaths.
- 3.6.14 The area defined on the indicative proposals map has been informed by a landscape appraisal of the site, taking into account the local topography. This part of the site is the most visible in view from sensitive visual receptors to the west (Lake District National Park) and occupies the higher part of the site. It performs a visual buffer in this respect. The eastern boundary follows a change in levels roughly around the 130-132 metre contour mark, development below this line with a landscaped buffer would reduce the visual impacts.

C: Central Multi-functional green space with play facilities

- 3.6.15 There is an opportunity to create a multi-functional green space in a central location that is accessible to future residents as well as the

wider area. It will include an equipped play area suitable for a range of ages (Large Play Area) set within an amenity space – see Appendix 2 for further guidance. It will provide a community focus. It should include the trees in the photograph below, helping to break up the built form and will link into green corridor A.



D: Semi-natural/Amenity Green Space: South-eastern Hollow

- 3.6.16 An informal semi-natural/amenity open space will be provided within a steeply sloping part of the site where it would be difficult to build. This could be planted with native species and will provide a buffer between development and nearby residential properties. This would be non- accessible to the public.

Other areas of open space

- 3.6.17 Additional areas of open space in the form of small greens providing public amenity and informal recreation/wildlife habitat value could be included within the housing character areas. These should be centrally located with good pedestrian access and will help to break up housing development. These should, wherever possible be linked via, and essentially part of (or have good access to) the foot and cycle path network to the identified open spaces listed above.

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

Landscaping Framework

- 3.6.19 In addition to the above, a landscaped/soft boundary treatment will be provided along the southern boundary of the site as seen from Brigsteer Road. This will ensure development creates a positive relationship in terms of providing a soft transition with the adjoining 'Natural green area' and respects views from Brigsteer Road. This needs to be of a significant wooded strip of native tree species. Reducing the scale and intensity of development towards these southern margins, allows for planting within and between plots.
- 3.6.20 The landscape and planting schemes will be based on a palette of suitable native species where possible, and especially fruiting and flowering species to increase the opportunities for wildlife. Careful consideration must be given to the choice and location of plant species in respect of safety (avoid creation of hiding places etc).

Landscape/Green Infrastructure Framework – Requirements

As shown in Figure 1.3: Land Use Proposals Map (Indicative Plan) the landscape/green infrastructure framework for South of Underbarrow Road will comprise of:

- A. Possible Green Corridor through all or part of north edge of the site dependent on whether a footway is provided alongside south edge of Underbarrow Road
- B. A wooded area referred to as the Western Buffer Zone
- C. A central multi-functional green space providing informal recreation and play area function
- D. A semi-natural / amenity open space within the south eastern corner of the site (no public access)

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

All trees on and adjacent to the site will be retained wherever possible and appropriate, and integrated into the layout and design of South of Underbarrow Road.

A significant wooded strip of native species will be provided along the south boundary of the site as seen from Brigsteer Road.

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

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

3.7 Ecology/Biodiversity

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

3.8 Flood Risk Issues: Considerations

- 3.8.1 The site lies within Flood Risk Zone 1 (tidal, main river and fluvial flooding). Due to the size of the site, a flood risk assessment will be prepared and submitted in support of any planning application. There is no evidence of flooding problems on this site, but in order to reduce the level of risk, surface water run-off after development must not exceed green field run off rates including an allowance for climate change. Surface water should not be disposed of via the public sewerage system. A sustainable urban drainage system (SuDs) and management plan will be implemented to manage the disposal of surface water and this will be integrated within the green infrastructure framework, working with the natural drainage and topography of the site to inform the choice of appropriate measures. SuDs should follow the CIRA principles given in the SuDs Manual c698. A maintenance manual will be required for surface water systems which require adoption and management where adoption and management scheme will be by a management company.

- 3.8.2 As mentioned in other sections of this document, opportunities should be taken in terms of the design and materials used to manage surface water disposal as effectively and sustainably as possible. For example in the use of permeable paving, imaginative planting and green roofs/walls, which, as part of the green infrastructure framework can have other benefits such as for health and well-being and wildlife and therefore contribute towards other objectives whilst also forming part of the drainage and surface water management approach.

3.9 Heritage Issues: considerations

- 3.9.1 There are no heritage assets within or adjacent to the site. However, the eastern part of the site is located close to the Kendal Conservation Area boundary.

3.10 Noise Impact

- 3.10.1 A noise impact assessment must be submitted as part of any future planning application. Potential noise impact from the industrial/ employment uses to the north of the site and the A591 will need to be considered. The outcome of the noise impact assessment will be used to determine the nature of any mitigation measures required.

3.11 Infrastructure Requirements

Utilities

- 3.11.1 In terms of services and utilities, there are no known constraints to the provision of gas, electricity, waste water or water supply on the site, although the precise means of supply and connection will be confirmed through discussions with the relevant utility bodies as part of any planning application. A domestic water supply and an electricity overhead line cross the site. These may need to be diverted or replaced.

Sewerage

- 3.11.2 Developments must drain on a separate sewerage system, with only foul drainage connected into the foul sewerage network. Any potential developer will need to liaise with the relevant utility provider (United Utilities) to ensure this is taken into account at the detailed planning application stage.

Emergency services

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

Community Infrastructure

Education

- 3.11.4 To assess the impact of the development on education, initially Cumbria County Council use a population model to estimate the pupil yield (the methodology of which is outlined in the County Council's Planning Obligation Policy page 27 Figure 6). It is estimated that a development of 153 houses would yield 31 primary aged children and 22 secondary aged children. These figures are initial outline figures and more in depth assessments, using a dwelling led model (see page 27 figure 5 in the document referred to above) will need to be carried out when detailed housing plans as part of a planning application come forward. Based on these numbers the County Council will assess what space is available within local schools, including the catchment school and any other schools within a 2 mile safe walking distance. If no or limited places are available then a contribution will be sought to mitigate the effect of the development, where full costs are available for the mitigation this will be sought, otherwise a Department for Education multiplier will be used. Mitigations include expansions of schools through internal modifications or extensions, new schools or transporting pupils.
- 3.11.5 At this point in time, there is no existing spare capacity within the nearest primary schools to accommodate additional children. Cumbria County Council as the Local Education Authority will advise how to accommodate educational needs arising from the development and this will be determined through any planning application. The assessment of pupil yields from the site and school capacity will be updated each year in the annual review of the Infrastructure Delivery Plan. A more detailed assessment of estimated pupil yields from the site and the capacity in the local schools will be undertaken when a planning application is submitted.
- 3.11.6 For further details on education requirements, potential developers should contact Cumbria County Council Education Authority.

3.12 Design Principles

- 3.12.1 The key design principle at South of Underbarrow Road, Kendal is the creation of an attractive residential development on the edge of the town taking advantage of its location close to the town centre and its setting within an

attractive landscape on the edge of the Lake District National Park. The development will be of a high quality that respects the site's local context and the character of neighbouring uses as well as the site's wider countryside rural setting. It will be of a distinct character with a mix of styles that follow the character area guidance set out in Section 3.15.

- 3.12.2 A development of new dwellings that all look the same, is not imaginative and innovative, does not respond positively to its surroundings and local sensitivities, and/or that is 'grey' and monotonous in appearance (not in terms of colour) and a layout that is car dominated will not be acceptable.
- 3.12.3 Core Strategy policy CS8.10 states the siting, design, scale and materials of all development should be of a character that maintains or enhances the quality of the landscape or townscape and, where appropriate, should be in keeping with local vernacular tradition, this can still be achieved through a variety of design using local materials. Designs that support and enhance local distinctiveness are encouraged. Developments should protect and enhance key local views and features / characteristics of local importance and incorporate layouts that reinforce specific local distinctiveness. **Saved Policy S2** of the Local Plan 2007 contains a **design code** for South Lakeland that any new development must take account of.
- 3.12.4 Kendal is made up of different varieties of urban design. There is a need for the design and layout to respect nearby existing built form and landscape setting whilst also being creative, imaginative and innovative. For example, the development should seek to introduce an individual character and variety of style, avoiding replicating poor aspects of design, drawing on positive features of local design in the area and ensuring that particular characteristics of the site are responded to through design.
- 3.12.5 Close-range views of the site are afforded to properties adjacent the site. The layout and design of new development will need to be sensitive to existing levels of residential amenity with issues relating to the potential for visual impact and overlooking/privacy to be addressed through consideration of the design, scale and positioning (layout and orientation) of dwellings on these common boundaries, the introduction of landscaping/buffers where appropriate and separation distances between the existing properties and any new build. It is essential each property has access to some form of private garden/communal space. This may comprise an element of shared space/facilities for practicalities such as drying washing and bin storage in addition to a private garden.

General Principles

3.12.6 The design of the South of Underbarrow Road site should take full account of the character of the immediate and wider setting. It should take account of the design code in saved Policy S2 of the Local Plan. Key influences on character include history, geography, climate, topography and building materials, as well as local culture. Kendal has a distinctive character. The predominant use of local stone or lime-based render provides a distinctive appearance and grey colour to many buildings in the town. Local grey slate as a roofing material is readily distinguishable in the town for example. Limestone materials are used in many buildings nearby. The design and layout of South of Underbarrow Road will be informed by the following principles:

- Respond to the individual **townscape** of Kendal and its surrounds in respect of local characteristics such as building forms, materials, traditions, street patterns, roofscapes and spaces without creating pastiche development styles. **(See Saved Policy S2 of Local Plan)**
- Places of **character** should be created based upon appreciation of the site and surrounding area, and respond positively to its natural and built context. Development will be integrated into its setting and respond to topography. The scale, form, height, massing, grain of housing development will be related to that nearby to create an appropriate relationship with adjoining areas (built and rural) whilst maintaining variety within the built form. **(See Saved Policy S2 of Local Plan)**
- **Take into account/refer to 'Secured by Design' principles accreditation**
- **Locally relevant materials** should be utilised. Building materials and colours will be chosen for their high quality, reflection of site context and ability to strengthen local distinctiveness. However, non-traditional/local material should not be ruled out. Materials should be durable, robust and maintainable and wherever possible should be sourced locally and sustainably. **(See Saved Policy S2 of Local Plan)**
- **Recognise, retain and make a feature of important views** in the site layout
- Avoid uniform **densities** where appropriate across the development by providing variable densities to reflect character areas, topography and the need for a transition between town and country
- Housing design should be **tenure blind** i.e. it should not be possible to determine the likely tenure of a property from its built appearance and quality or materials used
- Streets will be fronted by houses, avoiding blank and ensuring **active frontages**

- Make use of **good quality materials** in the public realm, including a mix of hard and soft landscaping
- **Amenity:** ensure a satisfactory level of privacy for existing dwellings and between dwellings whilst allowing for community interaction. Make use of screen walls, fences, ancillary out-buildings and/or planting to moderate overlooking and maintain privacy. Use the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy between neighbouring properties. Sloping sites – where the difference in levels may result in unacceptable overlooking problems, consider use of appropriate screening, window siting and orientation
- Consider incorporating a range of building types and spaces to emphasise key locations within the layout and contribute to the character and legibility of the development. For example positioning buildings on the corners of streets
- **Orientation** of buildings: Dwellings will be orientated and designed to ensure maximum solar gain and facilitate the maximum benefit of solar panels (PV and thermal). Buildings on slopes should be designed to minimise impact on residential amenity and careful attention given to their scale and massing in this context
- Design should add interest to and create variety in the development, taking opportunities to be **imaginative and innovative in approach**
- **Boundary treatment** defining individual curtilages should be clear and will be a mix of fencing, hedgerow, railing, and walling to reflect the local vernacular whilst allowing for community interaction. Lime based stone walling may work best in this respect
- The treatment of the **settlement edges** will respect the landscape character. Development will create a positive relationship with the adjoining countryside, providing an appropriate transition between the built up area and the adjoining landscape. Wherever possible, houses should be orientated so they are outward facing. Trees, hedges and new landscape planting on the site edges should utilise native species
- **Garden/communal spaces:** It is essential each property has access to some form of private garden/communal space. This may comprise an element of shared space/facilities for practicalities such as drying washing and bin storage in addition to a private garden
- **Bicycle Storage/Recycling Storage:** The provision of bicycle storage and recycling/bin storage should be convenient for residents but should not dominate or otherwise compromise the street scene. Communal facilities could be considered

3.13 Sustainability Principles

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

3.14 Renewable Energy

- 3.14.1 In accordance with Policy CS8.7 the development should seek wherever possible to include renewable or low carbon options such as solar (photovoltaic or thermal), ground or air source heat pumps, micro/hydro turbines or biomass based on the technology most appropriate for the site. A district heating system could also be an option. The first consideration should be ensuring that the new homes are as energy efficient as possible, followed by steps to ensure that the residual energy demand is from renewable or low carbon sources wherever possible.

3.15 Sustainable Construction

- 3.15.1 The development of land at South of Underbarrow Road has the potential to maximise energy efficiency and reduce carbon footprint of homes and the development generally through measures such as:
- Sustainable construction: The use of locally sourced materials and reclaimed/re-use of materials (however, non-traditional/local materials should not be ruled out);
 - Opportunities for passive solar gain: orientation of buildings to maximize day lighting and passive solar gain;
 - High levels of insulation, low energy fittings and other energy efficiency measures;
 - Water conservation and recycling could be incorporated into new buildings in ways that mean the water can be accessed for use e.g. in the toilets and garden areas (e.g. all new homes to be installed with water butts);
 - Street design and the layout of private space takes into account access by waste/recycling collection vehicles and staff;

- Possible provision for communal recycling storage/collection (i.e. a single or small number of point(s) where everyone takes their waste/recyclables, composting etc. on site)

Green Roofs and Walls: roof gardens

- 3.15.2 The inclusion of green roofs/walls will be encouraged as a valid contribution to meeting a range of other requirements in a sustainable and efficient way. For example, green roofs, walls and roof gardens can assist in ensuring the gradual transition between urban and rural that is so important for this site and may also form part of the surface water management and drainage strategy. A range of green wall and roof approaches are available and can include very simple designs; advice and expertise on delivering these is also increasingly readily available. Roof gardens would also be supported where this approach can appropriately add interest and variety to the development, including in terms of variety and flexibility in the types of dwelling offered.

3.16 Air quality

- 3.16.1 In accordance with policy CS10.2 an air quality assessment and travel plan will be required to accompany any planning application for the development of South of Underbarrow Road. As set out in the Transport and Movement Framework, measures should be taken to maximise opportunities for people to use modes of transport other than the private car for their day-to-day needs. The wider green infrastructure framework, including appropriate planting and the inclusion of green roofs/walls, will also help to minimise negative effects on air quality by capturing additional pollutants.

3.17 Housing Character Areas: Specific Design and Layout Principles

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

1. Underbarrow Road Frontage
2. Western Sector
3. Central and Eastern Sector
4. Southern Paddock
5. Southern pocket

Character Area 1: Underbarrow Road Frontage

1. Landscaping: The trees to the north will be retained where possible and appropriate (most are covered by a Tree Preservation Order) (except to enable vehicular access) and a green corridor could run along the northern edge of the site.
2. Design: This character area will have a frontage onto Underbarrow Road and will be the most visible part of the development. People will pass by it into the town and it must present an attractive frontage to Underbarrow Road taking reference from nearby properties along Greenside and others close by.
3. Orientation: Buildings should ideally front on to the green corridor and central multi-functional green space where possible in order to maximise levels of natural surveillance and create an attractive frontage. The orientation of buildings on part of the frontage closest to the industrial units will need to be considered in context of the outcome of the noise impact assessment.
4. Scale: Due to the need to create a transition from town to countryside development of a low/moderate scale of form and intensity at the western end of this sector and as a whole take reference from the scale and size of properties along Greenside.
5. Pedestrian/Cycle links: These will be dependent on the position of any footway along Underbarrow Road and could run from west to east

within the suggested green corridor (A) with links to the south at appropriate points (connection to other housing character areas and main road). A link should be considered at the eastern end of the character area providing access to Underbarrow Road and southwards into the rest of the site as well as the western buffer zone. Links must be provided to Underbarrow Road if the footway is to be provided along its southern edge.

6. Open Space: The character area will be broken into two parts due to the presence of the multi-functional green space (reference C).

Character Area 2: Western Sector

1. Landscaping: Existing trees and dry-stone walls should be retained where possible and appropriate and a strong wooded landscaped strip should be provided along the southern boundary to ensure a soft landscaped edge to the natural green area to the south and Brigsteer Road.
2. Scale: A low/moderate scale and massing of development is appropriate for this character area as a whole, a slightly more intense scale/massing may be more appropriate for the central, northern and eastern sectors similar to parts of character area 3.
3. Pedestrian/Cycle links: There is scope to provide a green corridor beside the main road running through the character area; this will include a pedestrian /cycle route. Pedestrian/cycle links should be provided to the multi-functional green space (C), possible green corridor (A) where provided and western buffer zone (B).
4. Open Space: Open space will be provided by the central area (Area C) proposed at the eastern edge of this site and by the open space (Area B) to the west. Consideration should be given to the inclusion of additional open space/green area in a central location.
5. Orientation: this will be determined by local topography, houses should where possible front onto the open spaces (B and C) and the main road through the site.

Character Area 3: Central and Eastern Sector

1. Landscaping: Existing trees and dry-stone walls should be retained where possible and appropriate. It may be appropriate to include landscaping measures along parts of the southern and eastern boundaries (not with character area 4) as part of addressing impact of development on the amenity of neighbouring properties.
2. Scale/Amenity: The shape and topography of this sector allows the achievement of a slightly more intense scale of

development in the central core than other character areas but overall should be of a low/moderate scale. To ensure a satisfactory level of privacy for existing dwellings and between dwellings whilst allowing for community interaction, use of screen walls, fences, ancillary out-buildings and/or planting to moderate overlooking and maintain privacy may be introduced as appropriate. It will be important to use the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy between neighbouring properties. With respect to site boundary adjoining 'The Ghyll' a stone wall boundary may be the most appropriate form of boundary treatment.

3. Pedestrian/Cycle links: There is scope to provide a green corridor beside the main road running through the character area, this will include a pedestrian/cycle route. Pedestrian/cycle links should be provided to the multi-functional green space (C), and possible green corridor (A) where provided.
4. Orientation: This will be determined by local topography, houses should where possible front onto the open space (C) and the main road through the site.
5. Open Space: Open space will be provided by the central area (Area C) proposed at the western edge of this area, but consideration should be given to the inclusion of additional green space/landscaped areas within the centre of the character area. An area of semi-natural open space (D) will be provided to the south of the character area in the steeply sloping corner of the site. This could be designed to attract wildlife.

Character Area 4: Southern Paddock

1. Landscaping: The existing trees in this area create a distinctive character and should be retained where possible. It may be appropriate to include landscaping measures along the southern and western boundary as part of addressing impact of development on the amenity of neighbouring properties.
2. Scale/Amenity: A low/moderate scale of development in the main should be provided in this character area reflecting the scale and massing of nearby properties. To ensure a satisfactory level of privacy for existing dwellings and between dwellings whilst allowing for community interaction, use of screen walls, fences, ancillary out-buildings and/or planting to moderate overlooking and maintain privacy may be introduced as appropriate. It will be important to use the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy between neighbouring properties.
3. Pedestrian/cycle links: should be provided from the area northwards via providing a link to Underbarrow Road and the open spaces, ensuring this part of the site can be sustainably accessed.

Character Area 5: Southern pocket

1. Landscaping: The existing dry stone wall should be retained along the southern boundary, this is an important positive feature that adds to the rural characteristics of the southern edge of the site. A significant strong wooded landscaped strip should be provided along the southern boundary to ensure a soft landscaped edge to the natural green area to the south and Brigsteer Road, this should wrap around the eastern and northeastern boundary of the character area to minimise impact on neighbouring property and reinforce the rural characteristics of the southern edge.
2. Scale/Amenity: Given the need for a significant wooded strip along the southern and eastern perimeter, there is limited scope for much development within this character area. Any development should be of a low scale in terms of built form. To ensure a satisfactory level of privacy for existing dwellings and between dwellings whilst allowing for community interaction, use of screen walls, fences, ancillary out- buildings and/or planting to moderate overlooking and maintain privacy may be introduced as appropriate. It will be important to use the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy between neighbouring properties.
3. Stone Barn: If possible the stone barn should be retained and incorporated within any scheme.
4. Pedestrian/Cycle Links: A pedestrian/cycle link should be provided to connect with housing character area 2 to ensure this area can be sustainably accessed and integrated with the remainder of the site.

4. Implementation and Delivery

4.1 Partners

Who will deliver the development?

- 4.1.1 Potential private housing developers and possibly Housing Associations will deliver the South of Underbarrow Road site, in close liaison with South Lakeland District Council, Cumbria County Council and relevant third parties and statutory bodies.

4.2 Phasing/Timing

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

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

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

4.3 Planning Application

4.3.1 Any future planning application should be submitted in accordance with national planning application validation requirements and information set out in the Council's [Validation Checklist](#)

4.3.2 In addition to standard national requirements, which consist of a completed planning application form, location plan and other plans and elevations where appropriate, any planning submission will need to be accompanied by a suite of additional supporting information. The nature of information and the level of detail required will be agreed with the Council, but is likely to include:

- Design and Access Statement;
- Planning Statement;
- Sustainability Statement;
- Tree and Hedgerow Survey /mitigation where appropriate;
- Landscape and Visual Impact Assessment;
- Flood Risk Assessment;
- Plans and Drawings;
- Habitats Survey and mitigation (Nature Conservation Assessment);
- Archaeological Assessment;
- Transport Assessment and Travel Plan;
- Public Right of Way Statement;
- Heritage Assessment;
- Air Quality Assessment;
- Sustainable Urban Drainage Strategy and long term maintenance of surface water drainage scheme/management and maintenance plan;
- Noise impact assessment;
- Statement of Community Involvement;
- Planning Obligation Pro Forma Statement and S106 Heads of Terms;
- Foul Sewerage Assessment;
- Land Contamination Assessment
- Landscape/Open Space Management Plan including long term management and maintenance scheme.

4.3.3 Where separate planning applications are submitted for phased development, rather than for the development of the allocation land as a whole, then legal planning obligations will be required to safeguard proportional financial contributions as a starting principle based on the

developer contributions requirements in order to secure necessary infrastructure/open space/landscaping requirements across the whole allocation site. Proposals/applications submitted for part of the site must include provision for vehicular route / pedestrian /cycle access connections to adjoining part of the site; to enable the delivery of appropriate site access links across the site. The Council will expect applicants to use the Council's pre-application process to agree a methodology necessary to deliver the infrastructure appropriate to their phase of the development and that needed for the comprehensive delivery of the site as a whole.

- 4.3.4 A Section 106 Draft Heads of Terms should be agreed prior to submission and submitted as part of any future planning application and this will confirm how developer contributions should be apportioned to each potential developer.
- 4.3.5 Pre-application consultation should be carried out in accordance with the guidelines set out in the Council's Statement of Community Involvement (2006 and amended 2008). The scope of such consultation should be agreed with the Council.

4.4 Development Obligations

- 4.4.1 Listed in the table below are some of the likely infrastructure requirements which have been identified through consultation with various stakeholders for the site **(these are subject to further discussion as part of any planning application decision)**. South Lakeland District Council intends to introduce a Community Infrastructure Levy (CIL) in 2015. The nature of development obligations will be dependent on whether a CIL is in place or not. The table lists the type of infrastructure which currently it is considered could be funded through CIL if in place and through S106 contributions. On-site requirements will be funded through Section 106 contributions and/or S278 Agreements (Highways), whereas wider infrastructure benefits may be collected through the CIL. This is not an exhaustive list. The Council will expect applicants to agree a methodology necessary to deliver the infrastructure appropriate to their phase through the Councils pre-application process.

Infrastructure Type	On site or off-site	Details	S106 or CIL
Landscaping including Tree Planting	On-site	On site provision for semi-natural green spaces, within other spaces and	On site construction cost S106

Infrastructure Type	On site or off-site	Details	S106 or CIL
		landscaped areas where appropriate	
Open Space	On-site	New play area and informal recreation space, green corridors, new Semi-natural/amenity green space	On site construction cost S106
Walking and Cycling	On-site	Financial contribution to creating new links	S106
Education	Off-site	Financial contributions to provision of primary and secondary school places in Kendal	CIL if in place otherwise S106
Transport: Highway Improvements Kendal Highways package of Measures	Off-site	Contributions to list of highways improvements measures identified in the Kendal Highways Improvement Study	CIL/Other funding: Local Growth Fund
Affordable Housing	On-site	35% affordable housing	S106

Useful contacts:

SLDC Development Plans Team: Officer Contacts:

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SLDC Development Management: Officer Contacts:

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SLDC Housing Strategy: Officer Contact:

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SLDC Parks and Recreation Team:

Tony Naylor, Green Spaces Officer,
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Deborah Wright, Principal Community Spaces Officer,
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Cumbria County Council – Highways:

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

Cumbria County Council Surface Water Drainage:

Doug Coyle, Highways & Transport Resilience
Manager Tel 01228 221330 email
Doug.Coyle@cumbria.gov.uk

Cumbria County Council Education:

Andy Smart, Children's Services,
Tel 078812645084, email - andy.smart@cumbria.gov.uk

Relevant Utilities Providers Contacts:

Unitied Utilities (waste water and water supply)

Jenny Hope: Development Plan Liason

United Utilities Group PLC, Haweswater House, Lingley Mere Business Park, Lingley
Green Avenue, Great Sankey, Warrington WA5 3LP

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Electricity North West Ltd - Electricity:

Mr Ian Povey, Network Design Manager, Frederick Road, Salford, M6 6QH

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National Grid Electricity Transmission

AMEC on behalf of National Grid

Mr Julian Austin, Gables House, Kenilworth Road, Leamington Spa, Warwickshire, CV32 6JX
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National Grid Electricity Distribution

AMEC on behalf of National Grid,

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Appendix 1: Relevant Development Plan Policies

See website: www.southlakeland.gov.uk

SOUTH LAKELAND LOCAL PLAN – CORE STRATEGY

- CS1.1 – Sustainable Development Principles
- CS2 – Kendal Area Strategy
- CS6.3 – Provision of affordable housing
- CS6.6 – Making effective and efficient use of land and buildings
- CS7.3 – Education and skills
- CS8.1 – Green Infrastructure
- CS8.2 – Protection and enhancement of landscape and settlement character
- CS8.3a – Accessing open space, sport and recreation
- CS8.3b – Quantity of open space, sport and recreation
- CS8.4 – Biodiversity and geodiversity
- CS8.6 – Historic Environment
- CS8.7 – Sustainable construction, energy efficiency and renewable energy
- CS8.8 – Development and flood risk
- CS8.9 – Minerals and waste
- CS8.10 – Design
- CS9.1 – Social and community infrastructure
- CS9.2 – Developer Contributions
- CS10.1 – Accessing Services
- CS10.2 – Transport Impact of New Development

SOUTH LAKELAND LOCAL PLAN – LAND ALLOCATIONS DPD

- LA1.3 – Housing Allocations
- LA2.8 – South of Underbarrow Road

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

- C5 – External Lighting
- C19 – Sites of archaeological interest
- C24 – Watercourses and Coastal margins
- C30 – Solar Power
- L10 – Rights of Way
- Tr9 – Better Ways to School
- S2 – South Lakeland Design Code
- S3 – Landscaping
- S10 – Parking Provision in new development
- S12 – Crime and Design
- S18 – Trees close to buildings

S19 – Percent for Art
S26 – Sewage treatment and disposal
S27 – Overhead lines
S29 – Waste recycling facilities

Appendix 2: South Lakeland District Council New Play Area Specification Guidance

Vision

The creation of cutting edge play areas and intriguing play and learning spaces. Spaces which make use of traditional and natural materials, using equipment to suit all ages, abilities and able or non-able bodied children and families.

Location

To be sited in an open, welcoming location with good access links for the catchment area. Not to the rear of properties or with narrow access between properties, a minimum of 20metres where no wheeled sports are included and 30metres where this is the case from the edge of the property boundary (house itself) to the edge of the boundary of the equipped play area part of the open space.

To be separate from areas of major vehicle movements and accessible directly from pedestrian routes, linked, as far as possible, with other open spaces, footpath systems, amenity planting areas and other devices to provide the maximum separation from nearby residences.

To feel integrated into the development, more than a play space, an area for residents to meet, walk, make friends, and hold community events. An opportunity to develop a sense of community, rather than a no go area, or an area for a restricted sector of the community.

Accessibility

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

Play Equipment

All play equipment and safety surface will conform to European Play Standards EN 1177 and En 1176. Play equipment will meet the needs of children aged 0 to 14 years, a variety of fixed play equipment for different age groups. A challenging and learning play

environment in natural surroundings, making use of natural features, ground moulding, boulders etc. appropriately designed for a rural location. Grass mat safety surface is preferred.

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

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

Ancillary Items

Depending on the location of the play area, it is not always necessary to fence.

Appropriate seating for adults and children, with litter bins and possibly a notice board.

Type of play facility and Size

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

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

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

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

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

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

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

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

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

The play audit will commence in April and will be complete by July 2015, the councils entire play provision will be reviewed. The audit will assess current levels of play provision for location, accessibility, play value, age range and condition, which will provide information on both shortfall and over provision with a prioritised action plan. Where there are known community groups, who have an interest in a local play area, they will be invited to take part in the audit.

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

Size

Variable size, a minimum of 200sqm where more than one play facility is present within the catchment area, or from 400m when only play item in catchment area.

Consultation

Where appropriate (depending upon location and houses sold) a public consultation event should be held to confirm challenges and equipment selected.



Good use of firm paths to link equipment



Creative use of boulders, logs and earth can be used creatively too