

# Supplementary Planning Document North of Sycamore Close, Endmoor

## Development Brief

Adopted August 2017

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## 1.0 Introduction

- 1.1** This Development Brief provides additional guidance on the interpretation of Policy LA2.14 of the South Lakeland Local Plan – Land Allocation DPD (2013) and other relevant national and Local Plan policies, and relates to a 4.65 hectare site allocated for housing on land north of Sycamore Close, Endmoor. It was adopted by South Lakeland District Council on 30 August 2017 as a Supplementary Planning Document and forms a material consideration in determining planning applications for the site.
- 1.2** 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.
- 1.3** Contextual information supporting this Brief is provided in the North of Sycamore Close, Endmoor Development Brief supporting contextual information document August 2017. Details of the extensive public and stakeholder engagement conducted during the preparation of this Brief and the Council's response is provided in the Consultation Statement.

## 2.0 Vision

The development of the land North of Sycamore Close, Endmoor will:

- create a residential community of high quality design that complements the local vernacular architecture and integrates sensitively and fully with the existing community, as well as responding sensitively to the site's landscape setting and its prominent location on the edge of Endmoor village extending into open countryside;
- deliver a mix of well-designed and energy efficient homes of different types, sizes and tenures to help meet current and future local housing needs;
- provide safe and attractive pedestrian/cycle links from the site to key facilities in Endmoor village as well as links to the wider public rights of way network;
- provide well-connected multi-functional use green spaces, providing benefits to people and wildlife in terms of informal recreation, amenity and biodiversity interest.

## 3.0 Constraints and Opportunities

**3.1** In response to the site's context and characteristics, the following provides a summary of the key constraints and opportunities presented by the site, as illustrated in Figure 1 below.

### Constraints

- **Sensitive edges with existing houses and primary school**– residential properties, along with the local primary school and its grounds border the southern and part of the eastern boundary of the site;
- **Existing water main and easement** – pressurised water main running north-south across the site with easement requirements;
- **Drainage and surface water issues** – surface water ponding in limited parts of site;
- **Overhead wires** – overhead wires traverse part of the site;
- **Access** – currently no access links between the site and existing community facilities to the south of the site.

## Opportunities

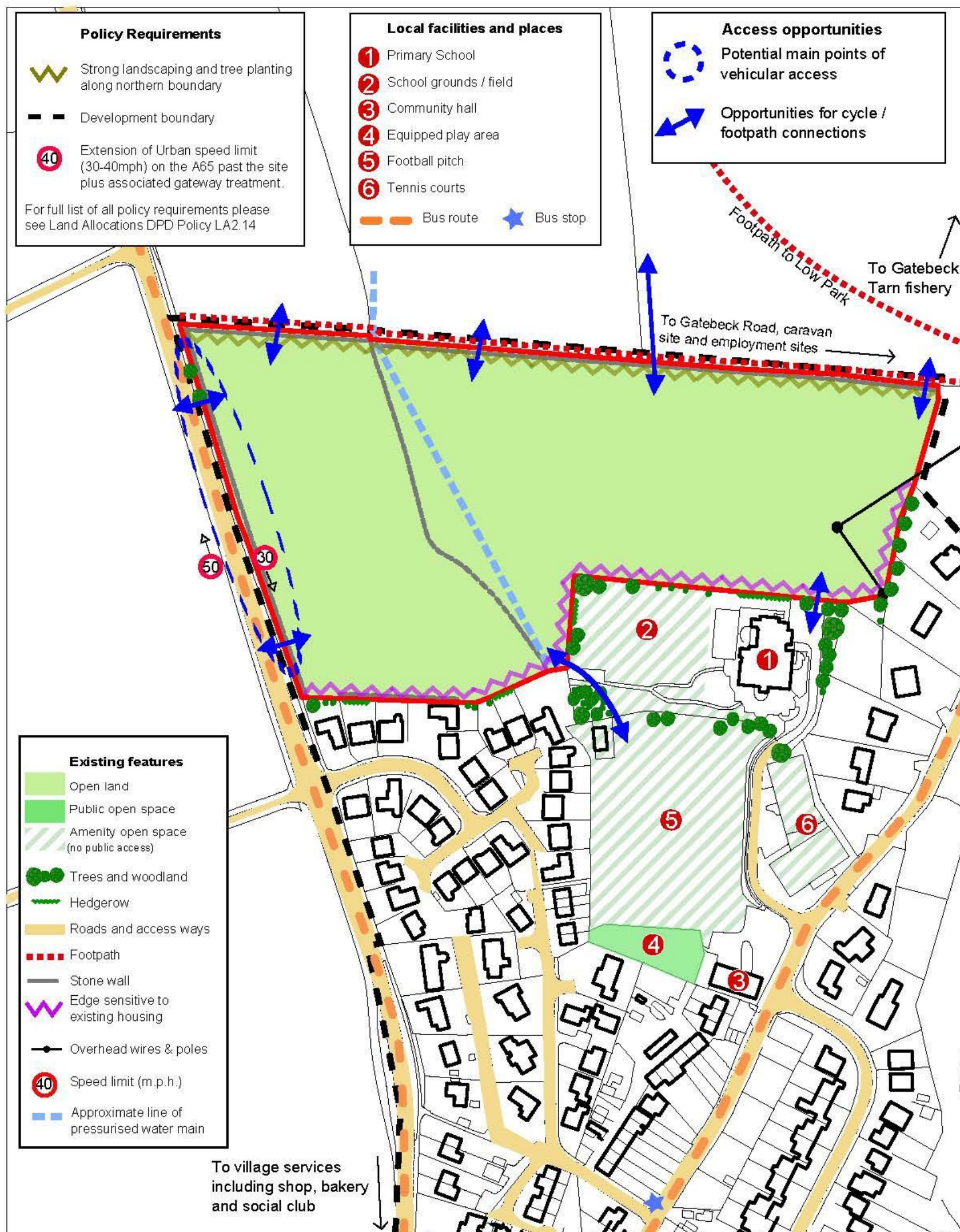
- **Design** - the site can provide a high quality housing development that embraces vernacular architectural styles and layout to reinforce the sense of place and enhance character;
- **Landscape** – opportunity to work with the landscape setting of the site and enhance the existing transition from the urban edge into open countryside, having regard to the site’s landform, views into and out of the site as well as sensitive receptors through the retention of existing natural features and the introduction of additional tree planting and vegetation;
- **Walking and cycling connections** – opportunity to improve walking and cycling routes and connections through the area with reference to accessing key local facilities, employment sites and connectivity with surrounding settlements (deliverability in part subject to third party agreement);
- **Open space and multi-functional green infrastructure** – opportunity to create new multi-functional open spaces and green infrastructure in the local area that will provide safe and functional informal recreation opportunities for existing and local residents, enhance wildlife habitats and support local aspirations;
- **Traffic management** – opportunity to introduce traffic calming measures on the A65.



# Development Brief: North of Sycamore Close, Endmoor

## Constraints and Opportunities Map

(indicative) August 2017



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Figure 1: Constraints and Opportunities Map



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## Land Use Proposals Map (Indicative)

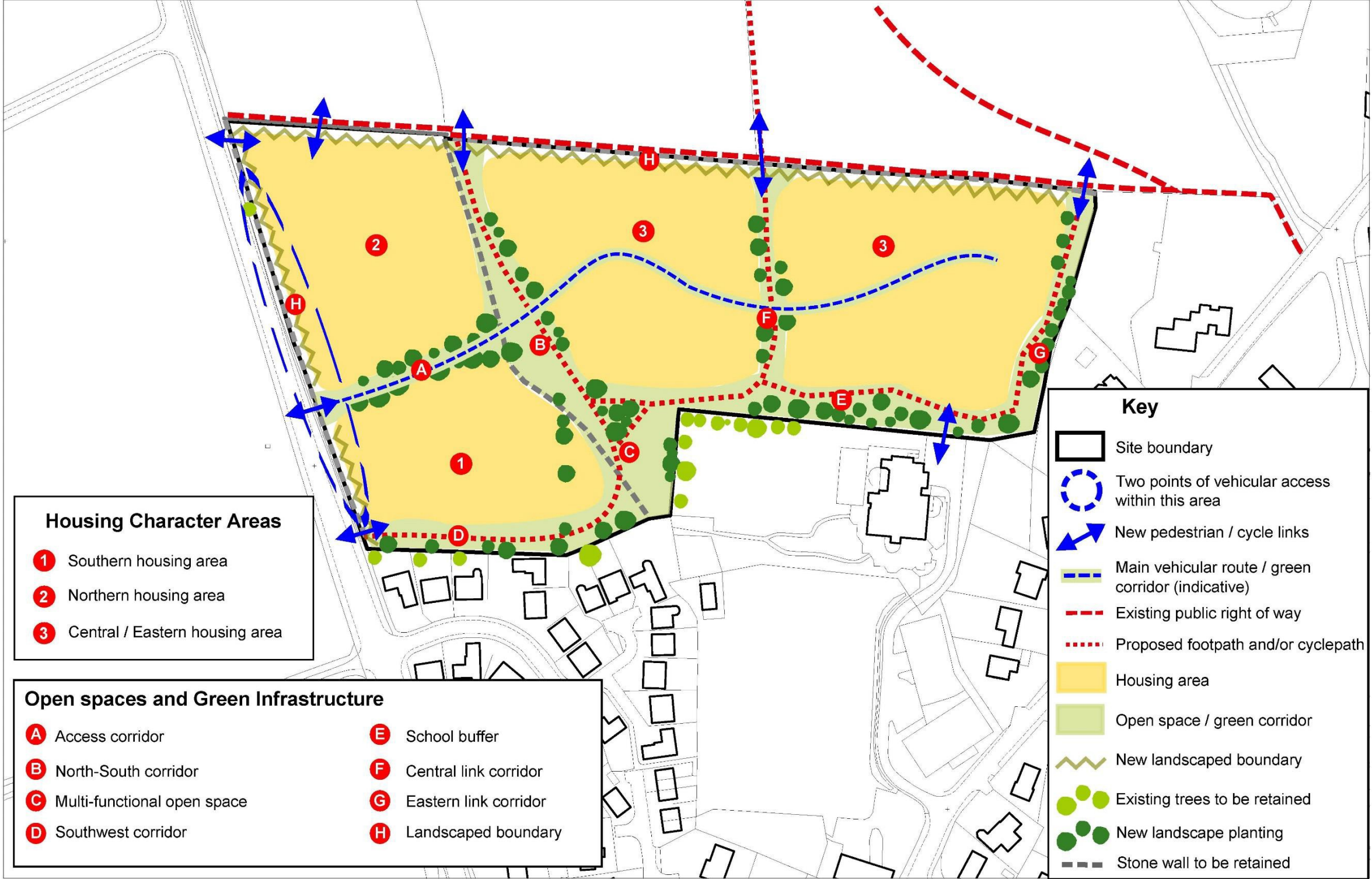


Figure 2: Land Use Proposals Map (Indicative)

## 4.0 Development Brief requirements

- 4.1 The indicative land use proposals map (Figure 2) illustrates the potential broad locations of housing areas, open space and green infrastructure and main transport and movement routes to present an option of how the site could be developed to meet the Land Allocations and other policy requirements. The map is not intended to be prescriptive; the detail of the final site layout will be determined at the planning application stage. Other layouts will be considered and their appropriateness determined in terms of the degree to which they accord with Local Plan policy and key principles set out within the Brief.

### Type of Development

- 4.2 The site is allocated for around 100 dwellings (not a fixed target). The key housing requirements of this Development Brief are outlined below:

#### **Housing Requirements at North of Sycamore Close, Endmoor:**

- A range of house types and tenures will be provided. The provision of bungalows and houses suitable for older people 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 distributed through the scheme in small clusters.
- Developers should follow the Council's [Affordable Housing Guidance for Developers](#) (*updated annually*)

The most appropriate housing mix will be determined at a planning application stage based on the most up to date information available.

### General Housing Requirements additional guidance

- 4.3 The site will need to provide a mix of house types, sizes and tenures in order to help meet varied housing needs in the local area, and to create variation and choice within the development. The Council will expect a range of different dwelling types to meet evidenced affordable housing needs. It is expected that 50% of the affordable



housing will be provided for affordable rent and 50% will be provided for intermediate affordable housing, i.e. discounted sale, shared ownership or shared equity.

- 4.4 The provision of self-build properties, housing for older people (which could include extra care housing as appropriate) will be encouraged and welcomed.
- 4.5 In terms of housing technical standards and current government review, any planning application decisions on the site will be subject to standards set within adopted Local Plan policy and relevant national policy. 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 high standards of sustainable construction.

## Traffic and Movement

- 4.6 The traffic and movement framework considers access into and through the site in terms of both vehicular and active travel modes. The following key considerations need to be made in context of the outcome of any future transport assessment submitted as part of the planning application process and advice provided by Cumbria County Council Highways at the planning application stage.
- 4.7 The design of roads, footways, footpaths and cycleways must accord with the adoptable standards set out within the **Cumbria Design Guide** and any subsequent relevant updates. Parking provision should be in accordance with Cumbria County Council's latest guidance.
- 4.8 General traffic and movement framework design principles that should be considered in any proposal for the site include:
- ✓ A balanced approach to meet the needs of all users, prioritising the safety of pedestrians and cyclists.
  - ✓ A well connected and permeable network, with a hierarchy of streets.
  - ✓ Residential streets designed to limit traffic speeds to 20mph.
  - ✓ Layouts and routes that are easy to 'read' and navigate around.
  - ✓ Incorporating loops wherever feasible to ensure options for movement should sections of routes become blocked.
  - ✓ Shared surface streets where appropriate and well designed to take account of the needs of visually/mobility impaired people.
  - ✓ Active frontages along movement routes to ensure safe, welcoming and overlooked streets and paths.
  - ✓ Safe and pleasant pedestrian and cycle routes, with sufficient levels of natural surveillance.
  - ✓ Integration of green corridors and active travel routes into the

- ✓ movement network, separated from roads where appropriate.
- ✓ Appropriate lighting of routes, balancing safety needs with light pollution.
- ✓ Careful choice of surfacing that enhances the design of the scheme and takes account of environmental sustainability (e.g. permeable paving), future maintenance and technical requirements for adoption by the highways authority.
- ✓ Well integrated parking that doesn't dominate the street scene, including a tailored mix of well-designed parking arrangements (e.g. on-plot, garages, on-street and courtyards).
- ✓ Safe and accessible routes designed with the needs of disabled users in mind.
- ✓ A layout conducive to encouraging public transport, including roads designed to a standard suitable for the extension of bus services if appropriate, and provision of safe convenient routes between homes and public transport.
- ✓ Consideration of layout in order to ensure it does not prejudice future development in the local area in future years.
- ✓ Submission of a Transport Assessment and Travel Plan at planning application stage.

**4.9** To encourage active travel, new footpath/cycle routes should be attractive and welcoming, use natural surveillance. They should not be added as an afterthought, squeezed in to a passageway resulting in substandard and unattractive links, as illustrated in the examples below.



Figure 3: Footpath links

### **Traffic and Movement Framework Requirements:**

- Two public vehicular access points into the site will be provided from the A65;
- The existing 30mph speed limit should be extended northwards along the A65 to a point beyond the existing A65/U5347 (to Lorrimer Yeat) junction; this provision should be supplemented by appropriate gateway features and an extension of road lighting;
- New and improved pedestrian and cycle routes and linkages to the wider highways and public rights of way network should be provided to integrate the site with surrounding areas; including a direct pedestrian/cycle link from the site via the school driveway to aid integration and maximise sustainable forms of access to local facilities. All efforts must be enacted to realise its delivery as well as a pedestrian/cycle link at the SW part of the site to the A65.
- Proposals for the site's development should be accompanied by a comprehensive Transport Assessment and Travel Plan.

### **Supporting Guidance to inform application of the above requirements**

**4.10** The following additional guidance should be used to inform the application of the traffic and movement framework requirements:

- Vehicular access, Cumbria County Council has advised two public vehicular access into the site should be included reflecting emerging Cumbria draft Design Guide and based on national ministerial guidance. The exact location and detailed design of access arrangements will be agreed with Cumbria County Council and determined through any planning application. Note only one main point of access is shown on Figure 2.
- A main residential street should wind its way through the centre of the site designed in a way to reduce traffic speeds (to a minimum of 20mph). This could be achieved by designing the route as a green corridor whereby the footpath/cycleway could be separated at least in part from the carriageway by a verge that may include landscaping or a Sustainable Drainage System function.
- It is essential any proposal for the site supports the creation of a sustainable and integrated community with its surroundings. It is considered that a direct pedestrian/cycle link from the site via the school driveway would ensure this is delivered to its fullest. All efforts to secure such a link should be made in this

respect, recognising this would be subject to third party land agreement. This can be achieved through the construction of a 3 metre wide footway / cycleway adjacent to the driveway (utilising part of playing field parish owned) and land to east of drive opposite the school), and a link at the head of the driveway into the site.

- A pedestrian / cycle link to the A65 (at the SW point of the site boundary through creation of a green corridor along the southwest edge of the site linked to other green corridors) should be provided. Additional links from the development to the rights of way network should also be provided to support the creation of a sustainable form of development. Opportunities to create additional links connecting rights of way outside of the site boundary should also be considered in this respect.
- Gateway features should be designed for the proposed 30mph terminal signs taking into consideration existing road / footpath / verge widths ensuring any design accommodates motorised vehicles / cyclists and pedestrians.

## Landscape, Open Space and Green Infrastructure Framework

**4.11** This section provides guidance that seeks to establish a network of interconnected multi-functional green spaces within the site to provide benefits for both people and wildlife. An indicative landscape, open space and green infrastructure framework has been devised taking reference from the site's landscape characteristics, local context and linkages with surrounding areas and uses.

**4.12** General landscape, open space and green infrastructure framework design principles:

### General Principles

#### Public Open Spaces and Play Areas



- ✓ Located on main lines of movement and integral to the cycle and pedestrian networks.
- ✓ Imaginative and high quality.
- ✓ Well overlooked by properties.
- ✓ Centrally located in neighbourhoods.
- ✓ Incorporation of distinctive/supporting features such as public art or interpretation panels is supported.



## Green Corridors



- ✓ Should form an integral part of the green infrastructure framework.
- ✓ Can be located next to roads, within linear green spaces and provide linkages with open spaces, neighbouring areas, roads and facilities.
- ✓ Can be used to create green buffers between areas.
- ✓ Consideration should be given to placing directional signs on key routes indicating local destinations and travel times and distances.

## Existing Features



- ✓ Existing features such as stone walls, hedges and trees should be incorporated into the green infrastructure framework wherever possible.
- ✓ Where the loss of features cannot be avoided, the loss should be mitigated through replacement features within new open spaces.
- ✓ Existing features, particularly hedgerows and trees should ideally not be incorporated into private gardens, to help ensure their continued protection and maintenance.

## General

- ✓ New landscaping should incorporate native plant and tree species.
- ✓ Consideration of how smaller areas of open space with informal recreation/wildlife habitat value can be interspersed throughout the development and help contribute to the wider green infrastructure network.
- ✓ Careful consideration of lighting, to ensure a balance between safety, light pollution, impacts on wildlife and amenity.
- ✓ Preparation of a landscape/open space management plan, including long term management and maintenance responsibilities.
- ✓ Designing green infrastructure to be less maintenance intensive and more environmentally sustainable, through considering options such as wildflower meadow planting.

## Type of open space provision

- 4.13** Given the proximity and standard of existing formal play areas and outdoor recreation facilities in the local area, it is not considered necessary for formal on-site play provision on the North of Sycamore Close site. Instead, it would be more appropriate for provision to be made within the site for natural/semi-natural or amenity green space incorporating into a network of green corridors, with consideration being given to allocating some land for allotments and/or a community garden. The specific nature of such provision will be determined at the planning application stage through discussions with the developer, the Council's Community and Leisure team and Preston Richard Parish Council.
- 4.14** While the provision of on-site play facilities is not considered necessary, financial contributions to improvements to the existing play area adjacent to the village hall in Endmoor would be appropriate. In its present state, Preston Richard Parish Council has stated it is in need of upgrading. The specific nature and value of off-site financial contributions will be determined at the planning application stage in conjunction with the Council's Community and Leisure team taking account of current levels of need.

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

Local Plan Land Allocations Policy LA2.14 requires the provision of a landscape and green infrastructure framework incorporating open space, strong landscaping and tree planting along the northern boundary and the retention of hedgerows and trees.

As shown in the indicative proposals map (Figure 2) the landscape/green infrastructure framework for North of Sycamore Close, Endmoor could comprise of:

- A. Access Corridor – a multi-functional access corridor combining a vehicle access with structural landscape planting, pedestrian/cycle links, biodiversity enhancements and Sustainable Drainage System functions as appropriate;
- B. North-South multi-functional corridor – a green corridor incorporating active travel links, landscape and biodiversity enhancements,
- C. Multi-functional open space – an area providing informal recreational value, active travel links, landscape and biodiversity enhancements as well as exploring its uses as allotments / community orchard or garden and Sustainable Drainage System functions as appropriate,
- D. South west corridor – a green corridor incorporating active travel links, landscape and biodiversity enhancements;
- E. School buffer multi-functional east-west corridor - a green corridor acting as a buffer to the school and its grounds, incorporating informal open space, active travel opportunities, landscape and biodiversity enhancements in which Sustainable Drainage Systems opportunities should also be explored along with provision of pedestrian/cycle links to the school driveway;
- F. Central link corridor – a multi-functional green corridor providing a key link active travel link to the wider public rights of way network incorporating biodiversity and landscape enhancements;
- G. Eastern link corridor – a multi-functional green corridor utilizing existing landform, allowing for mitigation of the impact of development on existing dwellings and providing the opportunity for active travel links and enhancing biodiversity and mitigating landscape impact;
- H. Boundary treatment to northern and western boundaries – incorporating strong landscape planting having regard to the landscape character of the area and vistas into and out of the site, and potential Sustainable Drainage System function.

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

### **New planting**

New planting should have regard to the landscape character of the area and vistas into and out of the site and comprise locally native species.

### **Existing features**

Existing drystone walls will be protected during development and retained wherever possible and appropriate, and incorporated into the layout and design of the development particularly where they are deemed to have an important value in terms of landscape.

Existing boundary scrub and trees should be protected during the construction period and beyond through the use of buffer zones.

## **Supporting Guidance to inform application of the above requirements**

**4.15** The following additional guidance should be used to inform the application of the landscape/green infrastructure framework requirements:

- Careful consideration needs to be given to the presence of the high pressure water main that traverses the site. Design of any green space in proximity to this feature should accord with United Utilities requirements/conditions (see para 4.34).
- South West Corridor (D) should be provided linked to a wider footpath/green corridor network (E) linked to the school driveway in order to maximise sustainable and attractive access to neighbouring facilities.
- Strong landscaping and tree planting of varying depths along the northern boundary would soften the impact of new development and frame it comfortably within the local landscape. Such planting should take reference from the pattern of tree cover in the wider local landscape (see figure below). It should not consist of a dense strip of trees screening the development. The planting of short woodland belts, interspersed by sections of occasional trees to resemble hedgerow trees would be appropriate. Species should be a mix of trees that occur in the surrounding local landscape such as oak, beech and sycamore.
- Species of tree planting and hedgerow along the boundary with the school should be a mix of semi-ornamental and locally native species including fruiting and flowering trees, including rowan, hawthorn, whitebeam, wild and bird



cherry, crab-apple, blackthorn, amelanchier, spindle and possibly damson.

- Central multi-functional open space could incorporate locally native wildflower mix and small scale informal clusters of native fruiting and flowering trees.
- Access corridor (A) from a landscape perspective would benefit from either an avenue or a short block of trees of an informal nature.
- Housing development must be developed sympathetically around any green spaces, rather than green space being created from any leftover pockets of unusable land.



Figure 4: Typical pattern of tree cover in the area

## Ecology and Biodiversity

**4.17** The following guidance should be taken into account in order to protect and maximise net biodiversity gains across the site:

- To enhance biodiversity gain, any new tree planting along northern and western boundaries should seek to include an understorey of honeysuckle, dog rose and woodland flowers (such as primrose and English bluebell).
- Existing drystone walls bounding and dividing the site present a core biodiversity asset and should be retained and repaired where possible.
- Existing trees and boundary scrub adjacent to the site will be protected during the construction period and beyond through the use of buffer zones. The loss of any trees during construction (e.g. for access routes) should be mitigated by planting of others of equal or greater ecological value.
- Opportunity for inclusion of a pond/wetland area on southern part of the site – vicinity of area shown as multi-functional open space.
- Development should wherever possible incorporate wildlife friendly features such as swift and swallow boxes, bat bricks, hedgehog hole fencing and habitat piles.

- 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.
- 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.

## Design and Layout Framework

**4.17** The key design principle at North of Sycamore Close is the creation of an attractive, functional and sustainable residential development, which is sympathetic to the local context and open countryside aspect. For the site as a whole, the development should:

- Take design cues from the area's local vernacular (aspects such as existing stone cottages and terraced housing), including materials, features, detailing etc, interpreted in a contemporary and imaginative way; include high quality and distinctive architecture used to create an interesting development that sits comfortably in the landscape;
- Incorporate variations in house types and styles to add interest – avoid monotonous and standardised design;
- Include landmark buildings / interesting design features at key locations such as main access points and intersections to improve legibility through the neighbourhood and;

**4.18** The Council will also encourage new development to be designed according to the [Building for Life 12](#) principles.

General design principles that should be considered in any proposal for the site include:

- ✓ A careful and imaginative response to local character that helps to enhance local distinctiveness and the special qualities of the local area. The appraisal of local character should consider local building forms and styles, building materials and traditions, street patterns, roofscapes and arrangements and character of open spaces.
- ✓ Creative, imaginative and innovative designs and creation of recognisable character and a sense of place within the scheme, avoiding an 'anywhere, any town / village' bland development and standardised house types.
- ✓ Design that responds to the site and its context and takes advantage of existing topography, landscape features, wildlife habitats,

views, site orientation and microclimates – to inform layout; massing and size of buildings.

- ✓ Creative use of materials which reflect and complement local character, are durable and if possible locally sourced and have high environmental sustainability credentials.
- ✓ Varying density, built form and appearance or style to help create areas with distinctive characters, which help introduce a sense of identity and help people find their way around.
- ✓ Well defined streets and spaces with clear routes, local landmarks and marker features and detailing to help people find their way around.
- ✓ Working with the contours of the land, in terms of orientation and layout, and sustainable drainage systems.
- ✓ Clearly defined (through appropriate boundary treatments) public and private spaces that are attractive and safe.
- ✓ Buildings that address streets, and turn corners well, to avoid blank walls and frontages.
- ✓ Explore opportunities to protect, enhance and create wildlife habitats and be creative in landscape design.
- ✓ Homes and streets that are 'tenure-blind' so that privately owned and social housing cannot be distinguished from one another.
- ✓ Integration of 'Secured by Design' principles to ensure well designed and safe neighbourhoods.
- ✓ Environmentally sustainable design, seizing on opportunities for passive solar gain through orientation of properties.
- ✓ Careful consideration of boundary treatments to reflect and enhance local character.
- ✓ Careful appreciation of amenity and privacy issues for surrounding uses and future residents through effective layout, spacing, massing, orientation and density.
- ✓ Careful treatment of site boundaries where they form new settlement edges, to ensure a high quality and sensitive transition between built up areas and the countryside.
- ✓ Proper integration of convenient waste and recycling and bicycle storage facilities to avoid harmful visual impacts on the street scene.

## Character Areas

**4.19** The site has different characteristics and features that should be used to frame the layout and design of development. Based on these, it has been divided into three character areas as shown below. Aspects such as streetscape, housing types, sizes and design of buildings, scale of development, building height and enclosure, front treatment, topography, landscape, materials and architectural attributes should respond appropriately to the different characteristics and features framed by elements identified in the traffic and movement and landscaping/green infrastructure framework.



Figure 5: Housing Character Areas

**4.20** The supporting contextual information document sets out how the elements of the landscaping/green infrastructure framework, and the traffic and movement framework as well as the interface with existing features and uses on and next to the site should be addressed within each character area. Key design and layout considerations include:

#### Character Area 1 – Southern Housing Area

- Importance of provision of a green corridor along southern boundary to aid active travel access and also protect residential amenity;
- Ensure any landscaping along western boundary does not compromise any traffic calming advantages of some visible frontage development to the A65 and
- Careful layout and orientation of development at the eastern edge of the housing area to avoid intrusive overlooking of the school and its grounds from elevated land

#### Character Area 2 – Northern Housing Area

- Careful orientation and possibly lower density housing towards northern and north-west parts of housing area to soften transition from the countryside to the built environment and
- Care must be taken to avoid replicating an abrupt edge to the village in terms of form, scale and appearance that currently characterises the Sycamore



Close development.

#### Character Area 1 and 2

- Careful consideration of the height and scale of development – should be of a level commensurate to the remainder of the site; as this part of the site is more elevated than the central and eastern parts of the site – development should not dwarf the remainder of the site and introduce high rooflines prominent in view against the skyline.



Figure 6: Undulating topography

- Consideration to be given to maintaining an active frontage along western edge of character area 1 and northern edge of character area 2 (could include gable end in part) towards the A65 (where appropriate) to ensure legibility of the urban extent of the village and assist in softening the landscape impact of the development. A high quality finish in keeping with local vernacular will be encouraged on these aspects (example stone frontage treatment).

#### Character Area 3 – Central/Eastern Housing Area

- Respect existing landform where possible, with particular reference to steeply sloping land to the eastern edge of this housing area where development should be set back from the edge; opportunity for multi-functional green corridor including tree planting and wildlife value would in part protect visual impact from Gatebeck Lane and the lower part of Gatebeck Road;
- Buildings on the eastern edge to be positioned and orientated to avoid skylining (impact on the horizon) from Gatebeck Road / Lane and overlooking properties on Gatebeck Road and
- Careful layout and orientation of development at the southern edge of the housing area to avoid intrusive overlooking of the school and its grounds.

## Other Guidance

### Flood Risk and Drainage

#### Flood Risk Assessment Requirements

- 4.21** A site specific flood risk assessment will be required for the site as whilst it is within flood zone 1, it is over 1 hectare in size and so meets the national threshold requirement.
- 4.22** Given the forecasts that climate change will result in warmer wetter winters and more extreme rainfall events<sup>1</sup>, it is essential that the flood risk assessment for the site factors in an appropriate climate change allowance. The Government published new guidance on 19<sup>th</sup> February 2016 in relation to the incorporation of climate change allowances into flood risk assessments and this should be taken into account in the Flood Risk Assessment for the site.

#### Surface Water Drainage

- 4.23** A small portion of the eastern part of the site is subject to surface water flooding. Any development must be protected from surface water flooding and not displace flood water elsewhere. Such areas are likely to be the ideal locations to leave as open space.
- 4.24** Any drainage design for the development will be restricted to greenfield rates and volumes of runoff, meeting the [Non-statutory technical standards for sustainable drainage systems](#) to avoid causing flooding elsewhere. A design statement should be submitted summarising how the drainage design works and going through the standards one by one, explaining how the proposed drainage system meets each relevant standard, and directing to where design details that show this can be verified.
- 4.25** The surface water system in which it is proposed to discharge must be investigated to ensure it is capable of receiving existing flows plus the proposed discharge from the development with remedial action undertaken by the developer if required.

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<sup>1</sup> See the Government's Climate Change Risk Assessment at <https://www.gov.uk/government/publications/uk-climate-change-risk-assessment-government-report>

**4.26** Options for the disposal of surface water should be in line with the surface water hierarchy which requires that surface water should be discharged in the following order of priority:

- into the ground (infiltration at source);
- to a surface water body;
- to surface water sewer, highway drain or another drainage system;
- to a combined sewer.

**4.27** In cases where a developer still proposes to dispose of surface water via a combined sewer, robust evidence will be required to be submitted as part of any planning application to demonstrate that there are no alternative methods available

**4.28** To ensure any scheme developed has consideration to future maintenance, the developer should state whether a management company for green areas and drainage is to be employed (thus requiring the need for a maintenance manual) and if a Section 104 agreement is to be agreed with United Utilities for sewer adoption.

**4.29** Developers should engage with Cumbria County Council (Local Lead Flood Authority) to agree a suggested access road and drainage alignment at the entrances to the development. Further guidance and advice on the range of possible suitable Sustainable Drainage Strategy components is contained within Cumbria County Council guidance (Cumbria Design Guide).

### Foul Drainage

**4.30** United Utilities have confirmed that upgrades to Endmoor Waste Water Treatment Works will receive investment in AMP6 period (capital investment programme for the period 2015-2020). United Utilities also advises that once more details are known (i.e. at pre-application/planning application stage) such as the approach to surface water management and proposed connection to the foul network, it may be necessary to coordinate the delivery of development with timing for the delivery of any infrastructure improvements.

**4.31** It is therefore important any development on the site is coordinated appropriately in alignment with timescales for the delivery of planned infrastructure improvements to the Waste Water Treatment Works in Endmoor. This is to ensure satisfactory provision of adequate sewerage infrastructure to support new development.

**4.32** 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. A detailed overall (whole site) foul /surface water Drainage Strategy should be submitted as part of any future planning application.

- 4.33** United Utilities has advised that a water main runs north-south across the site. This infrastructure is protected by a legal easement which may affect the layout of the site. Proposed layouts that impact the easement in any way (including any road/path/open space crossing etc. over the water main) should be agreed and formally approved in writing by United Utilities.

### Environment Sustainability

- 4.34** Developers should consider the opportunities for enhancing the environmental sustainability of their schemes at the outset, so that environmental considerations can help inform and shape the design process.

General guiding principles for development include:

- ✓ Exploring the potential for the inclusion of renewable or low carbon energy generation 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;
- ✓ Exploring the potential for a district heating system if appropriate;
- ✓ Ensuring high levels of energy efficiency and thermal insulation in the fabric of new homes, meeting and if possible exceeding the minimum Building Regulations requirements;
- ✓ Careful selection of building materials with good environmental credentials, and exploring opportunities for locally sourced and reclaimed materials where possible;
- ✓ Seizing opportunities for maximising passive solar gain and natural lighting through the orientation of buildings;
- ✓ Incorporating water conservation measures and considering the potential for grey water recycling;
- ✓ Considering incorporating green roofs, walls and roof gardens, to help soften the visual impact of the scheme as well as achieving sustainability outcomes including sustainable drainage and biodiversity enhancements ;
- ✓ Carefully integrating convenient and visually unobtrusive outdoor waste and recycling storage areas to promote recycling;
- ✓ Promoting sustainable transport modes through for example careful layouts and road design to ensure an attractive and safe environment for cyclists and pedestrians.



## Archaeology and Heritage

- 4.35** An archaeological desk based assessment and evaluation in the form of a geophysical survey should be undertaken by the applicant/developer to provide additional information at the planning application stage. An informed judgement will then be made as to whether any planning consent for the site will need to include provisions for the recording or preservation of archaeological assets in situ.

## 5.0 Implementation and Delivery

- 5.1** It is crucial a holistic approach to delivery of the site 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. 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 and open space;
- sustainable drainage system;
- pedestrian and cycle links;
- affordable housing.

- 5.2** The precise timing of these elements will be agreed with the developer and controlled by condition/S106 agreement.
- 5.3** Where the developer seeks adoption of the roads and footways a formal section 38 will be required to be entered into before any works on site have progressed beyond the first 5 weeks or Highways will serve Advanced Payment Code (sec 219 to 225). Application of the Advance Payments Code is a statutory duty for the Street Works Authority Cumbria County Council.

## Validation planning application

- 5.4** All applicants must ensure the relevant supporting information (for example impact assessments, relevant surveys etc) needed to validate any planning application submitted is provided. These requirements are set out in the Validation Checklist.
- 5.5** Pre-application consultation should be carried out in accordance with the guidelines set out in the Council's [Statement of Community Involvement](#). The scope of such consultation should be agreed with the Council.

**5.6** The supporting contextual information document provides further guidance on phasing, likely planning application requirements and infrastructure requirements.

**5.7** In respect of developer obligations, the table below provides an indicative assessment of the types of infrastructure that will be required to enable the development and how they will be funded. Requirements will be considered against the latest relevant adopted regulations relating to use of Section 106 agreements and Community Infrastructure Levy (CIL).

<b>Infrastructure Type</b>	<b>On site or off-site</b>	<b>Details</b>	<b>S106 or CIL</b>
Education	Off-site	Financial contributions to provision of primary (Endmoor) and secondary school places in Kirkby Lonsdale.	Potential S106
Affordable Housing	On-site	35% affordable housing	S106
Potential highways improvements to local networks such as paths and footways next to the site.	Off-site	Contributions to improvements to rights of way network / footways next to the site (directly related to the site where justified through CIL Reg. 122 tests) <sup>2</sup>	S106 / S278
Play Provision	Off-site	Financial contribution to improvements to existing play area.	S106

**5.8** This list is not exhaustive, and will be subject to further discussion as part of any planning application. The Council will expect applicants to agree a methodology to deliver the necessary infrastructure through the Council's pre-application process.

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<sup>2</sup> Where the development connects to the existing highway a formal 278 agreement will be required with Cumbria Highways. Any off-site highways works required beyond the site boundary will be required to be delivered through tests set out in the CIL regulations or any subsequent relevant regulations, to make the proposed scheme acceptable in planning terms.