

Supplementary Planning Document South of Allithwaite Road, Kents Bank, Grange-over-Sands

Development Brief

Adopted November 2016

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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 for the development of Land South of Allithwaite Road, Kents Bank, near Grange-over-Sands. It provides additional guidance on the interpretation of Policy LA3.2 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 23rd November 2016 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 mixed-use and well-integrated addition to the community that helps to meet local housing needs and bring new employment opportunities to the area. The development will retain a sense of separation between settlements, promote connectivity and opportunities for safe, active travel and recreation, and will be respectful of the area's distinct landscape and historic character. It will provide a mix of well-designed and energy efficient homes of different types, sizes and tenures to help meet local needs.

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).

Contents

1. Introduction	6
1.1 Purpose	6
1.2 Vision	8
1.3 Delivering the Council Plan	9
1.4 Planning Policy Context	10
1.5 Sustainability Appraisal (Strategic Environmental Assessment)	11
1.6 Habitats Regulations Assessment	11
1.7 Consultation and Engagement.....	11
2. Site and Site Context	12
2.1 Site Location	12
2.2 Land Use	14
2.3 Landowners/Developer Interest	14
2.4 Planning History.....	14
2.5 Landscape Character.....	14
2.6 Topography.....	16
2.7 Views	16
2.8 Existing Natural and Built features on and close to the site	18
2.9 Ecology/Biodiversity	20
2.10 Accessibility	20
2.11 Local Open Space Provision.....	24
2.12 Archaeology and Heritage	25
2.13 Ground Conditions	25
2.14 Noise Considerations.....	25
2.15 Flooding and Drainage.....	26
2.16 Utilities	26
2.17 Constraints and Opportunities	27
3. Development Framework/Guidance.....	31
3.1 Overview	31
3.2 Land Uses.....	31
3.3 Housing Requirements	33
3.4 Employment Requirements.....	35

3.5	Traffic and Movement Framework	36
3.6	Design and Layout Framework	42
3.7	Landscape, Open Space and Green Infrastructure Framework.....	51
3.8	Ecology/Biodiversity.....	63
3.9	Environmental Sustainability	66
3.10	Flood Risk and Drainage	67
3.11	Archaeology and Heritage	69
3.12	Noise Impact.....	69
3.13	Air Quality	70
3.14	Ground Conditions/Stability	70
4.	Implementation and Delivery	71
4.1	Partners	71
4.2	Phasing.....	71
4.3	Planning Application Requirements	72
4.4	Environmental Impact Assessment (EIA).....	73
4.5	Infrastructure Requirements	73
4.6	Development Obligations.....	74
	Useful contacts.....	76
	Appendix 1: Relevant Development Plan Policies.....	78
	Appendix 2: South Lakeland District Council – New Play Area Specification Guidance	80
	Appendix 3: Trees & Hedgerows Existing on Site	83
	Figure 1: Links with the Council Plan.....	9
	Figure 2: Consultation Materials.....	12
	Figure 3: Site Location and Contours.....	13
	Figure 4: View towards ‘the copse’ at the southern end of the site, looking west. Changes in site level – relatively steep slopes are evident.....	15
	Figure 5: View towards the south-eastern corner of the site.....	15
	Figure 6: View westwards towards the rear of houses on Kirkhead Road.....	15
	Figure 7: View of site looking from the north towards the south, towards ‘the copse’...	16

Figure 8: View out of site looking across Morecambe Bay towards Arnside & Silverdale Area of Outstanding Natural Beauty.....	17
Figure 9: View out of the site looking southwest towards Kirkhead Road, with Morecambe Bay beyond.....	17
Figure 10: Features on and around the site.....	19
Figure 11: Existing routes in and around the site.....	23
Figure 12: Constraints and Opportunities Map.....	30
Figure 13: Indicative Land Use Proposals Map.....	32
Figure 14: Proposed Character Areas.....	44
Figure 15: showing the approximate location (towards the stone wall and hedgerow) of part of Area A – a linear multifunctional green/wildlife corridor.....	54
Figure 16: Part of Area B – Part of northern site boundary – north-western buffer area/green corridor.....	55
Figure 17: Area C – Area for green/wildlife corridor – along part of the eastern site boundary.....	56
Figure 18: Showing Part of Area G – Existing wood ‘The Copse’ and area to the south.....	58
Figure 19: The Copse – deciduous woodland on limestone pavement.....	65
Figure 20: Retention – small area of suburb on limestone – north eastern part of site.....	65

1. Introduction

1.1 Purpose

- 1.1.1 This Development Brief is a Supplementary Planning Document (SPD) providing additional guidance on the interpretation of Policy LA3.2 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to Land South of Allithwaite Road, Kents Bank, near Grange-over-Sands, and other relevant Local Plan policies.

POLICY LA3.2: MIXED-USE ALLOCATION AT LAND SOUTH OF ALLITHWAITE ROAD, KENTS BANK, GRANGE-OVER-SANDS

Purpose:

To allocate available, deliverable and sustainable sites for a range of types and sizes of new housing to meet the needs of all sectors of the community in Grange-over-Sands and to meet the town's needs for employment premises in a sustainable way. To ensure that the site delivers high quality sustainable development and that landscape, transport, drainage and biodiversity impacts are effectively mitigated.

11.2 HA OF LAND AT SOUTH OF ALLITHWAITE ROAD, KENTS BANK AS SHOWN ON THE POLICIES MAP IS ALLOCATED FOR MIXED HOUSING (Estimated capacity 202) AND B1 AND B2 EMPLOYMENT DEVELOPMENT (1.5 ha). B8 EMPLOYMENT USES WILL NOT BE PERMITTED ON THE SITE.

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF THIS SITE.

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 THE WESTERNMOST PORTION OF THE SITE FOR OPEN SPACE AND LANDSCAPING, THE RETENTION OF EXISTING WOODLAND, ADDITIONAL PLANTING, LANDSCAPING AND BIODIVERSITY PROVISION AND LINKS TO EXISTING WOODLAND AREAS TO CREATE AND IMPROVE WILDLIFE CORRIDORS;**
- **SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN;**
- **PEDESTRIAN ROUTES THROUGH THE SITE TO CREATE NETWORK WITH EXISTING FOOTPATHS AND HIGHWAYS;**
- **NEW BUS STOP(S) AND A PEDESTRIAN LINK TO THE TOWN CENTRE.**

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 an 11.2 hectare site (gross) on Land South of Allithwaite Road, Kents Bank, near to Grange-over-Sands, for a mix of housing and local employment development. The allocated local employment development is for B1 and B2 land use classes¹

1.1.3 For the avoidance of doubt, the reference in Policy LA3.2 to the ‘...western most portion of the site...’, relates to the site allocation itself and not the separate designation of ‘green gap’, to the immediate west.

1.1.4 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.

1.1.5 Grange Parish Neighbourhood Plan (2017 to 2027) is currently (November 2016) in the process of being prepared by Grange-over-Sands Town Council, (through its Grange-over-Sands Neighbourhood Plan Steering Group and in consultation with the local community). The site is located within the Grange Neighbourhood Plan area. Once adopted by South Lakeland District Council, the Neighbourhood Plan (and its policies therein), will form part of the Development Plan for the South Lakeland planning authority area. For further information/an update, the [Grange over Sands Neighbourhood Plan LINK DEACTIVATED](#) web page and the District Council's [Neighbourhood Plans web page](#)

¹ B1 (a) = Office (other than A2 use), B1 (b) = Research and Development, B1 (c) = Light Industry. Source: Town and Country Planning (Use Classes) Order 1987 (as amended).

1.2 Vision

The development of the land South of Allithwaite Road, Kents Bank, will:

‘ be a mixed-use and well-integrated addition to the community that helps to meet local housing needs and brings new employment opportunities to the area, retains a sense of separation between settlements, promotes connectivity and opportunities for safe, active travel and recreation and is respectful of the area’s distinct landscape and historic character.

The vision for the site should aspire to deliver a development that will:

- integrate with the neighbouring residential community; with pedestrian/cycle access links to the adjoining residential area and the open countryside;**
- provide well-connected new multi-functional use greenspaces, providing benefits to people and wildlife, in terms of recreational, amenity and biodiversity value;**
- be of a design and layout that responds sensitively to its location on the edge of Kents Bank/Grange-over-Sands and close to Allithwaite, as well as to its unique landscape setting in the southern Cartmel peninsula;**
- deliver a mix of well-designed and energy efficient homes that will meet the current and future housing needs of the local community;**
- ensure that the new employment development achieves a high quality design and can be accommodated in a neighbourly manner with the adjoining road access to the proposed housing development; and,**
- that the employment development will meet local employment needs’.**

1.3 Delivering the Council Plan

1.3.1 The preparation of this Development Brief will help ensure that the site is developed in a way that supports the values and aims of the Council Plan. The links between the Brief and the Council Plan are illustrated below.

The Development Brief will:

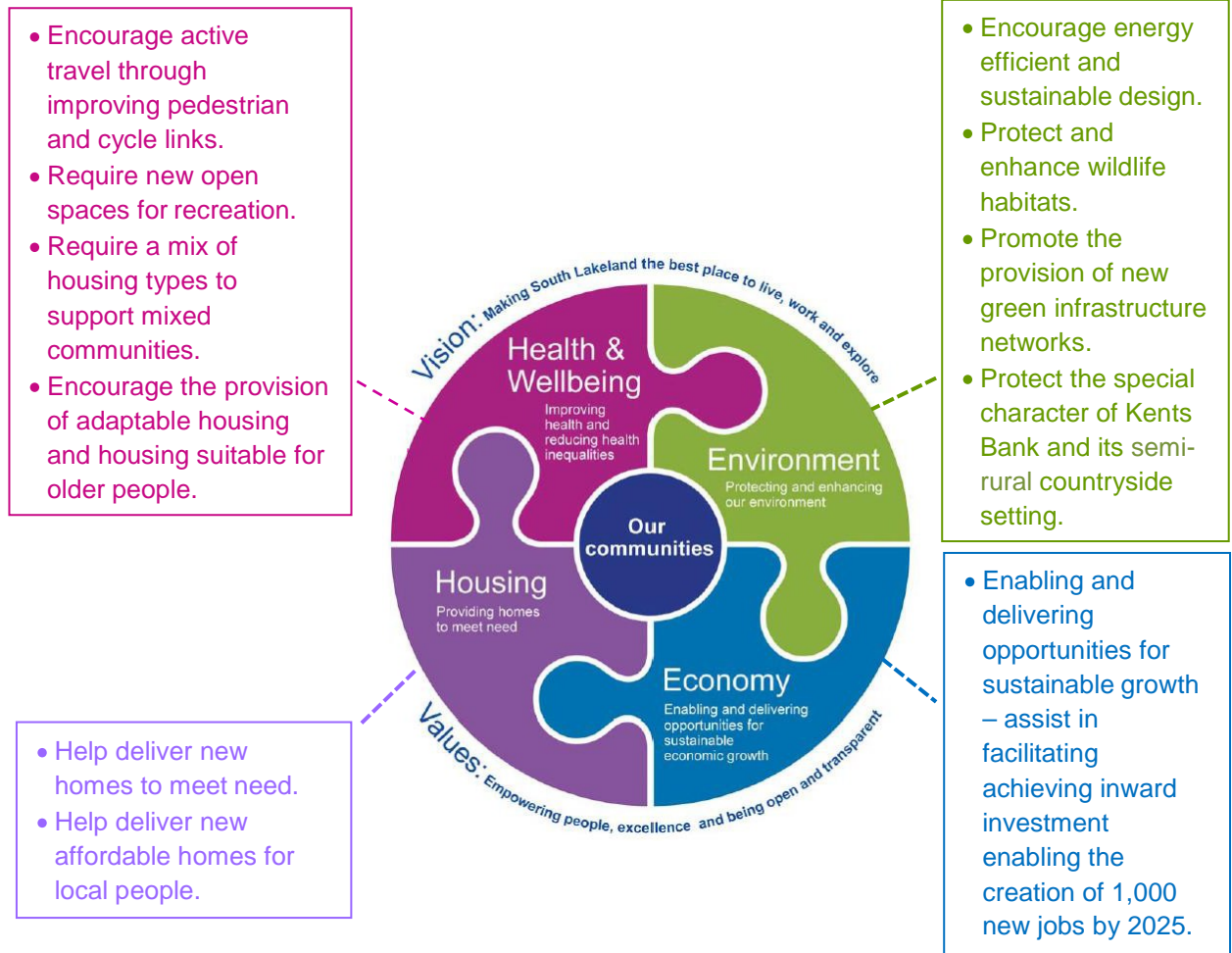


Figure 1: Links with the Council Plan

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. Specific policies from the Development Plan that are of relevance to this Brief and the development of the site are included at Appendix 1 of this document.

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 \(adopted October 2010\)](#)** – This sets out the overall development strategy for South Lakeland
- **Local Plan – [Land Allocations DPD \(adopted December 2013\)](#)** – this allocates Land South of Allithwaite Road, Kents Bank, Grange-over-Sands for around 202 dwellings and 1.5 hectares of employment land and requires the preparation of a Development Brief (Paragraph 2.77). It also includes a site specific policy (LA3.2) relating to the site.
- **South Lakeland [Local Plan 2006 THIS LINK HAS BEEN DEACTIVATED](#) - & 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
- **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.
- **The [National Planning Policy Framework \(March 2012\) THIS LINK HAS BEEN DEACTIVATED](#)** – 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 [National Planning Practice Guidance](#) was published on 6 March 2014.

1.5 Sustainability Appraisal (Strategic Environmental Assessment)

- 1.5.1 The Land South of Allithwaite Road, Kents Bank, 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 Historic England. The Sustainability Appraisal of the site identified the following areas as needing special attention in order to mitigate potential negative effects:

- biodiversity; and
- the take up of a large area of green field land; and
- air quality; and
- landscape; and
- the potential for coalescence between Grange-over-Sands and Allithwaite

1.6 Habitats Regulations Assessment

- 1.6.1 The Habitats Regulations require the assessment of plans and projects to determine whether they are likely to have a significant effect on protected European sites, either individually or in combination with other projects.
- 1.6.2 The site was assessed under the Habitat Regulations as part of the Land Allocations process and during the screening stage 'no likely significant effects' were found.

1.7 Consultation and Engagement

- 1.7.1 The Council has undertaken extensive and substantive 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. Key components of this engagement were a place-making workshop at Abbot Hall, Kents Bank, on 8th October 2015 and a public drop-in event at Abbot Hall, Kents Bank, on 19th January 2016. A further public

drop-in event was also held at Abbot Hall, on 17th June 2016, as part of the public consultation on the Draft Brief.

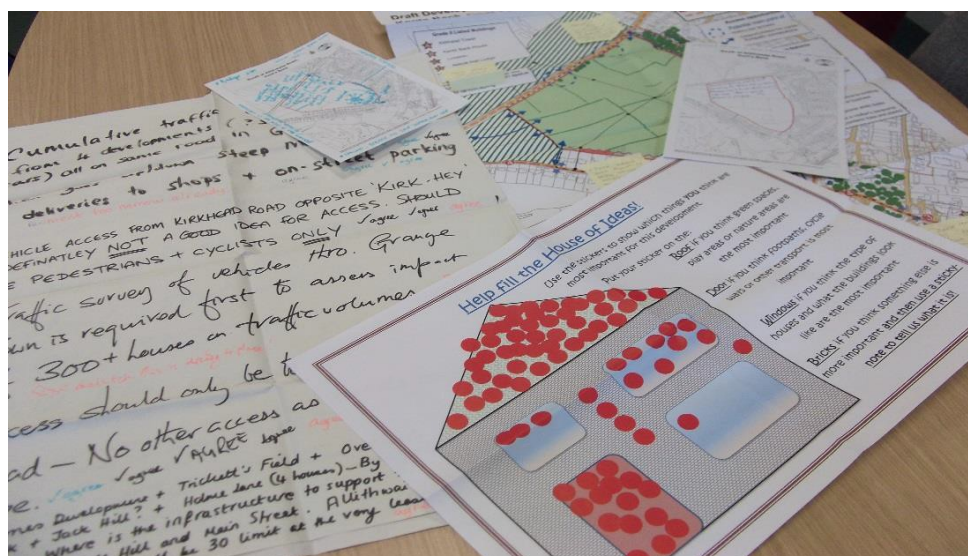


Figure 2: Consultation Materials

2. Site and Site Context

2.1 Site Location

- 2.1.1 The site is located at Kents Bank, which is south of (on the southern edge) of Grange-over-Sands. It is approximately 2 km from Grange town centre. To the north of the site lies the limestone ridge of Wartbarrow and the B5277 (Allithwaite Road). To the north-west is the village of Allithwaite. Linear housing development lies to the south and west along Kirkhead Road with open countryside beyond sloping down to the shores of Morecambe Bay. A small woodland (Long Greaves Wood) and low density residential areas lie to the east (see Figure 3 below).

Figure 3 Site location, showing 5m contours
South of Allithwaite Road, Kents Bank



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Figure 3: Site Location and Contours

2.2 Land Use

- 2.2.1 The site consists of nine fields separated by hedgerows and dry stone walls, currently used for occasional grazing. There is also a small woodland/copse located towards the south/eastern end of the site.

2.3 Landowners/Developer Interest

- 2.3.1 At the time of preparing the Brief, the allocated site, apart from a very small piece of land on the site's western boundary with Kirkhead Road, (see Figure 12 - Constraints and Opportunities Map), is owned by Holbeck Homes Ltd, (part of the Holker Group). It is understood that Holbeck Homes Ltd. intend to develop the site.

2.4 Planning History

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

2.5 Landscape Character

- 2.5.1 The Cumbria Landscape Character Guidance characterises the landscape in which the site sits as Character Type 3a Coastal Limestone – Open Farmland and Pavements. The site exhibits some of the characteristics associated with this landscape type i.e. grazed land with stone wall field boundaries, limestone pavement, pockets of woodland and extensive open and interrupted views from high ground. In such areas, support should be given to protecting key views, enhancing biodiversity, coastal access, restoring and managing limestone and hedgerows and reinforcing existing woodland. Developments should respect traditional form.
- 2.5.2 Lower Carboniferous limestone underlies the landscape character type. The site mainly comprises improved and semi-improved grazing land, together with a distinctive copse of woodland (see Figures 4 and 5, below), in the southern part of the site that is established on limestone pavement (rock outcrops). Long Greaves Wood to the south east, is similarly established on limestone pavement.
- 2.5.3 The grazing land within the site is enclosed within a distinctive historical pattern of rectilinear fields that remains unchanged from those illustrated on [OS 1:2500 maps of 1890-91]. Most of the fields within the site (see the following Figures), are enclosed by old, broad hedges, typically tree- less and

frequently established over limestone walls or over stone and earth banks. The hedges are fragmented in places. There are also several limestone walls without hedges internal to the site, including one in the northern part that may have been re-built. A continuous limestone wall once enclosed much of the eastern site boundary.



**Figure 4: Views towards 'the corpse' at the southern end of the site, looking west.
Changes in site level – relatively steep slopes are evident.**



Figure 5: Views towards South-eastern corner of the site.



Figure 6: View westwards towards the rear of houses on Kirkhead Road.

Relatively steeply sloping ground between Kirkhead Road and the Corpse.

2.6 Topography

2.6.1 The site slopes down from Allithwaite Road (north-west) towards the south-east (total rough fall of height 35 metres). The landform of the site can broadly be described in terms of:

- (i) a relatively level 'plateau' area above 60 metres AOD at the western side of the site which runs down gently westward towards Allithwaite;
- (ii) comparatively steep slopes that characterise land within a central north-south band and also along the south-western boundary; and
- (iii) an alternating sequence of steeper and more gentle slopes that occur adjacent to the site's eastern boundary.

Between (ii) and (iii) there is a very minor 'dry valley' feature that runs southward down the slope, see Figure 7.



Figure 7: View of site looking from the north towards the south, towards 'the corpse'

Some of the hedgerows and coastal limestone grazing land can be seen. The shallow 'dry valley' can be seen and the more steeply sloping ground to the west (right of photo).

2.7 Views

2.7.1 The north-western part of the site is elevated and offers extensive views over Morecambe Bay. There are views into the site when it is viewed from the north - Allithwaite Road, although these are partially screened by hedgerows and some mature trees.

2.7.2 The site is screened from much of Kirkhead Road to the south/south west by residential properties but is very visible, with views into and across the site, from Greaves Wood Road and the bridleway on the south-

eastern and southern boundary. There are also views into the western part of the site from the west. The site as a whole is prominent in wider views from the higher ground to the north and from viewpoints to the south, such as Kirkhead Tower.

- 2.7.3 The site is in an elevated and prominent position. It is visible from Morecambe Bay (see Figure 8) and in long views from points within the Arnside & Silverdale Area of Outstanding Natural Beauty.



Figure 8: View out of site looking across Morecambe Bay towards the Arnside & Silverdale Area of Outstanding Natural Beauty



Figure 9: View out of the site looking southwest towards Kirkhead Road, with Morecambe Bay beyond

Kirkhead Tower, a local landmark, can be seen on the higher ground in the photograph's top right corner.

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

Natural

- 2.8.1 The site comprises open fields (nine) enclosed mostly by broad, old, native species hedgerows. They are typically treeless and frequently established over limestone walls or over stone and earth banks. Field enclosure features such as these are key characteristics of the site as an agricultural landscape on limestone hills. There are a small number of mature trees on the site boundaries and Long Greaves Wood includes mature trees that overhang the site. A mature copse is located in the south eastern part of the site. Within the copse, there is an area of limestone pavement and an area of wetter ground or a small pond (depending on rainfall). Long Greaves Wood, which adjoins the north eastern corner of the site, is subject to a Tree Preservation Order (TPO number 125, Kents Bank and Cart Lane) and a Limestone Pavement Order (part of the Wartbarrow and Kirkhead LPO). The need for a Tree Preservation Order to be made on the copse is being investigated. There is also an area of scrub, on exposed limestone, within the north eastern part of the site. Figure 12: Constraints and Opportunities Map, highlights which areas/trees are covered by Tree Preservation Orders.

Built

- 2.8.2 Some of the field boundaries within the site area are dry stone walls, including one in the northern part of the site that may have been rebuilt. There are some stretches of fencing to the site boundaries and within some of the hedgerows within the site. There are iron railings and a gate partially enclosing the copse. Overhead utility services wires and associated poles cross the site, bisecting it from north to south and west to east. There is a raised inspection hole cover in the south/eastern corner of the site. A public sewer crosses this part of the site.
- 2.8.3 The western, southern, south eastern and parts of the eastern boundary of the site adjoin residential properties and their curtilages. To the western boundary, these properties are a mix of low density, mainly detached properties predominantly 1930's/1940's, although there are some earlier and some more recent. On the eastern boundary, the properties are mainly more recent.

2.8.4



Figure 10: Features on and around the site

2.9 Ecology/Biodiversity

- 2.9.1 The existing features and characteristics of the site provide a variety of wildlife habitat, including, woodland, hedgerow and calcareous grassland. The site is sensitive, it adjoins a limestone pavement (Long Greaves Wood) and there is also some pavement within the Copse on site. Cumbria Wildlife Trust advise that the copse of mature trees and the hedgerows on the site give it a 'fairly high biodiversity value'.
- 2.9.2 Cumbria Wildlife Trust has advised that there is possible butterfly/invertebrate, and badger interest. The area is used by waders (birds). The Trust also advise that the field boundaries to the east are probably used by communing/feeding bats. Breeding birds such as owls, woodpeckers, tree creepers, woodpeckers and amphibians, including newts, are known to use the site.
- 2.9.3 The network of hedgerows on site constitute a significant area of habitat. Species rich hedgerows adjoining woodland such as those found on this site tend to be more valuable for wildlife. Whilst not uniformly species rich, most of the hedgerow network should be considered as core assets for biodiversity. The site is within the Morecambe Bay Limestones and Wetlands Nature Improvement Area (NIA). As such the NIA is a focus for locally-led projects to restore habitat for the benefit of wildlife and people.
- 2.9.4 Further guidance, concerning core biodiversity assets on and directly adjoining the site, including mitigation, are set out in Section 3.8.

2.10 Accessibility

Road Access

- 2.10.1 There is currently private agricultural field access to the site via gates:
- three field access gates off Allithwaite Road (the B5277); and,
 - an existing agricultural access gate via a track (in the ownership of the same landowner as the site), in-between 36 to 38 Kirkhead Road; and,
 - a field access gate into the site off Priory Crescent; near to where Priory Crescent joins Greaves Wood Road

Rail Access

- 2.10.2 Kents Bank Railway Station is the nearest rail station, (approximately 300 metres), from the southern tip of the site. Services are available to Barrow in Furness, Ulverston, Lancaster, Carlisle, Preston and Manchester Airport. The

distance from the middle of the site to Kents Bank Station, is approximately 494 metres. Not all trains passing through, stop at Kents Bank Station.

Bus Provision

- 2.10.3 Local Grange area bus services are the 530 and 532 operated by Stagecoach in Cumbria and Travellers' Choice. The services are the:

530: Cartmel, Cark, Allithwaite, and Grange-over-Sands (for some services need to change bus at Grange to Kendal (X6 service), Lindale, Kendal; and

532: Cartmel, Cark, Allithwaite, Grange-over-Sands, Lindale.

The current 530 and 532 services are infrequent. The 532 service stops at Kents Bank Station at 9.39am (Kendal to Cartmel), , 11.11am (Cartmel to Kendal), 11.39am (Kendal to Cartmel), 13.22am (Cartmel to Kendal) and 16.39pm (Kendal to Cartmel). The 530 service stops at Kents Bank Station at 9.51am (Cartmel to Kendal), at 14.09 (Kendal to Cartmel) and 14.56 pm (Cartmel to Kendal). There is no Saturday or Sunday service on either the 530, or, the 532. There is no stop at Kents Bank Station before 9.39am weekdays and in the evenings after 16.39pm. Some stops at Kents Bank Station operate only during school holidays; the 8.47am journey from Kendal to Cartmel and the 14.35pm journey from Cartmel to Kendal. The nearest bus stops are on Kirkhead Road and Kents Bank Station.

Cycle Access

- 2.10.4 The immediate area does not have any dedicated/off-highway cycle paths. There is no safe off-road cycle access (all of the route) between the site and Allithwaite village/primary school.

Pedestrian Access/Public Rights of Way (PRoW)

- 2.10.5 There is no pedestrian footway on the south side of Allithwaite Road (B5277). There is no continuous footway (pavement) on either side of Kirkhead Road. From the south of the site towards Kents Bank Railway Station parts have no footway at all. To the east of the site, a public right of way (bridleway ref. BW526002) runs from Allithwaite Road, through Long Greaves Wood, then briefly along part of Priory Crescent, then along the unadopted Greaves Wood Road. It then joins Kirkhead Road. Figure 11 below, shows existing pedestrian access in and immediately around the site.

2.10.6 Off-site in the wider area, there is no continuous footway along parts of Holme Lane (B5277), to the north of the site, linking with the primary school and shop/post office in Allithwaite village. Also off-site, there is an un-adopted cut through footpath link from Priory Lane to Kentsford Road. The path is not surfaced and is all down/uphill and relatively steeply sloping. There is a public footpath from Kentsford Road (route includes a series of about fifteen steps and is unsurfaced along a stretch near to Guides Farm) linking to the Recreation Ground (Memorial Playing Fields), The Promenade and Grange-over-Sands rail station beyond.

2.10.7



Figure 11: Existing routes in and around the site

2.11 Local Open Space Provision

- 2.11.1 There are no local public open spaces within Kents Bank itself. Within Allithwaite village (Lower Allithwaite Parish) there is an equipped play ground on Church Street and parish playing fields off Quarry Lane. The playground is about 996 metres from the centre of the site in a straight line. The playing fields are about 907 metres from the site in a straight line. To access these facilities, it is necessary to cross the B5277 Allithwaite Road and negotiate a narrow section of the B5277 (Holme Lane) which on parts, has no pavement/footpath.
- 2.11.2 There is also an equipped children's play area located off Yew Tree Road, at the Memorial Playing Fields in Grange-over-Sands. The equipped play area is about 1.29km from the centre of the site in a straight line.
- 2.11.3 The equipped playground in the middle of The Promenade has swings, slides, climbing frames and separate play areas for toddlers and older children.
- 2.11.4 There are no indoor sports facilities in Grange-over-Sands. Grange Town Council provides an outside putting area and a tennis court at The Promenade Recreation Ground (beyond the old Lido). The Town Council also provide an outside kick about / basketball area. On the way towards the Promenade Recreation Area is a multi activity outdoor gym / fit trail (for all ages).
- 2.11.5 Football pitch provision can be found at The Memorial Playing Fields, off Yew Tree Road in Grange-over-Sands. There are three tennis courts.
- 2.11.6 There are also the Lower Allithwaite Parish Playing Fields, located off Quarry Lane. The parish playing fields are about 907 metres from the centre of the site (in a straight line). On the ground, the distance is quite a bit longer; having to cross the busy B5277, via Holme Lane, Church Road and Quarry Lane. There is currently no safe pedestrian or cycle route from the site to this facility.
- 2.11.7 There is no official public access to the headland at Kirkhead (Kirkhead Tower) and Wartbarrow. There is public access to open space at Humphrey Head, but this is not immediately accessible/close to the site.

2.12 Archaeology and Heritage

- 2.12.1 There are views from the site towards listed structures such as; Kirkhead Tower (summer house) and a lime kiln north west of Kirkhead Tower, both are grade II listed. There are also four further listed buildings nearby on the south-eastern part of Kirkhead Road, including; Abbot Hall Lodge, Abbot Hall and Kents Bank House. The southern part of the site adjoins/is close to Grange-over-Sands Conservation Area boundary. The unlisted building, Kirk Hey, is located within the conservation area, downslope from the site.
- 2.12.2 The site is located very close to a previously unknown Bronze Age human cremation cemetery revealed recently at Allithwaite Road in advance of a housing development. Prehistoric arrowheads and axe heads have been found at a number of locations in Kents Bank and the caves nearby at Kirkhead have been the focus of burial, feasting and ritual from Neolithic to the Roman Periods. It is therefore considered that there is potential for currently unknown prehistoric remains to survive on the site, (Cumbria County Council, April 2016).

2.13 Ground Conditions

- 2.13.1 There is no recorded contamination on the site.
- 2.13.2 Regard needs to be had to the underlying geology/soils and hydrogeology, to ensure that there is no risk of ground instability within the site and that the site can drain adequately. See information on National Geological Society web pages. The British Geological Survey (BGS), describe the soil and bedrock as glacial till, mainly boulder clay. The boulder clay overlays Carboniferous Limestone.

2.14 Noise Considerations

- 2.14.1 The Furness Railway line/Kents Bank Railway Station is about 300 metres south of the site, (measured in a straight line from the southern tip of the site). The site is adjacent to the busy B5277 Allithwaite Road and near to Kirkhead Road. As a result, some road traffic noise is experienced.

2.15 Flooding and Drainage

- 2.15.1 The Environment Agency flood maps show that the whole site is within Flood Risk Zone 1 and therefore considered to be at low risk of tidal or river flooding. There are no main rivers within, or adjacent the site.
- 2.15.2 The area is underlain by limestone geology, which outcrops on parts of the site. The Environment Agency's flood risk mapping for surface water shows that the main areas at risk from flooding within and immediately adjacent to the site are:
- Within the site, near to site's southern and eastern edge
 - Other areas within the site at risk from surface water flooding are; within the copse towards the site's southern end and also a north - south linear area (located towards the site's centre).
 - The areas at risk include the off-site, but immediately adjacent area of Greaves Wood Road, next to the western part of Priory Crescent, and in the vicinity of the public right of way that bounds part of the eastern site edge
 - The surface water mapping also shows off-site areas at risk from surface water flooding, from the Greaves Wood Road end, down Kirkhead Road towards and next to, Kents Bank Railway Station. There is also surface water flooding at the cul-de-sac on Laneside Road, next to Long Greaves Wood. In the main, the surface water flooding risk is shown as low, but there are areas where the risk is shown as medium or high, but these areas are relatively limited on current mapping (Dec. 2015).

2.16 Utilities

- 2.16.1 Foul Drainage: United Utilities Asset Register indicates that any foul sewage arising from the site's development area would likely drain to the sewer in Kirkhead Road, which subsequently joins the main sewer from Grange-over-Sands at Kents Bank Station. Additional storage has recently been provided upstream on the main sewer from Grange at Cart Lane Sewerage Pumping Station. United Utilities advise that consideration must be given to the disposal of surface water, in line with the surface water hierarchy. They advise that 'once details are known, for example, the approach to surface water management and proposed connection points to the foul sewer network, it may be necessary to coordinate the delivery of development with the timing for the delivery of infrastructure improvements', (United Utilities, February 2016).
- 2.16.2 An existing 225 mm combined public sewer pipe is located within the southern part of the site. United Utilities advise that depending on site

layout, this will either need diverting, or alternatively, should be taken into consideration as part of any site layout plan. Building over the sewer will not be permitted and an easement strip (three metres either side of the pipe centre line), will be required either side of the sewer in line with United Utilities 'Standard Conditions'. Interested parties (developers) should discuss this further with Developer Services, including any possible diversion options WastewaterDeveloperServices@uuplc.co.uk). United Utilities advise that they can then discuss and agree options with any developer prior to any land purchase/planning application submission, (United Utilities, April 2016).

- 2.16.3 United Utilities has confirmed that the legal easement which ran along the north side of the site, adjacent to Allithwaite Road, has now expired, (United Utilities, April 2016).
- 2.16.4 Electricity: There are no known electricity constraints. AMEC National grid confirm that the site is not crossed by their electricity transmission infrastructure, (AMEC National Grid, September 2015).
- 2.16.5 Gas: AMEC National Grid confirm that the site is not crossed by National Grid's gas transmission infrastructure, or National Grid Gas Distribution's (intermediate and high pressure) infrastructure, (AMEC National Grid, September 2015).
- 2.16.6 Water: United Utilities advise that there is sufficient water supply.

2.17 Constraints and Opportunities

- 2.17.1 In response to the site's context and characteristics assessed above, a summary of the constraints and opportunities presented by the site, which are addressed through this Brief are included below and illustrated in Figure 12.

Constraints

- **Open countryside setting:** the site merges into open countryside to the north. A designated green gap is located both to the north of the site and immediately adjoining the site's north western boundary. 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.
- **Site topography:** the site's topography is complex and as such is a potential sensitive receptor to development, the site's landform (which

- may be modified through cut and fill operations needed to achieve acceptable gradients for site roads and development platforms).
- **Ground Conditions:** need to ensure that the underlying geology, soils and hydrogeology can accommodate surface water drainage (SUDS) and that there is no potential for land instability or surface water flooding.
 - **Wildlife Species on site:** potential for protected species(s) both within and near to site. This will inform site layout.
 - **Sensitive edges with existing houses:** residential properties border the western, southern and eastern boundaries of the site.
 - **Drainage issues:** surface water ponding in the eastern, south eastern and southern parts of the site, which has contributed to localised flooding both within the site and outwith the site, in Kents Bank.
 - **Overhead utility provider's lines:** These traverse the site, from north to south and west to east. These may need to be diverted or replaced.
 - **Existing sewer and easement:** an existing 225m combined sewer crosses the southern part of the site. An easement strip (three metres either side of the pipe centre line), will be required either side of the sewer. Building over the sewer will not be permitted by United Utilities.
 - **A relatively small strip of land on the sites western boundary, within the allocated site, is not owned by Holbeck Homes Ltd.** (see Figure 12: Constraints and Opportunities Map). It is therefore highly likely that this relatively small area will not form part of any development proposal.
 - **Natural features of high value, the existing historical pattern of enclosure (existing copse and hedgerows):** The site contains a mature copse (with limestone pavement). Old, broad hedgerows form most of the site boundaries. Fragmentation of these should be minimised. Immediately outwith the site, there are trees on the southern side of Allithwaite Road (the verge) and trees within Long Greaves Wood, that overhang the site. Long Greaves Wood has a Tree Preservation on it and a Limestone Pavement Order. These will require protection from any damage arising during development. The presence of such trees and their rooting areas, potentially, will have implications for development layout and for the siting and visibility for any main vehicular access(s) from off Allithwaite Road (B5277). Post development, the woods may be vulnerable to increased pressure of use/activity.
 - **Setting of Grange-over-Sands Conservation Area:** A small part of the boundary for the Grange-over-Sands Conservation area abuts part of the southern site boundary. There is a need for any development proposed in proximity to the conservation area/affecting the conservation area, to have regard to its setting and character.

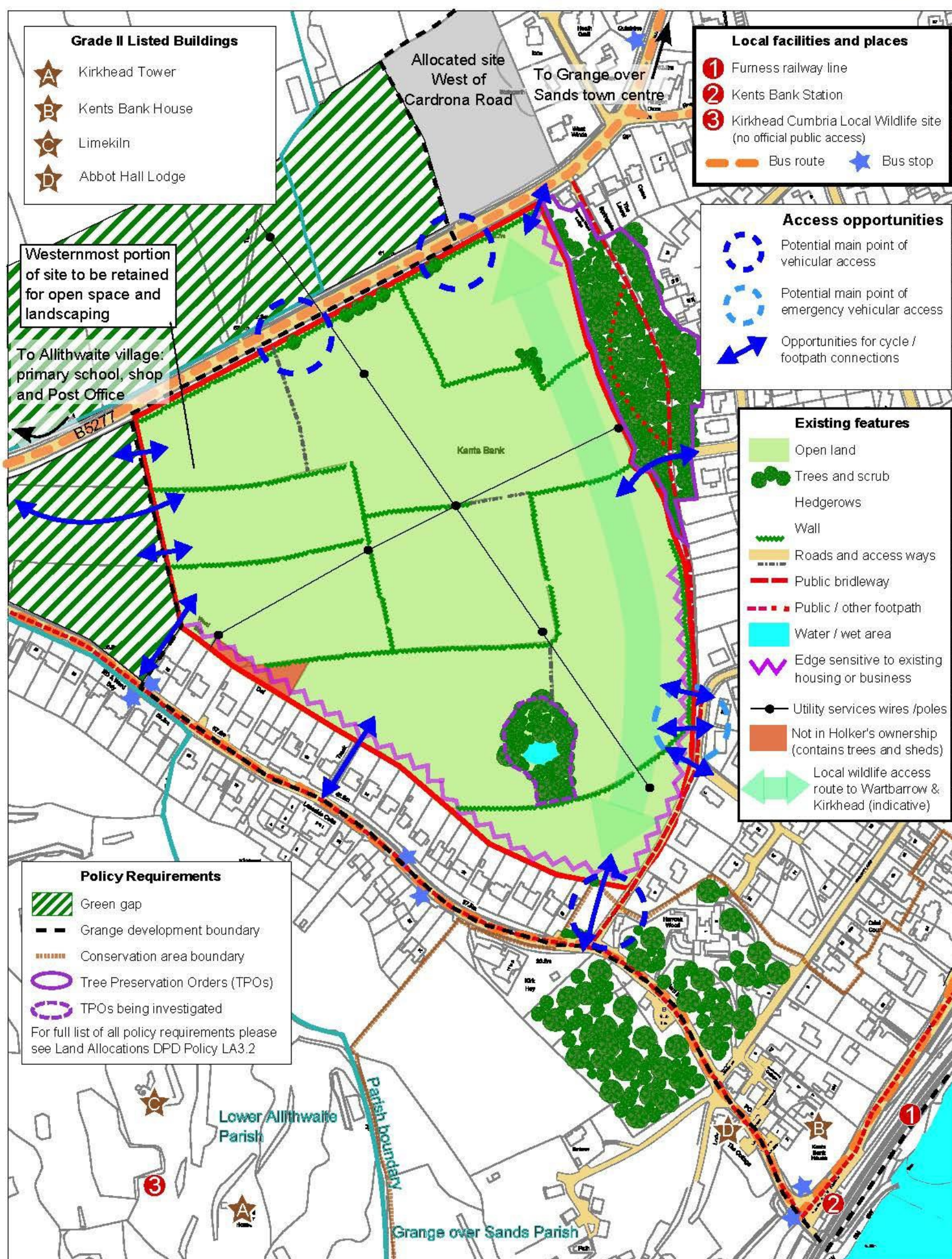
Opportunities

- **Sustainable local employment:** Creation of jobs within a small employment area.
- **Housing Mix:** the site can provide a range of market and affordable house types to meet different needs.
- **Design and Landscape:** the site can provide a high quality development (housing and employment) that enhances the local area and provides a well-designed and sensitive transition from open countryside to Kents Bank and Grange-over-Sands, beyond.
- **Community facilities:** the provision of on-site community facilities, to make the development more sustainable.
- **Scenic Views out of the site:** exceptional views out of the site, in particular, towards Morecambe Bay and towards Kirkhead and the local land mark Kirkhead Tower. Opportunity to locate open space/public areas of the site, so as to take advantage of vistas and views. Careful consideration will be needed in terms of site layout.
- **Drainage:** opportunity to mitigate existing flood risk and drainage issues through the introduction of sustainable drainage systems and improvements to local infrastructure.
- **Walking and Cycling:** opportunity to improve walking and cycling routes and connections, within the site. Potentially there is also an opportunity to improve links to Allithwaite Primary School. Also, potential to include off site links across the western green gap and the existing agricultural access in-between 36 and 38 Kirkhead Road.
- **Open Space:** opportunity to create new multi-functional open spaces and green infrastructure in the local area that will provide recreation opportunities for existing and local residents, and enhance local wildlife (ecological) habitats. Any green infrastructure network needs to incorporate the ‘...retention of the westernmost portion of the site for open space and landscaping...’ as advised by Land Allocations Policy LA3.2.
- **Existing Natural and Built Features:** opportunity to integrate existing features such as trees and dry lime stone walls, and work with the topography of the site to retain and enhance a sense of place and character. An opportunity for new development to retain a sense of the ‘semi-rural’ feeling of Kents Bank.
- **Traffic Management:** opportunity to introduce a pedestrian crossing(s) on Allithwaite Road.
- **Vehicular access:** creation of two primary vehicular accesses to the site from Allithwaite Road (B5277)
- **Emergency access:** potential to create an emergency vehicle access off Priory Crescent.

Development Brief: South of Allithwaite Road, Kents Bank

Constraints and Opportunities Map (indicative)

November 2016



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Figure 12: Constraints and Opportunities Map

3. Development Framework/Guidance

3.1 Overview

3.1.1 This section contains the overall development framework/guidance for the site. It includes:

- An indicative land use proposals map setting out the location of various land uses for the site and essential elements from the traffic and movement framework.
- Housing requirements and guidance regarding mix and type.
- A traffic and movement framework addressing how people and vehicles will access and move through the site.
- A landscape and green infrastructure framework setting out the types and location of green space and landscaping measures considered appropriate for the site.
- A layout and design framework / guidance setting out key principles and introducing the concept of housing character areas. For this Brief, a character area relating to the employment land use element of the mixed use land allocation, is also included.
- Other issues of consideration that need to be taken into account (e.g. flood risk, heritage and infrastructure).

3.2 Land Uses

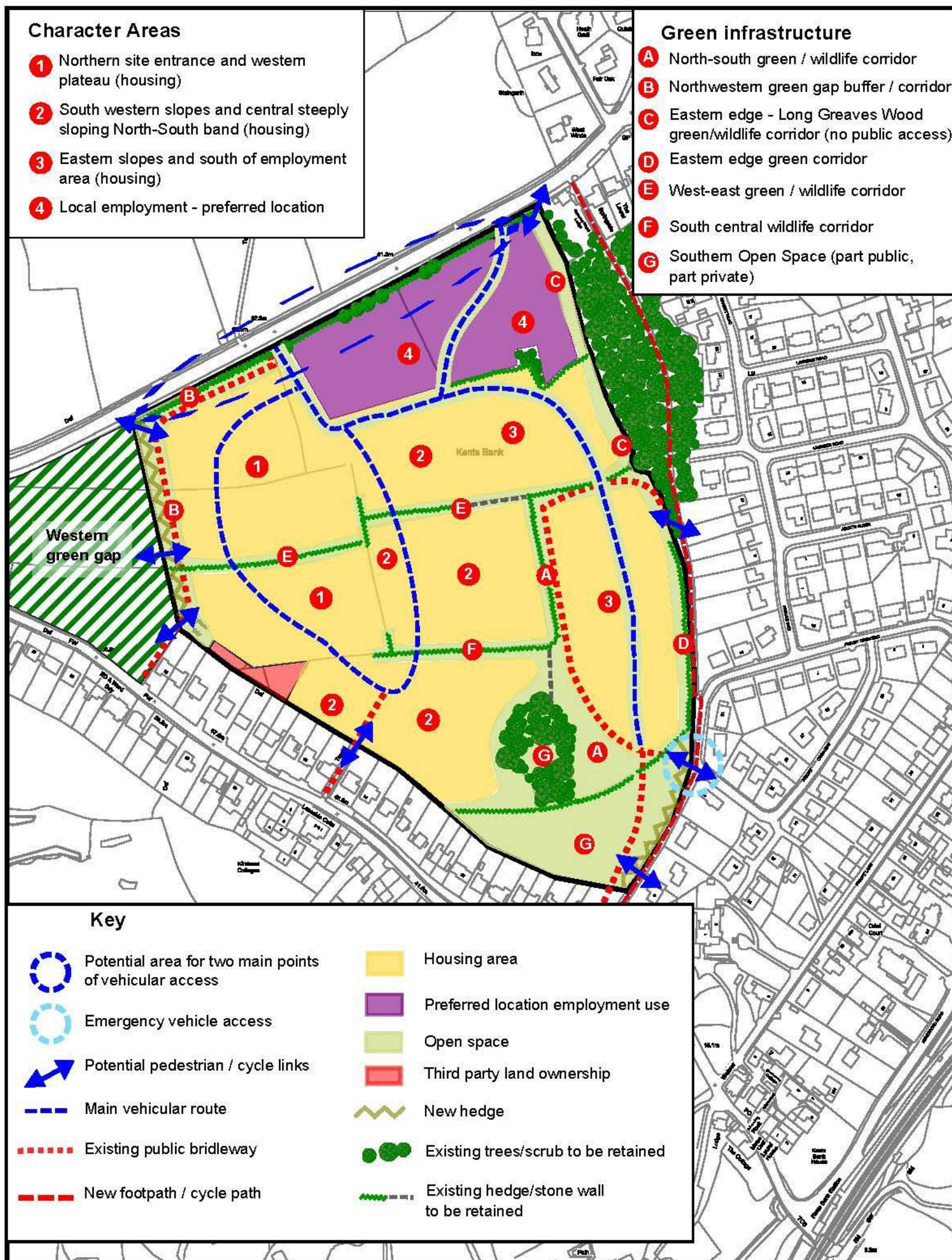
3.2.1 The site will be developed for mixed use: residential and local employment use, in accordance with Policy LA3.2 of the Local Plan-Land Allocations DPD, and will have associated public open space areas, landscaping, Sustainable Urban Drainage Systems (SUDS) areas and highways infrastructure. The indicative land use proposals map (Figure 13) illustrates the potential broad locations of local employment and housing areas, open space and green infrastructure and main transport and movement routes to illustrate how the site could be developed to meet the Land Allocations policy requirements and to achieve the vision for the site.

3.2.2 It should be noted that the proposals map is indicative only and is not intended to be prescriptive, and 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.

Development Brief: South of Allithwaite Road, Kents Bank

Figure 13 Land Use Proposals Map (Indicative)

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Figure 13: Indicative Land Use Proposals Map

3.3 Housing Requirements

General Housing Requirements

- 3.3.1 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 most appropriate mix will be determined at a planning application stage based on the most up to date information available.
- 3.3.2 Based on the 2011 Household Survey, the Council's Strategic Housing Market Assessment Update (SHMA, Final, 2014), suggested that an analysis of general market supply and demand for open market housing is relatively low. It also suggests minor shortfalls in detached properties, bungalows and properties with one bedroom.
- 3.3.3 The Council is supportive of self-build properties and would welcome an element of this type of property in the overall mix.

Affordable Housing

- 3.3.4 In accordance with Policy CS6.3 of the Core Strategy, no less than 35% of the homes on the site must be affordable. This minimum proportion of affordable housing will only be subject to negotiation should the developer be able to robustly demonstrate that there are significant viability constraints.
- 3.3.5 The Council will expect a range of different dwelling types to meet evidenced affordable housing needs. This will include a range of different sized properties and different affordable 'products'. During pre-application discussions the Council will advise on the most appropriate types of affordable housing that should be provided, taking into account current evidenced need and also the changing national context of affordable housing provision. Developers should follow the Council's affordable housing guidance for developers which is updated annually and can be viewed via the [Council's website](#).
- 3.3.6 Affordable houses should be distributed throughout the site in small 3.3.6 clusters and should be indistinguishable in their design from open market houses.

Housing for Older People

- 3.3.7 South Lakeland's population is ageing significantly, and it is important that the housing needs of older people are planned for in new developments. The County Council has recently published (Cabinet February 2016) its new [Extra Care Housing and Supported Living Strategy](#). It contains an analysis of current supply

of extra care² housing against projected demand estimates for 2025. In South Lakeland it identifies a shortfall of 500 extra care housing units by 2025. South Lakeland District Council's Older Persons' Housing Strategy 2012 to 2017 identifies a need for extra care housing in Kendal, Ulverston, Milnthorpe, Grange-over-Sands, Ambleside and Windermere.

- 3.3.8 It is considered that this development could be a suitable location for the provision of Extra Care Housing which could be delivered in association with the site's affordable housing contribution. Cumbria County Council would welcome opportunities to discuss possible on-site provision with potential providers and South Lakeland District Council.
- 3.3.9 Any extra care housing to be delivered on the site should meet a cross-section of different housing needs, both in terms of tenure (affordable homes for rent, intermediate sale and open market) and type (flats/apartments and bungalows) based on the latest local evidence. A minimum of 50% of the extra care homes should be affordable. This may require an element of public subsidy, e.g. grant funding from the Homes and Communities Agency.

Housing Technical Standards Review

- 3.3.10 The outcome of the Government's housing technical standards review was set out in the Planning Written Ministerial Statement on 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, which Councils can choose to 'opt in' to if justified by local evidence.
- 3.3.11 The Council has considered the implications of the national housing standards review through the preparation of its Development Management Policies DPD

² Extra Care housing is sometimes referred to as 'assisted living', or 'very sheltered housing'. It is housing designed with the needs of frailer older people in mind, and with varying levels of care and support available on site, usually comprising of domestic and personal care staff on site. People who live in Extra Care housing have their own self-contained homes, their own front doors and a legal right to occupy the property. Extra care schemes often include facilities such as communal lounges, laundries, computer rooms, fitness rooms and dining rooms/restaurant. Extra Care housing is a popular choice as it provides an alternative to care homes. Extra Care properties can be affordable, private open market, rented, owned or part owned/part rented.

and is seeking to introduce optional requirement M4(2) Category 2: Accessible and adaptable dwellings.

- 3.3.12 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 high standards of sustainable construction.

3.4 Employment Requirements

General Employment Requirements

- 3.4.1 The development will provide mainly small unit accommodation for employment uses. Land allocations Policy LA3.2 permits land uses within classes B1 (which includes certain types of offices, research and development, studios, laboratories, high tech. and light industry) and B2 (general industry). B8 employment uses (storage and distribution, warehousing), will not be permitted on the site.
- 3.4.2 The ‘preferred’ location for local employment development is shown on Figure 13. Given that there is both existing housing adjoining the site and given that the allocation is for mixed use; combined with housing, then consideration needs to be given to the location/juxtaposition of the types of employment use within the part of the site to be developed for employment use. It is suggested that B1 (a) - offices and B1 (b) – research and development uses, would be better placed on the periphery of any employment development (including the frontage with Allithwaite Road and adjacent new and existing housing), with any B1 (c) – light industrial and B2 – general industrial small units, towards the centre of any development. Further advice is given in the text in Section 3.6 Design and Layout Framework – Employment Character Area, with reference to scale, height and massing and the juxtaposition of development relative to Greaves Wood Lodge.
- 3.4.3 The type of employment development and post construction matters such as; the hours of operation and noise levels will be considered and managed as part of the planning application process.
- 3.4.4 There is an opportunity to provide a range of small to medium sized premises for research and development, start up units and offices. For design framework, please see Section 3.6 (Design and Layout Framework).

- 3.4.5 The employment land parcel shown on Figure 13 Indicative Land Use Proposals Map, should be significantly buffered from Long Greaves Wood and the single storey dwelling; Greaves Wood Lodge. The existing area of scrub/hedgerow some 40 metres west from Long Greaves Wood should be retained. See the Section on Green Infrastructure/Open Space requirements.
- 3.4.6 Whilst it cannot be required by site specific Land Allocations Policy LA3.2, community feedback has suggested that the provision of on-site community facilities, for example, such employment generating uses as a small scale retail convenience store, will help to make the development more sustainable. This opportunity is encouraged, provided, development meets relevant Core Strategy and other Local Plan policies and that such community development is provided as part of the employment development and meets local needs.

Development Requirements at Land South of Allithwaite Road:

Employment: A range of small to medium sized premises for research and development, start up units and offices.

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*)

3.5 Traffic and Movement Framework

Overarching Considerations

- 3.5.1 The traffic and movement framework for the site should be designed in accordance with policies CS10.1, CS10.2 and CS1.1 of the Core Strategy.
- 3.5.2 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 (1996) and subsequent updates. 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. Parking provision should be in accordance with Cumbria County Councils latest guidance.

General Principles

- ✓ 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 potential options for future development in the local area in future years;
- ✓ Submission of a Transport Assessment and Travel Plan at planning application stage.

Employment use and parking

- 3.5.3 In the case of employment development, parking areas should be designed so as not to dominate space between the highway and the business premises being assessed. If all the parking is placed in front of buildings it will create a visual and physical barrier to vulnerable road users wishing to access the site by means other than private motor vehicle. Creating an easier access arrangement for people not using a private motor vehicle can encourage the use of public transport by employees. The design should ideally separate out activities such as loading/unloading, service bays and other deliveries wherever possible so that these can take place away from the main parking areas. This is advisable as it means less conflict will occur between vehicles and pedestrians in the space.
- 3.5.4 Parking areas should be landscaped to help create a 'green' appearance. They should be perceived as safe and secure.

Vehicular access into the site

- 3.5.5 This is a relatively large site that, will benefit from two main vehicular access points off Allithwaite Road (B5277) to dissipate access. Care will need to be taken with the siting of each of the access points (visibility) along the B5277. There are mature trees along the verge. Elevation changes (dips) in the road also affect visibility further east along the site frontage. Visibility is better towards the western end of the site frontage (AECOM: Further Highway Evidence, March 2013). Figure 13: The Indicative Land Use Proposals Map, shows the potential area where the two main vehicular accesses could be located. The exact location and detailed design of the access will be agreed with Cumbria County Council and determined through a planning application.
- 3.5.6 The existing speed limit on Allithwaite Road (B5277), along the site's frontage, is the national speed limit of 60mph. Cumbria County Council as highways authority, has advised that it should be changed, reduced to 30 mph between the existing limits via a Traffic Regulation Order.
- 3.5.7 An emergency vehicle access should be provided from Priory Crescent. If the emergency access passes through open space, then the use of a permeable surface through, for example, reinforced grass should be utilised. This access route could be fitted with a bollard, if deemed necessary, to restrict non-emergency vehicle access.

Vehicle Routes through the site

- 3.5.8 A main residential street should wind its way through the site and should include a looped element/formation, to enable public transport (buses) to permeate the site. Care will need to be taken with the location of the road(s), given the steep gradients in parts of the site. It should be designed in a way to reduce traffic speeds and to provide a safe and attractive route for pedestrians and cyclists. This could be achieved through designing the route as a green corridor with the pedestrian and cycle route separated at least in part from the highway with landscaped verges or pockets of planting. The primary route through the site should be designed to achieve maximum traffic speeds of 20mph. A new layby suitable for service buses, will be required within the site. A location close to the employment area could be a potential location. Advice should be sought from Cumbria Highways Authority regarding appropriate carriageway and footway widths for the main road and the location and design of any bus layby.
- 3.5.9 The main route should feed a series of lower hierarchy streets which will serve the housing areas and consideration should be given to shared surface streets where appropriate and other measures to ensure low speeds and the prioritisation of pedestrians over vehicles.

Pedestrian and cycle access into and through the site

- 3.5.10 It is important that the site provides an attractive and safe walking and cycling network that encourages active travel within the site and integrates it with surrounding areas.
- 3.5.11 There are opportunities for pedestrian/cycle access both into/out of, and through the site, at the following points:
- south of Long Greaves Wood (to link in with the Long Greaves Wood Bridleway);
 - by utilising an emergency vehicle access route/point, to link with Priory Crescent; (to afford access to the wider route to the Priory Lane 'cut through' path and The Promenade footpath beyond);
 - connecting the southern public amenity space (around The Copse) with the bridleway on Long Greaves Wood Road. This is to allow access to Kirkhead Road and Kents Bank Railway Station. (Alternatively, a new cycle and/or pedestrian path could be routed through the open space south of the Copse to link with Kirkhead Road (via the small strip of land that is outwith the allocation, but in the same ownership as the site);
 - westwards onto Kirkhead Road via the existing track between 36 and 38 Kirkhead Road. There is an existing bus stop nearby;

- potentially through the western green gap on to Kirkhead Road/Holme Lane;
- on to Allithwaite Road (via the site's north-west and north-east corners). There is potential for a footpath/cyclepath within the site, along part of the northern site boundary. There is no existing footway on the B5277's/Allithwaite Road's southern verge; and,
- through the site, a possible cycle/pedestrian link next to the west-east green/wildlife corridor and along the main north south green corridor.

3.5.12 In addition, improvements to facilitate enhanced existing pedestrian access should be provided as follows:

- widening of footway (two metres) on the northern side of the B5277 (Allithwaite Road) from the Cardrona Road junction to the Kirkhead Road junction; and
- the provision of safe crossing points from the site across the B5277 to connect with existing footway on northern side; and,
- surfacing improvements to the Greaves Wood bridleway, taking into account drainage issues.

3.5.13 The movement framework should be based on desire lines and be focused on making journeys, particularly to key destinations such as; the large play area to be provided within the site, to Kents Bank Railway Station, to Allithwaite Road (to access Allithwaite Village and the Primary School) and to Priory Crescent (in the general direction of the Priory Lane 'cut through foot path' and The Promenade footpath). The new footpath/cyclepath routes through the site should make use of multifunctional green corridors. Where possible, permeable surfacing should be used.

Traffic and Movement Framework Requirements

VEHICLE ACCESS INTO THE SITE:

- ☐ Two main vehicular accesses will be provided into/off the site from Allithwaite Road (B5277).
- A main distributor road will run through the site; and will include a 'looped' element, so that permeability can be achieved and to allow public transport (bus service) to permeate the site.
- ☐ A new layby for bus services, (located off the main distributor loop road), will be required to be provided within the site.
- ☐ Any access to Priory Crescent should be used for emergency vehicles only.
- ☐ The existing speed limit on the Allithwaite Road site frontage, should be changed to 30mph between existing limits, via a Traffic Regulation Order (TRO).

IMPROVEMENTS TO FACILITATE ENHANCED EXISTING PEDESTRIAN ACCESS:

- ☐ In addition, improvements to facilitate enhanced existing pedestrian access should be provided as follows:
 - the widening of the footway (two metres) on the northern side of the B5277 (Allithwaite Road) from the Cardrona Road junction to the Kirkhead Road junction; and,
 - the provision of safe crossing points from the site across the B5277 to connect with the existing footway on the northern side; and,
 - surfacing improvements to the Greaves Wood bridleway taking into account drainage issues.

PEDESTRIAN/CYCLE ROUTES:

- ☐ A network of pedestrian and cycle routes will be provided through the creation of new routes within and directly adjoining the site (where land is in the same ownership as the site), to create an integrated movement framework as follows:
 - requirement for a pedestrian/cycle link to Priory Crescent/Long Greaves Wood Bridleway (both to the east – to link with the existing bridleway at a point south of Long Greaves Wood).

The following are desirable:

- a pedestrian/cycle link to Kirkhead Road, via the existing agricultural access track between 36 and 38 Kirkhead Road;
- to provide links from the site to Allithwaite Road (both out/into the site – in the north-west and north eastern site corners);
- an opportunity to introduce a footpath/cyclepath within the site, along part of the northern site boundary;
- an opportunity to connect the site to Holme Lane/Allithwaite Road via/through the Western Green Gap should also be explored;
- potential for a cycle/footpath link along a west-east green/wildlife corridor; and,
- potential for a cycle/footpath link along the north-south main green corridor.
- Proposals for the site's development should be accompanied by a comprehensive Transport Assessment and Travel Plan (for the whole allocated site).

3.6 Design and Layout Framework

Overarching Considerations

- 3.6.1 The key design principle at Land South of Allithwaite Road is the creation of an attractive, functional and sustainable mixed use residential and employment development in Kents Bank, on the rural/urban fringe, which respects local character and its open countryside setting.
- 3.6.2 The Council will expect a high quality and well thought through design - a development of new dwellings that all look the same, is monotonous, is not imaginative, does not respond positively to its surroundings and local sensitivities, and a layout that is car dominated will not be acceptable.
- 3.6.3 The design for the site will be assessed against current development plan policies including Core Strategy Policy CS8.10, and Saved Policy S2 (South Lakeland Design Code) of the Local Plan 2007. The Council will also encourage new development to be designed according to the [Building for Life 12](#) principles.

General Principles

- ✓ 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.
- ✓ Interesting design and the creation of recognisable character and a sense of place within the scheme, avoiding an 'anywhere, any town' bland development.
- ✓ Design that responds to the site and its context and takes advantage of existing topography, landscape features, wildlife habitats, views, site orientation and microclimates.
- ✓ 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.

Site Specific Design Guidance and Housing Character Areas

3.6.4 Taking into account the local context and character of the site, it is proposed that the site should comprise of a range 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.

3.6.5

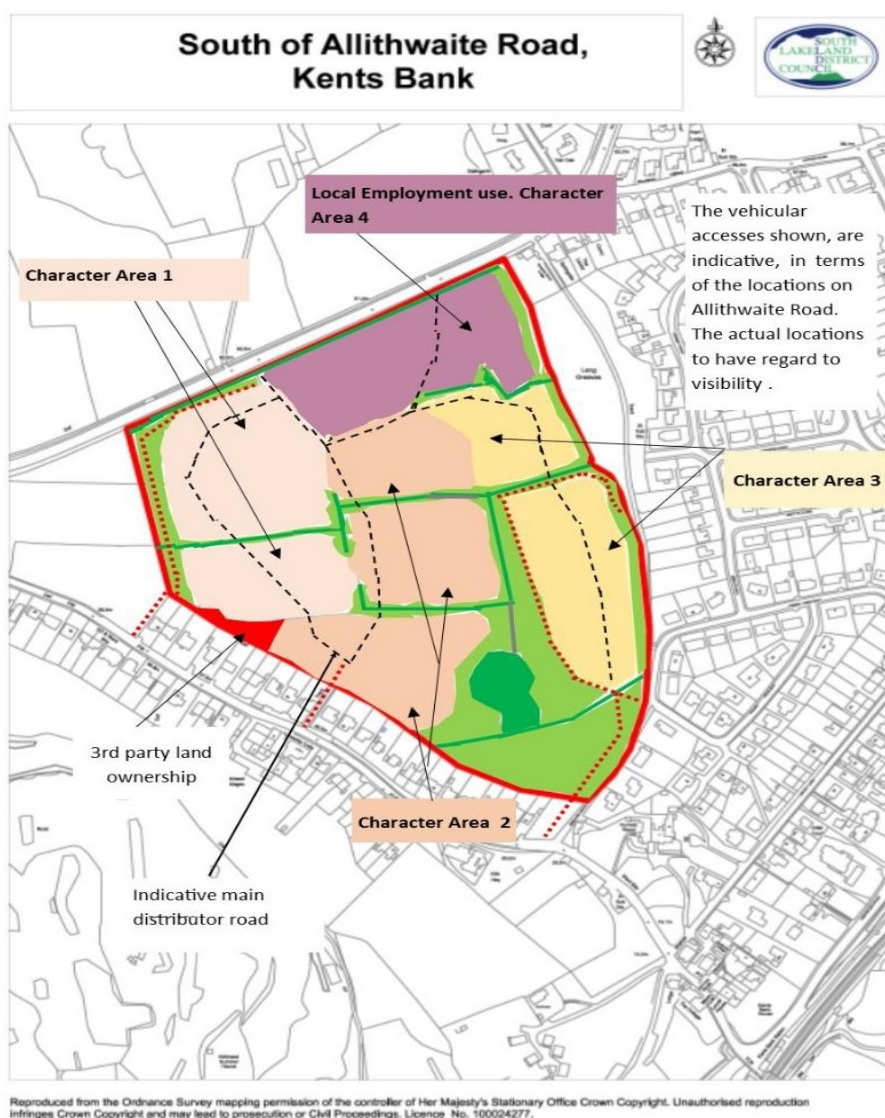


Figure 14: Proposed Character Areas

3.6.6 **Character Area 1** – Northern site entrance and Western Plateau - Allithwaite Road

Objective: To create a high quality and distinctive entrance to the development and to ensure an attractive and sensitive approach to this open and visually prominent part of the site.

Landscaping and Green Infrastructure:

- Soften the view of the site from Allithwaite Road. Retain as much of the existing hedgerow along this part of Allithwaite Road as possible (allowing for visibility/accesses) and introduce a new native hedgerow along the boundary with the existing western green gap.
- Potential to include a footpath/cyclepath within a north western green corridor. See 'B' on Figure 13.
- Retain an existing hedgerow which bisects this character area from west to east, as part of a green/wildlife corridor. See 'E' on Figure 13.
- Possible/potential use of this corridor 'E' for access – a cycle/pedestrian link.
- Retain in part the eastern hedgerow boundary between character areas 1 and 2, but not as a green corridor. See Figure 13.
- Avoid, if possible, hedgerows forming domestic boundaries.
- Potential for additional structural planting (linear groups of native trees / copse planting) to the north-western green gap corridor. Avoid planting too near the new housing (crown spreads/rooting areas). Potential for 'advanced' planting, given that the site is likely to be phased.

Design and Appearance:

- Careful response to local character that helps to enhance local distinctiveness and the semi-rural countryside setting.
- Design cues from the local vernacular interpreted in an interesting way.
- Design quality should reflect prominent gateway location – scope for more individual/bespoke design in this area, perhaps reflecting position on edge of rural area.

Orientation, Scale, Density and Layout:

- The most western part of character area - reduced density/scale and form where adjacent to the western edges of the character area; nearer the green gap, to allow for edge of countryside transitional location.
- The layout should provide good levels of natural surveillance on to the north-western green corridor.
- Away from the western green gap corridor, there is

potential for higher density. Here the topography is not as challenging as in the sloping parts of the site.

- Dwellings to address streets with active frontages.
- The height is an important consideration here, development needs to respect key views, topography and this more open and elevated position.
- Site layout/design – north-eastern boundary of character area 1 - Need to ensure that the amenity of new housing is not adversely impacted by any new employment development.

3.6.7 **Character Area 2** – South western slopes and central steeply sloping north-south band.

Objective: to create a high quality housing development that works with the site contours, that is; integrated into its setting, (in terms of the height, form, scale, massing and roof scape), that reflects positively local building character and that respects the amenity and privacy of adjoining existing residential properties.

Landscaping and Green Infrastructure:

- Careful treatment of character area boundaries – green/wildlife corridors.
- Retain the existing hedgerows, see ‘A’ and ‘E’ on Figure 13, within green/wildlife corridors (north-south and west-east corridors).
- Possible/potential use of green/wildlife corridor ‘E’ for access – a cycle/pedestrian link.
- South-central green/wildlife corridor, (see ‘F’ on Figure 13), cuts across this area. Retain hedgerow as a green/wildlife corridor (*may need to allow for vehicular access through area 2*).
- Retain the existing hedgerows (in part) between character areas 2 and 1.
- Southern part of area 2 – an opportunity for a pedestrian and cycle link through this character area, from Kirkhead Road (via the existing agricultural access).

Design and Appearance:

- Design cues from the local vernacular.
- Careful response to local character that helps to

enhance local distinctiveness.

- Careful attention to the height and juxtaposition of new dwellings along the boundary with Kirkhead Road. Some of the existing properties are single storey or dormer bungalows. The height and massing of new build must ensure that it's not over dominant/ overbearing

Orientation, Scale, Density and Layout:

- Reduced/lower density where the land slopes steeply.
- The layout should provide good levels of natural surveillance on to the north-south green corridor, 'A' on Figure 13.
- Housing located on the more elevated parts of this character area has the potential to take advantage of views out towards Kirkhead Tower and Morecambe Bay.
- Dwellings to address streets with active frontages.
- The height of housing is an important consideration here, given the relatively steep slopes. Development needs to respect key views.
- Careful attention will be needed to the amenity and privacy of existing properties on Kirkhead Road.
- Adequate spacing/separation distances and the use of careful placement and orientation between new and existing development will be needed, to ensure reasonable levels of privacy. New gardens backing onto existing properties could form a private green corridor. Development backing onto Kirkhead Road should have rear gardens backing onto existing properties.
- Layout and orientation needs to work with the topography within this character area, as the site slopes appreciably.
Where the difference in site levels may result in unacceptable problems of 'overlooking', use should be considered of appropriate screening, window siting and orientation. See also paragraph 4.3.2. For a full or reserved matters planning application – due to site topography, plans showing existing ground levels, finished floor levels and site cross sections will be required to support any full or reserved matters planning application.
- Site layout/design – northern boundary of character area 2 - Need to ensure that the amenity of new housing is not adversely impacted by any new employment development.

3.6.8 Character Area 3 – Eastern slopes and south of employment area. *Objective:* to create high quality development that works with the site contours, that is; integrated into its setting, (in terms of the height, form, scale, massing and roof scape) and that reflects local building character. Its layout is

respectful of the open space (Long Greaves Wood), to the east. It also provides for wildlife/connectivity through a non-public green corridor along the boundary with Long Greaves Wood.

Landscaping and Green Infrastructure:

- Provision of a play area - large play facility standard in the north- south green corridor, south west of character area 3. The play area should benefit from good levels of natural surveillance from new housing and from nearby foot/cycle way.
- The existing north-south hedgerow next to corridor A should be retained.
- Retains the hedgerow that bisects character area 3 from west to east within a green/wildlife corridor, see 'E' on Figure 13.
- Possible/potential use of green/wildlife corridor 'E' for access – a cycle/pedestrian link.
- Retains the existing hedgerows and scrub to the north (bounding the employment area) and the existing hedgerow to the south of the character area – see Figure 13.
- Retains the existing hedgerow that forms part of the eastern boundary of the character area.
- The eastern edge of the character area bounds a green/wildlife corridor. See Figure 13 - 'C' – Long Greaves Wood. A significant (in terms of width), non – public access green/wildlife corridor. Careful thought needs to be given to the nature of the boundary treatment; between new housing and the eastern buffer, given its role as a wildlife corridor.
- Eastern edge green corridor (public access in part – foot/cycle path connecting to Greaves Wood Bridleway). See 'D' Figure 13.

Design and Appearance:

- Design cues from the local vernacular.
- Careful response to local character that helps to enhance local distinctiveness.

Orientation, Scale, Density and Layout:

- Provide a range of densities across this area, having regard to topography.
- Layout and orientation needs to work with the topography within this character area, as parts of this area slopes quite steeply.

- The layout should provide good levels of natural surveillance on to the north-south green corridor, 'A' on Figure 13 and the west- east green corridor – see 'E', Figure 13 and play facility.
- Dwellings to address streets with active frontages.
- Layout includes/allows for emergency vehicle access from this housing area to connect with Priory Crescent, to the east.
- Site layout/design – northern boundary of character area 3 - Need to ensure that the amenity of new housing is not adversely impacted by any new employment development.

3.6.9 **Character Area 4:** Local Employment, Allithwaite Road

Objective: to provide a high quality local employment development in this semi-rural countryside setting and prominent gateway location, on Allithwaite Road. A development that is sympathetic to adjacent uses (Long Greaves Wood Lodge and new residential properties) in terms of use, scale, massing, form and height.

Landscaping and Green Infrastructure:

- Make use of good quality materials in the public realm, including a mix of hard and soft landscaping.
- Retain the entire small area of scrub, located approx... 40 metres west of Long Greaves Wood, in the north-west part of the site, where the underlying limestone emerges. Buffer to be a mix of open space and new planting incorporating small copses of native trees and shrubs.
- New native species planting/boundary treatment along the boundary with Greaves Wood Lodge.
- Retain the existing hedgerow along Allithwaite Road. There is an opportunity to provide new landscaping here and to set back development from the existing hedgerow bordering Allithwaite Road.
- Retain the existing hedgerow forming the preferred employment areas southern boundary.
- Significant (in terms of width) - a green/wildlife corridor between any employment use and Long Greaves Wood/Greaves Wood Lodge. The corridor to be non – public use.

Design and Appearance:

- Orientation – northern most development should front/face towards Allithwaite Road, (active frontage).

- Quality design - including references/use of local materials for the buildings fronting on to, or, that have elevations facing on to Allithwaite Road and Greaves Wood Lodge. Similarly, those elevations that face westwards and that are next to either any main site entrance or the employment area entrance.
- Buildings should be sited to screen unsightly service areas.

Orientation, Scale, Density and Layout:

- Layout – careful placement of employment uses, given the juxtaposition of neighbouring residential development. It's suggested that B1 (a) - offices, and B1 (b) research and development uses should be on the periphery of the employment development area, next to both existing and new housing and on the site frontage. Use classes B1 (c) – light industrial and B2 – small general industrial uses, should be located in the centre of the employment use area (enclosed by the other B1 uses).
- Care needs to be given to height and massing – given the site location and surrounding land use. The height of any development that is proposed directly adjacent to Greaves Wood Lodge should be respectful of, and be sympathetic in scale, height, massing and materials, to the existing single storey Greaves Wood Lodge. It is suggested that no more than single storey development would be appropriate in proximity to Greaves Wood Lodge. Elsewhere, no more than two storeys is considered appropriate, given the semi-rural location.
- Potential pedestrian/cycle link out of the character area to Allithwaite Road (north east site corner).

3.7 Landscape, Open Space and Green Infrastructure Framework

Introduction

- 3.7.1 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 can be 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. 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.

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.
- ✓ Designed in accordance with Council play area guidance (see Appendix 2).
- ✓ 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.

Open Space Requirements

- 3.7.2 The South Lakeland Core Strategy (Policies CS8.3a and CS8.3b) sets a range of accessibility standards and quantity standards for open space and recreation. New development is expected to ensure that its residents will have convenient access to high quality open spaces.
- 3.7.3 The site (Land South of Allithwaite Road) will be expected to provide a range of open spaces, and these are indicatively shown on Figure 13 and described in the green infrastructure framework below.
- 3.7.4 The approach to play provision for the site needs to take account of the quality and quantity of existing provision in the area. The site falls outside the accessibility standards relating to play provision for developments within Key Service Centres, including Grange-over- Sands.

- 3.7.5 The Council has commissioned an audit of all its play spaces which will provide recommendations for the treatment of existing spaces and future provision. At the time of preparing the Brief, the audit's findings were yet to be reported.
- 3.7.6 In light of the accessibility standard gaps, a new play facility, of a large play area standard, is required within the site. In locational terms, it needs to have good pedestrian and cycle access. A play area – of a large play facility standard will be provided on the site. It is considered that the most suitable location would be for it to be located within the north-south green corridor ('A'), south west of character area 3, providing good connectivity to neighbouring residential areas. The play area could include more creative play opportunities, for example – natural play opportunities and not just limited to traditional standard play equipment. The play area should benefit from good levels of natural surveillance from new housing and from nearby foot/cycle way.
- 3.7.7 The specific requirements will be finalised at the pre- application/planning application stage through discussions with the developer, and South Lakeland District Council's community and leisure team.

Green Infrastructure Framework

3.7.8 A: North-South Multifunctional Green/Wildlife Corridor

This area is broadly linear in shape and it slopes; from the north down, towards the south. Part of the area, the existing hedgerow north of the Copse, is near to an existing 'minor dry valley feature'. The higher ground, the more northerly part of this area, allows views out over Morecambe Bay. The retained woodland, the copse, is located adjacent to this green corridor.

This area should provide an area that:

- has public access;
- is multifunctional;
- is a key accessible open space;
- it includes links - a footpath / cycle path along its length, that potentially, could link with the existing Long Greaves Wood Bridleway to the west and the west-east green/wildlife corridor;
- incorporates a play area facility of a 'large play area standard', see advice in Appendix 2. Proposals could consider 'natural play' opportunities and not be just limited to traditional standard equipment;
- provides a habitat for wildlife movement and shelter, (taking account of the potential presence of protected species);

- retains existing hedgerows and the existing dry stone wall north of the Copse. There is an opportunity to incorporate new native (local carboniferous) species tree and shrub (copse) planting; and,
- has the potential to offer attractive views across Morecambe Bay.



Figure 15: showing the approximate location (towards the stone wall and hedgerow) of part of Area A – a linear multifunctional green/wildlife corridor

(taken from the eastern boundary - Greaves Wood Bridleway, looking west.)

3.7.9 **B: Northwestern Multifunctional Green Corridor /Green Gap Buffer**

This area is next to the existing green gap to the immediate west. The site specific allocation Policy LA3.2 advises - ‘...a landscape and green infrastructure framework incorporating the westernmost portion of the site for open space and landscaping...’. Part of its function is to increase the ‘separation’ and ‘sense of openness’, between any development and Allithwaite; ‘development should not extend hard up to the limit of the allocated site’, (Planning Inspector’s Report, Local Plan-Land Allocations, paragraph 228).

Within this area, proposals should include:

- in terms of width, a significant buffer - adjacent to/and along the western site boundary with the existing green gap and along part of the northern site boundary with Allithwaite Road.

The green corridor/buffer should:

- include public access;
- be multifunctional in use (informal public open space and wildlife corridor);
- link with the west-east green/wildlife corridor, (see Figure 13);
- include the provision of new trees and shrubs. Planting is suggested in the form of small copses/and groups of trees;

- incorporate a new native species hedgerow, planted along the western boundary with the green gap. This would re-establish the enclosure of fields within the remaining green gap; and,
- retain the existing hedgerow that bounds Allithwaite Road (allowing for access) and include landscaping along the northern part of this corridor.

There is potential for:

- a footpath/cycle path connection from the western part of the site into the green gap to the west, (which is in the same site ownership as the site) and to Allithwaite Road to the north; and,
- potential to link to a pedestrian /cycle route alongside corridor E.



Figure 16: Part of Area B – Part of northern site boundary – north-western buffer area/green corridor.

3.7.10 C: Eastern Edge - Long Greaves Wood Green/Wildlife Corridor (Amenity only – non-public access)

Long Greaves Wood, protected by both a Limestone Pavement Order and a Tree Preservation Order, adjoins part of the eastern site boundary. There is an opportunity here, to provide an amenity green corridor (non-public access) to act as a buffer for the wood. Local wildlife is also known to use the site, as a link between Kirkhead, Long Greaves Wood and land, including Wartbarrow, to the north. There is an opportunity to provide:

- a significant (in terms of width) amenity green/wildlife corridor - non - public access;
- include new copse and scrub type native planting; and,
- there may be potential to use the eastern green corridor for SUD's, as part of a surface water management strategy for the whole allocation site. (With the proviso – subject to the findings of a technical report to be provided by any developer re. surface water drainage strategy).

A green/wildlife corridor that can:

- function as a buffer, to ensure that tree crowns and rooting areas of trees on the edge of Long Greaves Wood are not damaged by development. A buffer here, will pre-empt potential future calls to crown reduce mature trees near to development;

- be wide enough so as to provide connectivity for existing wildlife moving through the area;
- can link with the scrub area (within the site), located some 40 metres west of the wood; and,
- that also acts as a buffer between new build development (new employment development) and the existing dwelling - Greaves Wood Lodge



Figure 17: Area C – Area for green/wildlife corridor – along part of the eastern boundary

3.7.11 D: Eastern Edge Green Corridor

This area (see Figure 13), forms part of the site's eastern edge. Within this area, there is an opportunity for proposals to provide:

- along the more northern part of this corridor, public access; a new footpath/cycle link to the Greaves Wood Bridleway to the east;
- potential to link via a footpath/cycle path with the main multifunctional north-south green corridor; and,
- dual function; the remaining corridor could have a role for surface water management (see the Environment Agency's existing surface water mapping) and for wildlife movement

3.7.12 E: West-East Green/Wildlife Corridor

This area bisects the site from west to east. It should:

- retain the existing hedgerows within the green/wildlife corridor;
- provide habitat for wildlife movement and shelter (taking account of the potential presence of protected species); and, provide possible/potential use of the green/wildlife corridor for access – a cycle/pedestrian link, to allow linkage with a cycle/footpath link in the north south green/wildlife corridor and also the North-western Corridor B.

3.7.13 F: South-Central Wildlife Corridor

This area should form a wildlife corridor, by:

- retaining an existing hedgerow that has the benefit of connecting with both the north-south corridor; and,
- providing habitat for wildlife movement and shelter, (taking account of the potential presence of protected species)

3.7.14 G: Southern Multifunctional Open Space (public access). Except for non – public access to the Copse

The copse is a distinctive small wood or copse which includes limestone pavement. It is a feature in the local landscape (particularly in this part of Kents Bank). This area includes a more recent tree lined enclosure, which at first glance appears to be part of the wood. The wood and pavement, in particular, have geological/ecological conservation value. It is located centrally within the southern part of the site. This area has the potential to form part of the wider green infrastructure network. It should comprise:

- the Copse - a retained and 'protected' area, located within the wider public access open space;
- the Copse - no public access;
- the Copse - that functions as part of the wider network of green (wildlife corridors) both within the site and in the immediate locality; including Kirkhead County Wildlife site, Long Greaves Wood and Wartbarrow); and,
- that provides habitat for wildlife movement and shelter (taking account of the potential presence of protected species)

Advice should be taken on the long term management of the wood from both a woodland management and a biodiversity perspective. The existing boundary treatments (dry limestone walls and hedgerows), will need repairing or rebuilding/reinstating in places, as appropriate. It's unfenced on the northern side of The Copse.



Figure 18: Showing Part of Area G – Existing wood ‘The Copse’ and area to the south.

The more recent tree lined enclosure is to the left of the photograph (smaller trees than the copse, which is immediately behind). View from the Greaves Wood Bridleway, looking north.

The remaining part of area G, an area to the south and west of the Copse, should function as:

- a multifunctional informal public open space, (taking account of the potential presence of protected species); and,
- there may be potential to use the southern open space for SUDS, as part of a surface water management strategy for whole site allocation. (With the proviso – subject to findings of technical report to be provided by any developer – Surface water drainage strategy). The width of the corridor along the eastern boundary, will need to reflect potential multifunctional use e.g. as a wildlife corridor, public access and potentially for SUDS

With opportunity to provide:

- groups of copse and scrub type native species tree & shrub planting;
- a new native species hedgerow along the southern boundary with Greaves Wood Road (currently post and wire);
- a pedestrian/cycle path link to Priory Crescent;
- a footpath/cycle link connecting Area A – North South Green Corridor, with the bridleway on Greaves Wood Road. Alternatively, a new cycle and/or pedestrian path could be routed through the open space south of the Copse to link with Kirkhead Road (via the small strip of land that is outwith the allocation, but in the same ownership as the site); and
- emergency vehicle access through the open space to connect with Priory Crescent.

3.7.15 Other areas of open space

In addition to the main open space areas identified on the indicative proposals map, the developer should also consider how smaller pockets of open space can be interspersed throughout the housing development. These smaller spaces can perform a number of valuable functions including visual amenity, informal recreation and wildlife habitat. The plans for the site should consider how these sites can most successfully be located and connected with one another to contribute to the green infrastructure network.

3.7.16 Hedgerows and Trees

The existing high value hedgerows are central to maintaining and improving the green corridors through the site. They are important from a landscape and from an ecological and biodiversity perspective. All of the hedgerows are considered 'important' under the 1997 Hedgerow Regulations. The Regulations apply to all of the hedgerows throughout the site. They are species diverse. Site layouts should minimize the removal of existing hedgerows and incorporate them into the green infrastructure framework, wherever possible. In green corridors / open spaces, existing hedgerows could form a mature nucleus for new planting. Fragmentation of hedgerows should be minimized and new boundaries should be formed by planting new hedgerows to mitigate loss of existing hedgerows. Transplanting of hedgerows within the site could be considered. The roadside hedgerow along Allithwaite Road should be retained intact, (other than the creation of site vehicular and pedestrian/cycle access(s)).

3.7.17 Hedgerows to be retained on the site should be separated from dwelling boundaries, by footpaths, roads, SUDS, open space and other non-domestic land uses to maintain the protection of hedges through the Hedgerow Regulations 1997. Where new access points are created in the hedgerows, any existing access points no longer needed for the proposed layout should be 'gapped up' with appropriate species hedge plants.

3.7.18 Further Guidance relating to trees and hedgerows existing on site are given in Appendix 3. The wording of 'British Standard BS5837:2012 trees in relation to design, demolition and construction – recommendations' will apply to the boundary trees from Long Greaves Wood and the copse (wood on the southern part of the site).

Landscaping

- 3.7.19 In terms of scale, much of the new planting should take the form of small copses and linear woodlands/tree belts. This scale of planting will suit the existing landscape character, which is typically open and would help to avoid any blanket screening of views. Mature heights of trees are unlikely to exceed those of established trees and woodland locally and depending on species may achieve 7-10 metres after 15 to 20 years growth.
- 3.7.20 Species selected for copse planting should focus on those commonly found in local carboniferous areas, including oak, beech, bird cherry, whitebeam and rowan, with hazel, holly, guelder rose, hawthorn, wild privet as understorey species. Consideration should also be given to corsican pine (var. maritima), birch and sycamore. (Note: Due to ash dieback it is now prohibited to plant ash trees which are commonly found in limestone areas).
- 3.7.21 It is likely that the site will be developed in phases. This potentially could provide opportunities for advance planting in order to achieve the early establishment of proposed new trees and shrubs throughout the site that could help to mitigate landscape and visual effects of development and enhance the site for later parts of phase one and for subsequent phases. Such planting is usually achieved through planning conditions that stipulate, for example, that advance planting works should be fully implemented in the first dormant season (November to March inclusive) after a start on site is made.

Landscape/Green Infrastructure Framework - Requirements

As shown in Figure 13: Land Use Proposals Map (Indicative Plan), the landscape/green infrastructure framework for Land South of Allithwaite Road will comprise of:

Green and Wildlife Corridors:

- A. North South Green/Wildlife Corridor: (public access) – A multifunctional open space & wildlife corridor that includes a new play facility of a 'large play standard', See Appendix 2.
- B. North western Green Gap Buffer/Green Corridor: (public access) – a multi-functional green corridor. A significant buffer in terms of width - adjacent to the western boundary with the existing green gap. This green corridor also extends along part of the northern site boundary. To include new trees and shrubs, (small copses/tree planting) and a new hedge planting along the western boundary (with the existing green gap). Include a footpath/cyclepath. The existing hedgerow along the northern site boundary is to be retained (except to allow for new vehicular and pedestrian /cycle access). Landscaping/planting along northern part of this corridor.
- C. Eastern Edge - Long Greaves Wood Green/Wildlife Corridor: (non-public access). Not multifunctional - no public recreation use. Amenity and wildlife corridor function. Significant buffer in terms of width. New native species planting within corridor (along boundary with Greaves Wood Lodge), to protect amenity.
- D. Eastern Edge Green Corridor
Public access along the more northern part of the corridor; a new footpath/cycle link to the Greaves Wood Bridleway. Potential to link in with main multifunctional north-south green corridor.
- E. West-East Green/Wildlife Corridor
Green/wildlife corridor bisecting the site from west to east. Retention of existing hedgerows and stone wall.
- F. South Central Wildlife Corridor
Wildlife corridor. Retention of existing hedgerow that has the benefit of connecting with both the north-south and the west-east green/wildlife corridors.

And,

One Open Space:

- G. Southern Open Space: (public access in part, no public access specifically to The Copse.) Retention and protection of the Copse– non-public access. Copse set within wider public access, multifunctional open space, (taking into account the potential presence of protected species). Native tree planting.

- Other smaller areas of open space with amenity/informal recreation/wildlife habitat value should also be interspersed throughout the housing development.

Hedgerows:

New:

- Area B. A new western hedgerow boundary - to reconnect the severed network of field hedges established over stone walls that characterise the green gap to the immediate west. This shall be species rich and under planted with suitable ground flora.
- Area G. A new native species hedgerow on the southern site boundary (bounding Greaves Wood Road and part of Priory Crescent).

New hedgerow planting to be native species (local to the area – hawthorn, blackthorn, elder, hazel etc).

Existing:

The northern part of area B and the remainder of the northern site boundary with Character Area 4 – Employment land use. The existing roadside hedgerow along Allithwaite Road should be retained intact, (other than for the creation of both site vehicular and pedestrian/cycle access). Opportunity to set back employment development from the northern site boundary and to provide landscaping.

Existing:

- In addition, all trees, hedgerows (and associated hedge banks or walls) and woodland, both within and forming site boundaries, will be retained wherever possible and appropriate, and incorporated into the layout and design of the development, especially where they have an important value. Retained hedges set within buffers.
- The retention and repair of drystone limestone walls, wherever possible, and appropriate.
- Where new access points are created in the hedgerows, any existing access points no longer needed for the proposed layout, should be 'gapped up', with appropriate species hedge plants.
- The loss of any hedgerow on site, through the development, should be mitigated by the creation of a new species rich hedgerow, ideally on site.
- The retention of the entire small area of scrub, located approx. 40 metres west of Long Greaves Wood, in the north-west part of the site, where the underlying limestone emerges. Protection with buffer zone during and post development. Buffer to be a mix of open space and new planting incorporating small copses of native trees and shrubs.

Phasing and Advance Planting:

Opportunities for advanced planting within the green infrastructure framework are encouraged and should be explored. In particular, advanced planting on the western green gap boundary, the central north south green corridor and along the northern site perimeter green corridor, as appropriate.

Management and Maintenance:

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

3.8 Ecology/Biodiversity

- 3.8.1 The development of Land South of Allithwaite 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.
- 3.8.2 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 the site at Kents Bank and the countryside and allow species to migrate and reinforce habitats.
- 3.8.3 Records from the Cumbria Biodiversity Evidence Base identified the potential for presence of 21 key species in the locality including non-avian and butterfly (2012 records). 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.
- 3.8.4 A key biodiversity asset within the site is the network of existing native hedgerows. Mitigation and enhancement measures could include the following:
- hedgerows on site should be retained wherever possible;
 - retained hedgerows should be set within buffer zones;

- the protection of root systems during the construction phase of development;
- should need to be hedgerows be removed , no work should take place within the breeding season (Mid. February to end of September), without a breeding bird survey first being undertaken by a suitably qualified and experienced ecologist;
- the loss of any hedgerow on site through the development should be mitigated by the creation of a new species rich hedgerow ideally on site;
- restoration of species rich hedgerow through removal of makeshift wooden fencing and gapping up. Unused gateways and access points should also be gapped up; and,
- condition of existing hedgerows should be improved by instigating better management.

3.8.5 Long Greaves Wood is not part of the site itself, but is in close proximity. In terms of development mitigation, it should be protected both during and post development by the creation of a buffer zone. Post development the buffer should be a mix of amenity open space and new planting, incorporating small copses of trees and scrub. Mitigation advised:

- protection of tree canopy and root system during construction; and,
- ensure that measures are put in place to safeguard against the disturbance, or, removal of limestone, including loose rock.

3.8.6 The Copse is also a core asset for biodiversity and has high value. It should be retained in its entirety and protected during and post development by the creation of a buffer zone. The protected area could include that immediately north of and adjoining the Copse taking into account the potential presence of protected species. Post development, the buffer should be a mix of open space and new planting incorporating small copses of trees and shrub (native species). Mitigation advised, as for Long Greaves Wood, above.



Figure 19: The Copse – deciduous woodland on limestone pavement

- 3.8.7 The area of scrub on limestone, located some 40 metres west from Long Greaves Wood is worthy of retention. The underlying limestone would also appear to either emerge or have been exposed. Mitigation advised, as for Long Greaves Wood, above.



Figure 20: Retention – small area of scrub on limestone – north eastern part of site

- 3.8.8 The development should wherever possible incorporate wildlife friendly features such as swift and swallow boxes, bat bricks, hedgehog hole fencing and habitat piles.
- 3.8.9 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.

3.9 Environmental Sustainability

- 3.9.1 New development must play its part in promoting the efficient use of resources, and responding to the challenges posed by climate change. Policy CS1.1 of the Core Strategy sets out the sustainable development principles that the new development at Land South of Allithwaite, Kents Bank, 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.

General Principles

- 3.9.2 The development of land at Land South of Allithwaite Road, Kents Bank, has the potential to maximise energy efficiency and reduce the carbon footprint of homes and the development more generally through adhering to the following general principles:
- ✓ 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.

3.10 Flood Risk and Drainage

Flood Risk Assessment Requirements

- 3.10.1 A site specific (covering the whole allocation site) flood risk assessment will be required for the site, as whilst it is within flood zone 1 (low probability of tidal or fluvial flooding), it is over 1 hectare in size and so meets the national threshold requirement.
- 3.10.2 Given the forecasts that climate change will result in warmer wetter winters and more extreme rainfall events³, it is essential that the flood risk assessment for the site factors in an appropriate climate change allowance. The Government published new guidance on 19th 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

- 3.10.3 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 guidance given in the CIRA SUDS Manual C753.
- 3.10.4 To ensure any scheme developed has consideration to future maintenance the developer should state whether a management company for agreed areas and

³ See the Government's Climate Change Risk Assessment at <https://www.gov.uk/government/publications/uk-climate-change-risk-assessment-government-report>

drainage are 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.

3.10.5 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 and imaginative planting and green roofs/walls. The site is under laid with Urswick Limestone of a characteristic to have moderate productive aquifers within it. It is also listed by the British Geological Society as having a significant potential for geohazards. To determine what natural hazards are within the development, a full hydro-geology analysis with a detailed hydrology analysis will be required to determine what of the following can be used to provide sustainable drainage techniques:

- Permeable paving,
- Individual soakaways for roof water,
- Swales within green corridors within and on the outside of the development,
- Use of soakaways for transmitting highway water to ground and
- Outfall to Morecambe Bay with controlled discharge to salt marsh agreed with Natural England

3.10.6 The surface water drainage strategy to support any future planning application, (it's suggested one planning application (outline) covering the whole allocation site), should be holistic; covering the whole of the allocation site, be long term and include sustainable solutions. Known features within or just external to the development site area include:

- Seasonal springs in the woods to the north east of the development,
- Localised flooding to the bridleway from seasonal springs/surface water runoff
- Surface water flows during heavy rain from fields and surrounding streets to Kirkhead Road and bridleway

3.10.7 Cumbria County Council advise that the lower south area of the development remain as open space to facilitate natural storage of surface water and biodiversity. Any potential storage would have to safeguard against damage to the existing UU combined sewer (traverses the far south western part of the site).

- 3.10.8 Early consultation with Cumbria County Council to address the surface water flooding and drainage issues will be essential and the County recommends the preparation of a hydrology assessment to inform this.

3.11 Archaeology and Heritage

- 3.11.1 Given the potential for unknown archaeological remains on the site an archaeological desk based assessment and evaluation in the form of a geophysical survey should be undertaken to provide additional information at the planning application stage. An informed judgement will then be made as to whether the planning consent for the site will need to include provisions for the recording or preservation of archaeological assets in situ.
- 3.11.2 The Council's Conservation Officer assessed the potential for the site's development to impact on the setting of listed buildings in the locality and on the Grange-over-Sands Conservation Area. Their advice is that none of the heritage assets would likely suffer more than slight harm. The two listed assets (Kirkhead Tower – summer house and the Limekiln) are located some distance from the site in open pasture land. The buildings along Kirkhead Road would screen the western edge of any development, while the buildings on the eastern and north eastern half of the allocation site would be visible on outward views from the summer house, the lack of close physical proximity and mitigation measures (referring to Figure 13 – re indicative Land Use Proposals Map), would help to alleviate the worst of any potential impacts.
- 3.11.3 Kirk Hey (within the conservation area) is closer to the site, but is set much lower down the slope. The retained copse of trees, associated hedgerow and green space (Figure 13), at the south of the site would help to alleviate any major effects on the unlisted building's setting, and on the setting of the conservation area more widely; and this (in the Conservation Officer's opinion), would be sufficient to ensure that any impact would be only slightly adverse.
- 3.11.4 Further mitigation in terms of the careful placement and orientation of buildings on the site and the choice of high quality construction material to the walls and roofs of buildings that would be conspicuous in views out from these heritage assets could well lower these impacts still further.

3.12 Noise Impact

- 3.12.1 Parts of the site near to the busy Allithwaite Road will experience some noise from the traffic. There may be some (mid distance) noise from trains (stopping and starting, and passing through Kents Bank, using the rail line

at Kents Bank Station). There is also potential for noise to emanate from employment uses. A noise impact assessment may therefore be required to support any planning application.

3.13 Air Quality

- 3.13.1 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 Land South of Allithwaite 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, will help to minimise negative effects on air quality by capturing additional pollutants.

3.14 Ground Conditions/Stability

- 3.14.1 Regard needs to be had to the underlying geology/soils and hydrogeology, to ensure that there is no risk of ground instability within the site and that the site can drain adequately. See information on National Geological Society web pages. The British Geological Survey (BGS), describe the soil and bedrock as glacial till - mainly boulder clay. The boulder clay overlays Carboniferous Limestone.

4. Implementation and Delivery

4.1 Partners

Who will deliver the development?

- 4.1.1 The site will be delivered by a private developer(s). At the time of writing the Brief, it is understood that Holbeck Homes Ltd will deliver the Land South of Allithwaite Road, Kents Bank, in close liaison with South Lakeland District Council, Cumbria County Council and relevant third parties and statutory bodies such as utilities providers and affordable housing providers.

4.2 Phasing

- 4.2.1 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.
- 4.2.2 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). 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 (see paragraphs 3.7.19 to 3.7.22 re. phasing and advance planting and the Green Infrastructure and Landscaping Requirements)
 - Open space
 - Play space
 - Sustainable urban drainage system/masterplan
 - Pedestrian and cycle links; and,
 - Affordable housing
- 4.2.3 The precise timing of these elements will be agreed with the developer and controlled by condition/S106 agreement.

4.3 Planning Application Requirements

- 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:
- Affordable Housing Statement
 - Air Quality Assessment;
 - Archaeological Assessment (archaeological desk –based assessment and evaluation, in this instance a geophysical survey);
 - Design and Access Statement;
 - Flood Risk Assessment (to cover the whole allocation site);
 - Foul Sewerage Assessment (to cover the whole allocation site);
 - For a full or reserved matters planning application – due to site topography, plans showing existing ground levels, finished floor levels and site cross sections (to cover the whole of the allocation site);
 - Habitats Survey and Mitigation (Nature Conservation Assessment);
 - Land Contamination Assessment – A stage 1 preliminary risk assessment;
 - Landscape and Visual Impact Assessment;
 - Landscape/Open Space Management Plan including long term management and maintenance scheme;
 - Noise impact assessment (traffic noise from the B5277, any proposals for employment use, particularly B2 – general industrial use and railway noise);
 - Planning Statement;
 - Public Right of Way Statement;
 - Planning Obligation Pro Forma Statement and draft S106 Heads of Terms;
 - Statement of Community Involvement;
 - Sustainability Statement;
 - Sustainable Urban Drainage Strategy and long term maintenance of surface water drainage scheme/management and maintenance plan
 - Hydro-geological assessment (to inform the site wide SUDs Drainage Strategy);
 - Ground stability;
 - Transport Assessment and Travel Plan;

- Tree and Hedgerow Survey
- Construction Method Statement / Construction Management Plan - CMP (CMP requested by Environment Agency)

4.3.3 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.

4.4 Environmental Impact Assessment (EIA)

4.4.1 The Environmental Impact Assessment Regulations 2011 (as amended by the 2015 Regulations) require residential development proposals of more than 150 houses or more than 5 hectares to be 'screened' to determine whether they are likely to have significant environmental effects and are therefore 'EIA development'. If determined to be EIA development by the local authority then an Environmental Statement would need to be prepared and submitted by the applicant.

4.5 Infrastructure Requirements

Utilities

- 4.5.1 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. Utility services overhead lines cross the site, north to south and west to east. These may need to be diverted or replaced.
- 4.5.2 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.
- 4.5.3 United Utilities advise that consideration must be given to the disposal of surface water, in line with the surface water hierarchy. They advise that 'once details are known, for example the approach to surface water management and proposed connection points to the foul sewer network, it may be necessary to coordinate the delivery of development with the timing for the delivery of infrastructure improvements'.

- 4.5.4 An existing 225 mm combined public sewer pipe is located within the southern part of the site. United Utilities advise that depending on site layout, this will either need diverting, or alternatively, should be taken into consideration as part of any site layout plan. Building over the sewer will not be permitted and an easement strip (three metres either side of the pipe centre line), will be required either side of the sewer in line with United Utilities 'Standard Conditions' . Interested parties (developers) should discuss this further with Developer Services, including any possible diversion options WastewaterDeveloperServices@uuplc.co.uk). United Utilities advise that they can then discuss and agree options with any developer prior to any land purchase/planning application submission.

Education

- 4.5.5 To assess the impact of new development on education provision, Cumbria County Council initially uses 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 202 houses would yield 41 primary aged children and 29 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. Cumbria County Council as the Local Education Authority will advise how to accommodate the educational needs arising from the development at the planning application stage.
- 4.5.6 Assessments of current education capacity will be updated each year in the annual review of the Infrastructure Delivery Plan.

4.6 Development Obligations

- 4.6.1 The table below lists the types of infrastructure that will be required to enable the development of the site and indicates whether they will be funded through Section 106 contributions or the Community Infrastructure Levy. On-site requirements will be generally be secured through Section 106 or S278 Agreements (Highways), whereas wider strategic infrastructure requirements will be funded through CIL.
- 4.6.2 This list is not exhaustive, and is indicative at this stage, and will 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.

Infrastructure Type	On site or off-site	Details	S106 or CIL
Play Provision	On site	Ensuring that residents have ready access to an on-site play area, of a large play area – facility standard	S106
Education	Off-site	Financial contributions to places at Cartmel Secondary School, (Cartmel Peninsula)	CIL
Education	Off-site	Financial contributions to appropriate local Primary School (s)	S106
Affordable Housing	On-site	35% affordable housing	S106
Highways Improvements to local networks such as paths, footways next to site	Off-site	Contributions to improvements to rights of way networks / footways next to the site – directly related to the site (justified through CIL Reg 122 tests)	S106

Useful contacts

SLDC Development Plans Team:

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Deborah Clarke, Principal Community Spaces Officer,

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Cumbria County Council – Development Management (Highways and Surface Water Drainage):

Doug Coyle, Manager – Development Management

Tel 01228 221330, email doug.coyle@cumbria.gov.uk

Cumbria County Council - Infrastructure (Including Education)

Michael Barry, Lead Officer – Infrastructure Planning

Tel 07733 302913, email michael.barry@cumbria.gov.uk

Relevant Utilities Providers Contacts:

United Utilities (waste water and water supply:

Jenny Hope – Development Plan Liaison, United Utilities Limited Grasmere House, Lingley Mere Business Park, Lingley Green Avenue, Great Sankey, Warrington WA5 3LP

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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
CS1.2	The Development Strategy
CS4	Cartmel Peninsula Spatial Strategy
CS6.2	Dwelling mix and type
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
CS8.5	Coast
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

LA3.2 Mixed Use Allocation at Land South of Allithwaite Road, Kents Bank, Grange-over-Sands

SOUTH LAKELAND LOCAL PLAN 2006.

(incorporating adopted Local Plan Sept. 1997 & March 2006 Alterations)

C5	External Lighting
C11	Tree Preservation Orders
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.



Good use of firm paths to link equipment

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 0-14 yrs, 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.



Boulders, logs and earth can be used creatively

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 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.

Play Audit

The Council has commissioned a play audit which is due to be finalised in late 2016. 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.

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.

Appendix 3: Trees & Hedgerows Existing on Site

Dead, dying or dangerous trees –

It would not be appropriate to retain dead, diseased or dangerous trees on a development. Dead, dying or dangerous trees –

It would not be appropriate to retain dead, diseased or dangerous trees on a development. Where there are trees which fall into this category, it would be expected for **evidence of the condition of the tree to be provided, ideally during pre-application discussions and certainly required to be submitted at outline or full planning application stage.**

Pre Development Arboricultural Report (BS5837) Survey Strongly Advised:

To enable a developer to devise an informed site layout, a developer (s) are **strongly encouraged to commission a Pre Development Arboricultural Report compiled in accordance with British Standard BS5837:2012 trees in relation to design, demolition and construction – recommendations.**

The information provided by the BS5837 survey will enable a developer to make maximum use of available space on a site by plotting the root protection areas of all the trees on the site, and identify trees unsuitable for long term retention (category U trees which cannot be realistically retained for longer than ten years). The survey may identify defective trees previously thought to be suitable for retention, and provide more space for development. Conversely the survey may also identify rare or locally significant trees which could be incorporated into a site layout, adding maturity to a scheme, improving the setting of the development and contributing to the desirability of the development to prospective purchasers.

As a general, 'broad brush' approach, mature tree species which contribute positively to the amenity of the area should be retained. They can be single trees, groups of trees or woodlands either within or bordering the site.

Hedgerow Regulations:

Hedgerows to which the Hedgerow Regulations 1997 would apply should also be retained where possible. Fragmentation of woodlands, avenues of trees and hedgerows should (and can usually be avoided) by careful, informed design.

Saved and extended Policy C11 - Tree Preservation Orders - of the 1997 Local Plan (as amended) –states that development which requires the removal of trees protected by a tree preservation order will only be permitted where no

alternative site is available, there is an overriding need for the proposal and that worthwhile replacement planting in mitigation for tree removals is provided.

As with any rule, there will need to be exceptions. These can be discussed with the developer(s) on a site specific basis, along the lines of the requirements of saved and extended Policy C11 – Tree Preservation Orders. For example, an access route may need to be created into a site which requires the removal of two category B trees (BS5837 2012). If no alternative location for the access route is possible, for example due to highway safety, then the removal of the trees may be required to enable the development. Proportionate mitigation planting would be required to be provided for the removal of the trees, at suitable locations within the development site boundary. This would usually be discussed at planning application stage and conditioned on an approved planning permission.

Source: South Lakeland District Council's Arboricultural Officer.