

Supplementary Planning Document North of Laurel Gardens, Kendal

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 North of Laurel Gardens, Kendal. It provides additional guidance on the interpretation of Policy LA2.2 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 well-designed residential community that respects Kendal's local character and the site's open countryside setting. The site will deliver a mix of energy efficient homes of different types, sizes and tenures to help meet local needs. The site will be well integrated with surrounding residential areas through its design and pedestrian/cycle linkages and its layout will encourage active travel. It will provide residents with easy access to green spaces which are of high value for recreation, wildlife and landscape character.

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).

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1 Introduction

1.1 Purpose

- 1.1.1. This Development Brief is a Supplementary Planning Document providing additional guidance on the interpretation of Policy LA2.2 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to Land North of Laurel Gardens, and other relevant Local Plan policies.

POLICY LA2.2 NORTH OF LAUREL GARDENS

Purpose:

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

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF LAND NORTH OF LAUREL GARDENS.

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

A CLEAR LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK INCORPORATING THE RETENTION OF HEDGEROWS AND THE SAFEGUARDING OF ROUGH MARSHY GROUND AT THE SOUTH EAST END OF THE SITE FROM DEVELOPMENT AND NOISE ATTENUATION ADJACENT TO THE RAILWAY LINE;

SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT AND PROVISION FOR ON SITE FLOOD ATTENUATION MEASURES;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN. PROVISION OF PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE TO ADJOINING RESIDENTIAL AREAS AND BURNESIDE ROAD AND EXTENSION OF 30 MPH SPEED LIMIT ON BURNESIDE ROAD AS A MINIMUM ADJACENT TO THE NORTHERN EXTENT OF THE SITE.

IF AN APPLICATION FOR PLANNING PERMISSION IS BROUGHT FORWARD IN ADVANCE OF THE PHASING PROGRAMME IDENTIFIED, THE IMPACT ON THE WASTEWATER NETWORK WILL BE CONSIDERED TO ENSURE THAT THE IMPACT OF THE PROPOSAL, PLUS THE IMPACT OF ANY RELEVANT PLANNING PERMISSIONS IN EXISTENCE, IS ACCEPTABLE IN ADVANCE OF THE DELIVERY OF ANY INFRASTRUCTURE SOLUTION FOR THE WIDER NETWORK.

Implementation

Development Brief, Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

1.1.2 The adopted Land Allocations DPD (Development Plan Document) allocates a 7.85 hectare site (gross) on land North of Laurel Gardens, Kendal for housing and requires a development brief to be prepared to guide the phasing, distribution of development, layout, design, landscaping and infrastructure (such as roads and open space) for the development of the site.

1.1.3 This Development Brief aims to provide clear guidance for the future development of the land. It forms a material consideration in determining planning applications for the site. Its primary purpose is to deliver the vision for the site by:

- providing a development framework, incorporating appropriate design standards and principles to ensure a high standard of design and sustainability;
- providing a framework for the delivery of traffic and movement, landscape, green infrastructure and other types of infrastructure; and
- setting out a framework for delivery, including planning application requirements

1.2 Vision

The Vision for the land North of Laurel Gardens is that the development will:

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

1.3 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:

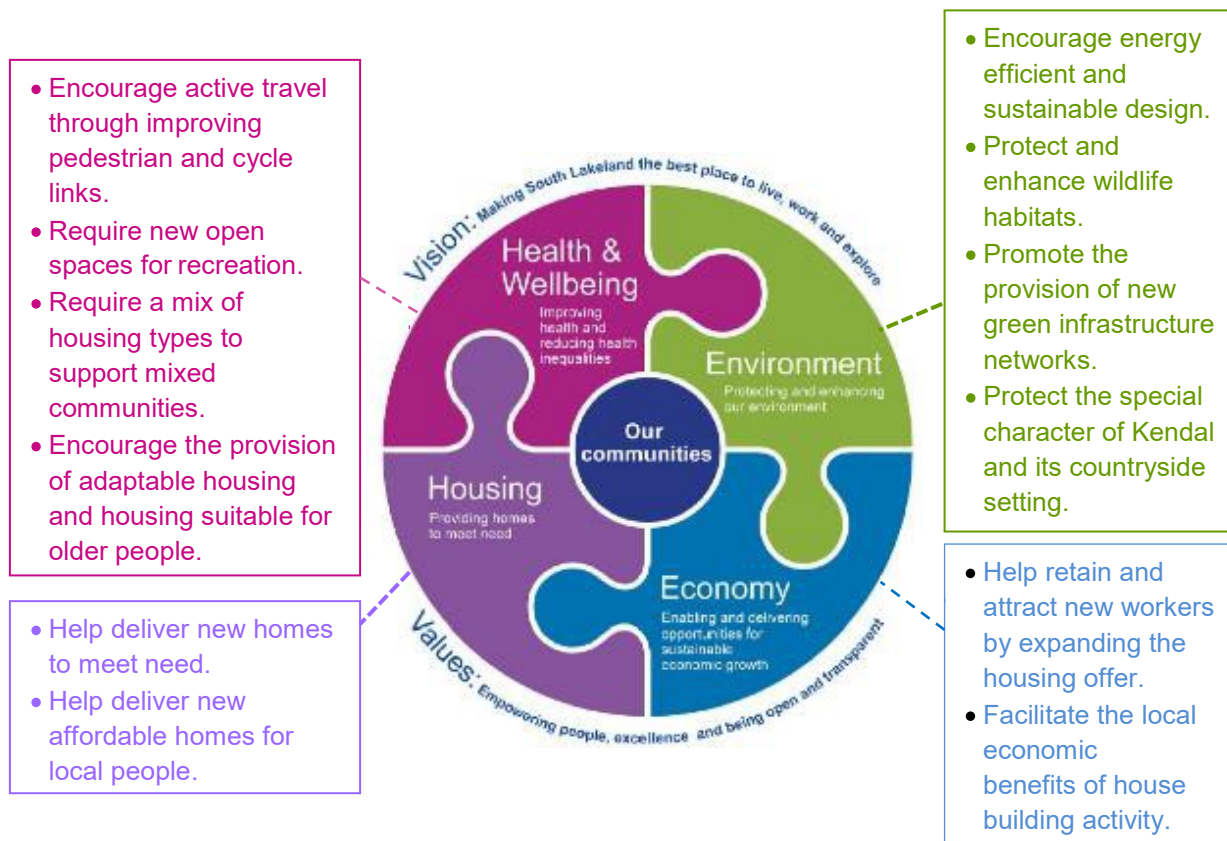


Figure 1: Links with the Council Plan

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 North of Laurel Gardens, Kendal for around 197 dwellings and requires the preparation of a development brief (Paragraph 2.77). It also includes a site specific policy (LA2.2) relating to the site.
- [South Lakeland Local Plan 2006 - & Alterations \(final composite plan\) published September 2007](#) – This combines the Local Plan adopted in 1997 and the alterations to the Local Plan adopted in March 2006.
- [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.
- [National Planning Policy Framework \(March 2012\)](#) – This is a material planning consideration in planning decisions. It sets out the Government's planning policies for England and how these are expected to be applied. This includes the need to boost significantly the supply of housing (paragraph 47) and the need to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities (paragraph 50). The National Planning Practice Guidance was published on 6 March 2014. Both are available to view on the government's website.

1.5 Sustainability Appraisal (Strategic Environmental Assessment)

1.5.1 The land North of Laurel Gardens 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:

- landscape;
- air quality;
- the sewerage system;
- the take up of a large area of greenfield land;
- potential impact on coalescence (Burneside and Kendal);
- the need to intergrate renewable/low carbon/decentralised energy sources into the site;
- maximizing use of recycled materials, access to recycling facilities and minimising waste;
- the need to intergrate the site into Kendal in terms of becoming part of the community and in terms of character (built environment).

1.6 Habitats Regulations Assessment

1.6.1 The Habitats Regulations require the assessment of plans and project to determine whether they are likely to have a significant effect on protected European sites, either individually or in combination with other projects. The River Kent is one of these such sites. The land North of Laurel Gardens was assessed under the Habitats Regulations as part of the Land Allocations process and during the screening stage it was identified as being likely to increase pressure on the sewage network at Kentrigg Walk and potentially result in pollution and effects on water quality in the River Kent Special Area of Conservation (SAC).

1.6.2 An 'Appropriate Assessment' was undertaken for the Land Allocations plan to assess the cumulative impact of development sites in Kendal, as when the combined impacts were considered, significant effects on the River Kent could not be ruled out. The Appropriate Assessment outlined a number of measures that will be required to prevent significant effects and these relate to the phasing of development, the need for sewage network improvements, sustainable drainage systems in new development and the efficient management of surface and foul water.

These measures were taken account of in the drafting of the Land Allocations policy for the site, and need to be taken account of in this Brief and as the development of the site is taken forward.

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 Carus Green Golf Club on 25th November 2015 and a public drop-in event at Carus Green Golf Club on 12th January 2016. Another drop in event was held to enable community engagement on the draft Brief on 21st June 2016.



Figure 2: Drop In Event

2 Site and site context

2.1 Site Location

- 2.1.1 The site is located on the northern edge of Kendal, directly to the north of the residential areas of Laurel Gardens, Briarigg and Blackthorn Close. The site is bordered on its western edge by the Oxenholme-Windermere railway line and the Hallgarth residential area, and to the east Burnside Road and residential properties.

**Figure 3: Site location, showing 5m contours
North of Laurel Gardens, Kendal**



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Figure 3: Site Location and Contours

2.2 Land Use

2.2.1 The site is currently in agricultural use and used for grazing purposes.

2.3 Landowners/Developer Interest

2.3.1 At the time of preparing the Brief, the majority of the site is in a single ownership, however the north eastern tip where the site adjoins Burneside Road is within a separate ownership. The house builder Russell Armer has an interest in the site.

2.4 Planning History

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

2.5 Landscape Character

2.5.1 The Cumbria Landscape Character Guidance characterises the landscape in which the site sits as 'Type 7b – Drumlin Field'. The site exhibits some of the characteristics associated with this landscape type including undulating topography, strong hedgerow and stone wall boundaries and wet hollows in dips between drumlins.

2.5.2 The site comprises of two fields divided by a limestone wall and forms part of a broad swathe of undulating open and improved pasture to the north of Kendal. The northern site boundary is a limestone wall with scrub vegetation/hedgerow. The wall helps to define a historical 'green lane' and is the route of a public footpath that runs westward from Burneside Road to cross the railway line into the Hallgarth housing area.

2.5.3 Key landscape features and characteristics of the North of Laurel Gardens site include its gently undulating landform, with opportunities for views over Kendal and towards the Lake District National Park, its limestone walls, and the rocky outcrops close to the northern boundary.



Figure 4: Site Topography

2.6 Topography

- 2.6.1 The site is gently undulating, with lower lying fringes and a central ridge of higher land that rises to approximately 65m AOD. The lowest point is in the south east part of the site at around 50 metres.

2.7 Views

- 2.7.1 The site is visible from a number of areas and routes in the locality. Large parts of the site are visible from public rights of way traversing and adjoining the site. The site is also visible from the Oxenholme-Windermere railway line. Surrounding residential areas including Laurel Gardens, Burneside Road, Blackthorn Close, Briarigg and residential areas to the west of the railway line also have views of the site. The northern part of the site is visible from Burneside Road.
- 2.7.2 The site is also visible in longer distance views from higher points around Kendal, for example from Kendal Golf Course.
- 2.7.3 There are existing views from the site to higher ground and fells to the north east in particular. However local views from the site to the north are limited by the drumlin landscape.



Figure 5: View of Site in Wider Landscape, from Kendal Golf Course

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

Natural

- 2.8.1 The rocky outcrops close to the northern boundary form a distinctive natural feature on the site. There is some predominantly blackthorn scrub growth along the northern edge of the fields and some semimature birch trees. Scattered scrub and small trees generally under 15 metres are located around the periphery of the site. Hedgerows run parallel to the northern boundary (outwith the site) and are considered to be important under the Hedgerow Regulations

1997. There are rough marshy grassland areas towards the western, southern and eastern margins of the site and a small watercourse runs along the eastern boundary of the site.

Built

2.8.2 There is a small electricity substation on the north eastern part of the site. Overhead electrical lines traverse the northern part of the site. A limestone wall forms a boundary between the two fields and there are some sections of limestone walling around the site boundary.

2.8.3 Areas of residential development border the site to the west, south and east.



Figure 6: 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 habitats, including trees, hedgerows, scrub vegetation, stone walls and boggy areas. There are no wildlife/biodiversity designations directly affecting the site.
- 2.9.2 The hedgerows on and around the site are considered to be a core asset for biodiversity. They are key foraging and commuting grounds for species such as bats and owls with other species including small mammals, reptiles and amphibians also using them as wildlife corridors.
- 2.9.3 The wet areas on the site are also considered to be biodiversity assets, particularly the area in the east of the site. They are likely to support a range of species that favour these wetter conditions including amphibians and further survey work would be required in this respect.
- 2.9.4 There are also a number of areas of scrub on the site, which is generally an undervalued habitat. Scrub is a dynamic habitat that changes over time and can benefit a wide range of wildlife including mammal, reptile and amphibian species, and particularly breeding birds. Scrub is particularly valuable in close proximity to other habitats such as those found on site and along the green lane along the northern boundary.
- 2.9.5 The rocky outcrops provide an area open ground, which in proximity to the hedgerows, scrub and rough grass provide a valuable space for wildlife. This area has the potential to be used by reptile species and further survey work would potentially be required.
- 2.9.6 There are currently no key habitats recorded within the site. A total of 234 key species have been recorded within 2km of the site since 1980.

2.10 Accessibility

Road Access

- 2.10.1 There is no existing road access into the site. There is a private field access lane from Burneside Road into the north eastern corner of the site.

Rail Access

- 2.10.2 The Oxenholme to Windermere railway line runs along the western boundary of the site however the nearest stations are Kendal and Burneside, which are both approximately 1.5 kilometres away from the site (straight line distance). These stations provide direct rail links to Windermere and Oxenholme and connections to west coast mainline services.

Bus Provision

- 2.10.3 Burneside Road to the east of the site is a bus route for the number 45 service that serves Kendal town centre and Burneside. The nearest bus stops on Burneside road are approximately 300 metres from the centre of the site. The service operates approximately hourly through to early evening on Monday-Saturday. A half hourly bus service also runs through the Hallgarth residential area to the east which can be accessed via the pedestrian footbridges over the railway line.

Cycle Access

- 2.10.4 The site does not have an existing cycle access but Burneside Road to the east is designated as National Cycle Route 6.

Pedestrian Access/Public Rights of Way (PRoW)

- 2.10.5 A public right of way runs from Burneside road at the north east boundary in a south westerly direction through the site to the play park at Briarigg. Another public right of way runs along the railway line from Blackthorn Close to the bridge over the railway line at Moorefield Close, this provides a link to Burneside Road at the south end of the village. A further public right of way runs along the northern edge of the site, from the railway bridge to Burneside Road.



Figure 7: Existing routes in and around the site

2.11 Local Open Space Provision

- 2.11.1 There are two small play areas on the Briery Meadows estate to the south of the site with a limited range of equipment. To the west of the railway line in the Hallgarth housing area there is a large play area, a recreation field, an outdoor gym and a multi-use games area. This area is approximately 500 metres (straight line distance) from the centre of the site, accessed by a footbridge over the railway line. With regards informal recreation a number of existing rights of way pass through and around the site providing access to the countryside to the north.

2.12 Archaeology and Heritage

- 2.12.1 There are no listed buildings or scheduled ancient monuments on or in the vicinity of the site.
- 2.12.2 There is considered to be the potential for unknown archaeological remains on the site given that the Kent Valley was a focus for prehistoric activity and settlement. A previously unknown Bronze Age burnt mound ceremonial site was revealed and investigated prior to an earlier phase of housing development at Sparrowmire.

2.13 Ground Conditions

- 2.13.1 There is no recorded contamination on the site.

2.14 Noise Considerations

- 2.14.1 The site borders the Oxenholme-Windermere branch railway line and is therefore subject to some passing train noise, with approximately two trains per hour passing the site.

2.15 Flooding and Drainage

- 2.15.1 The Environment Agency flood maps show that the site is within Flood Zone 1, meaning it has been assessed as having a less than 1 in a 1000 annual probability of river or sea flooding.
- 2.15.2 Small areas along the western and eastern boundaries of the site are shown to be at risk of surface water flooding on the Environment Agency's maps. There are known surface water drainage issues on and around the site, with recent flooding in December 2015 affecting two properties and the highway on Burneside Road, the area around the electricity substation, and the gardens of properties in Laurel Gardens. Surface water issues on and around the site relate to the capacity and poor condition of the culvert that takes water from the

watercourse in the eastern boundary of the site under Burneside Road and then eastwards towards the River Kent.

- 2.15.3 There are a number of wet areas on the site where surface water ponds and these are illustrated on the opportunities and constraints map, and have been informed by site visits, professional input and information provided by local residents during the issues and options consultation.

2.16 Utilities

- 2.16.1 There is limited capacity in the sewerage network in the north of Kendal/Burneside area which needs to be carefully managed in order to facilitate development on the site.
- 2.16.2 There are no known constraints with regards other utilities.

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 the following map (Figure 8).

Constraints

- **Open countryside setting** - the site borders the northern edge of Kendal, and adjoins the Green Gap and open countryside to the north.
- **Sensitive edges with existing houses** - residential properties border the southern and eastern boundaries of the site.
- **Drainage and surface water issues** – surface water ponding in parts of site, and inadequate culvert, which has resulted in localised flooding.
- **Sewerage infrastructure capacity** – limited existing capacity in North Kendal
- **Railway noise** – railway line runs along western boundary
- **Overhead electricity lines** - These traverse part of the site.

Opportunities

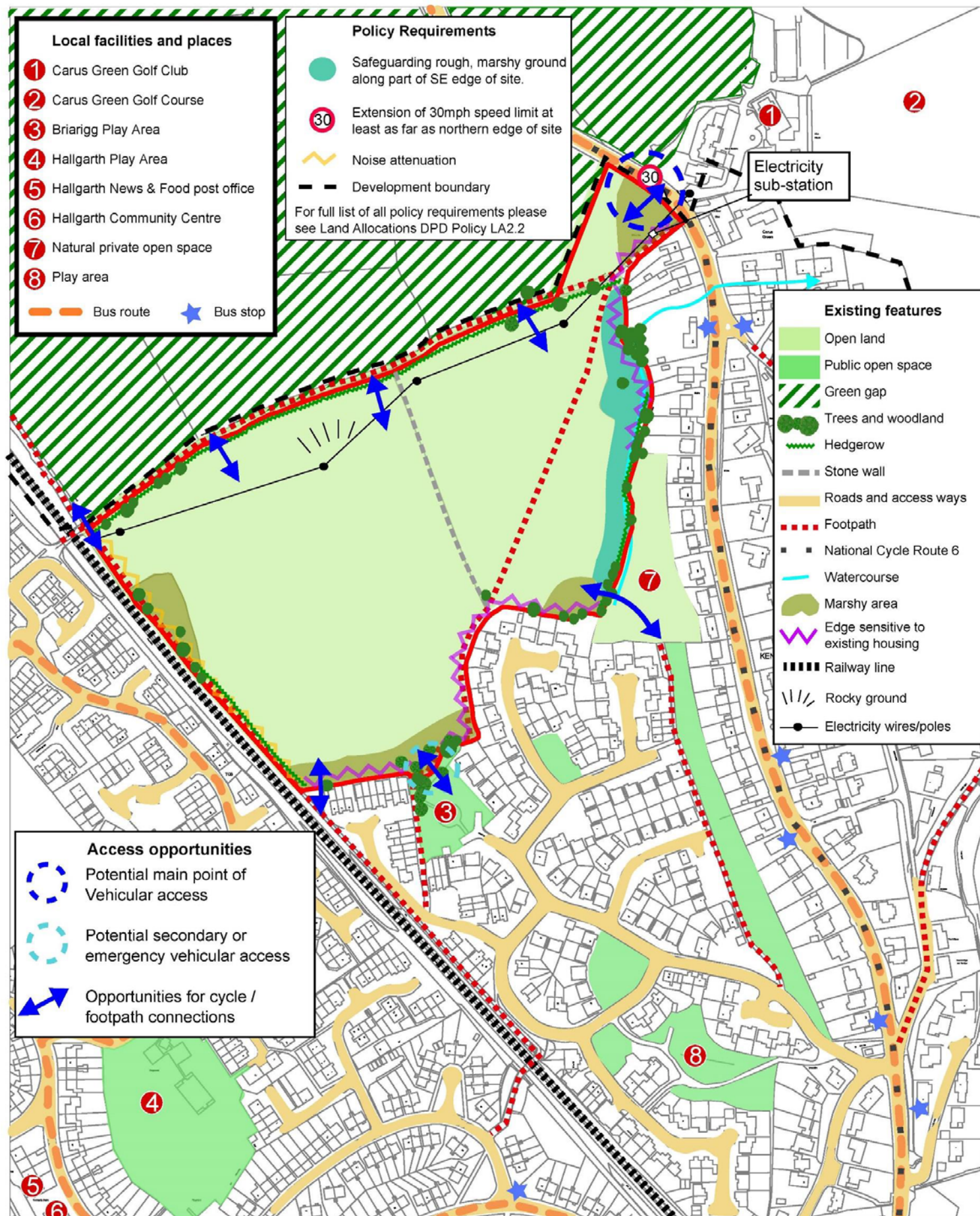
- **Housing mix** – the site can provide a range of market and affordable house types to meet different needs
- **Design and landscape** – the site can provide a high quality development that enhances the local area and provides a well-designed and sensitive transition from open countryside to the town.
- **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 connections** – opportunity to improve walking and cycling routes and connections through the area especially to existing facilities (school, shop, public transport, open spaces, community centre).
- **Open space and multi-functional green infrastructure** – opportunity to create new multi-functional open spaces and green infrastructure in the local area that will provide recreation opportunities for existing and local residents, and enhance local wildlife habitats
- **Existing natural and built features** – opportunity to integrate existing features such as trees and stone walls, and work with the topography of the site to retain and enhance a sense of place and character
- **Traffic management** – opportunity to introduce traffic calming measures on Burneside Road relating to the new vehicular access point which will have wider benefits for all users of the road.

Development Brief: North of Laurel Gardens, Kendal

Constraints and Opportunities Map (indicative)

November 2016



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Figure 8: 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.
- Other issues of consideration that need to be taken into account (e.g. flood risk, heritage and infrastructure).

3.2 Land Uses

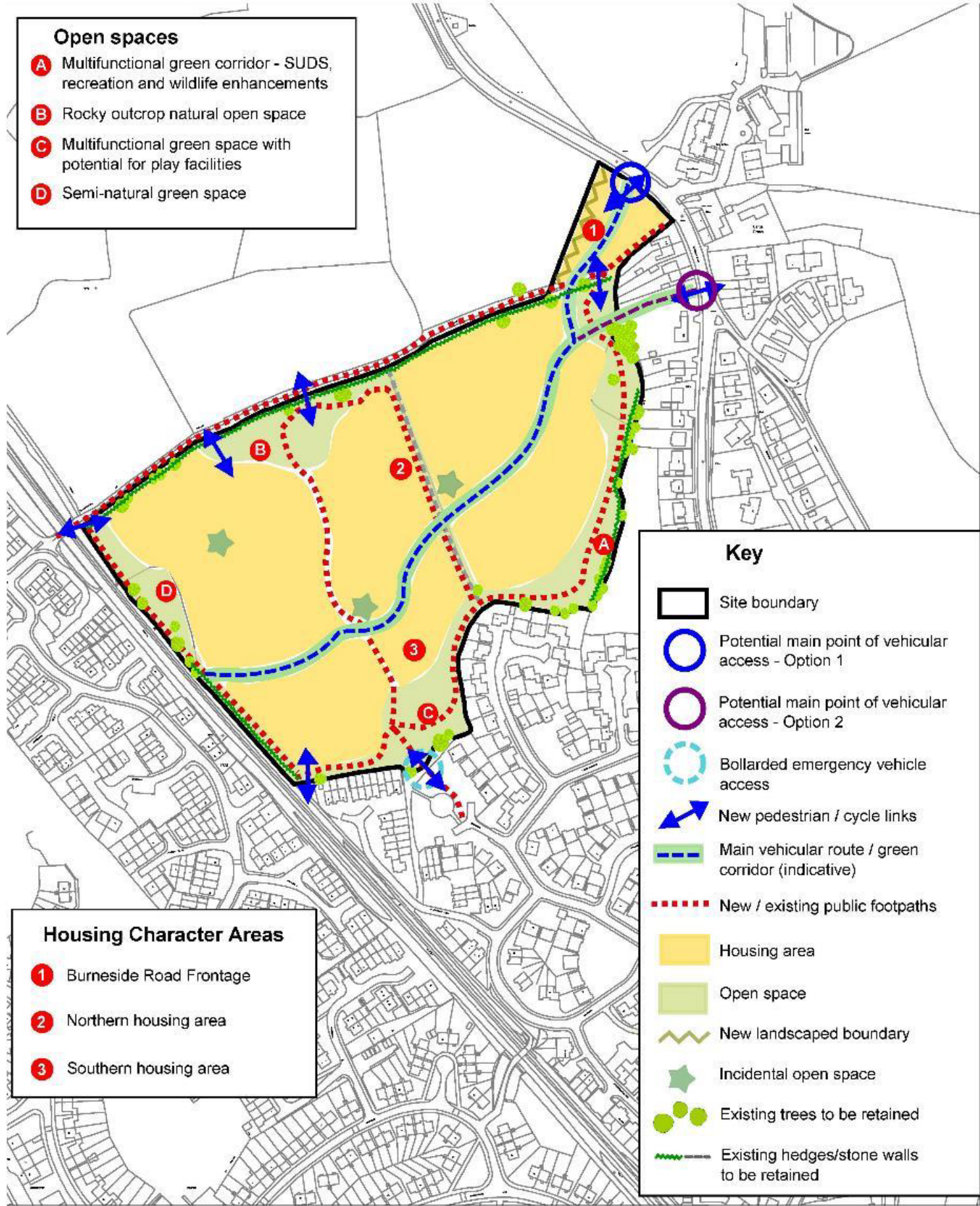
3.2.1 The site will be developed for residential use in accordance with Policy LA2.2 of the Land Allocations plan, and will have associated public open space areas, landscaping, Sustainable Urban Drainage Systems (SUDS) areas and highways infrastructure. The indicative land use proposals map (Figure 9) illustrates the potential broad locations of 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: North of Laurel Gardens, Kendal

Land Use Proposals Map (Indicative)

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Figure 9: Indicative 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 (2014) suggested that demand exceeds supply for detached houses, bungalows and properties with four or more bedrooms in Kendal. A number of respondents to the Issues and Options consultation suggested that the site should provide bungalows and houses suitable for older people to downsize into.
- 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](#).
- 3.3.6 Affordable houses should be distributed throughout the site in small 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 its new [Extra Care Housing and Supported Living Strategy 2016 to 2025](#). It contains an analysis of current supply of extra care¹ 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, Windermere and Ambleside.
- 3.3.8 The County Council has advised that it considers the site to be in a suitable location for the provision of Extra Care housing and 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 crosssection 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

¹ 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.

Housing Requirements at North of Laurel Gardens

- 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](#).

3.4 Traffic and Movement Framework

Overarching Considerations

- 3.4.1 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.
- 3.4.2 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 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 Council's 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.

Vehicular access into and through the site

- 3.4.3 One main vehicular access point should be provided to enable access from Burneside Road into the site. It is considered that there are two potential options at this stage for the location of this access. The exact location and detailed design of the access will be agreed with Cumbria County Council and determined through the planning application.

Main Access: Option 1

- 3.4.4 The first option for vehicular access into the site is at the north eastern tip of the site at its frontage with Burneside Road. Evidence prepared by AECOM for the Land Allocations DPD demonstrated that this access point could be feasibly achieved, with associated highway improvements and traffic calming measures.

These include extending the 30mph speed limit sufficiently beyond the site entrance, and protecting the visibility splay of the new junction by preventing development in sight lines. Cumbria County Council considers a mini-roundabout would be the most appropriate access arrangement as it would assist with speed reduction in the area. An access provided at this point must minimise the removal of hedgerow along the green lane.

Main Access: Option 2

- 3.4.5 During the preparation of the Brief the Council has been made aware of an alternative option for the main vehicle access point. This would utilise land within the curtilage of 218 Burneside Road to create a link from the site to the main road. The County Council has advised that it considers that a suitable access could be achieved here through the installation of a mini roundabout on Burneside Road, which would act as a traffic calming measure and help reduce speeds on Burneside Road. Consideration may also need to be given to additional traffic calming measures in the vicinity of the site to slow traffic down as it enters Kendal from Burneside.

Secondary Emergency Vehicle Access

- 3.4.6 A secondary emergency vehicle access will also be required to provide an alternative entrance into the site. This is proposed to be taken from Briarigg through the existing play area. This access will need to provide a suitably strong surface and sufficient width passage for emergency vehicles to cross through the open space and enter the site, and should be attractively incorporated into the green space. This access route will be fitted with a bollard to restrict non-emergency vehicle access.

Vehicle Routes through the Site

- 3.4.7 A main residential street should wind its way through the centre of the site. It should be designed in a way to reduce traffic speeds (to a maximum of 20mph) 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. Advice should be sought from Cumbria Highways Authority regarding appropriate carriageway and footway widths for the main road.
- 3.4.8 The main road 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

- 3.4.9 It is important that development of the site provides an attractive and safe walking and cycling network that encourages active travel within the site and integrates it with surrounding areas. The site contains rights of ways that are popular with local walkers and it is important that the development of the site provides green routes that continue to be attractive for recreational walks in the locality.
- 3.4.10 The development should provide a number of pedestrian linkages with the green lane that runs along the northern boundary.
- 3.4.11 In order to successfully integrate the existing right of way that runs north eastwards from Laurel Gardens to Burneside Road (Ref 536008) into the development, and to help it maintain a natural character it is proposed that it should be diverted around the southern and eastern boundaries of the site. This area is proposed as a multifunctional green corridor area and would provide an attractive green route for the right of way.
- 3.4.12 It is important that the existing right of way that runs along the railway line (Ref 536009) is integrated into the site as an attractive green recreational route. It will not be acceptable for it to resemble the route further south which is an unwelcoming passageway with no natural surveillance, enclosed by close board timber fencing (see Figure 10). Houses must be orientated in a way that offers sufficient overlooking and natural surveillance on the route. A route solely bordered by the backs of houses will be unacceptable and some active frontages must be provided along this route. Both existing rights of way could be linked together with a new link to the north of Blackthorn Close to connect in with the area of open space and Briarigg play area.



Source of photos: Left – SLDC, Right – www.leics.gov.uk

Figure 10: Footpath links

- 3.4.13 The Council has recognised the opportunity for the site to provide an alternative, and gentler gradient cycling/walking route than Burneside Road, by providing a connection through the privately owned (held in trust) open space marked as 7 on the Constraints and Opportunities map. At the time of preparing the Brief the Trust has advised that it is not willing to permit this access, however the Council

would still encourage the developer to explore this opportunity again in future in case of a changed position, given the wider valuable benefits for active travel for the local area that it would provide.

Traffic and Movement Framework Requirements

- One main vehicular access will be provided from Burneside Road, either at the north eastern tip of the site, or through the curtilage of 218 Burneside Road.
- An emergency vehicle access will be provided from Briarigg through the existing open space area.
- A speed limit review should be carried out that relocates the existing 40mph limit on Burneside Road sufficiently beyond the site access position, to be agreed with CCC Traffic Management Unit.
- Existing rights of way will be incorporated into attractive green routes.
- New and improved pedestrian and cycle linkages will be provided to integrate the site with surrounding areas.
- Proposals for the site's development should be accompanied by a comprehensive Transport Assessment and Travel Plan.

3.5 Design and Layout Framework

Overarching Considerations

- 3.5.1 The key design principle at North of Laurel Gardens is the creation of an attractive, functional and sustainable residential development on the edge of the town, which respects local character and its open countryside setting.
- 3.5.2 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.
- 3.5.3 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 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 issues for surrounding uses in the layout, massing, orientation and density of the scheme.
- ✓ 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

3.5.4 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 the features and characteristics of those individual areas. Key area - specific principles for each of the suggested character areas, relating to landscaping/green infrastructure framework, design, and layout and movement are proposed below.

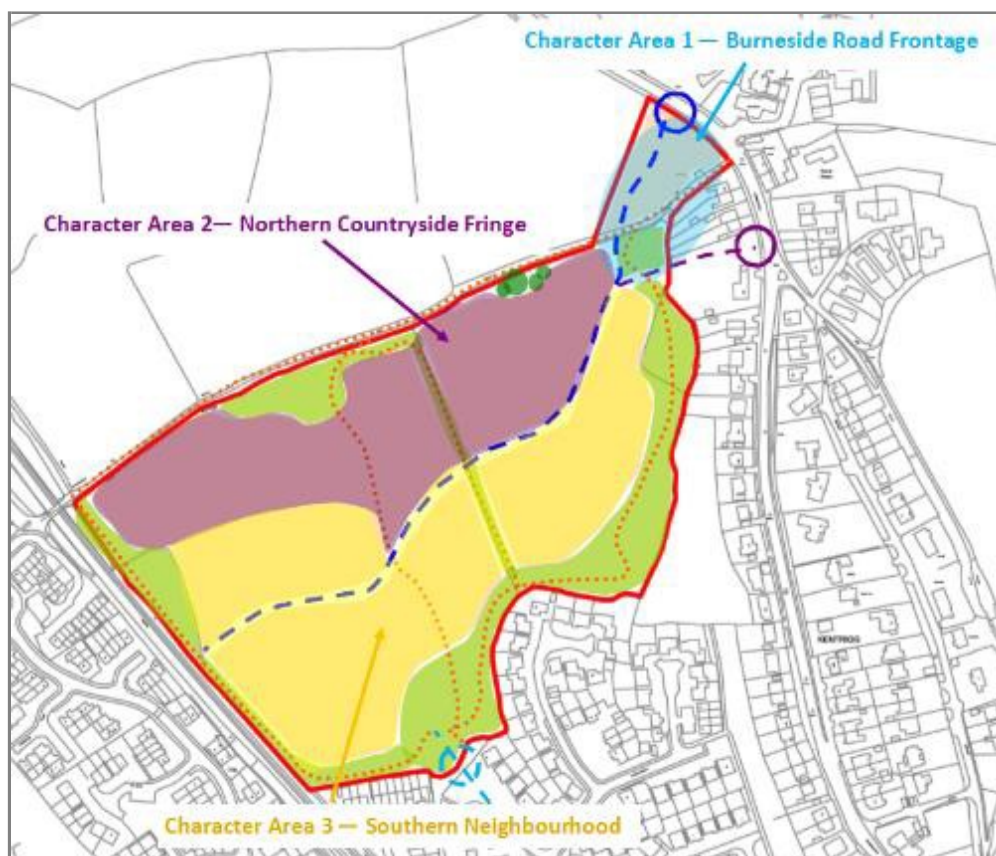


Figure 11: Proposed Character Areas

3.5.5 Character Area 1: Burneside Road Frontage

Objective: To create a high quality and distinctive new approach to this part of Kendal.

Landscaping and Green Infrastructure:

- Introduce a new boundary along the northern edge with characteristic local features e.g. limestone wall and tree planting.
- Soften the view of the site from the northern approach along Burneside Road to help create an attractive transition from countryside to town.
- Be mindful of the need to maintain visibility sight lines at the new junction if the vehicular access is provided in this area.

- Areas of landscaping and green infrastructure to respond appropriately to drainage strategy required for the site.

Design and Appearance:

- Careful response to rural setting.
- Design quality should reflect prominent location – requirement for more individual/bespoke design in this area, perhaps reflecting position on edge of rural area and agricultural character.

Orientation, Scale, Density and Layout:

- Properties to address Burneside Road with attractive frontages.
- If vehicular access provided through this area, houses to address the new street.
- Likely lower density given site constraints and transitional edge of countryside location.
- Orientation and position of development to respond appropriately to drainage strategy required for the site and presence of electricity substation.

3.5.6 Character Area 2: Northern Countryside Fringe

Objective: To create an attractive residential environment which retains a semi-rural character to its northern edge.

Landscaping and Green Infrastructure:

- Pockets of native species planting along the boundary to strengthen the screening provided by the green lane to the north.
- Creation of a semi-natural greenspace around the rocky outcrop that relates well to the public footpath.
- Retain a semi-rural character to the footpath along the northern boundary.

Design and Appearance:

- Area must not appear as a characterless and incongruous suburban housing estate tacked on to the town.
- Variation in house designs, detailing and materials, and avoidance of monotonous, standardised appearance

Orientation, Scale, Density and Layout:

- Careful consideration of the orientation and layout of houses in relation to the footpath that runs along the northern site boundary to ensure it remains an attractive recreational site.
- Houses should provide adequate natural surveillance over the rocky outcrop green space area.
- Likely lower density towards the north to reflect rural transition.

- Permeable layout to enable linkages with open spaces and the footpath along the northern boundary.

3.5.7 Character Area 3: Southern Neighbourhood

Objective: To create a high quality, thoughtfully designed and distinctive residential neighbourhood which encourages walking, cycling and recreation, and is well linked with neighbouring areas.

Landscaping and Green Infrastructure:

- Multifunctional open spaces around the neighbourhood, with SUDS, wildlife, informal recreation (e.g. walking routes), active travel and play functions.
- Pockets of planting, amenity open space and landscaping throughout the neighbourhood to provide visual amenity and biodiversity value.

Design and Appearance:

- Variation in house types and styles to add interest – avoidance of monotonous and standardised design.
- Landmark buildings/interesting design features at corners and route intersections to improve legibility through the neighbourhood.

Orientation, Scale, Density and Layout:

- Houses to be orientated to provide sufficient natural surveillance over open spaces and footpaths.
- Houses should not turn their backs on the right of way along the railway line – close board timber fencing along the length of this path will be unacceptable.
- Variations in scale, form and density, with potential for some higher density areas through the use of some apartments or mews/terrace style properties.
- Permeable layout to enable good pedestrian/cycle linkages within the site and with surrounding areas.

3.6 Landscape, Open Space and Green Infrastructure Framework

Introduction

- 3.6.1 Green Infrastructure is the term given to a network of multi-functional spaces that can enhance existing and create new wildlife habitats, mitigate against or help adapt to climate change (for example through surface water management and tree planting) 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 Space 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

- 3.6.2 The South Lakeland Core Strategy (Policies CS8.3a and CS8.3b) set 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.
- 3.6.3 The North of Laurel Gardens will be expected to provide a range of open spaces, and these are indicatively shown on the indicative proposals map (Figure 9) and described in the green infrastructure framework below.
- 3.6.4 The approach to play provision for the site needs to take account of the quality and quantity of existing provision in the area. There is an existing small play area immediately to the south of the site on Briarigg, and another small play area between Hawthorn Gardens and Briarigg, approximately 350 metres from the site. Both of these play areas are small and limited in terms of the range of play equipment they provide.

- 3.6.5 The Council has commissioned an audit of all its play spaces which will provide recommendations for the treatment of existing spaces and future provision. The specific open space requirements will be finalised at the pre-application/planning application stage through discussions with the developer, County Council and South Lakeland District Council's community and leisure team.

Green Infrastructure Framework

A: Multifunctional Green Space: SUDS/Wildlife/Recreation

- 3.6.6 The eastern boundary of the site is to be safeguarded from development due to its marshy nature, as required by Policy LA2.2 of the Land Allocations DPD. This presents an opportunity for the area to be designed to create a high quality and usable green space that can serve a number of functions. Given the topography of the site and the nature of this area it would be well suited to incorporating a SUDS function such as a detention basin. The area offers the opportunity to create a green corridor and active travel route by re-routing the existing right of way. This would provide an attractive green route to ensure the continued value of this walking route through the site, and consideration should be given to suitable surface treatment for this route to ensure it can be used during wet periods. This area also offers the potential to enhance the site's wildlife value through habitat enhancements and creation. Suitable tree species for the wetter areas include alder and willow.

B: Rocky Outcrop

- 3.6.7 The rocky outcrop near the northern boundary of the site is a distinctive natural landscape feature on the site and provides an opportunity for a natural/semi-natural open space. Plans for the site should consider how it could be integrated into the green infrastructure network on and around the site. In particular it should be considered how this area can be well integrated with the public right of way that runs along the northern boundary of the site, perhaps to create a point of interest on local walks throughout the area.

C: Multifunctional Green Space with Potential for Play Facilities

- 3.6.8 This area of open space will form an enlargement to the existing area of open space immediately to the south and help connect and integrate existing housing with the new development. The Council is awaiting the findings of its play audit which will make recommendations in relation to play provision in the local area. This space offers the opportunity for the relocation or expansion of the existing Briarigg play area if this is recommended through the audit. This area of open space will also need to accommodate an emergency vehicle access route which should be unobtrusively integrated into the green space.

D: Semi-Natural Greenspace

- 3.6.9 Part of this area is currently poorly draining and is characterised by rough grassland and some young self-seeded trees. It is considered appropriate to retain this area of land as open space and to create a semi-natural green space that extends northwards towards the railway bridge. This would offer the opportunity to enhance the recreational potential of the existing right of way along the railway line and help integrate it as part of a wider green infrastructure framework. Given the wet nature of this area it could be planted up as a wet woodland incorporating species such as willows and alders which would enhance the landscaping of the site as well as assisting with the SUDS function.

Other areas of open space and landscaping advice

- 3.6.10 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. For example new planting along the existing stone wall through the site would help improve connectivity for wildlife through the site by connecting existing landscape features.
- 3.6.11 The site has some tree and shrub cover around its boundaries which should be supplemented with new planting to enhance its amenity value.
- 3.6.12 There is currently no defined boundary treatment on the northern edge of the site where it meets Burneside Road. The development should establish a new landscaped boundary in this area using characteristic features such as limestone walls with tree planting.
- 3.6.13 New planting should reflect and complement existing species on and around the site including hawthorn, blackthorn, elder and hazel for hedgerow planting and mixed native broadleaved species for tree planting including oak, birch and small leaved lime.

Landscape/Green Infrastructure Framework - requirements

- As shown in the indicative proposals map (Figure 9) the landscape/green infrastructure framework for North of Laurel Gardens will comprise of:
 - A. A multifunctional SUDS area/wildlife corridor/buffer zone along the south eastern boundary of the site.
 - B. A semi-natural green space around the rocky outcrop near the northern site boundary.
 - C. A multi-functional open space with potential play facilities adjoining the existing Briarigg play area.
 - D. Natural open space in marshy area adjacent to railway line.
- A new landscaped boundary on the northern edge of the site where it meets Burneside Road.
- Reinforcement of the hedgerows along the green lane with additional planting.
- Other smaller areas of open space with amenity/informal recreation/wildlife habitat value should also be interspersed throughout the housing development.
- A landscape/open space management plan including long term design objectives and management/maintenance responsibilities for all landscape areas and open spaces, other than domestic gardens, shall be prepared to secure the Green Infrastructure Framework for the site in the long term.

3.7 Ecology/Biodiversity

- 3.7.1 The development of North of Laurel Gardens provides opportunities for habitat and species enhancements. Whilst the majority of the site is improved pasture it contains some valuable pockets of habitat around its perimeter and the development should seek to enhance the biodiversity value of the site through protecting and reinforcing existing habitats, creating new habitat and improving connections between habitats.
- 3.7.2 Existing hedgerows should be retained, restored and brought into good management wherever possible and should be protected during the construction phase. There are opportunities to create new hedgerow habitat on the site for example along the route of the dry stone wall that runs through the centre of the site. Trees and areas of scrub on and immediately adjacent to the site should be

retained and protected during the construction period and beyond through the use of buffer zones which should comprise of open space the planting of new native small copses and scrub. Dry stone walls on the site should be retained wherever possible and repaired where necessary. The low lying wet areas and rocky outcrops should be retained and protected through the use of buffer zones and copse and scrub planting.

- 3.7.3 The proposed green corridors and green spaces will help to provide a network of wildlife corridors which will help to provide a sense of continuity between Kendal and the countryside and allow species to migrate and reinforce habitats. The development should wherever possible incorporate wildlife friendly features such as swift and swallow boxes, bat bricks, hedgehog hole fencing and habitat piles.



Figure 12: Hedgehog Highway Fencing

- 3.7.4 Detailed habitat and species surveys as appropriate will be required at the planning application stage. These are likely to include bat, breeding birds, great crested newt, reptile and hedgerow surveys.
- 3.7.5 The landscape/open space management plan should consider biodiversity habitat restoration/establishment and replacement of habitat/species where appropriate based on the outcome of the surveys as part of any planning application.

3.8 Environmental Sustainability

- 3.8.1 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 North of Laurel Gardens 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

- 3.8.2 The development of land at North of Laurel Gardens 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.

3.9 Flood Risk and Drainage

Flood Risk Assessment Requirements

- 3.9.1 A site specific flood risk assessment will be required for the site as whilst it is within flood zone 1, it is over 1 hectare in size and so meets the national threshold requirement.
- 3.9.2 Given the forecasts that climate change will result in warmer wetter winters and more extreme rainfall events², 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

- 3.9.3 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 in the CIRIA SUDS Manual c753. To ensure any scheme developed has consideration to future maintenance the developer should state whether a management company for green areas and drainage is to be employed (thus requiring the need for a maintenance manual) and if a Section 104 agreement is to be agreed with United Utilities for sewer adoption.

² See the Government's Climate Change Risk Assessment at <https://www.gov.uk/government/publications/uk-climate-change-risk-assessment-government-report>

3.9.4 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 following sustainable drainage techniques would be welcomed (depending on site suitability through further investigation) for disposal of roof water and surface water from roads:

- Permeable paving,
- Individual soakaways for roof water,
- Swales within green corridors within and on the outside of the development and
- Transmitting water to ground

3.9.5 Cumbria County Council advises that any drainage design for the development must adhere to the following principles:

- The peak runoff rate from the development to any highway drain, sewer or surface water body for the 1 in 1 year rainfall event and the 1 in 100 year rainfall event should never exceed the peak greenfield runoff rate for the same event.
- The drainage system must be designed so that, unless an area is designated to hold and/or convey water as part of the design (SUDS feature), flooding does not occur on any part of the site for a 1 in 30 year rainfall event.
- The drainage system must be designed so that, unless an area is designated to hold and/or convey water as part of the design, flooding does not occur during a 1 in 100 year rainfall event in any part of: a building (including a basement) or in any utility plant susceptible to water (e.g. pumping station or electricity substation).
- The design of the site must ensure that so far as is reasonably practicable, flows resulting from rainfall in excess of a 1 in 100 year rainfall event are managed in exceedance routes that minimise the risks to people and property.

3.9.6 The County Council is actively working on a solution that would address the existing surface water flooding issues on the far eastern part of the site and the Burneside Road area close to the existing farm track entrance into the site. Current suggestions involve the creation of a new outfall from the far north eastern part of the site out to the river Kent and the provision of a bunding feature on part of the north eastern part of the site near to the electricity substation.

- 3.9.7 Early consultation with the County Council to address flooding and drainage issues will be essential and the County recommends the preparation of a Flood Risk Assessment and Drainage Strategy/Statement and sketch layout plan at the pre-application stage.

3.10 Archaeology and Heritage

- 3.10.1 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 Noise Impact

- 3.11.1 Potential noise impact from the railway line along the western boundary will need to be considered through a noise impact assessment at planning application stage. The outcome of the assessment will be used to determine the nature of any mitigation measures required.

3.12 Air Quality

- 3.12.1 In accordance with policy CS10.2 an air quality assessment and travel plan will be required to accompany the planning application. 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.

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) 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 crucial that a holistic approach to delivery of the site as a whole is adopted in order to ensure a high quality and integrated development and the necessary provision of infrastructure in a timely manner. The Council considers the best way of ensuring this is achieved is for a single planning application to be submitted covering the whole site. As part of the planning permission there will be key triggers requiring the construction of integral elements of the scheme, with these principally relating to:
- Landscaping and open space
 - Play space
 - Sustainable urban drainage system
 - Pedestrian and cycle links
 - Affordable housing
- 4.2.2 The precise timing of these elements will be agreed with the developer and controlled by condition/S106 agreement.

4.3 Planning Application 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:

- Archaeological Assessment;
- Design and Access Statement;
- Flood Risk Assessment;
- Foul Sewerage Assessment;
- 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;
- Planning Obligation Pro Forma Statement and draft S106 Heads of Terms;
- Planning Statement;
- Public Rights of Way Statement;
- Statement of Community Involvement;
- Sustainability Statement;
- Sustainable Urban Drainage Strategy and long term maintenance of surface water drainage scheme/management and maintenance plan;
- Transport Assessment and Travel Plan;
- Tree and Hedgerow Survey

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 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.
- 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 United Utilities to ensure this is taken into account at the detailed planning application stage. The Council will continue to liaise with United Utilities to clarify the nature and timescales for improvements to the waste water network to be undertaken in the North Kendal/Burneside area.

Education

- 4.5.3 To assess the impact of the development on education, initially Cumbria County Council use a population model to estimate the pupil yield (the methodology of which is outlined in the County Council's Planning Obligation Policy page 27 Figure 6). It is estimated that a development of 197 houses would yield 40 primary aged children and 28 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.
- 4.5.4 Assessments of current education capacity will be updated each year in the annual review of the Infrastructure Delivery Plan. Additional school provision in Kendal will be funded through the Community Infrastructure Levy.

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 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	Potentially either/both	Ensuring that residents have ready access to a large play area in the locality, either on-site, or through improvements to a nearby play area	S106
Education	Off-site	Financial contributions to provision of primary and secondary school places in Kendal	CIL
Transport – Highway Improvements Kendal Highways package of Measures	Off-site	Contributions to list to highways improvements measures identified in the Kendal Highways Improvement Study	CIL/Other funding – Local Growth Fund
Affordable Housing	On-site	35% affordable housing	S106
Highways Improvements to local networks such as cycle paths and footways next to site	Off-site	Contributions to improvements to sustainable travel routes next to and directly related to the site (justified through CIL Reg 122 tests)	S106

Appendix 1: Relevant Development Plan Policies

SOUTH LAKELAND LOCAL PLAN – CORE STRATEGY

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

SOUTH LAKELAND LOCAL PLAN – LAND ALLOCATIONS DPD

- LA1.3 Housing Allocations
- LA2.2 North of Laurel Gardens

SOUTH LAKELAND LOCAL PLAN 2006

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

- C5 External Lighting
- C19 Sites of archaeological interest
- C24 Watercourses and Coastal margins
- C30 Solar Power
- L10 Rights of Way
- Tr9 Better Ways to School
- S2 South Lakeland Design Code
- S3 Landscaping
- S10 Parking Provision in new development
- S12 Crime and Design
- S18 Trees close to buildings
- S19 Percent for Art
- S26 Sewage treatment and disposal
- S27 Overhead lines
- S29 Waste recycling facilities

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

Vision

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

Location

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

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

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

Accessibility

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



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.

Appendix 3: Useful contacts

SLDC Development Plans Team:

Damian Law, Principal Development Plans Officer.

Tel (01539) 793380, email d.law@southlakeland.gov.uk

Laura Chamberlain, Senior Policy Officer

Tel (01539) 793217, email laura.chamberlain@southlakeland.gov.uk

SLDC Development Management:

Fiona Clark, Principal Planning Officer.

Tel (01539) 793348, email f.clark@southlakeland.gov.uk

SLDC Housing Strategy:

Tony Whittaker, Housing Strategy and Delivery Manager,

Tel (01539) 793370, email t.whittaker@southlakeland.gov.uk

SLDC Parks and Recreation Team:

Tony Naylor, Green Spaces Officer,

Tel (01539) 793166, email t.naylor@southlakeland.gov.uk

Deborah Clarke, Principal Community Spaces Officer,

Tel (01539) 793434, email deborah.clarke@southlakeland.gov.uk

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
Planning.liaison@uuplc.co.uk

Electricity North West Ltd: Electricity

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Network Design Manager Frederick Road, Salford, M6 6QH
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National Grid Electricity Transmission

AMEC on behalf of National Grid
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National Grid Gas Distribution

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