Allithwaite and Cartmel Neighbourhood Plan

Design Code

October 2022

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1. Introduction

Background

1.1 The Allithwaite and Cartmel Parish Council (A&CPC) is currently in the process of preparing the Allithwaite and Cartmel Neighbourhood Plan, a document which will help to shape and to influence development (which, by definition, includes conversions and building renovations or adaptations) within the parish for the period until 2032.

1.2 Locality is the national membership network for community organisations that brings local people together to produce neighbourhood plans. Through the Locality framework, the Parish Council, also known as the Qualifying Body (QB), has approached AECOM to develop design guidance which can be applied across the Neighbourhood Plan area.

1.3 This Design Codes document will provide guidance and clear design principles for new development to adhere to, helping to protect and enhance the rich historic and landscaped character of the parish and its assets.

Purpose

1.4 The purpose of this Design Code report is to raise an appreciation of the character of the parish, notably the villages of Cartmel and Allithwaite, and to use this understanding to provide design guidance which will help to protect the parish identity as it grows in the future. It will identify the different character areas present in both villages and provide a set of guidance which aligns to the local and national planning policy context, and the ambitions of the Parish Council.

Methodology

1.5 The process that was undertaken in order to produce this report was as follows:

- The Parish Council appointed AECOM's Design team to produce a Design Code report;
- AECOM representatives attended an inception meeting and accompanied site visit in both Cartmel and Allithwaite to define the brief;
- AECOM developed an understanding of the design principles that would protect the heritage and landscape setting of the parish, and produced a draft Design Code report;
- The draft Design Code report was sent to the group for review. Various phone calls with the group were held to return the comments to AECOM during the public health crisis, which rendered physical engagement unsafe;
- After capturing the feedback from the draft report, AECOM issued the final Design Code document.

1.6 During the Regulation 14 consultation, South Lakeland District Council (SLDC) made comments on the content of the Design Code Document. Attempt was made to contact Aecom to amend the document and provide an accessible version of the document, however, no response was received.

1.7 In September 2022, South Lakeland District Council's newly appointed Conservation Officer reviewed the document. In light of feedback the Parish Council considered it expedient to amend the document accordingly and provide an accessible version that could be available on the SLDC website.

Study Area

1.8 Allithwaite and Cartmel (formerly known as Lower Allithwaite) is a civil parish in the South Lakeland District of Cumbria. It is a large area, and includes the villages of Allithwaite and Cartmel, along with various smaller hamlets.

1.9 It has been agreed with the Neighbourhood Plan Group that there should be focus on Cartmel and Allithwaite villages rather than the entirety of the parish which is sprawling and not necessarily subject to the same level of development pressure.

1.10 Whilst not explicitly referenced, it is expected that all development within the parish should conform to the general principles of the Design Code and seek to uphold the ambitions established within this document.

1.11 Figure 1 overleaf indicates the boundary of the A&CPC Neighbourhood Plan Area, and also identifies Cartmel and Allithwaite as villages of focus.

Figure 1: Allithwaite and Cartmel Neighbourhood Plan Area

2. Planning Policy Review

National Planning Policy

Revised National Planning Policy Framework (NPPF), July 2021

2.1 The National Planning Policy Framework (NPPF) outlines the Government's overarching economic, environmental, and social planning policies for England. The policies within this framework apply to the preparation of local and neighbourhood plans, and act as a framework against which decisions are made on planning applications.

2.2 The NPPF states that a key objective of the planning system is to contribute to the achievement of sustainable development, which will be achieved through three overarching objectives. One of these is an environmental objective, which seeks to contribute to protect and enhance the natural, built, and historic environment. The parts of particular relevance to this Design Codes report are:

2.3 **Part 7 (Ensuring the vitality of town centres)** encourages a positive approach to the growth, management, and adaption of town centres, given their role at the heart of local communities.

2.4 **Part 12 (Achieving well-designed places)** states that plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities, so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.

2.5 **Part 15 (Conserving and enhancing the natural environment)** encourages awareness of the natural and local environment by protecting and enhancing valued landscapes, recognising the intrinsic character and beauty of the countryside, and recognising the wider benefits from natural capital and ecosystem services.

2.5 **Part 16 (Conserving and enhancing the historic environment)** states heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites which are internationally recognised to be of Outstanding Universal Value. These assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

2.6 This national guidance will be adhered to and supported within this Design Code document.

National Design Guide 2019

2.7 The National Design Guide sets out the characteristics of well-designed places and demonstrates what good design means in principle and in practice. It supports the ambitions of the NPPF to utilise the planning and development process in the creation of high quality places. It is intended to be used by local authorities, applicants, and local communities to establish the design expectations of the Government.

2.8 It identifies ten characteristics which underpin good design; Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Lifespan. This report will use the principles of this National Design Guidance to help inform the Design Codes.

Local Planning Policy

Cumbria Development Design Guide

2.9 In November 2017 the County Council adopted its updated Cumbria Development Design Guide. The Cumbria Development Design Guide takes into account national standards in 2017 and include guidance in relation to Sustainable Drainage Systems (SuDS) as well as detailed guidance in relation to highways, rather than having two separate guidance documents. The update has ensured that County Council's policy is in line with national guidance.

2.10 The Cumbria Development Design Guide are the adopted County Council standards that will be applied to all development in the parish, however, Cumbria County Council are currently updating the design guide to reflect updates in National policy and guidance.

South Lakeland Local Plan Core Strategy (2010)

2.11 South Lakeland District Council is the Local Planning Authority for South Lakeland outside of the Lake District and Yorkshire Dales National Park. The Local Plan Core Strategy provides the strategic planning framework for the district outside of the national parks. It sets the long term vision, objectives and policies that guide development within the district. Lower Allithwaite is located within the Cartmel Peninsula Local Development Framework Area. Both Allithwaite and Cartmel are defined as Local Service Centres.

2.12 Policy CS4 (Cartmel Peninsula) identifies a strategy to apply to the settlements within the Cartmel Peninsula, including Cartmel and Allithwaite within the Lower Allithwaite Parish Council. The ambitions for the peninsula include securing the preservation and enhancement of the distinctive character and appearance of Cartmel village and ensuring that the landscape setting is protected from harmful development.

South Lakeland Local Plan Land Allocations (2013)

2.13 The Land Allocations document allocates land for housing, employment, open space, and other development uses by the District Council for the period to 2025. Various Sites are allocated within Lower Allithwaite, all within the villages of Allithwaite and Cartmel. Some of these Sites have been developed since the production of the Land Allocations document. This design code report provides design guidance for those which are still available for development

Lower Allithwaite Community Plan (2013)

2.14 As part of the writing of the Lower Allithwaite Community Plan, an extensive consultation exercise was undertaken. The findings of this engagement have been used to inform the design codes, as they represent the attitudes and ambitions of residents within the Parish. A summary of survey results which particularly relate to design are listed below:

- Open spaces within the village are greatly valued and should be protected, with 91% residents saying such spaces were important or fairly important. The surrounding countryside was considered to be just as important to people.
- 70% of respondents stated that they admired views every single day, ranging across all areas of the parish.
- Although major infrastructure projects were strongly opposed, 54% respondents felt small scale, local renewable energy development was very or fairly important. There was also a strong demand for improved recycling arrangements. There was opposition to inappropriately placed solar panels.
- Respondents viewed road traffic, parking and safety as serious concerns which particularly affect the centre of villages. Car parking was also identified as a significant problem. The lack of pavements and speeding cars were raised as particular issues.
- A 20mph speed limit to address problems was a popular response to the traffic concerns, with 58% respondents choosing this option.

Cartmel Township Initiative (December 2014)

2.15 Lower Allithwaite Parish Council appointed Allies and Morrison Urban Practitioners to prepare a strategy for Cartmel in response to various development pressures. This was driven by concern that inappropriate development and increased visitor numbers were threatening the rich heritage and character of the village.

2.16 The initiative presents solutions to address issues relating to highways and traffic matters, but also the environmental and landscaped setting of the village. Although the focus of the document is relevant only to Cartmel, it provides a valuable insight into the context of the village and the spatial pressures and problems deemed important to address by the Parish Council.

2.17 The Cartmel Township Initiative identifies various initiatives within the Action Plan. The primary focus of the document was to address parking and highway issues. Numerous parking solutions and interventions are considered, including utilising the racecourse. There are also actions relating to the public realm. These have been considered within the codes of this section. The actions of direct relevance include the following.

- **Action 5**- Improve Signage; Develop a signage strategy focusing on clearer directions to the village centre car park, points of interest and around the village and parking restrictions.
- **Action 8**- Riverside enhancements; Implementing a well-designed hard and soft landscape scheme along the river edge to create an attractive amenity for visitors and residents.
- **Action 9**- Cycle Facilities; Measures would include provision of cycle parking/ hire facilities to promote recreational cycling around the village for visitors.
- **Action 11**- Improve lighting across the Racecourse car park, along routes to and from it and within the village; Design and impact will need to be managed carefully to maintain the rural character and avoid light pollution.
- **Action 13**- Co-ordinated programme of environmental improvements in conjunction with potential introduction of one-way working; Comprehensive programme of environmental improvements across the village – focusing on the public spaces either side of The Square.

Cartmel Character Area Appraisal (March 2009)

2.18 The document provides a detailed assessment of the conservation area's architectural and historic interest which has formed the basis of the design codes.

Cartmel Village Design Statement (1994)

2.19 The Parish Council provided a hard copy of the Cartmel Village Design Statement which seeks to raise awareness about the Cartmel vernacular and ensure appropriate development. It consolidates feedback from various engagement sessions of the time. The guidance proposed within the Design Statement has been incorporated into the relevant design codes of this document.

3. Place Assessment

Parish Overview

3.1 This section provides a broad overview of the parish area in order to understand the context within which the villages are located. The parish covers a large area between the Lake District National Park and Morecambe Bay. It consists of two villages, Cartmel and Allithwaite, and a small number of hamlets and scattered farmsteads within its rural expanses. The boundary captures approximately 2,859 hectares and extends out into Morecambe Bay. There are approximately 907 households and 1,831 residents according to the 2011 Census. However, this number is likely to be outdated and does not account for the conversion of holiday lodges into residential buildings, which has distorted the number of residents within the villages in recent years.

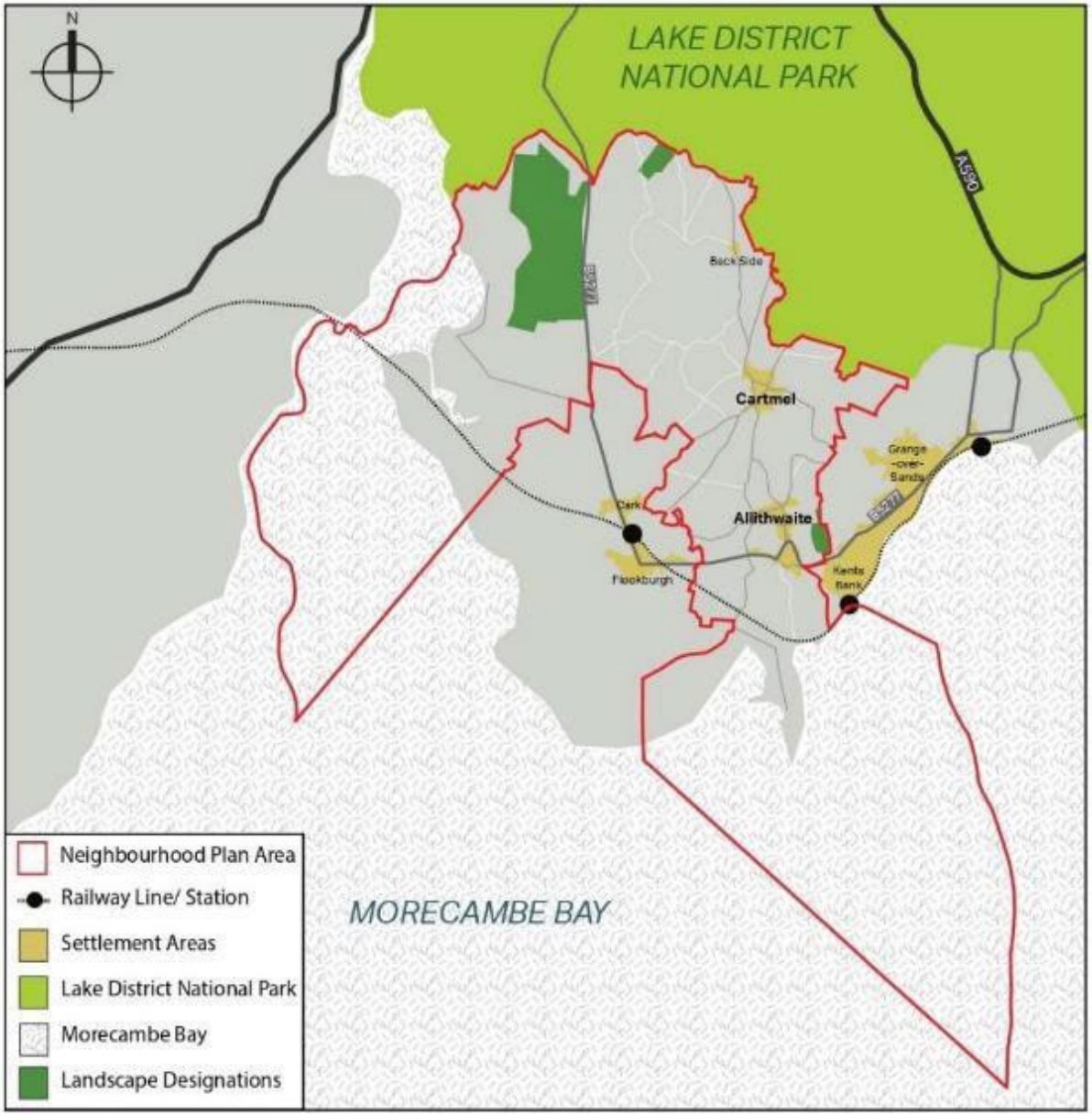
3.2 Allithwaite and Cartmel are local service centres located in proximity to from Grange-over-Sands, a Victorian seaside resort and key service centre.

3.3 The landscape is a key asset to the parish. It is influenced by agricultural practices, but also by the nearby designations; the Lake District National Park boundary borders the northern edge of the Parish, and the Morecambe Bay Ramsar site and Special Area of Conservation (SAC) is located to the south and west. Morecambe Bay is considered to be a wetland site of international importance, hence the designations.

3.4 The parish generally has good access to major towns in the area through proximity to the railway line, with railway stations being located at Grange-over-Sands, Kents Bank and Cark. Bus services also provide access from the parish to local towns.

3.5 Given its rural context, there is a reliance on the private car in the parish above the district average. The A590 runs 3km to the northeast, providing a key connection to the M6. The primary route across the Parish is limited to the B5277, which runs through the village of Allithwaite.

Figure 2: The Allithwaite and Cartmel Parish Context



The Study Area

3.6 This section provides a more focused analysis and comparative study of the two village areas, Cartmel and Allithwaite. It has been agreed with the Neighbourhood Plan Group that there should be focus on Cartmel and Allithwaite villages rather than the entirety of the parish. The village settlements are located approximately one mile apart. It is useful to compare the similarities and differences of the villages to understand their nuances, which will help to produce a more effective set of design codes.

Figure 3: Cartmel and Allithwaite Villages, which form the Study Area

Structure and Evolution

Allithwaite

3.7 Allithwaite is a small village located 1.2 miles to the west of Grange-over-Sands. Farming and fishing were the primary industries in the area given its proximity to Morecambe Bay. Allithwaite was historically a very linear settlement, which focused around Church Road in a north-south arrangement. The village experienced incremental growth until the mid-20th Century, at which point it has broadened and expanded outwards from Church Road. This growth has had to respond to the undulating topography of the area and has created an irregular settlement pattern. Large areas of open space have been retained within the village, despite continuing development. Allithwaite has more households than Cartmel.

Cartmel

3.8 Cartmel is located 2.2 miles north-west of Grange-over-Sands, and only a mile to the north of Allithwaite. It is located on a flat expanse of land. Previously known as ‘Church Town’ (Cartmel Conservation Area Character Appraisal, Page 15), the origins of Cartmel’s growth and street pattern were heavily influenced by the medieval Cartmel Priory Church of St Mary and St Michael, which has been a focus for Christian worship since the 12th Century. The origins of the village centred on ‘Church Town’ in the west, whilst post-medieval growth located in the east, in ‘New Town.’ The cores of these areas are separated by a stretch of open green space, which has been retained down the heart of the village. The fame of the Priory and the tradition of horse racing have influenced interest within Cartmel, which is now a popular tourist destination. Whilst the village has been largely able to retain its traditional settlement shape, more recent residential extensions have stretched the eastern and southern extremities.

Comparison

- Despite their relative proximity the villages have different origins, with Cartmel being heavily influenced by the Priory and Allithwaite more reliant on traditional industries.
- The topography has influenced different settlement patterns; Allithwaite is undulating whilst Cartmel is flat. Allithwaite is more expansive than Cartmel.
- Both villages have retained a strong relationship to open spaces.

Figure 4: Allithwaite Figure Ground

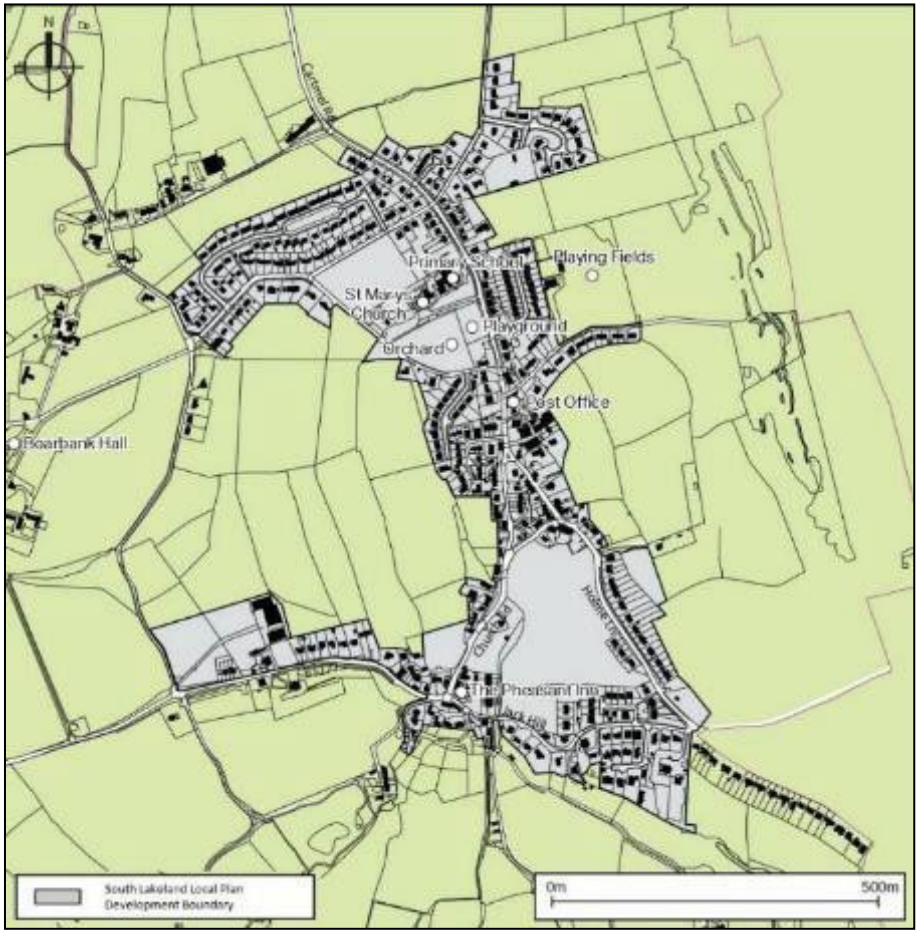
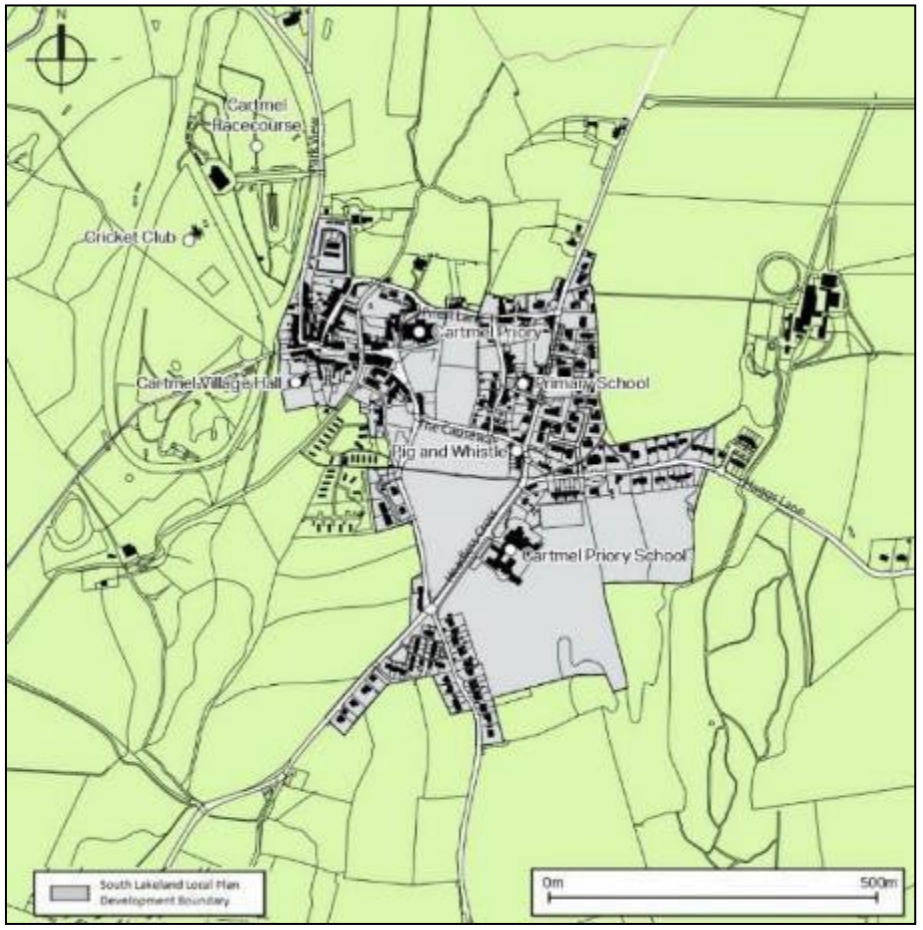


Figure 5: Cartmel Figure Ground



Open Space and Landscape

Allithwaite

3.9 Allithwaite falls within Landscape Character Type 03a (Open Farmland and Pavements) according to the Cumbria Landscape Character Guidance (Cumbria County Council). This is defined by the following:

- Steep limestone slopes and rocky outcrops.
- Grazed land with stone wall field boundaries.
- Rough pasture as open common or fell.
- Sporadic scrub and woodland on steep scarp slopes.
- Stately homes and parklands.
- Extensive open and uninterrupted views from high ground.

3.10 Allithwaite has rolling limestone hills which oversee the lower-lying coastal parts of the Parish in the south. It exhibits a historic field pattern which is defined by hedgerow and dry-stone walls. The medieval enclosure patterns indicate a managed environment. There is openness to the landscape given the long views to Morecambe Bay and to the Lakeland Fells.

3.11 In terms of open green space, Allithwaite has a sports field, a pump track, community centre with playing fields, the King George V playing fields, allotments, and an Orchard. These occupy a central position along Church Road and have a strong presence in the village.

3.12 See South Lakeland Local Plan Policies map for Allithwaite and Cartmel open space designations and the Neighbourhood Plan Policies Map for the Local Green Space designations.

Cartmel

3.13 Cartmel falls within two Landscape Character Types which split the village; 03a (Open Farmland and Pavements) to the south-east and 11a (Upland Fringes- Foothills) to the north-west. Headless Cross divides these character types. In addition to the detail about Landscape Character Type 03a, Landscape Character Type 11a is described as exhibiting the following;

- Rolling, hilly or plateau farmland and moorland.
- Occasional rocky outcrops.

- Hills are dissected by numerous streams and minor river valleys.
- Areas of improved grassland, unimproved heathland, and extensive conifer plantations.
- Semi natural woodland in the small valleys.
- Large areas of farmland are bounded by stone walls and hedges.

3.14 Cartmel also exhibits historic field patterns, identified with stone walls and hedges. To the west, by the racecourse, small areas of woodland exist which helps to contain views. The village is concealed by the surrounding topography but occupies a flat expanse of land along the river. The Lake District fells are apparent to the north and acts as an attractive landscape backdrop. In terms of open green space, Cartmel has a cricket ground, football pitch, racecourse, and a cemetery. These occupy a central and visible position within the village; the central green space made up of the Priory, Castle, and Home Meadows, provides breathing space and separates Church Town from New Town. The wide corridor of open green space offered by these fields is of crucial importance to the character and appearance of the Conservation Area.

3.15 See South Lakeland Local Plan Policies map for Cartmel and the Neighbourhood Plan Policies Map for the Open Space designations.

Comparison

- Despite proximity the villages have different origins, with Cartmel being heavily influenced by the Priory and Allithwaite more reliant on traditional industries.
- The topography has influenced different settlement patterns; Allithwaite is undulating whilst Cartmel is flat. Allithwaite is more expansive than Cartmel • Both villages have retained a strong relationship to open spaces.
- Both Allithwaite and Cartmel have a Primary School, and a Secondary School is present in Cartmel (Cartmel Priory School). These facilities provide additional community open and recreational spaces which serve important roles within the settlements.

Flooding

Allithwaite

3.16 The Parish lies on limestone rock which generally contributes to flood risk. Given the topography and elevation of Allithwaite, however, only land to the south-west of Allithwaite settlement boundary is subject to flooding.

3.17 The fells of the Lake District to the north can be seen from both villages. Allithwaite is a south-facing village in an elevated position within the landscape, affording views across Morecambe Bay to the south. The village is sheltered from the east by a limestone ridge. The undulations of the land provide varied views across the village; parts of the settlement can be hidden whilst parts can also appear exposed and interrupt the ridgelines.

Cartmel

3.18 Flood risk is more commonplace in Cartmel, where the river Eea runs through the Church Town part of the village in the west. Much of the settlement area falls within Flood Zone 2 or 3, although development has avoided areas of flood risk.

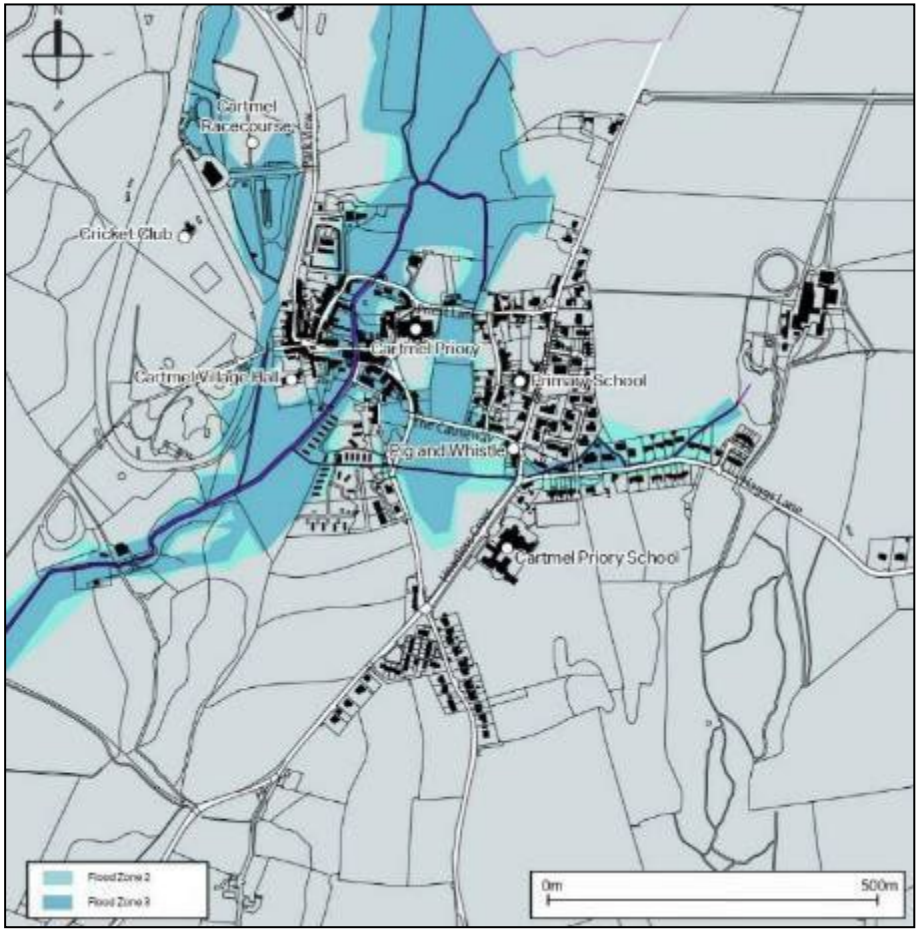
3.19 The low-lying pastureland which surrounds Cartmel helps to define the position of the village. Views of the Priory church are common given its central position and scale. The village also enjoys unspoilt views extending to the north and the west, especially northward to the fells of the Lake District. The river acts as a visual landmark within the village and provides attractive short views to the north and the south.

Comparison

- Both Allithwaite and Cartmel share long views to the fells of the Lake District in the north. Panoramic views and glimpses of Morecambe Bay or the fells of the Lake District are common across the area and help to confirm the rural setting of the Parish.
- Allithwaite has a wider range of views than Cartmel due to the undulations of land.
- Cartmel enjoys riverside views, whilst Allithwaite enjoys views to Morecambe Bay.
- Flood risk is a more prevalent risk in Cartmel than in Allithwaite, where no river or tributaries are present. Both settlements, however, should have regard for well-considered drainage solutions so as not to exacerbate surface water flooding.

Figure 6: Allithwaite Flood Risk

Figure 7: Cartmel Flood Risk (As at September 2021)



Source (Environment Agency September 2021)

Movement

Allithwaite

3.20 The street network on the approach to both villages is typically rural, with narrow and winding roads which are enclosed. The key street types within the Parish include;

- Strategic route (the B5277 only).
- Primary village streets.
- Secondary roads.
- Residential cul-de-sacs; and
- Rural lanes.

3.21 The B5277, in Allithwaite, forms the only strategic route within the Parish. Its scale and lack of pavements for pedestrians, however, renders this a barrier to movement, and various roads in Allithwaite are considered to be particularly dangerous due to lack of paving or vehicle speed. Church Road in Allithwaite considered to have the most prevalent parking problems, and road safety on Holme Lane is a concern.

Cartmel

3.22 Public Rights of Way (PRoW) connect both villages to the surrounding landscape. On race day, the PRoW which runs across the Cartmel racecourse is opened up to vehicles, helping to manage the traffic flow through the village.

3.23 Car parking and traffic pressures are considered to be particular problems within the villages, especially in Cartmel given its attractiveness as a visitor and pilgrim destination. Congestion in Cartmel aligns to school hours, and also seasonally to the tourist season. The Cartmel Township Initiative Action Plan (2014) sought to address the parking problems in Cartmel with the implementation of an action plan.

Comparison

- Both villages are served by rural lanes on their approach, helping to reinforce the rural setting.
- PRoW link both villages to the surrounding landscape.
- The National Cycle Network Route 70 connects the villages.

Figure 8: Allithwaite Movement

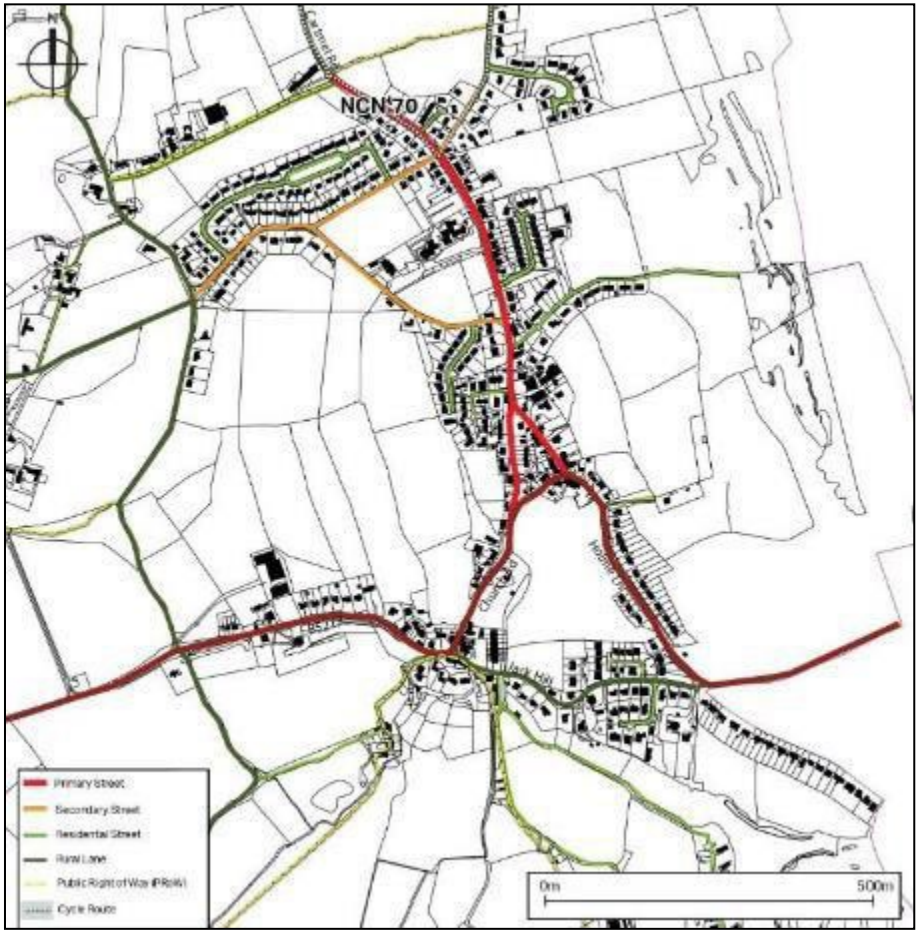
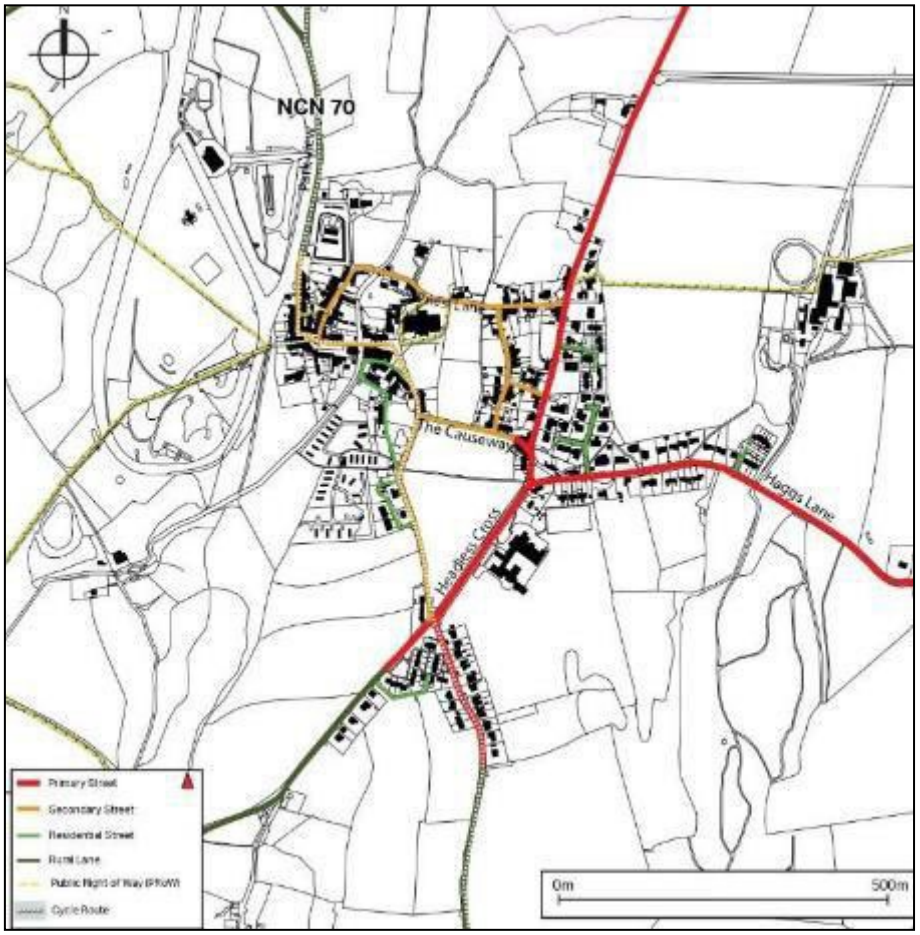


Figure 9: Cartmel Movement



Heritage Assets

Allithwaite

3.25 Allithwaite has four listed buildings within its settlement boundary, with a number of others located within the local vicinity. There are no other heritage designations within the settlement area.

Cartmel

3.26 Cartmel is one of the oldest villages within Cumbria and maintains a strong tourist appeal. It is based around the 12th Century Priory Church. The majority of the village is a designated Conservation Area (designated in 1969), which covers the built form of the village and the immediate landscape which surrounds it. The immediate landscape setting is a critical aspect of the Conservation Areas visual and historic interest, hence the inclusion within the boundary. This is especially the case on the northern and western edges where there are distinctive views.

3.27 The designation excludes the more recent residential extensions to the south and the east. The majority of the 96 listed buildings within the Parish are located within the Cartmel settlement boundary itself, including the Grade I Priory Church and the medieval Grade II Priory Gatehouse. There are four scheduled areas that comprise the scheduled monument Cartmel Augustinian Priory medieval gatehouse and parts of the priory precinct.

Comparison

- The northern boundary of the Parish borders with the Lake District National Park, a World Heritage Designation, which influences the historical context of both villages.
- Cartmel has a large number of designated assets, which reflects its architectural and historic interest, and its sensitivity to change. Designated heritage assets are protected through the Planning (Listed Buildings and Conservation Areas) Act 1990 and the Ancient Monuments and Archaeological Areas Act 1979’.

Figure 10: Allithwaite Heritage Assets

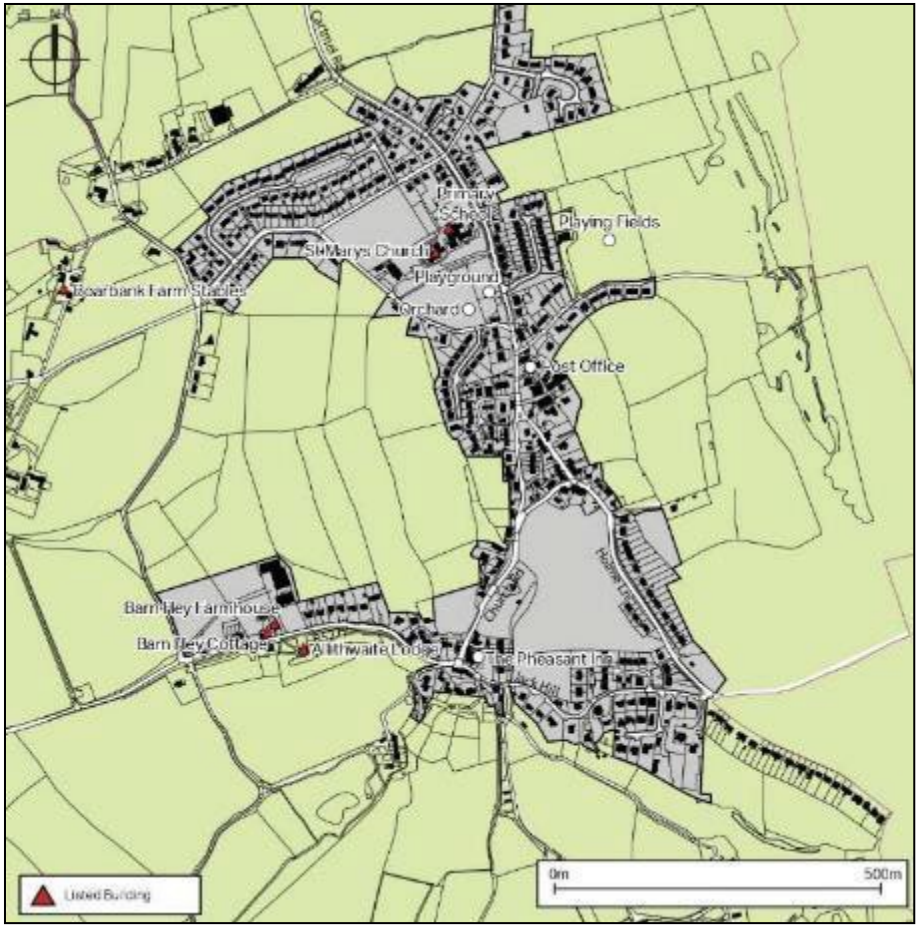
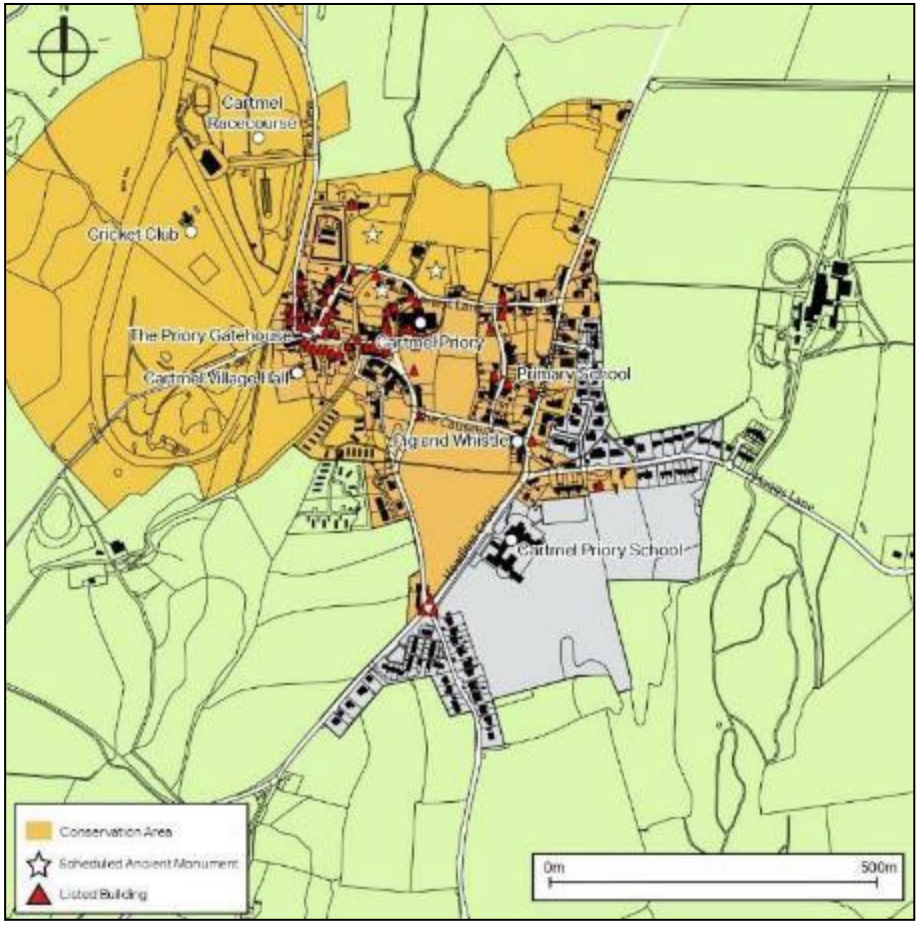


Figure 11 Cartmel Heritage Assets



4. Character Areas

4.0.1 The settlement areas within the parish exhibit different characters. Understanding these character areas can help to generate design cues for future development to adhere to. This section outlines the broad physical contextual characteristics of the villages and is used to articulate what is special and distinctive about these places. The character assessment helps to identify recognisable patterns and elements which differentiate the villages. The features introduced in this section are later used to inform the design codes.

4.0.2 It is important to retain the character of the two villages; Cartmel and Allithwaite. Although sharing some similarities, the villages experience difference development influences, and pressures. Four different character areas across the two villages have been identified which will allow for a more nuanced response to the local pressures within the villages.

Figure 12: Character Areas across Allithwaite and Cartmel

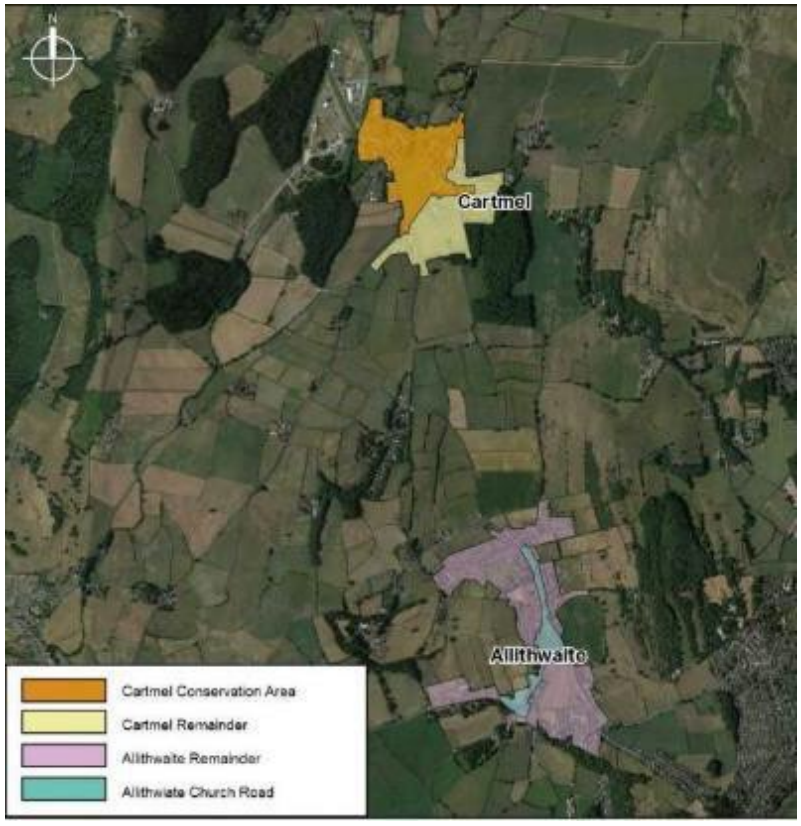
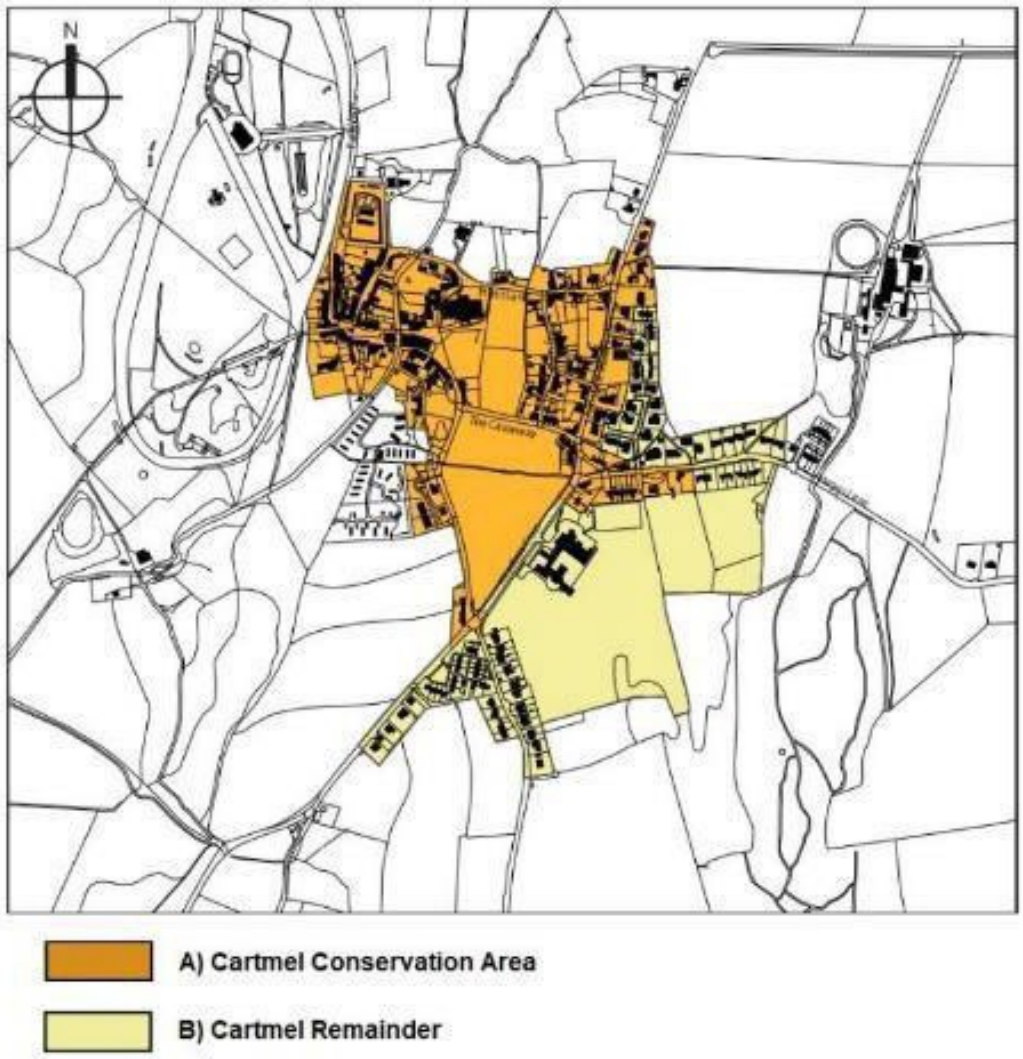


Figure 13: Cartmel Character Areas



4.0.3 Cartmel is a settlement of two halves, arranged around a triangular greenspace. The settlement is characterised by development along narrow lanes, interspersed with larger greenspaces. Two character areas can be identified within Cartmel as A) and B shown in the Figure above.

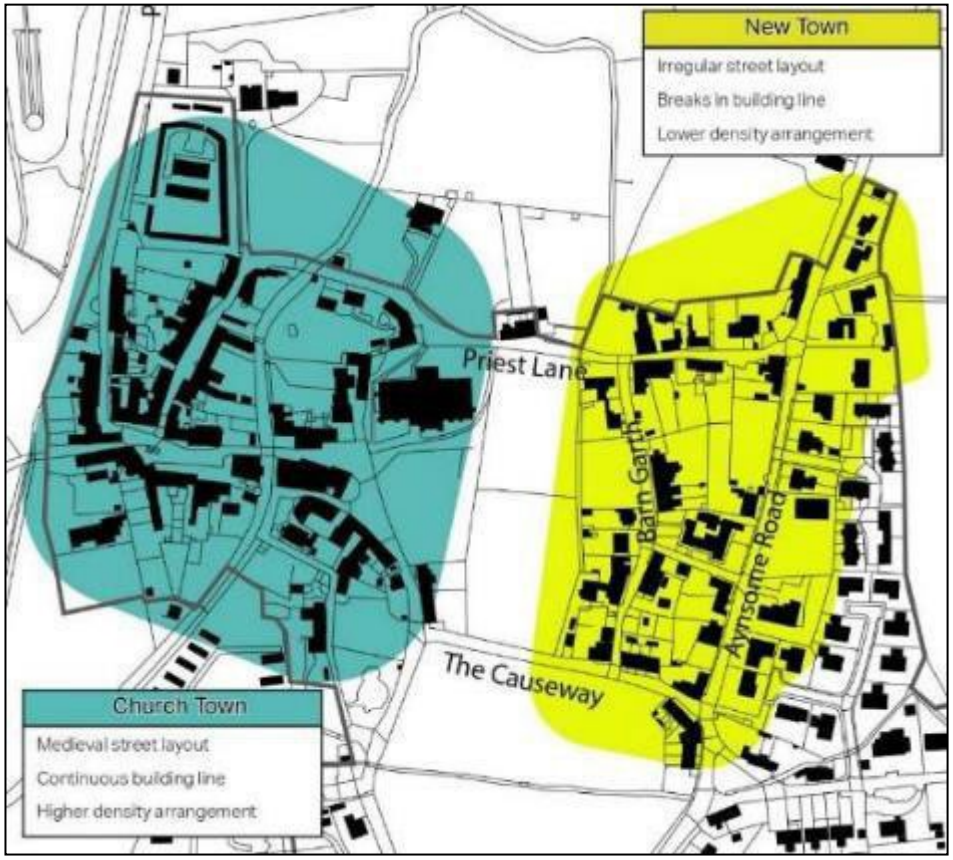
4.0.4 Despite having a close proximity, Allithwaite is a different village to Cartmel; it has a different historical trajectory, a different landscape, and a different morphology. It therefore has a different character which development needs to recognise and

respond to. In comparison to the tourist appeal of Cartmel, Allithwaite is predominantly a residential village. Although the style of development is varied across the village, two character areas can be identified within Allithwaite;

4.1 A) Cartmel Conservation Area

4.1.1 A stretch of open space separates the two halves of the Conservation Area which have been identified the Cartmel Conservation Area Appraisal; '**Church Town**' is located to the west and captures the traditional village core whilst '**New Town**' is located in the east of the green space. The boundaries are only indicative. Both are within the Conservation Area boundary. There are slight differences between the two halves of the Conservation Area, but the overall character is one of an attractive, traditional village with a rich vernacular.

Figure 14: The two halves of Cartmel Conservation Area: Church Town and New Town



Block Structure and Rhythm

4.1.2 The two halves of the Conservation Area have a slightly different structure and layout. Church Town forms the historic heart of Cartmel. The urban form of Church Town in the west has been influenced by the Priory church and its associated buildings, and is a relatively compact, tight knit cluster of buildings. Traditional buildings are typically high density and have a continuous building line, which is aligned with the medieval street layout. The continuous building line is maintained despite a frequent and irregular stepping of facades. Plots are generally small, and building footprint is shallow, although there are some extensions to the rear which remain hidden from the street view. There are no obviously modern extensions to the layout or arrangement within Church Town.

4.1.3 New Town in the east of the Conservation Area still follows the medieval street pattern but is arranged at a slightly lower density in an irregular grid shape along Barn Garth and Aynsome Road. Continuous frontages are still apparent here however there are more regular breaks between buildings, creating a looser and more spacious arrangement.

Building Form and Roofscape

4.1.4 Building heights vary between two and three storeys. The tallest buildings are evident around The Square, creating an enclosure favourable to the function of this core space. The roofline is typically pitched towards the street, and many buildings have prominent chimneys, adding rhythm to the roofscape. Where dormers are present, they are of an appropriate size and scale to the building which they occupy.

Streetscene

4.1.5 Cartmel Conservation Area maintains a traditional street pattern, influenced by the historical medieval layout. Streets are narrow and organically arranged with a close relationship to the buildings; the intimate nature of the winding streets invites pedestrian intrigue. The majority of streets are bordered with buildings and have no formalised pavement. Instead, pedestrians and road users share the space, which contributes to an enclosed character.

4.1.6 Most streets and squares are tarmacked with no raised pavements and few road markings, although painted lines are a relatively recent response to parking issues within the village. Where they exist, cobbled building aprons do offer some level of separation. The character is one of narrow streets and smaller alleyways; pedestrian-only routes can be found to meander between buildings and offer enchanting permeability. There is very little street lighting within the Conservation Area.

4.1.7 In some parts of the Conservation Area the street widens, creating public squares.

The Square

4.1.8 The Square forms the heart of Cartmel and is a formalised, traditional public. It is enclosed with buildings and invites pedestrians to dwell with various commercial buildings which border the space. It is anchored around the cross (which is C18 on the site of a medieval one) to the west of The Square. The continuous street frontage helps achieve a sense of enclosure between the two- and three-story terraces. Some of the commercial buildings have seating to the front and active shop frontages, helping to enliven the public realm. Despite its attractiveness the presence of parked vehicles adds clutter and undermines the functionality of the space, as does the tarmacked nature of the street.

Devonshire Square

4.1.9 Devonshire Square exists to the east of The Square over the bridge as a more informal public space. This forms a triangular space which opens up access to the Priory church. Similar to The Square, shops and commercial buildings border this space. Parking here is less obtrusive than in The Square, but still interrupts the street scene.

Figure 15: Location of The Square and Devonshire Square

Boundary Treatments

4.1.10 Most buildings within the Conservation Area abut directly onto the street (this is especially the case in Church Town). Where present, the cobbled building aprons provide some level of offset between the buildings and the street. In New

Town, there are also some detached and shorter rows of housing which are set back with small front gardens, between 1-3m long. Despite the heritage of the village most of the streets are tarmacked which does little to complement the surrounding historic vernacular. Where cobbles and historic setts do exist, they provide a rich texture to the streetscape and add attractive character.

4.1.11 Rear gardens are present but typically enclosed and hidden from the streetscape in Church Town. There is more visibility to the rear gardens in New Town, given the more frequent breaks between buildings.

Parking

4.1.12 Parking provision is spatially restricted due to the tight and narrow street pattern. Traditional buildings, with no offset from the street, rely on on-street parking solutions which undermine the streetscape; many of the properties in the west in Church Town are without on-plot parking spaces.

4.1.13 Parking at the village hall and the Cartmel Car Park at the racecourse offers some respite from on-street parking but require vehicles to pass through the village core in order to gain access. Properties to the east of the Conservation Area, in New Town, are better served by on-plot parking.

4.1.14 There are traffic and access issues associated with Cartmel's popularity with visitors. These issues are exacerbated by the historic, narrow street network. The Cartmel Township Initiative (2014) sought to address some of these issues. Further actions are still required in order to achieve a long-term solution.

Views

4.1.15 The Priory church tower acts as an important landmark feature which helps navigation and legibility within the village; the skewed tower is a significant focal point in both long and short views. Short, intimate views are common within the Conservation Area given the dense nature of development, with many points of interest achieved through the enclosure. Where the continuous line of buildings break, attractive views are afforded out to the landscape. The arch of the Priory Gatehouse frames attractive views along Cavendish Street. The narrow bridge across the river also offers picturesque views. Views across the green spaces which divide the Conservation Area helps to define the openness of the village. In general, the organic arrangement of streets around the medieval street pattern creates a richness of views throughout the built Conservation Area.

Detailing

4.1.16 The Conservation Area consists mainly of 17th and 18th Century buildings; the vernacular is one of coherent Georgian townhouses and terraced cottages. There is symmetry across many building frontages, with double fronted as well as

single fronted. Structures are roofed in blue-grey slate. Many are formed by a traditional practice of cutting the slates to different lengths and laying gradual or diminishing courses which has had a significant impact on the character of the roofscape. Blue and darker purple slates cut in regular coursing sizes are used in some of the later buildings in the New Town area and help to retain local character.

4.1.17 Traditionally, many buildings in Cartmel would have been rendered, which would have been applied by hand. This may have received a limewash coating or left to weather naturally. In order to reflect this traditional appearance, the following colours are suggested to assist those wishing to paint their property, where the building has been subject to modern render and painting, to avoid an overly stark, bright white, which is not traditional, or a dark colour which can appear severe. Overly bright white, and very dark shades are considered harmful to the character and appearance of the conservation area. It is important that if any buildings that are traditionally rendered with lime render are painted, the paint is breathable and compatible with the lime render. This could either be a limewash or breathable paint. Listed building consent may be required for the painting of listed buildings.

4.1.18 Paint finish is also important, and a matt finish is recommended. Natural tones that replicate unpainted or limewashed render may include colours such as:

- RAL 1013 Oyster White.
- RAL 9002 Grey White.
- RAL 9001 Cream.
- RAL 7044 Silk Grey.
- RAL 7032 Pebble Grey.

4.1.19 There is slight overhang of the eaves of the buildings, and coloured bargeboards add decoration where they are present. While this is sometimes the case on later, taller buildings, some have exposed purlins with no bargeboards and smaller and earlier cottages do not have any overhang and the slates finish at the junction of the top of the gable wall with no detailing. Detailing of the eaves is simple and supported with traditional gutters and downpipes. Sash and casement windows are often set in stone surrounds and cills. Wide, brightly painted panel doors with brass or cast-iron furniture are set in masonry openings. Simple stone door canopies punctuate the frontage of buildings and offer rhythm which complements the chimneys.

Figure 16: Rendered historic buildings in Cartmel in the Square. Use of render creates a sense of uniformity

4.1.20 Overall, the Conservation Area exhibits a rich cohesion of architecture which is achieved through a limited palette of materials. The attractiveness of the streetscape is achieved through uniform use of render. Where this has been lost or painted in bright, non-traditional colours this has had a detrimental impact on the character and appearance of the Conservation Area.

Positive aspects of the Conservation Area character area:

- The consistency of the Georgian vernacular and either roughcast or painted finishes provides a cohesive settlement aesthetic.
- The recurring presence of chimneys, bargeboards and door canopies add momentum to the streetscape.
- The traditional squares are appealing urban structures.
- Cobbled paving and historic setts which helps to frame the building are an attractive boundary treatment which should be preserved.

The following issues have been identified which could be addressed through new development or active management.

- PVC casement windows look at odds with the traditional use of timber frame.
- Unsympathetic development patterns do little to contribute to the traditional character of the village, and do not support pedestrian or cyclist permeability.
- Much of Cartmel Conservation Area is within the flood plain; inappropriate development could exacerbate local flood problems.
- The retention of traditional render either left unpainted or painted in a neutral tone is important to the character of the Conservation Area. There is uniformity in the use of render rather than variety in surface finishes which is not positive.

Figure 17: Unpainted render finishes are traditional in Cartmel.

4.2 B) Cartmel Remainder

Block Structure and Rhythm

4.2.1 Cartmel has been subject to expansion during the 20th and 21st Century. This has generally been limited to the southern and eastern extremities of the village at Headless Cross, along Haggs Lane and behind Aynsome Road. Developments such as those at Orchard Close and Town End Meadow are considerably different in character to the buildings within the Conservation Area; they present a modern, cul-de-sac arrangement with lower densities.

Building Form and Roofline

4.2.2 Built form is consistent only with the buildings within the same cluster, otherwise there is little commonality between the parcels of development. Orchard Close exhibits blocks of up to four terraced buildings, Town End Meadow presents detached bungalows and modern, large scale, detached two storey buildings are present further east along Haggs Lane. Roofing style also varied between pitched roofs and hipped roofs.

Streetscene

4.2.3 The more recent residential developments are organised in a cul-de-sac layout which does little to contribute to pedestrian permeability. It undermines the charm of the medieval street network and introduces a more suburban, inaccessible experience of space, although a PRoW does exist to Town End Meadow. These streets have a formalised, modern character in comparison to the traditional village settlement of the Conservation Area; pavements are established with curbs and buildings are set back from the street. Most roads and pavements are tarmacked and built to highways standards, with no historic features.

Boundary Treatment

4.2.4 Front gardens create an open, spacious feel and also distance the properties from the street network. The gardens are subject to personalisation and exhibit a variety of domestic planting or surfacing in response to occupiers' preferences. Low stone walls, hedgerow, and grassed lawns provide a pleasant boundary treatment, /whilst the presence of high-level fencing does little for the environmental quality of the area.

Parking

4.2.5 The more recent domestic developments are typically served with on-plot parking, although Orchard Close makes use of courtyard parking. In many cases on-plot parking is balanced with attractive gardens and boundary treatments, and as such does not override the streetscape. There are examples, however, where parked vehicles do dominate.

4.2.6 On-plot parking removes parked vehicles from the movement network and reduces potential for congestion, however it can also undermine the street-scene from a visual perspective, as parked cars can come to dominate the attractiveness of a street. Whilst practical, this contributes to a modern character at odds with the rest of the village.

Detailing

4.2.7 Traditional materials, slate roofs and rendered walls are found within this area however the more recent development lacks the detailing and historic integrity of Church Town. The adoption of white painted render does work well and is a positive feature. Roughcast render is present on Orchard Close. In some cases, additions to building fenestration, such as the porches on Orchard Close, confuse the building line.

4.2.8 Notably in this character area is the adoption of modern windows and doors which, again, contrast to the timbered buildings within the Conservation Area. These contemporary additions contribute little to local character and do not uphold the historic value of Cartmel.

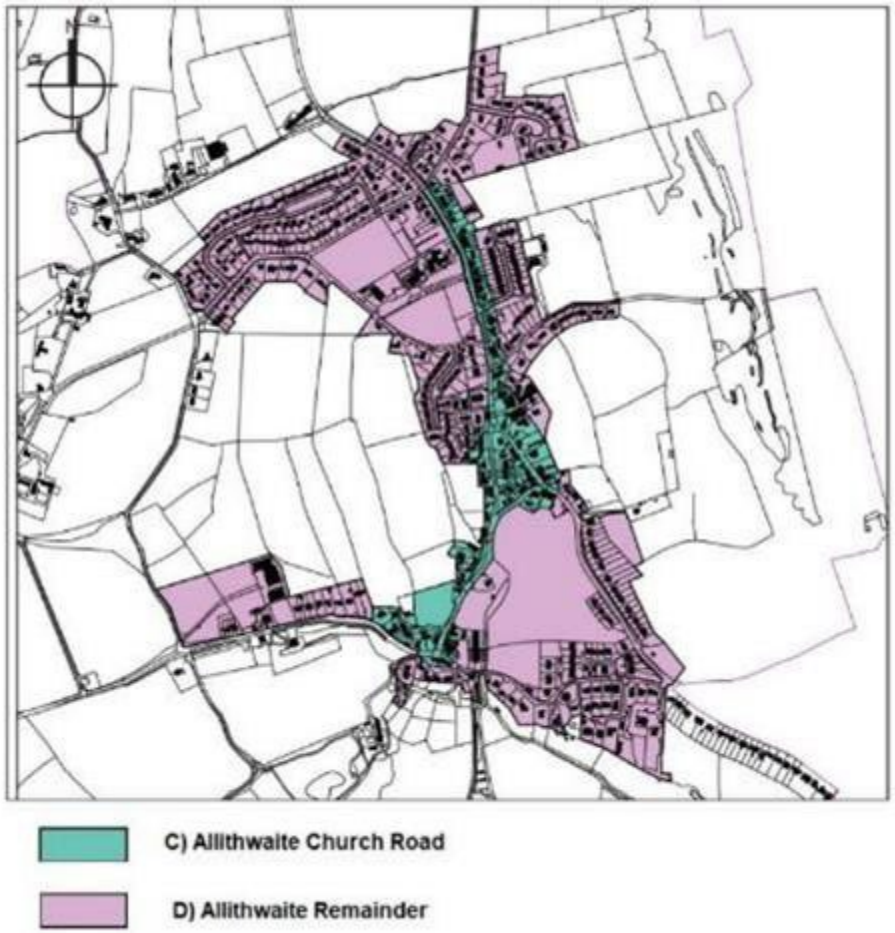
Positive aspects within the Cartmel Remainder area

- The character area has shown some appreciation for its proximity to the Conservation Area with the adoption of white and roughcast render
- On-plot parking is an appropriate solution to the narrow street network which serves Cartmel

The following issues have been identified which could be addressed through new development or active management.

- This character area has a responsibility to uphold the traditional character of the Cartmel Conservation Area. There is an opportunity for development here to strengthen and reinforce the nuances of this historic identity and setting.
- Adoption of modern materials and detailing does little to uphold the integrity of the village and its history. Whilst pastiche responses should be avoided, there is a question about the role of recent residential developments in maintaining the historic character of the Conservation Area.
- Cul-de-sacs do not reflect the medieval layout, nor do they support permeability.

Figure 18: Allithwaite Character Areas



4.3 C) Allithwaite Church Road

Block Structure and Rhythm

4.3.1 Church Road runs from the north to the south of the village in a linear formation. A roundabout and triangular junction exist at the mid-point of the road which creates a nodal point of sorts for the village to centre around. Short terraces of Victorian housing stock line Church Road, along with traditional cottages and also larger detached buildings.

4.3.2 Density and rhythm varies along the street; the terraces to the north of Church Road create a continuous building line however this not maintained down the street where gaps exist between buildings and buildings exhibit a looser structure. In

many cases the buildings of Church Road exist only on one side of the street and look out onto open green space, with little enclosure. Enclosure is achieved at the Church Road/ Holme Lane junction where there is a concentration of buildings with no set back from the street.

Building Form and Roofline

4.3.3 The north of Church Road presents a relatively consistent built form, where Victorian terraces face onto the Primary School, the Church, the playground, and the allotments. These buildings share a common building line and strong frontage which confirms this as a primary road through the village. Different roof styles are apparent, from simple pitched roofs (with the pitch facing the street) to front facing gables. Chimney stacks provide some momentum, but these are larger than those seen within Cartmel with additional chimney pots per stack, a design feature indicative of the Victorian era.

4.3.4 The triangular junction represents some of the oldest buildings in the village with traditional cottages. These are irregularly arranged and building and roof lines form a complementary cluster. The scale and size of the buildings along Church Road varies.

Streetscene

4.3.5 Church Road follows the traditional street network through Allithwaite. Buildings and boundary walls have a close relationship to the street; in some cases, there is no pavement, and the building is set directly onto the road. Pavements only exist along one side of Church Street in the north, to the front of the Victorian housing stock. The relationship between buildings feels enclosed on the triangular junction but otherwise the streetscape feels quite open and spacious, especially where buildings only exist on one side of the road.

4.3.6 Church Road can be split into two road types; it is a primary road in the north until it meets the triangular junction where it becomes a strategic road (B5277). These road types are shown in Figure 8. Despite the traffic speeds along the strategic road network, there are no formalised pavements to support pedestrian movement, and this feels a space which prioritises vehicle movement. Unlike in Cartmel, there are no formalised public squares within Allithwaite.

Boundary Treatments

4.3.7 Stone walls are common boundary treatments along Church Road. These structures help to delineate public/private space, and also attractively border areas of open space. They also contribute to a traditional rural character and are consistent with boundary treatments across the parish area. Many buildings have a direct relationship to Church Road, with no set back. However, some of the Victorian buildings have a small offset in the form of a garden. Typically, these are distinguished with low stone walls, behind which there is planted gardens or gravel surfacing.

Parking

4.3.8 There is reliance on on-street parking in front of the more traditional buildings along Church Road. This narrows and disrupts the flow of pedestrian and vehicle traffic. On-plot parking has accommodated parking for some buildings in the spaces between buildings, but these are inconsistent in design.

Views

4.3.9 Long views from the north end of Church Road capture Morecambe Bay and are framed by the building line of the Victorian terraces. Many of the buildings along Church Road have attractive views of open green space or recreational space opposite. Historically, the ribbon development of Church Road would have allowed for many more views out to the countryside. The street has become increasingly developed, however, and the 'thickening' of the ribbon has meant views out have been interrupted by recent development.

Detailing

4.3.10 Church Road exhibits a traditional vernacular. The Victorian buildings are identifiable particularly due to the red sandstone detailing on window cills and headers and door lintels. Red sandstone quoins frame the building edges. The scale of this detailing on the building facade is larger than the gentle features exhibited in the Georgian buildings of Cartmel. Bay windows and porches protrude from the face of the building, some are more appropriate to the host building than others. Many of the buildings have an exposed stone frontage, whilst others are finished with a roughcast render. Some of these buildings are easily identified with red stone building tiles, showing date of construction.

4.3.11 The traditional cottages exhibit a simpler façade. Often the windows are framed only by a stone window cill and are simple timber casement or sash. Sometimes the stone buildings are covered with a roughcast or painted render and are similar to the buildings within the Cartmel Conservation area. Porches are simple and proportionate to the building size.

Positive aspects within Church Road character area:

- There is a strong presence of more traditional buildings along Church Road, which helps to confirm the history of Allithwaite. Efforts should be made to retain this heritage and strengthen it where possible.
- Church Road enjoys good access to open space and to the main commercial and civic functions of the village. There is an opportunity to celebrate this as a village core with appropriate design guidance.

The following issues have been identified which could be addressed through new development or active management.

- Address gaps in the street and seek to develop a continuous building line along Church Street. This could be achieved through appropriate infill development to recreate the village core and provide a stronger ‘anchor’ for the village to centre around.
- Modern materiality does not complement the heritage of this area well.
- On-street parking interrupts flow along this key movement channel.

4.4 D) Allithwaite Remainder

4.4.1 Since the mid-20th Century, residential growth has expanded the settlement beyond Church Road. Parcels of development have changed the character of Allithwaite and added variety to the built fabric of the village. Although varied in style, some commonalities can be identified across these buildings. This character area is similar to that to the Cartmel Remainder.

Block Structure and Rhythm

4.4.2 Development of this character area exists in parcels, or ‘clusters’, which have radiated away from Church Road. These newer residential additions have started to thicken the linearity of the village with small expansions into the surrounding landscape. These are typically detached or semi-detached dwellings and arranged within parcels of varying densities. Many are arranged in a cul-de-sac layout which does little to promote permeability; Templand Park is in fact the only example of a street which has been developed with a double access/ egress point. The scale of this post-war development is more expansive than the original Allithwaite Church Road character area, which means that the layout of this character area dominates the village.

Building Form and Roofline

4.4.3 Building heights primarily are one storey bungalows to two storeys. Three storey buildings do exist in part, sometimes in response to the local topography. Where the land slopes, buildings have responded to the level change with an additional storey, exaggerating their scale. This is the case at Greendales, High Croft Drive and Fell Side.

4.4.4 At certain points, the views across the local topography result in an exposed roofscape. A combination of pitched and hipped roofs adds to variety. Typically, more recent developments have double roof pitches and abutments to the front, side, or rear of the building. More recent development lacks chimneys and instead exhibits a straight, modern roofline.

Detailing

4.4.5 Many of the buildings are roughcast and white rendering is commonplace in Allithwaite and helps to unify across the variances in building style. Stone is also expressed, mainly in boundary walls but also adopted in some building frontages. Colour painted facades and detailing are rare. PVC used more frequently on window and doors.

Streetscene

4.4.6 Streetscene within the character area varies; some adopt a more formalised character which has been built to highways standards with curbed pavements and streetlighting, whilst others have no formalised pavement. Cul-de-sacs have streets which are relatively wide compared to the other street types within the village.

4.4.7 Pavements on one or both sides project a modern character which is at odds with the rural setting. These layouts tend to reduce permeability. Where they exist, grass verges help to complement the stone walls and vegetated boundary treatments in achieving a rural character of streetscape.

Boundary Treatments

4.4.8 The majority of buildings are set behind a front garden of varying size and form. Boundary form and structure is also diversified in terms of its height, material, and typology. Hard boundary treatments exist most commonly as fieldstone walls, with softer treatments such as hedgerows and planting also common. Both methods help to contribute to the rural character of the village. Some of the recent parcels of development have less formal boundaries, with open plan front gardens which create a more spacious streetscape. Where wooden fencing does exist, it is used the separate the rear garden plots; it is rarely used on frontages or within front gardens.

Parking

4.4.9 Similar to the Cartmel Remainder area, most of the parking is captured on-plot.

Views

4.4.10 The undulating topography which surrounds Allithwaite offers a range of attractive views across the village. Long views towards Morecambe Bay and the Lake District Fells establish the rural setting, but shorter views are afforded across the village given the level changes. The nature of this arrangement and the extent of open space which punctuates the village make for intriguing views. The views in Allithwaite are open, long ranging and less intimate than in Cartmel. St Mary's Church occupies a prominent hill-top position and acts as a significant landmark for the village.

4.4.11 In some cases, development has not responded so well to topography, and has interrupted views across the village. Where located along a ridgeline, these developments are stark against the landscape and interrupt the quality of views.

Positive aspects and Issues to be addressed within Allithwaite Remainder area:

- There are good examples of response to local topography which can be drawn on for inspiration as how to develop within this context. However, there are also examples of poor responses to topography, where the buildings interrupt views and have little consideration for existing ridgelines.
- Good examples of contemporary interpretations of building style which respond well to context. Also, some styles which do little to celebrate the local vernacular. There is an opportunity to strengthen and bring cohesion to the character area through design guidance.
- Boundary treatments, especially to the rear of properties, need to have particular regard to their position and exposure within the topography.
- Painting over older traditional detailing reduces the character of some buildings.
- The Allithwaite Remainder character area has a different context to the Cartmel Remainder Character area; it does not have the same level of heritage assets as Cartmel and instead is challenged by topography and landscape impact. Although the character is therefore quite similar, the context is vastly different.

5. Design Codes

5.0.1 The two villages have been divided into various Character Areas. These character areas represent both the traditional vernacular of the villages (Cartmel Conservation Area and Allithwaite Church Road), and also the more recent additions of village growth (Cartmel Remainder and Allithwaite Remainder). The Design Codes in respect of Cartmel have been heavily influenced by the Conservation Area Character Appraisal.

5.0.2 It is important that full account is taken of the local context and that the new development responds to the local “sense of place” within each village. The aim of this section is to ensure that future development consider the surrounding character and adopts key design elements which will complement the existing fabric of the villages.

5.0.3 Implementing these design codes will help to enhance local distinctiveness. Each character area can be characterised by a different development pressure:

5.0.4 **A) Cartmel Conservation Area** - The priority for this character area is to maintain the rich historic vernacular of the Cartmel Conservation Area. Codes will seek to address the setting and character of the village, address traffic and parking issues, and also flood risk given the location within the flood plain. Achieving a good relationship to the surrounding landscape is also important.

5.0.5 **B) Cartmel Remainder** - The priority for this character rea is to achieve design which recognises it proximity to the designations and vernacular of the Cartmel Conservation Area. Achieving high quality residential design which emulates a complementary character is sought. Landscape setting is also crucial.

5.0.6 **C) Allithwaite Church Road** - The priority here is to strengthen the traditional character of this road as the core of the village. Codes will seek to enhance and strengthen building lines and rhythm to establish this as the heart of the village, whilst maintaining visual and physical access to facilities and open space. Guidance will help to raise the environmental quality and parking solutions along the street whilst maintaining views to the north and south.

5.0.7 **D) Allithwaite Remainder** – Given the variety of character and vernacular which is exhibited in Allithwaite Remainder area, there is an opportunity to capture more diverse and contemporary style. Development here needs to adopt a clever response to topography and be aware of views out and across the village. The priority is to secure high quality residential design which sits well within the landscape context. Coding will encourage the adoption of best practice design principals whilst allowing for architectural flexibility.

5.0.8 A number of the codes make reference to enhanced or non-standard materials. In assessing each new development consideration can be given to different surface materials providing they meet the County Council highways standards and

policies. If any ‘approved enhanced materials’ are agreed as part of an adoption associated with a new development, consideration will also need to be given to a commuted sum being deposited by developers to meet the future additional maintenance costs of any approved enhanced materials. Generally, the County Council will not use non-standard highway materials. Any use of non-standard materials / enhancement scheme affecting the public highway would need to be agreed in advance by the County Council and fully funded by the developer.

The Code Matrix

5.0.9 Not all codes are relevant to all the Character Areas; the matrix table help to identify which codes relate to which area. This allows for a nuanced application of the codes which addresses the development opportunities and pressures unique to each area. To help with their application, the design codes have been separated into themes. The codes have been informed and influenced by the following sources.

- The ambitions of the Neighbourhood Plan (Pre-Submission Draft 2018).
- The findings from the Lower Allithwaite Community Plan Consultation (2013).
- The Neighbourhood Plan Design Guide Draft Appendix 7 (2018).
- Cartmel Township Initiative Action Plan (2014).
- Character Appraisal Cartmel Conservation Area (2009).
- Cartmel Village Design Statement (1994).
- National Design Guidance (2019)..
- Cumbria Development Design Guide (2017)
- Emerging Cartmel Conservation Area Management Plan.

Table 1: When to use the codes

Code Theme	Code Reference	Cartmel Conservation Area	Cartmel Remainder	Allithwaite Church Road	Allithwaite Remainder
Structure and Layout (SL)	SL1 Structure and Layout	X	X	X	X
	SL2 Conservation Area Layout	X			
	SL3 Strengthening Church Road			X	
Built Form (BF)	BF1 Built Form	X	X	X	X
	BF2 Cartmel Conservation Area	X			
	BF3 Conservation Area Density and Orientation	X			
	BF4 Church Road			X	
Heritage Assets (HA)	HA1 Heritage Assets	X	X	X	X
Site Edges (SE)	SE1 Site Edges	X	X	X	X
Views (VEW)	VEW1 Views	X	X	X	X
Topography (TP)	TP1 Addressing Topography			X	X
Water and Drainage (WD)	WD1 Water and Drainage	X	X	X	X
	WD2 Flood Resilient Housing	X	X	X	X
Movement Network (MN)	MN1 All Streets	X	X	X	X
	MN2 Primary Routes	X	X	X	X
	MN3 Secondary Routes	X	X	X	X
	MN4 Residential Streets	X	X	X	X
	MN5 Rural Lanes	X	X	X	X
	MN6 Pedestrian and Cycle connections	X	X	X	X
Parking (PK)	PK1 Parking	X	X	X	X
	PK2 Courtyard	X	X	X	X
	PK3 On-Street Parking	X	X	X	X
	PK4 On-Plot Parking	X	X	X	X
	PK5 Church Road	X	X	X	X
	PK6 Cycle Parking	X	X	X	X
	PK7 Visitor Cycle Parking	X			
Commercial Frontages (CF)	CF1 Commercial Frontages	X		X	
Boundary Treatments (BT)	BT1 boundary Treatments	X	X	X	X

Code Theme	Code Reference	Cartmel Conservation Area	Cartmel Remainder	Allithwaite Church Road	Allithwaite Remainder
	BT2 Cartmel Conservation Area Boundaries	X			
	BT3 Church Road Boundaries			X	
Streetscene (ST)	ST1 Streetscene	X	X	X	X
	ST2 Church Road Streetscene			X	
	ST3 Enhancing the Conservation Area	X			
	ST4 Wayfinding	X	X	X	X
Green/Blue Infrastructure (GB)	GB1 Green/Blue Infrastructure	X	X	X	X
	GB2 Biodiversity	X	X	X	X
Local Landscape (LL)	LL1 Local Landscape	X	X	X	X
Building Material (BM)	BM1 Parish Wide Building Materials	X	X	X	X
	BM2 Roofing	X	X	X	X
	BM3 Church Road Materiality			X	
	BM4 Cartmel Materiality	X			
Eco-Friendly Design (EF)	EF1 Eco-Friendly Design	X	X	X	X

5.1 Structure and Layout (SL)

The structure and layout of each village differs somewhat; Allithwaite presents a linear structure, whilst Cartmel is a village of two halves. However, both are similar in their arrangement around vast openings of green space. It is important that the character of both villages is retained with respect to this historical morphology.

See also:

- Cumbria Development Design Guide.
- Cumbria Landscape Character Guidance - Sub type 3a Open Farmland and Pavements.
- Emerging Cartmel Conservation Area Management Plan.

Code SL1 Structure and Layout

- Development should make a positive contribution towards the distinctive character and form of the parish as a whole and relate well to its site and its surroundings.
- The form and structure of the new development should ensure that a sense of place is created which respects its context, setting, local village and landscape character.
- The planned and incremental expansion of Cartmel and Allithwaite could result in a loss of character and an increase of settlement fringe developments, pushing the settlement boundary out. Preserving the distinct form of settlements and the intimate relationship to the scale of the landscape is encouraged within the Cumbria Landscape Character Guidance- Sub type 3a Open Farmland and Pavements). Village fringes should be protected from unsympathetic development.
- Development should respond to the existing development pattern of its proximity and adopt complementary block sizes, structures, and layouts. Buildings should be arranged in a legible layout which is permeable, and which is well embedded into the existing fabric of the village.

Figure 19: The layout and existing structure of Cartmel

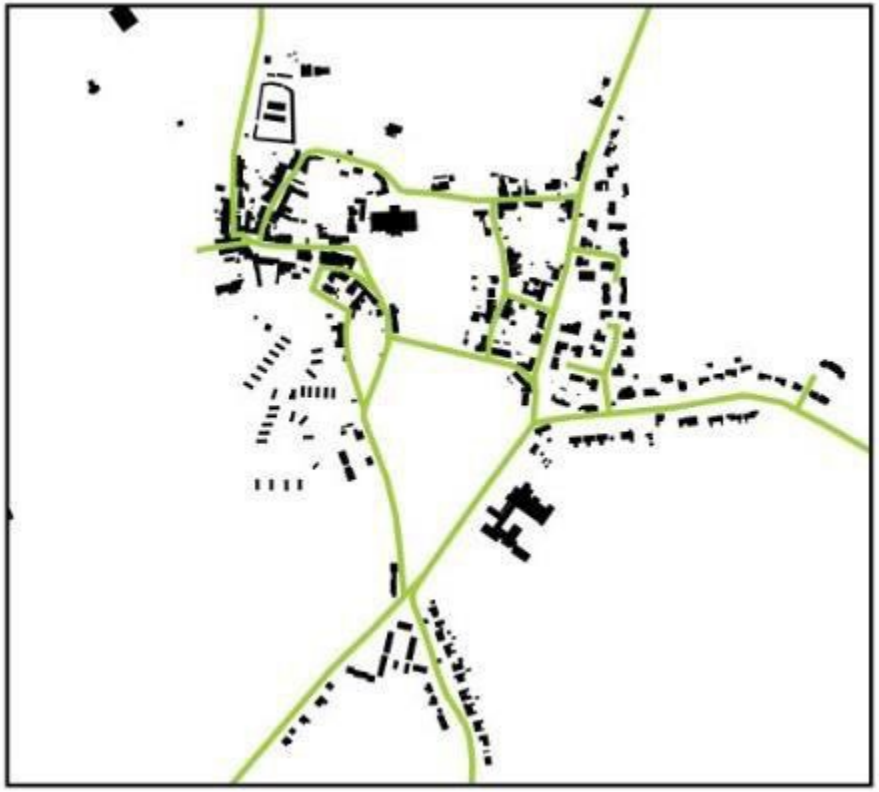
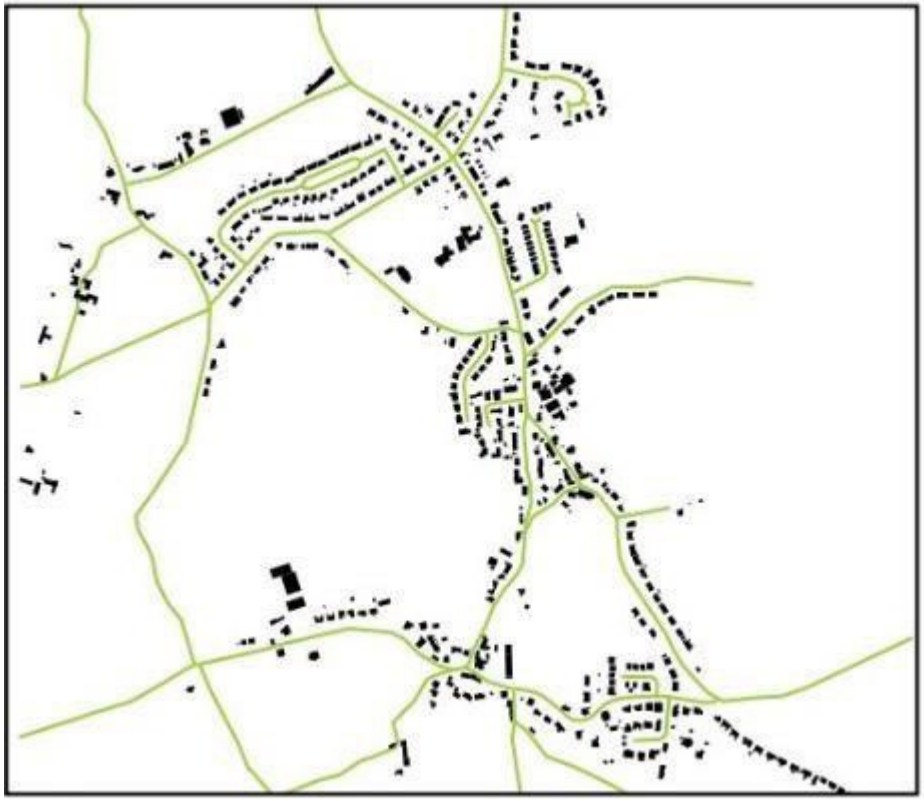


Figure 20: The layout and existing structure of Allithwaite



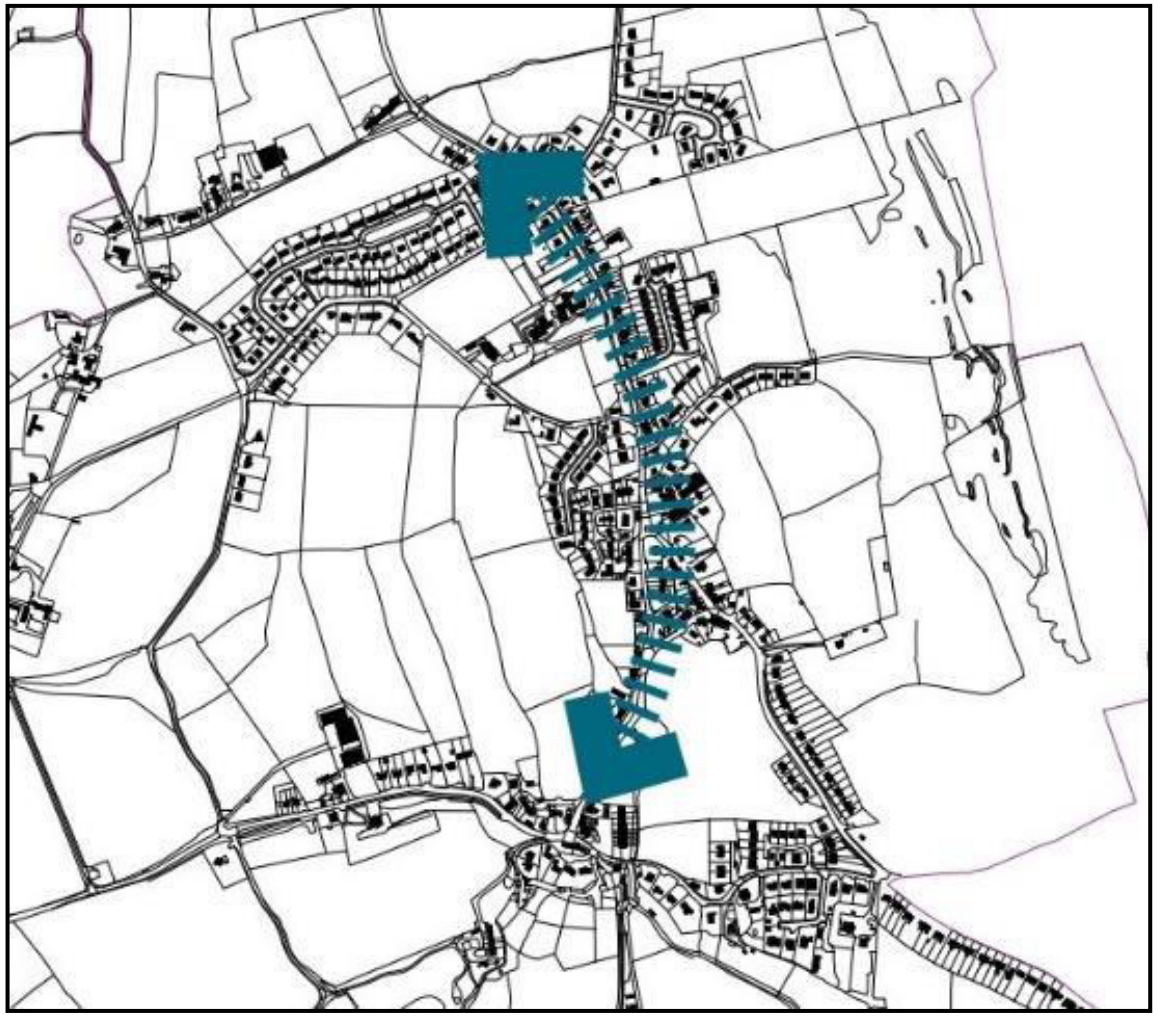
Code SL2 Conservation Area Layout

- The conservation area includes not only the two separate built up areas that form the settlement but also the immediate landscape setting around the village to the north, south, and west, as well as a narrow corridor of meadow land which separates the two discrete areas. Development within Cartmel Conservation Area should respect the medieval street pattern and preserve or enhance its special character. Cul-de-sac layouts are not considered appropriate within the Conservation Area. Road proposals in New Town, in the east of the Conservation Area are suited to informal layouts **(Village Design Statement, 1994)**

Code SL3 Strengthening Church Road

- Allithwaite is a traditional linear settlement which has expanded out due to post-war developments. Proposals should seek to limit this expansion, whilst working within the context of the local topography.
- Buildings should orientate towards Church Road and reinforce the linearity of this street where possible.

Figure 21: Code SL4 seeks to strengthen Church Road as a spine through the village



5.2 Built Form (BF)

See also:

- Building for Life 12 (2015) Section 7 (Creating Well defined spaces).
- Cartmel Conservation Area Appraisal.
- Emerging Cartmel Conservation Area Management Plan.

Code BF1 Built Form

- Buildings should be aligned along the street with their main façade and entrance facing it in order to achieve an active frontage which offers natural surveillance. There are considerable areas of open green and recreational spaces in both villages, which should be retained.
- Proposals should consider the surrounding built form in terms of height and scale with careful consideration to the setting of designated and non-designated heritage assets to avoid causing harm to their significance.
- Enclosure of the street should be complementary to that which already exists in the area.
- Significant increases in size or scale of existing properties should be avoided to help maintain the integrity of the landscape. This is especially important in buildings located on the settlement edges.
- Consideration should be given to the position of a building and how it relates to the termination of a building line or a street. Buildings at the termination of a street should recognise their focal position and adopt a design of an appropriate nature.
- Building proportionality is important and should be respectful of its local and immediate context.
- Orientation to pedestrian-only passageways can enrich these spaces, but must have consideration to the privacy and security of the dwelling

Code BF2 Cartmel Conservation Area

- Buildings should preserve or enhance the character and appearance of the conservation area. Careful consideration needs to be given to the height of buildings in this respect, taking account of built form, scale and

height of existing buildings in the nearby vicinity of the proposal. Buildings higher than two storeys could cause harmful impacts in this respect.

- Pitched roofs are considered most appropriate in Cartmel and are encouraged. The irregularity of the angle to the street could assist with visually breaking up the massing of new development, for example, with gable end to street, as witnessed with some C19 properties along Aynsome Rd.
- Chimney stacks are a typical feature of the village roofscape. These should be incorporated into new development proposals to correspond with the historic vernacular and enhance the rural character of the village.
- Dormers need to be appropriate to the original building. Inappropriate dormer size can significantly undermine the roofscape and character of the area which they are adopted.
- Buildings located on the gateway points should follow historic precedents in terms of layout and positioning, avoiding appearing overly prominent or detracting from the special character of the village. The setting of heritage assets should be preserved or enhanced, and new development and its curtilage should respect the established building line.

Code BF3 Conservation Area Density and Orientation

- Development within or within the setting of the Cartmel Conservation Area should have due consideration for the character of the character area it is situated within and the contribution this makes to the significance of the conservation area, either through provision of a verdant, spacious character or by provision of a rural backdrop. Development should respect the special character of this area and should preserve or enhance the character or appearance of the CA; including through protection of any key views that contribute towards the conservation area's significance. (See Figures 22 and 23)

Figure 22: Church Town in west of CA.

Figure 23: New Town in east of CA.

Code BF4 Church Road

- Proposed developments should seek to strengthen the building line along Church Road, which can help to bring momentum down the route and secure the linearity of this street.
- Buildings should be no higher than three storeys and should have careful regard to their topographical position and any impact on views. Tall buildings should not appear dominant within the village.
- The roofline is much more exposed in Allithwaite given its undulating topography. Particular care should be given in Allithwaite that building heights do not encroach on or interrupt views, and that the roofscape is respectful to its setting and exposure.

5.3 Heritage Assets (HA)

See also:

- Streets for All: Advice for Highway and Public Realm Works in Public Realm Works in Historic Places – Historic England (2018).

Code HA1 Heritage Assets

The parish has a rich history and heritage which should be preserved and celebrated. It is important to protect this traditional character, whilst enabling growth to occur.

- Development should make a positive contribution to the historic and architectural character and form of both Cartmel and Allithwaite.
- Development proposals should preserve the significance of designated heritage assets, including their settings. Designated heritage assets include scheduled monuments, listed buildings, conservation areas and the world heritage site, and non-designated heritage assets includes local list buildings. All proposals should clearly demonstrate that the proposals preserve or enhance the significance of these assets. Developments should respect and respond positively to any heritage assets within its physical or visual vicinity.
- Traditional structures, both within the settlement area and the surrounding landscape, should be retained as visible reminders of the history of the villages. Sensitive conversion of traditional, redundant buildings may be considered acceptable and where this preserves the special interest of all heritage sites, would be supported.
- There is an abundance of listed buildings within the Cartmel Conservation Area, and fewer designations in Allithwaite. Development should have regard to Pages 22 and 23 and the location of these assets and how they could be impacted by development proposals.

5.4 Site Edges (SE)

Both Cartmel and Allithwaite are located within an attractive landscaped setting. Engagement undertaken as part of the Neighbourhood Planning process indicates open spaces within the village are greatly valued and should be protected, with 91% residents saying such spaces were important or fairly important. The surrounding countryside was considered to be just as important to people (Community Plan, 2013). It is therefore important to ensure development maintains a sensitive relationship to its context in the countryside.

Code SE1 Site Edges

- Boundaries on the settlement edge should reflect the traditional boundaries found within the area.
- Edges of settlement development should adopt regular breaks in built form to increase visual permeability and opportunities for views. The layout should relate to the surrounding landscape context.
- Developers seeking to build in proximity to the surrounding countryside should recognise the unique character and setting of the location and address this positively with appropriate landscaping treatments and responses to local topography and tree cover.
- Any proposals must recognise the exposure to surrounding landscape and views into the settlement. Rear view and treatments are important and should 'fade out' to the landscape.

Figure 24: Code SE1- Landscaped Edges

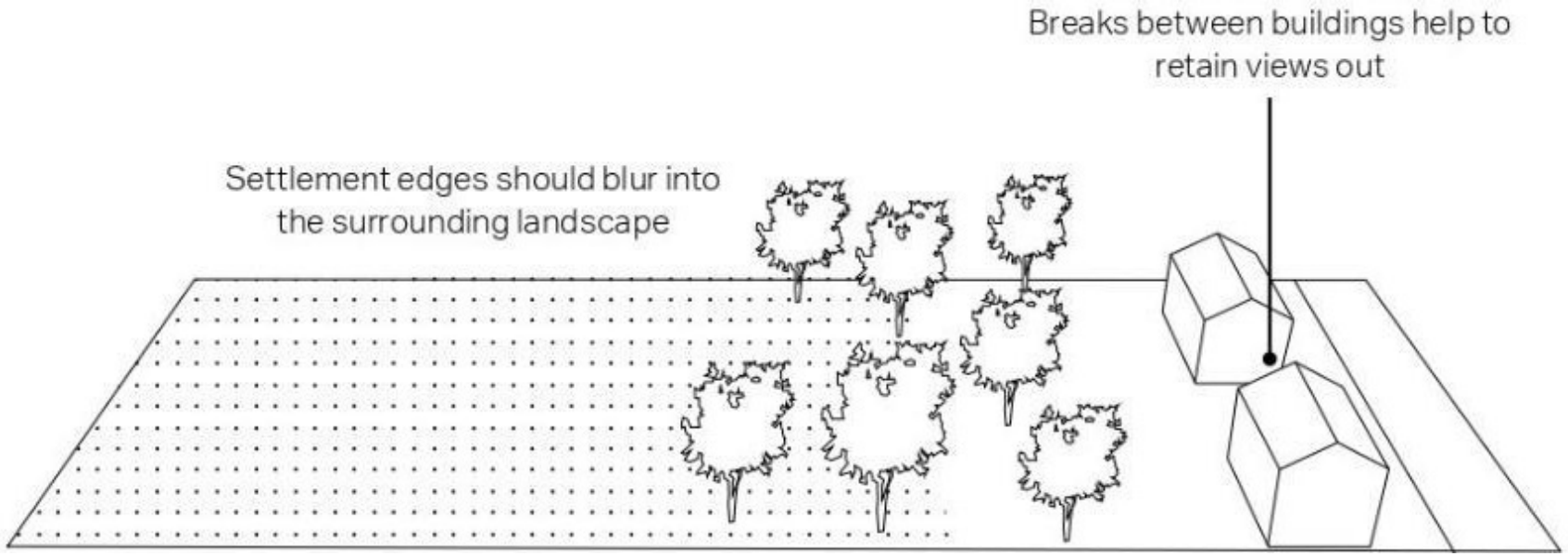


Figure 25: A good example of a settlement edge along Cartmel Road, Allithwaite

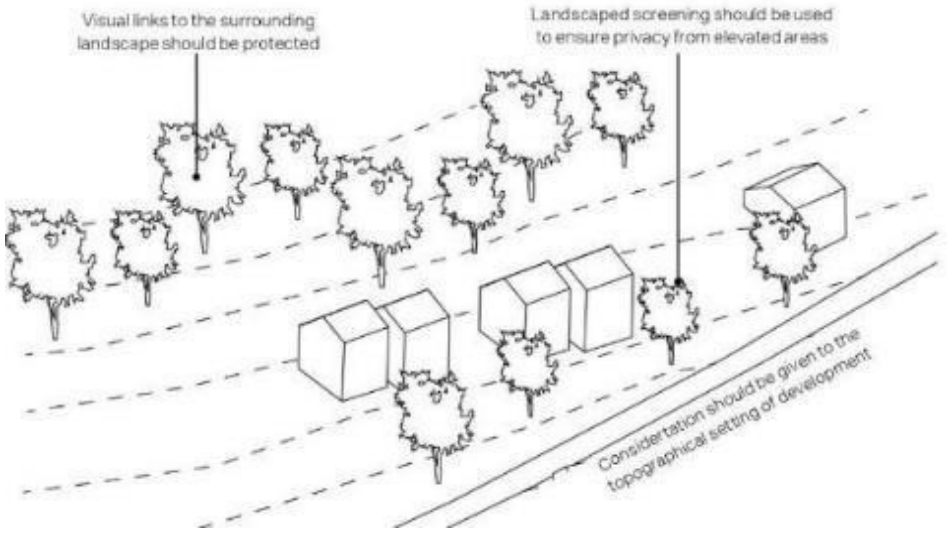
5.5 Views

Code VE1 Views

- Development should be aware of its position within the local topography and ensure the height and massing of buildings does not impose on views across the landscape.
- Views towards, from, or incorporating heritage assets, should be preserved, where these views contribute to their significance. An assessment of impact on views should be carried out using guidance set out in The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 (Second Edition), Historic England (2017).
- Development proposals should maintain visual connections with the surrounding countryside and where possible the Bay.

- Visual impact should be enhanced or adequately mitigated through the design of the site layout, buildings, and landscape.
- Development should seek to maintain visual connections to the surrounding local landscape and long views out of the settlement. Development on the settlement edge should adopt a density which allows for spaces between buildings to preserve views of the countryside setting.
- Trees and landscaping should be an integral part of the design strategy to help blend and embed development within its surrounding and to provide privacy.
- As per the Cumbria Landscape Character Guidance- Sub type 3a Open Farmland and Pavements, uncluttered skylines and key views should be protected from large scale energy infrastructure
- Key views of settlement landmarks should be maintained and incorporated as development features to help safeguard the settlements' distinctive identity and help with legibility.
- In Allithwaite, development should maintain visual connections with the surrounding countryside and towards Morecambe Bay. Where possible open views towards the countryside and across open spaces should be maintained from key existing routes within the parish and new development sites.

Figure 26: Code VE1 Views



5.6 Topography (TP)

The consideration of changing topography is particularly important when considering the preservation or enhancement of the character or appearance of the conservation area. Special consideration should be given to the visual impact of development on exposed or raised ground which could give rise to harm to the conservation area and other designated and non-designated heritage assets

See also:

- Cumbria Development Design Guide.

Code TP1 Addressing topography

- Allithwaite is set in a more undulating landscape than Cartmel. Development in elevated positions should be aware of its position above other buildings and consider the privacy of those below.
- Buildings on a slope should be orientated to enjoy views to the surrounding landscape but should adopt appropriate screening measures to ensure privacy of other buildings is maintained.
- Buildings should seek to adopt appropriate design solutions to address level changes. Buildings should not appear out of scale in comparison to their surroundings.
- The design of new streets which have to address gradient and level changes should refer to the Cumbria Development Design Guide or any relevant updated guidance for good practice design guidance in this context.

5.7 Water and Drainage (WD)

Cumbria County Council is the currently the Lead Local Flood Authority (LLFA) responsible for managing flooding within the Cumbria administrative area, including South Lakeland District. As from 1st April 2023, the role of LLFA will pass to Westmorland and Furness Council. Sustainable drainage systems (SuDS) play an important role in the management of surface water run-off in new developments. They help to mitigate adverse effects of stormwater runoff and also provide opportunities for biodiversity enhancement. Cumbria Development Design Guide helps to establish standards for adopting SuDS within developments.

In terms of the respective roles of the Environment Agency (EA) and Local Lead Flood Authority (LLFA) in relation to flooding and drainage this is as follows:

- The Environment Agency is responsible for carrying out maintenance, improvement or construction work to manage flood risk on ‘main rivers’, which includes the River Eea.
- The LLFA is responsible for flood risk management work on ‘ordinary watercourses’.

See also:

- The SuDS Manual (CIRIA).
- Improving the flood performance of new buildings: flood resilient construction (2007) Department for Communities and Local Government.
- Water Sensitive Urban Design in the UK (CIRIA) (2013).

Code WD1 Water and Drainage

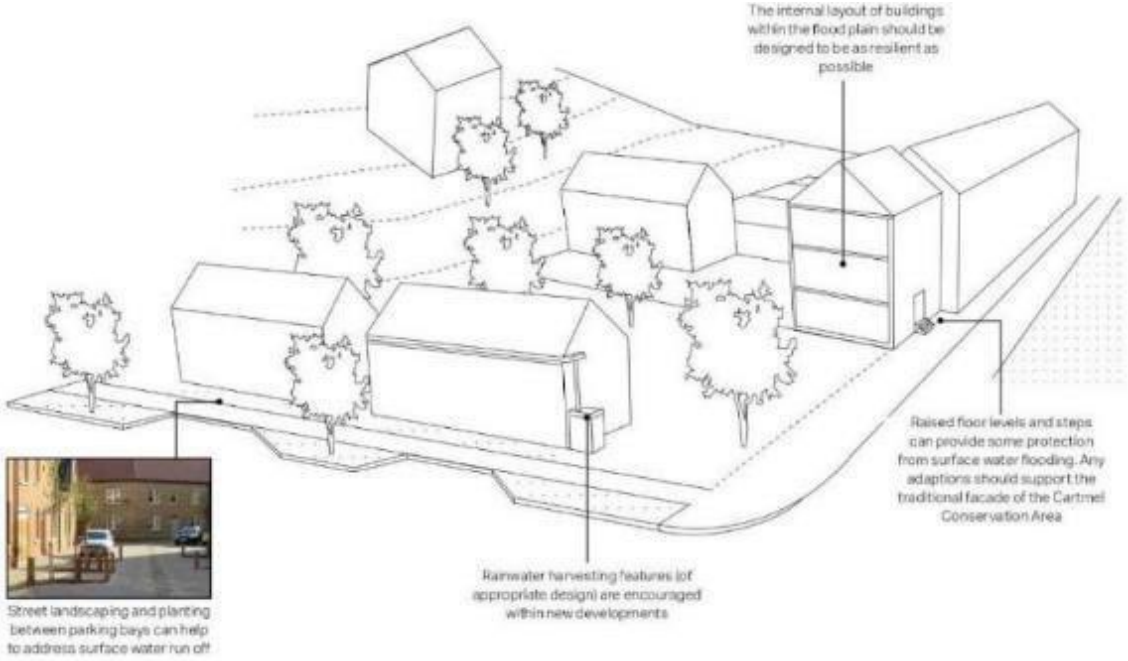
- It is required that SuDS are to be integrated into developments to help address surface water runoff from the development site. Drainage should be considered early in the development planning and design process, along with other key considerations. Existing watercourses, existing flows of surface water across the site, and existing drainage systems, must be taken into consideration and the drainage strategy should mimic natural drainage patterns as closely as possible.
- Development in elevated positions should have careful consideration of its drainage impacts and the potential impact of surface water run-off. This is especially true in Allithwaite where there are more extreme level changes than in Cartmel.
- Permeable surfaces reduce flood risk by allowing water to filter through. Adoption of permeable paving solutions would help to enhance the streetscene through attractive materiality.

Code WD2 Flood Resilient Housing

Much of Cartmel is located within the floodplain. There are several design approaches which can be incorporated into new development which can help to minimise flood damage, as outlines in national guidance (Improving the flood performance of new buildings, 2007).

- Development of sites within the flood risk areas is discouraged. Any development which is located within the floodplain needs to be carefully considered against its potential impact on flooding.
- Boundary treatments within the flood zone are encouraged to be designed with high water resistance materials and/ or effective seals to minimise water penetration, provided these treatments are in keeping with the local character.
- The site drainage system and management of surface water runoff are important considerations within any development plan.
- Reference should be made to ‘Improving the flood performance of new buildings: flood resilient construction (2007) Section 6’ for more detailed guidance on flood resilient design and construction.
- Careful layout of internal space can be an effective measure to minimise the impact of floods. Living accommodation and essential services should be designed to be located above predicted flood levels to improve resilience of properties within the flood zone. Proposals should take a proactive approach to incorporating flood resilience into designs.

Figure 27: Addressing water and drainage within developments



5.8 Movement Network (MN)

Streets must be designed to meet the technical highways requirements, but also should be recognised as places within their own right. Placemaking principles are encouraged to be adopted within the streetscape, and these spaces should be seen as being attractive and safe by all users on foot, cycle, public and private transport.

Traffic and congestion issues are prevalent along primary routes in both Cartmel and Allithwaite. Traffic flow in and out of the villages is also problematic due to high vehicle speeds and a lack of paving, made dangerous by a lack of sightlines and close enclosure of the field boundary and hedgerow.

The Cartmel Township Initiative has sought to address some of these problems within Cartmel village. Further development, however, has the potential to increase pressure on the existing highways network and parking, and exacerbate problems of congestion across both villages. Street layout and design should be an essential consideration for any new development and should include the impacts on existing infrastructure and highways and mitigate appropriately.

Cumbria County Council is the acting Highways Authority for the construction, maintenance, and operation of all Adopted Highways within the Allithwaite and Cartmel parish area. Street design should refer to statutory highways' legislation, and also the Cumbria Development Design Guide (2017) and any future update.

See also:

- Cumbria Development Design Guide.
- The Cartmel Township Initiative (2014).

Code MN1 All Streets

- The general requirement for a footpath is that it should be wide enough to allow people to pass one another when travelling in opposite directions.
- Within the village settlement boundaries, streets should not be built to maximise vehicle speed or capacity. Streets and junctions must be designed with the safety and accessibility of vulnerable groups in mind, with traffic calming measures applied where appropriate, such as changes in material.
- Designs should seek to remove barriers to movement for all users. The streets should be easy to navigate and feel safe for all.

- Carriageway widths should be appropriate for the context and use of the street. Designs should take into account the volume of vehicular and pedestrian activity.

Code MN2 Primary Routes

Primary roads constitute the main access routes through the villages. Along with Rural Lanes, they are the main routes used for utility vehicles and bus routes. Primary routes should be designed to accommodate heavier traffic flows and through routes.

- Within both Cartmel and Allithwaite, however, the tight relationship between the street and the built form means the primary routes are spatially constrained. These primary routes struggle to accommodate both vehicle and pedestrian movements; often there is no formal pavement on one or on both sides. Whilst this contributes to a rural character, these routes do not exhibit the typical typology and arrangement for a primary vehicle corridor (which would often be formalised with pavements and have a noticeably wider carriageway width).
- The B5277 within Allithwaite in particular is a barrier to pedestrian movement and feels unsafe to walk along. Primary streets should be designed to allow for safe pedestrian and cyclist flow, as well as unhindered vehicular movement.
- On-street parking should be contained within designated spaces and should avoid creating pinch points.
- Primary roads should be defined with strong building lines.

Code MN3 Secondary Routes

Secondary routes provide access between primary routes. They should emphasise the human scale and be designed for lower traffic volumes compared to primary routes. Secondary Routes should exhibit the following characteristic.

- Carriageways should be designed to be shared between vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations. Limited on-street residential and visitor parking to be designed into the layout.

Code MN4 Residential Streets

Residential streets generally serve a smaller number of buildings and consequently can be of a more intimate scale. With limited vehicular use, these streets work well as informal, shared spaces. Shared surface streets are a prime example of prioritising place over movement. Residential streets (known as Tertiary/ Shared Streets) exhibit the following characteristic.

- Typically serve up to 25 dwellings (cul-de-sac) or 50 dwellings (loop) on section which should not be in excess of 70m.

Code MN5 Rural Lanes

Rural lanes permeate from the settlement into the landscape, and act as key connectors between the villages. Despite their important function they create an intimate experience of moving around the settlement area and its periphery, into the countryside. High vehicle speeds and the narrow nature of these roads can create quite an unsafe environment for pedestrians.

- Development should seek to maintain a close relationship to the narrow roads which helps to reinforce rural character and scale. Haggs Lane, Cartmel Road, and Locker Lane in particular should have their enclosure preserved.
- It is important to adopt hedgerow and soft boundaries along the rural lanes. Breaks in hedgerow are discouraged.

Code MN6 Pedestrian and Cyclist Connections

- Action 9 of the Cartmel Township Initiative seeks to encourage the adoption of increased cycle facilities. It is also an ambition of the Neighbourhood Group to improve pedestrian and cyclist permeability.
- This means having streets well connected to each other and encouraging active travel options and routes.
- ‘Walkable neighbourhoods’ are well connected for pedestrian and cyclist activity. Short and walkable distances are usually defined to be within a 5-to-10-minute walk or a five mile trip by bike.
- Connections to existing PRoW and also a wider green network are encouraged. Existing cycle and pedestrian links should be improved and extended where possible.
- Walking and recreational opportunities are encouraged within the Parish. PRoW and access to open land should be well maintained to allow for an appreciation of the local area. Development should include measures which seek to improve pedestrian and cyclist facilities and linkages between villages, creating a more permeable relationship between Cartmel and Allithwaite. However, public footways need to be managed through waymarking and appropriate surfacing (Cumbria Landscape Character Guidance- Sub type 3a Open Farmland and Pavements).
- New developments should be designed to improve non-vehicular connectivity. It should connect to the existing footpath, PRoW, and cycle networks where possible. The adoption of filtered neighbourhoods, were pedestrians

and cyclists enjoy permeability, is encouraged but should be delivered with due regard to building privacy and security. Development should seek to have some active frontage onto any pedestrian linkages.

- The recommended width for an off-carriageway cycle track is 3000mm.

5.9 Parking (PK)

It is important that appropriate parking solutions are adopted which serve the needs of a place whilst avoiding any negative impact on streetscape. Car parking should be conducive to the character of the development. There are a variety of parking solutions across both villages, some which work better in their context than others. Developments should ensure that parking provision aligns with the standards established in the Cumbria Development Design Guide and any future update.

See Also

- Design Manual for Roads and Bridges.
- Department for Transport's Manual for Streets 1and 2.
- Cartmel Township Initiative Action Plan.
- Cumbria Development Design Guide.
- Streets for All: Advice for Highway and Public Realm Works in Historic Places- Historic England (2018).

Code PK1 Parking

- Car parking should be designed so that it fits in with the character of proposed development.
- The standard dimension for a parking bay is 2.4m by 4.8m. It is discouraged to mark out parking bays in thermoplastic or paint given the impact these materials have on the attractiveness of the streetscape. These materials fail to add quality or character to the streetscape. A contrasting colour or texture of the road material is a preferred way of demarking bays.
- A mix of approaches should be encouraged across developments in order to provide variety, avoid dominance and reflect the differing types and styles of housing within each development.
- All proposed developments should refer to the parking recommendations within the Cartmel Township Initiative Action Plan.

Code PK2 Courtyard Parking

- Consultations on the Neighbourhood Plan suggest there is a preference for courtyard and mews as a parking solution. These places are considered effective when they act as multi-functional spaces, are overlooked to ensure safety, and have at least two vehicular access points. Courtyards are encouraged to accommodate no more than 10 parking spaces; they should be separated if serving more vehicles.

Code PK3 On-Street Parking

- On-street parking is common within the Cartmel Conservation Area, and also along Church Road within Allithwaite. Some levels of on-street parking can be effective in reducing traffic speed and for convenience, and in some cases, there is no other alternative to serve buildings than with this parking typology.
- On-street parking should be provided in small groupings only and not dominate the streetscene or detract from the sense of space; efforts to soften it with landscaping and lessen the visual impact are encouraged. Where possible, planting or gaps should be incorporated after every 5 continuous bays of parallel parking. Sensitive demarcation of parking bays is encouraged.

Code PK4 On-Plot Parking

- On-plot residential parking should be long enough to accommodate a vehicle without protruding out from the property into the footway or other part of the highway.
- On-plot parking should not detract from the character of the street or the streetscene streetscene or the significance of any heritage assets through inappropriate development in their setting. Hedges, trees, planting, and high quality paving or landscaping help to reduce a car-dominated character and also identify separation between the private and public realm. It is important that, where adopted to the front of properties, appropriate boundary treatments are used to reduce visual impact on the street-scene. Appropriate boundary treatments are discussed in the Boundary Treatments (BT) Codes.
- Garages should be designed to be consistent in architectural style and character of the house they serve. They should be set back from the street frontage and preserve the setting of heritage assets.
- Hard standing driveways must be constructed of porous material to minimise surface water run-off. It should have regard for the potential drainage impacts it may have. It should preserve heritage assets and their settings.

Code PK5 Church Road

- Parking should be tucked discreetly between houses (rather than the front) so as not to dominate the street-scene. The gaps between buildings along this road could be used to accommodate such parking and also reduce the levels of on-street parking.

Code PK6 Cycle Parking

In order to encourage cycling as an active mode of transport, cycle storage should be considered alongside car parking. All new residential developments should have regards to the location, spatial requirements, and aesthetic of these features.

- New housing development should provide adequate and secure covered storage for cycles and mobility scooters, with level access to the highway within the ownership boundary of each property. Secure and combined electric cycle, mobility scooter and electric vehicle recharging points are also encouraged where appropriate.
- Residential cycle parking needs to be secure and dry, with access restricted to legitimate users.
- Any cycle parking should preserve the significance of all heritage assets through sensitive design that respects its context in terms of materials, design, finish, scale.

Code PK7 Visitor Cycle Parking

South Lakeland is a popular place to explore by bike. Cartmel and Allithwaite are located along or in very close proximity to National Cycle Route 70 and 700. There is an opportunity to promote cycling by providing cycling parking within the public realm, especially within Cartmel Conservation Area in proximity to the Priory and the public squares. See also the Cartmel Township Initiative Action Plan.

- Visitor cycle parking should be provided in convenient, overlooked locations with easy accessibility.
- Cycle parking needs to have regard for the narrow street widths of the Cartmel Conservation Area. It should not obstruct pedestrian or vehicle movement or flow.
- The provision of cycle parking or hire facilities to promote recreational cycling for visitors is encouraged within Action 9 (Cycle Facilities) of the Cartmel Township Initiative (2014).
- Any cycle parking should preserve the significance of all heritage assets through sensitive design that respects its context in terms of materials, design, finish, scale.

5.10 Commercial Frontages (CF)

See Also the Shopfront Design Toolkit (SLDC 2004).

Code CF1 Commercial Frontages

The Shopfront Design Toolkit (SLDC, 2004) provides guidance on how to deliver appropriate shopfronts which are complementary to the local character of the villages and Conservation Areas they are located. It can also apply to commercial buildings like restaurants.

- Corporate designs and signage can have an adverse impact on sensitive locations. The style adopted should be modified to respect the age, style, and proportions of the host building.
- Signage should be clear, simple, and legible. Details should be appropriate and sensitive to the streetscene. A-boards are strongly discouraged given their impact on the streetscene and interruption of pedestrian flow.
- When looking at replacing shop fronts, historic shop fronts should be retained, repaired, or reinstated where possible. Listed building consent and planning permission may be required for works to shopfronts.
- Security features should be designed into the shopfront at an early stage. Visually acceptable security measures include toughened or laminated glass.
- Proposals should avoid overly large shopfront display windows. Shop display windows should be well-proportioned to the host building.

5.11 Boundary Treatments (BT)

Code BT1 Boundary Treatments

- New development should use boundary features which are complementary to the street. The materials proposed for the boundary treatment should be of a high quality and should respond to the village character. They should seek to tie-in with neighbouring properties where these are considered positive.

- Panel fencing along publicly visible boundaries are considered inappropriate to the parish and should be avoided. Panelled fencing detracts from the streetscape and should be avoided to the front of properties, or where the plot meets the street or where this adjoins open countryside.
- Traditional stone walls should be retained and reinforced with the line of other boundary treatments. The restoration and management of limestone walls and hedgerow using traditional methods is encouraged within the Cumbria Landscape Character Guidance - Sub type 3a Open Farmland and Pavements. The replacement of walls and hedges with post and wire fencing is discouraged.

Code BT2 Conservation Area Boundaries

There is typically a very close relationship between the street and the buildings within the Conservation Area, where narrow pavements and streets abut directly to traditional buildings with no boundary of separation.

- Whilst this close relationship to the street is important to the character of the Conservation Area, privacy can be achieved in some ways through appropriate boundary treatments.
- Where adopted, boundary treatments should not impose on the narrow pavement or disrupt the movement of pedestrians.
- Consideration should be given to the existing boundary treatments within the Conservation Area as appropriate precedent. This could include the typologies shown.
- Front gardens should only be included where this is characteristic of the area. Front gardens are not typical within the west of the Conservation Area (in Church Town), although smaller front gardens do exist within the east (in New Town).
- There is a combination of both broad and narrow cobbled building aprons to the floors of numerous buildings in the Conservation Area. These are an attractive feature which help to retain the historic character and should be preserved.

Code BT3 Church Road Boundaries

- Boundary treatments along Church Road in particular should have regard to their surrounding buildings. The boundary lines should seek to strengthen the edge and linearity of this street.

- ***Figure 28: Historic surfaces such as cobbles and setts should be retained.***

Figure 29: Attractive and historic boundary features

5.12 Streetscene (ST)

Code ST1 Streetscene

An attractive public realm can greatly enhance the perception of a place. The quality of streets can be undermined by traffic calming measures or by prioritising vehicle circulation rather than the pedestrian experience.

- Materials used in the public realm should be of a high quality and enhance the character of the villages. Street design should support the use of space by residents and visitors through the adoption of an attractive material palette and the provision of street furniture. Cluttering the street scene with unnecessary features should be avoided.
- Consultation on the Neighbourhood Plan identified a concern about pavement clutter, including ‘A’ boards on the street. Streets should be designed to accommodate the needs of commercial buildings without interrupting pedestrian flow.
- Lighting schemes must be careful not to cause unacceptable levels of light pollution. They should not infringe on the countryside setting of the villages. Glare, which is considered to be an uncomfortable brightness of a light source, should be avoided. Developments should be designed to conserve and enhance the intrinsic qualities of the dark night skies.
- Lighting should only be adopted in areas where it is considered appropriate, or where it would bring a benefit to the functionality of that area.
- Highway designs should seek to avoid the need to incorporate signage. Speed reduction should be self-evident and rational. Where possible the behaviour of road users should be encouraged by design features and layout rather than signage or markings, which can require maintenance and result in a visually cluttered streetscape.
- Planting should be an essential part of street design to help with integration and biodiversity.

Code ST2 Church Road Streetscene

- Church Road should be enhanced as a key space within the village. Enhancements to paving, planting or street furniture are encouraged where the space allows, especially by the Church, the School, the Orchard, and the Post Office. Grass verges should be retained.

Figure 30: Historic surfacing in Cartmel includes sandstone flags and cobbles, which should be retained.

Code ST3 Enhancing the Conservation Area

- Cobbles and historic setts within Cartmel help to frame the traditional buildings, add character to the streetscape, and are effective in defining areas of pedestrian priority. Repairs to cobbled surfaces should be carried out carefully and have particular regard to traditional laying techniques. Cobbled building aprons should be retained especially within The Square.
- Surfacing treatment is particularly encouraged within The Square and Devonshire Square in Cartmel to indicate to drivers they are entering a special environment. These spaces should be retained as important public squares. Design features which encourage pedestrian dwell time and improve the quality of the public realm are encouraged.
- Action 11 of the Cartmel Township Initiative seeks to improve lighting across the Racecourse car park, along routes to and from it and within the village. Any design of lighting will need to be managed carefully to maintain the rural character and avoid light pollution. It is important installation does not impact on the local dark skies.
- The riverside is an attractive asset within Cartmel. Any public space which has visual or physical access should be of a high quality and seek to celebrate the riverside.

Code ST4 Wayfinding

Cartmel is a popular tourist and visitor destination. To help maximise the visitor experience, it is important to incorporate an effective wayfinding network. Action 5 of the Cartmel Township Initiative seeks to improve signage within Cartmel. Signage is a necessary element to improve the legibility and safety of roads in the parish, for residents, users, and visitors of the village.

- Signage should acknowledge the full range of people using the village. Signs are encouraged to be mounted on buildings or existing platforms so as not to detract or clutter the streetscene.
- Ensure wayfinding is considered through the adoption of appropriate signing. New wayfinding infrastructure should be designed to align against and complement the existing features.
- Wayfinding in the Conservation Area should have particular regard to its setting, so as not to detract from the vernacular of buildings.

5.13 Green and Blue Infrastructure (GB)

See also the Cumbria Landscape Character Guidance.

Code GB1 Green and Blue Infrastructure

Green infrastructure (GI) is the planned and managed network of green spaces and natural elements which connect and exist within our urban environments. Blue infrastructure (BI) refers to water or fluvial networks which are also present, such as rivers or ponds. Integration of green and blue infrastructure has proven health, environmental and economic benefits. It fulfils a multi-functional role, enables sustainable growth, and enriches the streetscape experience.

GI provision in residential developments can be varied and can include informal space, footpaths, bridleways, cycleways, SuDS, natural habitats, and street trees. GI can also include gardens which are the responsibility of individual owners but can contribute to ecological networks if managed appropriately.

- Field boundaries should be reinforced with appropriate planting. Planting should reflect the natural shrub species of the locality and utilise native species. Reference should be made to the **Cumbria Landscape Character Guidance.**
- Consideration should be given to the provision of growing areas, either in the form of individual gardens or communal spaces, to ensure all residents have the opportunity to grow their own food. This aligns with the feedback from public consultation events which saw respondents' welcome space for growing food.
- Blue infrastructure is encouraged where appropriate. Water features such as ponds and streams to support wildlife diversity and improve community quality of life should be considered within designs. Any access from new development to the waterway should be convenient, attractive, and safe.

Code GB2 Biodiversity

- New developments and building extensions should aim to strengthen biodiversity and the natural environment.
- Existing habitats and biodiversity corridors should be protected and enhanced.
- New development proposals should aim for the creation of new habitats and wildlife corridors; e.g., by aligning back and front gardens. Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species
- The adoption of swift bricks, bat and owl boxes are encouraged to help provide nesting and roosting spaces or bats and birds.

- Proposals should seek to enhance wildlife corridors to support local biodiversity such as the provision of new areas of woodland, hedgerows, grassland, or wetland habitats.

5.14 Local Landscape (LL)

Code LL1 Local Landscape

The landscape is integral to the identity of the parish; it is surrounded by local and national designations which require preservation and protection.

- Any development proposals should seek to ensure there is no adverse impact on national or locally designated sites. Existing landscape features such as hedges and trees should be conserved as intrinsic parts of the development area.
- The landscape and open space areas identified within the South Lakeland Local Plan Policies map for Allithwaite, and Cartmel and the Neighbourhood Plan Policies Map should be preserved and protected from development.
- The scale, massing and layout of all new buildings should be informed by a sensitive response to local topography, landscape character and wider setting of development within the parish.
- Within new developments opportunities for creating public spaces should be identified. The design of the public space between buildings should be given as much consideration as the buildings themselves.
- The local countryside should be preserved from intrusions such as significant wind farm development • New development proposals should not be visually intrusive; appropriate scale, design and screening should be adopted to protect the views of the locality.
- Trees should be retained and enhanced in new development proposals.
- Materials used in developments should complement the landscape and natural setting of the parish.

5.15 Building Materiality (BM)

Code BM1 Parish-wide Building Materiality

Both Allithwaite and Cartmel exhibit a style of slate roofs and rendered walls. There is more consistency in appearance and style in the Cartmel Conservation Area than in Allithwaite.

Architectural appearance should be appropriate to the context and take account of the eclectic mix of form and style. Development should adopt traditional materials or new materials that complement the character and appearance of the CA and avoid pastiche.

Materials within new development should complement the architectural character and quality of its immediate context. The following materials are encouraged within building designs.

- Natural stone, where possible sourced from local quarries. The use of quarried limestone of similar geological composition and colour to the locally predominant material and in shaped rectangular blocks and laid to even beds and perpend joints.
- Render should be a neutral shade to imitate unpainted historic render or a natural neutral limewash,
- Porches in general need to be slate roofed (gabled or lean to roof forms/open sided or enclosed walls).
- There is scope for variation in architectural style as there is precedent for this within the villages already. Individual architectural expression is expected and encouraged, as long as the design of buildings and spaces is harmonious. It should contribute to a cohesive local identity.
- Materials within new development should complement the architectural character and quality of its immediate context. Preference for the design of new buildings to use natural materials (for roofs, external walls, and joinery) which have a coherence with the existing buildings of the parish. Materials should be selected with care to ensure they are the type which will blend into their surroundings with age and weathering.
- Modern interpretations of the traditional style are encouraged within both Allithwaite and Cartmel. Natural materials such as stone and slate, and an appreciation for the simplicity of style within the area, are welcomed to retain the local heritage in a more contemporary format.

Code BM2 Roofing

The design of new buildings should incorporate roofing materials and patterns which complement their immediate context.

- Natural slate is the preferred material.

Code BM3 Church Road Materiality

- Red sand-stone detailing should be preserved on the traditional buildings of Church Road. Modern incorporation of red sandstone in this character area is supported but it must avoid being pastiche in style. The red sand-stone complements natural stone frontages.
- Red clay tile roofing works well on the Victorian buildings along Church Road. This should be retained on these buildings. Slate is a good alternative on the cottages of Church Road.
- Roughcast or render is an appropriate frontage material.
- Boundary treatments to the front should be traditional in character and should respect the boundary line of adjacent properties. Sensitive strengthening of the building and boundary line is encouraged where this adheres to the traditional character of the area in terms of boundary height, materials, construction methods and design.
- The adoption of high quality paving or material which indicates pedestrian presence by the school and the church is encouraged. (will require consultation with the Highway Authority).

Code BM4 Cartmel Materiality

All buildings within the Conservation Area will help to shape the character and appearance of this designation in some way. The impact of the buildings is not only determined by their public elevations but also the stylistic detailing, decorative features, and the way in which they relate to the roofscape and wider skyline.

Cartmel exhibits a particularly distinct vernacular of medieval, post-medieval and Georgian neo-classical facades and building styles. The character or appearance of the Cartmel Conservation Area should be preserved or enhanced through new development.

- Architectural detailing in development proposals should preserve or enhance the character or appearance of Cartmel. Whilst contemporary interpretations are welcomed, these need to respect the historical merits and vernacular of Cartmel.

- The use of colourwashes and masonry paints should avoid garish or synthetic colours; natural tones that replicate unpainted or limewashed render are preferred.
- The removal of traditional building surface treatments to expose the masonry below is largely discouraged, as it often exposes walling construction which was never designed to be exposed. Removal undermines the traditional character of the Conservation Area.

Figure 30: Historic windows and other features should be retained.

- Symmetry across building frontages is a common pattern in the Conservation Area, with double fronted elevations as well as single fronted or asymmetrical arrangements. Designs should seek to complement the surrounding context.
- Avoid the use of uPVC windows in favour of timber framed buildings where possible. UPVC should also be avoided in rainwater goods such as gutters and downpipes (Consultation Responses).
- Original doors and windows and other joinery features should be retained.
- Seek to retain chimney stacks for the character they add to the Conservation Area as a whole.
- Modern standard doors are inappropriate.
- Replacement windows should be carefully considered, following guidance set out in the Cartmel CAMP on replacement windows. The scale of window and door opening should be retained, as should the relationship of solid and void.

5.16 Eco-Friendly Design (EF)

Code EF1 Eco Friendly Design

It is important that new developments adopt sustainable, eco-friendly designs which complement the existing architectural style and rurality of the parish.

- Integration of sustainability should be considered at the design stage, with consideration of passive solar heating, cooling, and energy efficient strategies. These should respond specifically to local site conditions and the opportunities presented in these areas.
- Retro-fitting renewable technologies to heritage buildings may require Listed Building Consent and should be done with care to protect the character of the existing building.
- Developments should demonstrate innovative design and the increased use of sustainable natural materials, incorporating green roofs, where possible.
- Designs should encourage local recycling, energy production and energy efficiency.

- Rainwater harvesting helps to capture and store rainwater, and also enables re-use of greywater. These systems help reduce surface water run-off, which could help the parish to address drainage and flood concerns. These systems can have an impact on the external appearance of buildings if not pre-considered. Efforts should be made to conceal the buildings.
- Solar panels help to achieve energy efficiency; however, they can have an aesthetic impact on the roofscape. There is support within the parish for small scale renewable energy schemes which do not have a detrimental impact on the surrounding landscape.
- Solar panels on historic buildings and within the Cartmel Conservation Area may require planning permission and should not detract from the appearance of the building, or its historic vernacular. It should not interrupt building line or roofline. Panels should especially have regard to the position below any views in the landscape.
- Solar panels should be integrated into the design from the onset. Tile or slate colours, which are complementary to the existing roofing materials of the building or the nearby buildings, are encouraged.

6. Site Specific Codes

6.0.1 This section of the Design Code document will identify the allocated Sites within Allithwaite and Cartmel and apply relevant codes to help guide their development. This can be used to inform the design process when these Sites come forward for delivery. The detail of this section has been informed by the South Lakeland Local Plan Land Allocations Document (2013), and the consultation responses to the Allithwaite and Cartmel Neighbourhood Development Plan.

6.0.2 Whilst most of the Sites allocated in the South Lakeland Land Allocations DPD are available, some Sites have been subject to planning applications, and some have been developed since the adoption of the Local Plan Land Allocations Document in 2013. This section is intended to be used as high level guidance to inform Site design and is provided for all Sites unless they have been constructed and delivered at the time of writing. A planning application has been resubmitted to South Lakeland District Council (Reference SL/2022/0055)

6.0.3 Updated information received from South Lakeland District Council has indicated that the owners of the following sites have requested that they be de-allocated, however as they are still allocations currently, they have been included for completeness:

- Land to the rear of Almond Bank.
- Land to the rear of Bankfield.

Table 2: Site Specific Coding

Code Theme	Code Reference	Land to the rear of Almond Bank	Land to rear of Barn Hey	Land to the rear of Bankfield	Land to the South of Haggs Lane	Stables, Cartmel Race Course
Structure and Layout (SL)	SL1 Structure and Layout	X	X	X	X	X
	SL2 Conservation Area Layout				X	X
	SL3 Strengthening Church Road					X
Built Form (BF)	BF1 Built Form	X	X	X	X	X
	BF2 Cartmel Conservation Area					X
	BF3 Conservation Area Density and Orientation					X

Code Theme	Code Reference	Land to the rear of Almond Bank	Land to rear of Barn Hey	Land to the rear of Bankfield	Land to the South of Haggs Lane	Stables, Cartmel Race Course
	BF4 Church Road	X				
Heritage Assets (HA)	HA1 Heritage Assets		X		X	X
Site Edges (SE)	SE1 Site Edges	X	X	X	X	X
Views (VEW)	VEW1 Views	X	X	X	X	X
Topography (TP)	TP1 Addressing Topography	X	X			
Water and Drainage (WD)	WD1 Water and Drainage	X	X	X	X	X
	WD2 Flood Resilient Housing				X	X
Movement Network (MN)	MN1 All Streets	X	X	X	X	X
	MN2 Primary Routes	X	X		X	
	MN3 Secondary Routes					
	MN4 Residential Streets	X	X	X	X	X
	MN5 Rural Lanes		X			
	MN6 Pedestrian and Cycle connections	X	X	X	X	X
Parking (PK)	PK1 Parking	X	X	X	X	X
	PK2 Courtyard	X	X	X	X	X
	PK3 On-Street Parking	X	X	X	X	X
	PK4 On-Plot Parking	X	X	X	X	X
	PK5 Church Road	X				
	PK6 Cycle Parking					
	PK7 Visitor Cycle Parking					
Commercial Frontages (CF)	CF1 Commercial Frontages					
Boundary Treatments (BT)	BT1 boundary Treatments	X	X	X	X	X
	BT2 Cartmel Conservation Area Boundaries					X
	BT3 Church Road Boundaries	X				
Streetscene (ST)	ST1 Streetscene	X	X	X	X	X
	ST2 Church Road Streetscene	X				
	ST3 Enhancing the Conservation Area					X
	ST4 Wayfinding	X	X	X	X	X
Green/Blue Infrastructure (GB)	GB1 Green/Blue Infrastructure	X	X	X	X	X

Code Theme	Code Reference	Land to the rear of Almond Bank	Land to rear of Barn Hey	Land to the rear of Bankfield	Land to the South of Haggs Lane	Stables, Cartmel Race Course
	GB2 Biodiversity	X	X	X	X	X
Local Landscape (LL)	LL1 Local Landscape	X	X	X	X	X
Building Material (BM)	BM1 Parish Wide Building Materials	X	X	X	X	X
	BM2 Roofing	X	X	X	X	X
	BM3 Church Road Materiality	X				
	BM4 Cartmel Materiality					X
Eco-Friendly Design (EF)	EF1 Eco-Friendly Design	X	X	X	X	X

6.1 Land to the rear of Almond Bank (0.4ha)

6.1.1 Policy guidance as per the South Lakeland Local Plan Land Allocations Document (2013) at paragraph 4.26 suggests the that access to the site is key issue along with a need for the style and layout of new development to respect that of existing properties adjoining the site.

6.1.2 Additional criteria put forward in this design code include:

1 Pedestrian routes along the B5277/ Church Road needs substantial improvement.

2 Potential route across the fields to the rear of the Site for pedestrians and cyclists.

3 Development should have an active frontage onto Church Road, although it may be appropriate to set buildings slightly back.

4 The proposed development should seek to avoid any overbearing impact on surrounding buildings, with particular regard to Patch Cottage. (The frontage opposite these buildings is particularly important defining this edge. Properties should have an active relationship onto the existing buildings).

5 Development needs to have regard for the raised position of the Site so as not to appear dominating.

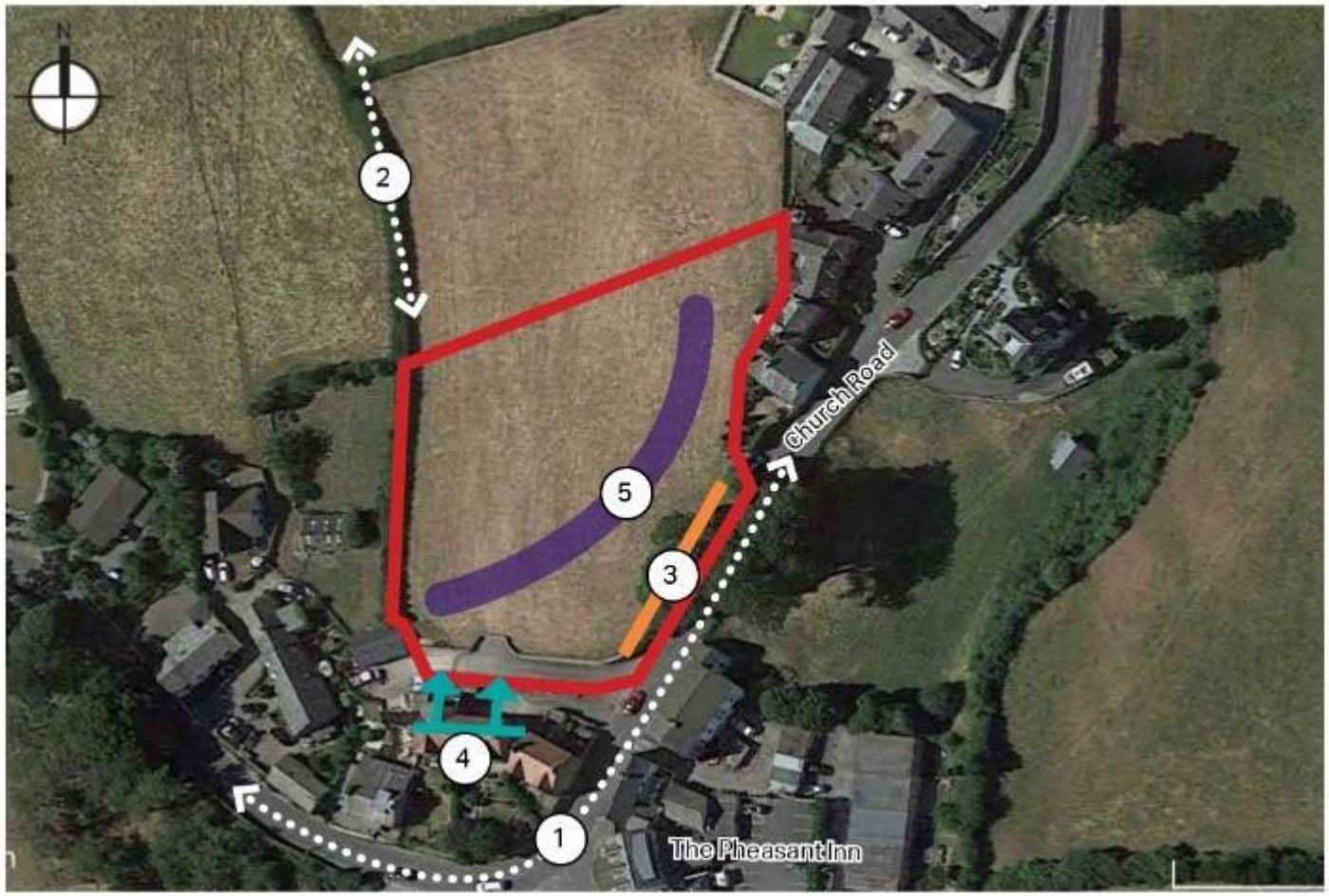


Figure 31: Land to rear of Almond Bank

Flood Zone 2
Flood Zone 3
Listed Building
Nearby Property Consideration
Potential Pedestrian Link or Enhancement
Landscaping/ Greenspace Consideration
Green Infrastructure Consideration
Drainage Consideration
Boundary Consideration
Views
Conservation Area

6.2 Land to the rear of Barn Hey (1.1ha)

6.2.1 Policy guidance as per the South Lakeland Local Plan Land Allocations Document (2013) (Paragraph 4.24) suggests the following for this Site:

1) The carriageway significantly narrows upon entry into the village. Proposals will need to incorporate highways management to ensure pedestrian safety along ‘The Narrows.’

2) The Site should use its position on the settlement boundary to create an attractive entrance to Allithwaite.

3) There is potential to link the Site to Boarbank Lane via a pedestrian route.

4) Entrance to the Site is to be achieved off Locker Lane rather than the B5277, however the character of Locker Lane as a rural route should be retained, with its hedgerow and grass verges safeguarded where possible. Widening should be limited up to the Site access point.

5) Development needs to have careful consideration for the setting of Barn Hey.

6) The rear outlook of the existing properties needs careful consideration.

Figure 32: Land to the rear of Barn Hey

6.3 Land to the rear of Bankfield (0.35ha)

6.3.1 Policy guidance as per the South Lakeland Local Plan Land Allocations Document (2013) paragraph 4.23 suggests the following for this Site;

1 Trees and hedges along the edge of the Site should be retained in order to ensure an appropriate settlement boundary is achieved.

2 Appropriate access should be arranged along with greater pedestrian safety particularly on and around Holme

Figure 33: Land to rear of Bankfield

6.4 Land at Haggs Lane (2.2ha)

6.4.1 Policy guidance as per the South Lakeland Local Plan Land Allocations Document (2013) (Paragraph 4.29) suggests the following for this Site:

1 It is important that safe and suitable access and egress is provided for the Site.

2 Footpaths along Haggs Lane may require improving in order to allow safe pedestrian access into the village. Alternative access to the village should be considered.

3 An ecological buffer needs to be retained between the Site and Hesketh Wood and incorporating a third of the site as vegetation.

4 Ensure the development of the protects and enhances the character of Cartmel Conservation Area and its setting.

5 Development should reflect the well-established character of Cartmel avoiding the feel of a large estate.

6.4.2 Additional criteria put forward in this design code include:

6 The Site currently acts as a water store during flood events. Any development needs to have robust drainage systems and recognise the important role which this Site plays during flood events.

7 Consideration should be given to outlook of existing properties along Haggs Lane, with particular regard for the Quaker Meeting House which is a Grade II listed heritage asset.

8 There is potential to provide an improved pedestrian access from the Site into Hesketh Wood, reducing reliance on the existing crossing point on Haggs Lane which is considered to be unsuitable.

9 The significance, including the setting, of the grade II listed Quaker House should be preserved.

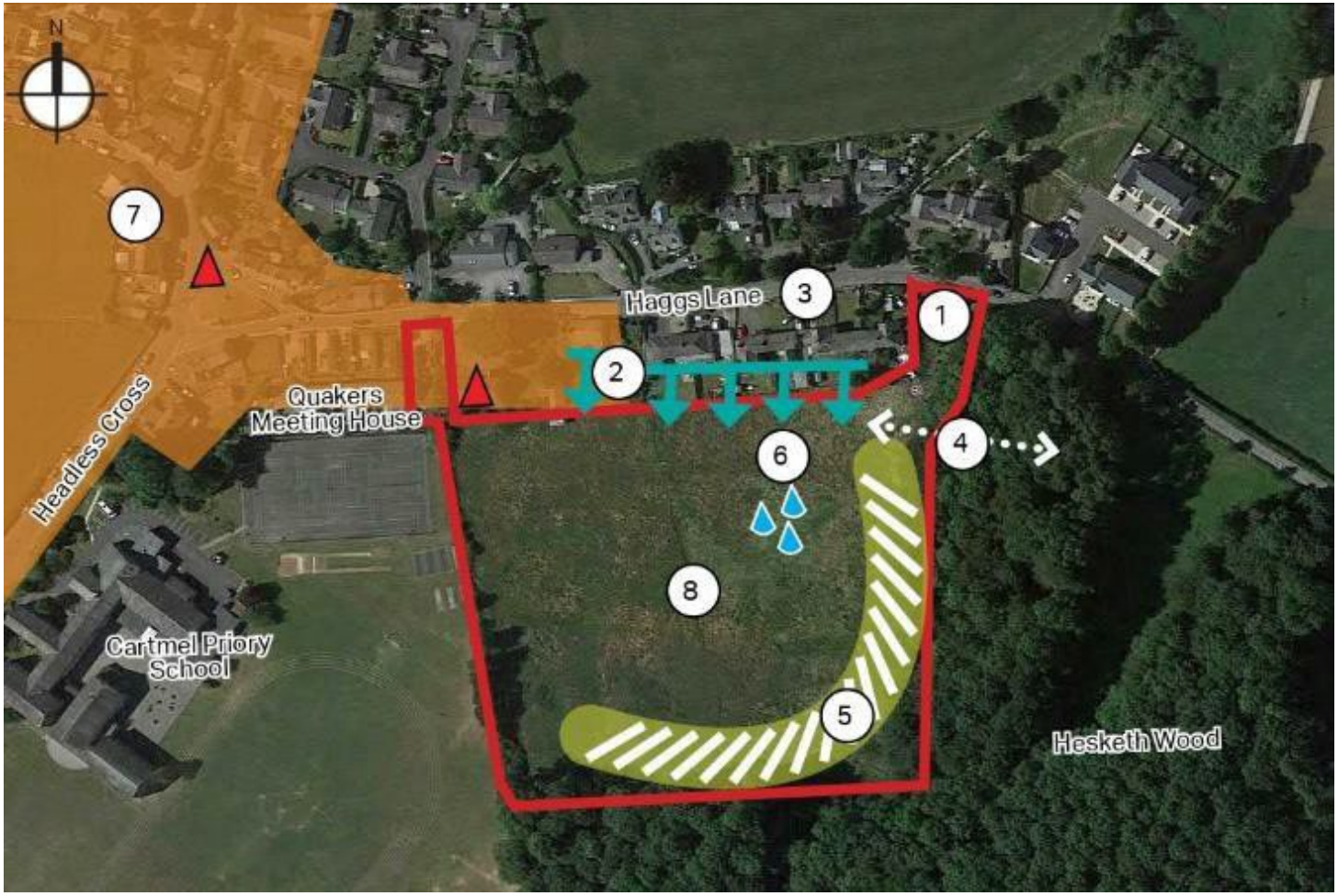


Figure 34: Land at Haggs Lane

Flood Zone 2
Flood Zone 3
Listed Building
Nearby Property Consideration
Potential Pedestrian Link or Enhancement
Landscaping/ Greenspace Consideration
Green Infrastructure Consideration
Drainage Consideration
Boundary Consideration
Views
Conservation Area

6.5 Stables, Cartmel Racecourse (0.48ha)

6.5.1 Policy guidance as per the South Lakeland Local Plan Land Allocations Document (2013) (Paragraph 4.30) suggests the following for this Site:

1 Development is dependent on appropriate relocation of the racecourse stables.

2 Development needs to respond to its location relating to the risk of flooding.

3 Site is located within the Cartmel Conservation Area, and within proximity of Listed Buildings and a Scheduled Ancient Monument. Designs and layouts need to be sympathetic to these heritage assets.

4 Appropriate access arrangements are important.

Figure 35: The Stables, Cartmel Racecourse

7. Next Steps

7.1 This document has provided a comparative analysis of the villages of Cartmel and Allithwaite, within the Allithwaite and Carmel Parish area. It has identified character areas within the two villages and has sought to understand the local identities. This document has provided an evidence base for the Allithwaite and Cartmel Neighbourhood Plan, and it is recommended that the codes are embedded within the forthcoming plan as policy.

7.2 The design codes within this document should give certainty to developers as they will be able to design a scheme that is reflective of community aspirations, and also offers guidance to good design and placemaking principles.

7.3 Future developers should also make sure that they have observed the guidance in the Ministry of Housing, Communities & Local Government's National Design Guide, as well as the many other documents referenced within this report.

7.4 Developers should also note that housing developments of any size should strive to achieve carbon neutrality in line with the Government's forthcoming Future Homes Standard. Further standards on residential developments should also be obtained from Building for Life 12, a government-endorsed industry standard for well-designed homes and neighbourhoods.


Allithwaite
Cartmel 1¼