



Local Plan Land Allocations

(For South Lakeland District outside the Lake District and Yorkshire Dales National Parks)

Development Plan Document (DPD)



**Incorporating changes to the Policies Map
Adopted 17 December 2013**

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Table of Contents

Section 1	Introduction	7
	What is this Plan for?	7
	Local Plan – Land Allocations Objectives	7
	What consultation has taken place?	8
	Sustainability Appraisal	9
	Habitats Regulations and Appropriate Assessment	9
	Government Planning Reforms	9
	Presumption in Favour of Sustainable Development	10
	Duty to Cooperate	12
Section 2	Land Allocations	13
	Defining the Boundaries of Towns and Large Villages	13
	Shopping and Town Centre Boundaries	15
	Housing Allocations - Background	16
	The balance between settlements	16
	How were sites put forward?	20
	Which sites were excluded from consideration?	20
	How did we decide which sites should be developed and when?	20
	How did we estimate site capacity?	23
	Phasing	23
	Housing Allocations	23
	Broad Locations	27
	Development in Small Villages and Hamlets	27
	Mixed-Use Allocations	27
	Gypsies, Travellers and Travelling Show People	28
	The Short Term	28
	The Long Term	29
	Self-build Housing	29
	Extra Care Housing	29
	Employment Allocations	31
	Existing Employment Areas	31
	New Employment Allocations	36
	Strategic Employment Sites	38
	Business and Science Park sites	39
	General Employment sites and Mixed-use sites	40
	Recreation, Greenspace and Green Gaps	41
	Green Gaps	42
	Urban Greenspace and Public Open Space	43
	Implementation, Mitigation Measures and other Policy	45
	Considerations	45
	Development Briefs	45
	Core Strategy policies	46
	Strategic Policies	46
	Housing Policies	46
	Economic Policies	46
	Environmental Policies	47
	Social, Community and Infrastructure Policies	47
Section 3	Kendal and Surrounding Area	49
	Kendal	50
	Policy Context	50
	Local Factors influencing the location of development	51
	Infrastructure Planning Issues in Kendal	52
	Development Boundary and overall Development Strategy	53
	Kendal Town Centre	53
	Town Centre Boundaries	53
	Housing Sites	53
	West of High Sparrowmire	54
	West of High Garth	56
	North of High Sparrowmire	56
	North of Laurel Gardens	56
	Eskdale House	57
	East of Castle Green Road	58
	Land west of Valley Drive	59
	Kendal Parks	60

West of Oxenholme Road	61
South of Natland Mill Beck Farm	62
South of Lumley Road	63
Land at Vicarage Drive	63
Stainbank Green	64
South of Underbarrow Road	65
Broad Location - Appleby Road	66
Broad Location – Burton Road	66
Employment Allocations	67
Scroggs Wood Strategic Employment Site	67
Burton Road Business Park	68
Land south of K Shoes Factory, Natland Road	70
Kendal Fell Quarry and surrounding area	70
Land at Shap Road Industrial Estate	70
Land North of Meadowbank Business Park	71
Greenspaces and Open Spaces	71
Kirkby Lonsdale	72
Policy Context	72
Local Factors influencing the location of development;	72
Development Boundary and overall Development Strategy	73
Town Centre and Shopping	73
Land Allocations in Kirkby Lonsdale	74
Land North of Kendal Road	74
Land adjacent to Binfold Croft	76
Former Cedar House School	76
Existing Employment Areas	76
Greenspaces and Open Spaces	76
Milnthorpe	77
Policy Context	77
Local Factors influencing the location of development	77
Development Boundary and overall Development Strategy	78
Village Centre and Shopping Issues	78
Land Allocations in Milnthorpe	78
Land south and east of Milnthorpe	79
Adjacent to St. Anthony's Close	80
Land adjacent to Bridge End Business Park	80
Land at Mainline Business Park	80
Greenspaces and Green Gaps	80
Rural Kendal - Local Service Centres	82
Policy Context	82
Burneside	82
Land adjacent to Hall Park	83
Village Recreation (Willink) Field and Tennis Courts	83
Land adjacent to Cropper's Paper Mill	84
Green Gap	85
Burton in Kendal	85
East of Boon Town	86
East of Hutton Close	86
Land at Green Dragon Farm	86
Endmoor	87
North of Sycamore Close	88
South of Bowling Green	89
Employment Sites around Endmoor	89
Holme	90
East of Milnthorpe Road	90
West of Burton Road	91
Holme Employment Sites	91
Levens	92
East of Greengate Crescent	92
Community Uses	93
Natland	93
West of Sedgwick Road	93
Land east of Burton Road	94
Land south of Fell Close	94
Development Criteria	94
Small Centres and Countryside	95

Brigsteer	95
Section 4 Land Allocations – Grange-over-Sands and surrounding area	96
Grange-over-Sands and Kent's Bank	97
Policy Context	97
Local factors influencing the location of development	98
Development Boundary and overall Development Strategy	98
Grange-over-Sands Town Centre	98
Housing and Mixed-Use sites	99
Berner's Pool	99
Land south of Allithwaite Road	100
Guide's Lot, Allithwaite Road	101
Land opposite Low Fell Gate Farm	102
West of Cardrona Road	102
North of Carter Road	102
South of Thornfield Road	103
Greenspaces and Open Spaces	103
Allithwaite, Cark/Flookburgh and Cartmel	103
Policy Context	103
Allithwaite	103
Land south of Green Lane	104
Land rear of Bankfield	104
Land rear of Barn Hey	104
Land north of Jack Hill	104
Land to rear of Almond Bank	105
Cartmel	105
Land at Haggs Lane	105
Stables, Cartmel Racecourse	106
Cark and Flookburgh	106
Land east of Winder Lane	106
Land east of Manorside	107
Land north of Allithwaite Road	107
Section 5 Land Allocations – Ulverston and Furness	108
Ulverston	109
Policy Context	109
Local Factors influencing the location of development	110
Development Boundary and overall Development Strategy	111
Ulverston Town Centre	111
Housing sites	111
North Urswick Road	112
Stone Cross Mansion	112
South of Stockbridge Lane	113
Croftlands	113
Croftlands East & Gascow Farm	113
Croftlands West – Nook Farm	115
Land at West End Farm	117
Land at West End Nurseries	118
Land north of Watery Lane	118
Land south of Lund Farm	118
Morecambe Road Scrapyard	119
Existing Employment Areas	119
Employment Allocations	119
Canal Head Strategic Employment Site	119
Land at Lightburn Road - Lightburn Business Park	122
Other allocations	122
The GSK site	122
Ulverston Canal Head Regeneration Opportunity Area	122
Greenspaces and Open Spaces	123
Furness - Local Service Centres	124
Policy Context	124
Broughton- in-Furness	124
Land East of Foxfield Road	125
Land West of Foxfield Road	125
Great and Little Urswick	125
Land at Mid Town Farm	125
Community Use Site, Church Road	126
Greenodd/Penny Bridge	126

Land at The Old Vicarage.....	127
Kirkby in Furness (including Sandside and Beckside)	127
Land at Four Lane Ends.....	127
Land adjacent to Burlington Church of England School	127
Swarthmoor	128
Land off Cross-a-Moor.....	128
APPENDIX 1 - PROPOSAL MAP AND SETTLEMENT INSET MAPS	131
APPENDIX 2 - CORE STRATEGY VISION	132
APPENDIX 3 - SCHEDULE OF SUPERSEDED POLICIES	135
APPENDIX 4 - HOUSING TRAJECTORY	148
APPENDIX 5 - PROPOSED NATIONAL PARK EXTENSIONS	150
APPENDIX 6 - GLOSSARY	153

Section 1 Introduction

What is this Plan for?

- 1.1 South Lakeland District Council is the Local Planning Authority for South Lakeland outside the Lake District and Yorkshire Dales National Parks.
- 1.2 The Council and its partner organisations in the community have a vision of making South Lakeland **the best place to live, work and explore**. Through planning, we work towards this by managing our needs for new development and helping to shape the way our towns and villages function. The Council's Local Plan (formerly Local Development Framework (LDF)) comprises:
- The **South Lakeland Local Plan - Core Strategy**, adopted in October 2010, which contains the overall vision for the area ([Appendix 2](#)), and explains broadly how much development is proposed and where it will be built. It requires the delivery of 400 dwellings and 4 ha of employment land each year until 2025;
 - This **Local Plan - Land Allocations**, which allocates land for housing, employment, open space and other uses and;
 - Saved policies from the **South Lakeland Local Plan**, adopted in 1997 and amended in 2006. This old plan is gradually being superseded.
- 1.3 Future Local Plan documents to be prepared include a Community Infrastructure Levy Charging Schedule, Development Management Policies, a dedicated local plan document for the Arnside and Silverdale Area of Outstanding Natural Beauty (AONB), updated policies on Gypsies and Travellers, the approach to the regeneration of Kendal Canal Head, Supplementary Planning Documents including Development Briefs and Neighbourhood Plans to be brought forward by local communities under powers introduced in the Localism Act.
- 1.4 The Cumbria Minerals and Waste Local Plan also forms part of the Local Plan for South Lakeland. The Local Plan must conform to the National Planning Policy Framework and other national policies.

Local Plan – Land Allocations Objectives

- 1.5 The objective of this plan is to deliver the vision and objectives set out in the Council's adopted Core Strategy and help to make South Lakeland the best place to live, work and explore by identifying and setting the key development requirements for:
- **Housing, employment** and other development;
 - Design and infrastructure **for major sites**;
 - Land to be **safeguarded for recreation** and other purposes;
 - **Green Gaps** to prevent settlements losing their identity;
 - **Development boundaries** for towns and large villages;
 - **Town Centre and Primary Shopping Areas**, the preferred locations for town centre and shopping uses.

- 1.6** The Local Plan - Land Allocations is informed by the South Lakeland Core Strategy, Government policies, the plans of National Park Authorities (which make up over 60% of the District area and 30% of the population) those of Cumbria County Council (who plan for minerals and waste) and the plans of neighbouring districts. This document will not allocate land within the Kendal Canal Head Area or the Arnsdale and Silverdale Area of Outstanding Natural Beauty where land uses will be determined through Development Plan Documents specific to these areas. Once adopted, the Local Plan - Land Allocations will replace a number of policies in the South Lakeland Local Plan. These are set out in [Appendix 3](#).
- 1.7** The document is divided into 5 sections as follows:
- Section 1 is this introduction;
 - Section 2 sets out the land allocations and the criteria used to select them;
 - Section 3, Section 4 and Section 5 describe land allocations and key issues in the Kendal, Grange/Cartmel and Furness areas respectively.
- 1.8** [Appendix 1](#) comprises the Policies Map and Settlement Inset Maps identifying the proposed allocation sites and other proposed designations.

What consultation has taken place?

- 1.9** Government regulations set out how to prepare a Local Plan. The Council's Statement of Community Involvement sets out arrangements for consulting local communities. The following consultation has been carried out on site allocations;
- April-May 2008 – Consultation on South Lakeland Core Strategy considers **broad directions of growth** for the District's main towns and villages;
 - December 2008 – March 2009 – Early Consultation on land allocations;
 - January-April 2011 – **Consultation on emerging options** for land allocations;
 - July-September 2011 – **Consultation on further options** (alternative sites, time span and approach to allocations in the countryside).
- 1.10** The Local Plan - Land Allocations was examined by a planning inspector between October 2012 and November 2013. It was found sound and adopted by the Council on 17th December 2013.
- 1.11** The Consultation Report sets out what has already been done to consult local communities, who was consulted, what they said and how the views expressed have shaped this document.
- 1.12** A large evidence base was prepared to support this document and the rest of the Local Plan. This includes studies of housing needs, infrastructure needs, land availability, viability, highways capacity, flood risk, recreation and open space needs, retail capacity and town centre health, employment land needs and landscape character.

Sustainability Appraisal

- 1.13** All allocated sites have been subjected to Sustainability Appraisal. The sites have been assessed against a range of criteria to assess sustainability impacts and opportunities to mitigate negative and reinforce positive impacts. Sustainability Appraisal has also been carried out on the Core Strategy. Sustainability Appraisal is fully documented in the final Sustainability Appraisal Report.
- 1.14** The Sustainability Appraisal Report recommends that, where sustainability issues are identified both at a site and at a settlement level, measures should be incorporated into Development Briefs or site requirements to address these. Where possible where sites achieve only neutral or moderate positive scores, the opportunity should be taken to maximise sustainability benefits. These issues are addressed in Sections 3-5.
- 1.15** Most sites scored better generally on access criteria and less well generally on impact criteria. Where sites do not score well overall on some criteria, these issues will be addressed through the Development Management process.
- 1.16** The Sustainability Appraisal is only one aspect of many that must be considered in the selection of sites for development. Within this Local Plan - Land Allocations, it is the Council's view that the sites selected offer the most appropriate available solution to the development needs of the District having considered Sustainability Appraisal, the wider strategy, vision and objectives set out in the Core Strategy (which has itself been subject to Sustainability Appraisal), and all the other evidence and information available to and gathered by the Council through site visits, consultation and evidence base studies.

Habitats Regulations and Appropriate Assessment

- 1.17** All sites have been screened under the Habitats Regulations Directive and, where there is a risk that development might have an impact on internationally important nature conservation sites, they have been subject to Appropriate Assessment to assess any potential impacts and mitigating measures necessary to address these.

Government Planning Reforms

- 1.18** The Government has recently implemented major changes to the Planning system. National and local changes that have had an impact on South Lakeland include:
- the **abolition of Regional Strategies**, regional Government Offices, Regional Development Agencies and Regional Planning Bodies;
 - the establishment of the Cumbria **Local Enterprise Partnership** and the development of a sub-regional economic development strategy;
 - the introduction of a new tier of planning through the Localism Act including **Neighbourhood Plans** and Neighbourhood Development Orders;

- New arrangements for **national infrastructure** proposals;
- the publication of the National Planning Policy Framework incorporating a **presumption in favour of sustainable development** and new requirements for plan making;
- the introduction in the Localism Act of a '**duty to co-operate**' between Local Authorities;
- proposed changes to **permitted changes of use**;
- **the publication of a draft Variation Order extending the boundaries of the Yorkshire Dales and Lake District National Parks** (see [Appendix 5](#)).

Presumption in Favour of Sustainable Development

1.19 Although the Local Plan - Land Allocations was prepared before the National Planning Policy Framework was published, the key principles in terms of planning positively to meet identified needs, have underpinned the process from the start. In determining planning applications, the Council will apply the principles set out in the Framework. The Local Plan is strongly supportive of economic growth and the creation of high value jobs in particular. Some areas where positive planning will be applied to ensure that necessary development takes place include:

- having regard to the **employment benefits** of uses that fall outside the employment use classes when considering development in employment areas and employment sites;
- taking a flexible approach to **high quality enabling development** where it can be shown to be essential to the delivery of employment sites and premises, where compatible with the overall vision for the site and with maintaining the District's supply of employment land and premises;
- a flexible approach to the **phasing of development**, which allows for development to take place in advance of the phasing identified in the plan where infrastructure and site planning issues can be resolved.

Policy LA1.0 below incorporates the presumption in favour of development within the Local Plan.

POLICY LA1.0 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT:

Purpose:

To reflect the presumption in favour of sustainable development as set out in the National Planning Policy Framework and for the avoidance of doubt.

WHEN CONSIDERING DEVELOPMENT PROPOSALS, THE COUNCIL WILL TAKE A POSITIVE APPROACH THAT REFLECTS THE PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT CONTAINED IN THE NATIONAL PLANNING POLICY FRAMEWORK.

IT WILL ALWAYS WORK PROACTIVELY WITH APPLICANTS JOINTLY TO FIND SOLUTIONS WHICH MEAN THAT PROPOSALS CAN BE APPROVED WHEREVER POSSIBLE, AND TO SECURE DEVELOPMENT THAT IMPROVES THE ECONOMIC, SOCIAL AND ENVIRONMENTAL CONDITIONS IN SOUTH LAKELAND.

PLANNING APPLICATIONS THAT ACCORD WITH THE POLICIES IN THE SOUTH LAKELAND LOCAL PLAN - CORE STRATEGY, THE OTHER POLICIES WITHIN THIS DOCUMENT AND ANY OTHER RELEVANT LOCAL PLAN OR NEIGHBOURHOOD PLAN WILL BE APPROVED WITHOUT DELAY, UNLESS MATERIAL CONSIDERATIONS INDICATE OTHERWISE.

WHERE THERE ARE NO POLICIES RELEVANT TO THE APPLICATION OR RELEVANT POLICIES ARE OUT OF DATE AT THE TIME OF MAKING THE DECISION, THEN THE COUNCIL WILL GRANT PERMISSION UNLESS MATERIAL CONSIDERATIONS INDICATE OTHERWISE – TAKING INTO ACCOUNT WHETHER ANY ADVERSE IMPACTS OF GRANTING PERMISSION WOULD SIGNIFICANTLY AND DEMONSTRABLY OUTWEIGH THE BENEFITS WHEN ASSESSED AGAINST THE POLICIES IN THE NATIONAL PLANNING POLICY FRAMEWORK TAKEN AS A WHOLE; OR SPECIFIC POLICIES IN THAT FRAMEWORK INDICATE THAT DEVELOPMENT SHOULD BE RESTRICTED.

Implementation

Through Development Management and Development Brief processes

Monitoring

Through Local Plan - Core Strategy monitoring framework

1.20 In South Lakeland's case, the Strategic Housing Market Assessment suggests that the amount of housing development proposed in the Core Strategy is necessary to address the District's housing needs. This must be weighed against clear environmental constraints and the need to support urban regeneration in neighbouring authorities. The Inspector at the Core Strategy examination, having considered the implications of the abolition of the Regional Strategy and having considered the representations made, supported the retention of the figure of 400 dwellings per annum, as was set out in the Regional Strategy.

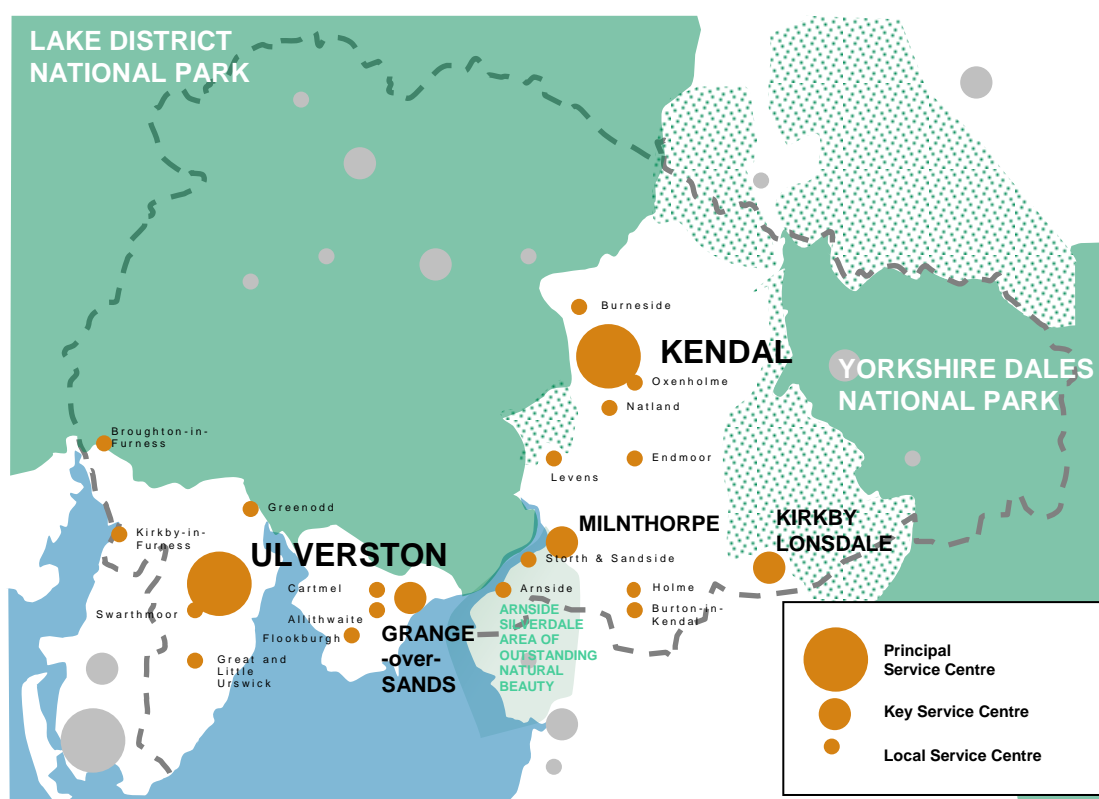
Duty to Cooperate

- 1.21** Local Planning Authorities are under a duty to co-operate to ensure that development and infrastructure needs are co-ordinated and to address other cross-border issues. South Lakeland has an up-to-date Local Plan - Core Strategy as do the Lake District National Park, Eden District and Lancaster District. The Lake District National Park has also published adopted its Local Plan Part 2 (Land Allocations). South Lakeland's Core Strategy already contains measures to ensure that development in South Lakeland does not prejudice the regeneration of Barrow and the Marina Village proposal in particular. The Copeland Core Strategy and development management policies have recently been adopted. Yorkshire Dales National Park has recently adopted its Housing Policy DPD, which allocates housing sites. There are therefore up-to-date local plans governing the quantum and location of development in and around South Lakeland. Even so, there is a high level of inter-district working in Cumbria with co-operation on Housing Strategy, Economic Development, Infrastructure provision and the management of environmental assets and the Council will continue to co-operate with its neighbours to ensure that this continues.
- 1.22** An important area of active co-operation is the Arncliffe and Silverdale Area of Outstanding Natural Beauty (AONB) where the Council is working with Lancaster City Council and local communities on a joint Development Plan Document (DPD) for the AONB (see paras. 3.73 and 3.74).

Section 2 Land Allocations

- 2.1** How sites are chosen is crucial. This part of the document explains the reasoning behind the selection of sites and other designations. It contains the strategic policies that allocate sites. Sections 3-6 deal with local and site-specific issues. Site allocations and development boundaries within the Arnside and Silverdale Area of Outstanding Natural Beauty will be identified through the Local Plan - Arnside and Silverdale AONB.

Figure 1: Settlement Hierarchy



Defining the Boundaries of Towns and Large Villages

- 2.2** Core Strategy Policy CS1.2 identifies the large towns (Principal Service Centres), small towns and market villages (Key Service Centres) and large villages (Local Service Centres) where most housing, employment and other development will take place. The development boundaries of settlements outside the AONB have been reviewed using the following criteria:
- Including existing housing, shopping and other urban uses;
 - Including recreational open space (note this does not mean that these are suitable for development);
 - Including small infill¹ or 'rounding² off' sites;

¹Building taking place on a vacant plot in an otherwise built-up street frontage (Core Strategy Para 2.24);

²Completion of an incomplete group of buildings on land which is already partially developed in a way that will either complete the local road pattern or finally define and complete the boundaries of the group (Core Strategy Para 2.24).

- Excluding protected areas such as Sites of Special Scientific Interest and Historic Parks and Gardens;
- Including areas with scope to improve an unsatisfactory settlement edge;
- Including land proposed for allocation for housing, employment or other urban or village uses.

2.3 The reasoning behind the development boundaries for particular settlements is set out in Sections 3-5.

2.4 Based on the criteria set out above and the detailed local factors set out in Sections 3-5, development boundaries have been defined for all Principal, Key and Local Service Centres defined in the Core Strategy. No development boundaries are proposed for small villages and hamlets.

POLICY LA1.1: DEVELOPMENT BOUNDARIES

Purpose:

To ensure that new homes and workplaces are delivered in sustainable locations and to protect the character of the surrounding landscape.

DEVELOPMENT BOUNDARIES ARE DEFINED FOR THE FOLLOWING SETTLEMENTS:

- KENDAL, ULVERSTON;
- KIRKBY LONSDALE, MILNTHORPE, GRANGE-OVER-SANDS;
- BURNESIDE, BURTON-IN-KENDAL, ENDMOOR, HOLME, LEVENS, NATLAND, OXENHOLME;
- ALLITHWAITE, CARK/FLOOKBURGH, CARTMEL;
- BROUGHTON-IN-FURNESS (OUTSIDE THE LAKE DISTRICT NATIONAL PARK), GREAT AND LITTLE URSWICK, KIRKBY-IN-FURNESS, PENNY BRIDGE/GREENODD and SWARTHMOOR.

BETWEEN 2010 AND 2025 THE DEVELOPMENT NEEDS OF THESE SETTLEMENTS WILL BE MET WITHIN THE DEVELOPMENT BOUNDARIES DEFINED ON THE POLICIES MAP.

Implementation

Through Development Management process and Local Plan – Kendal Canal Head.

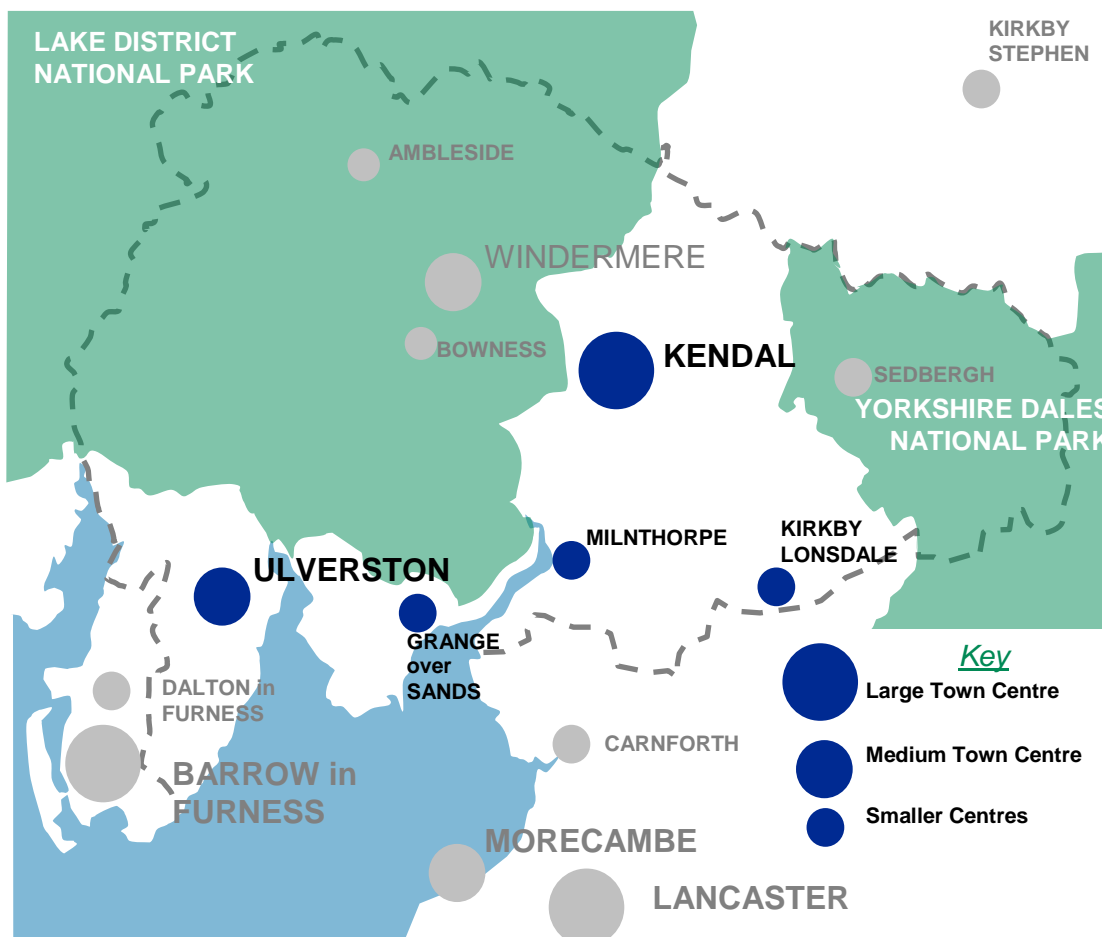
Monitoring

Through Local Plan - Core Strategy monitoring framework - Net additional dwellings by settlement.

Shopping and Town Centre Boundaries

- 2.5** Policy CS7.5 of the Core Strategy identifies the District's shopping hierarchy defining Kendal as a large town centre, Ulverston as a medium town centre and Grange-over-Sands, Kirkby Lonsdale and Milnthorpe as smaller centres.

Figure 2: Shopping Hierarchy and other town centres



- 2.6** Core Strategy policy CS7.5 states that the Allocations Document will define town centres, primary shopping areas and primary and secondary shopping frontages. These are defined for all Principal and Key Service centres using the following criteria:
- **Town Centre**– the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent the primary shopping area;
 - **Primary Shopping Area**– Defined area where shopping development is concentrated (generally comprising the primary and those secondary frontages that are contiguous and closely related to the primary shopping frontage);
 - **Primary Frontage** – Primary Frontages include a high proportion of shopping uses.
 - **Secondary Frontage** – Secondary Frontages provide greater opportunities for a diversity of uses.

POLICY LA1.2: TOWN CENTRE BOUNDARIES

Purpose:

To maintain and enhance the vitality, viability and sustainability of the District's town centres.

WITHIN KENDAL, ULVERSTON, MILNTHORPE, KIRKBY LONSDALE AND GRANGE-OVER-SANDS:

THE TOWN CENTRE AS DEFINED ON THE POLICIES MAP WILL BE THE PREFERRED LOCATION FOR LEISURE, ENTERTAINMENT, FOOD AND DRINK, ARTS, TOURISM and OFFICE USES;

THE PRIMARY SHOPPING AREA AS DEFINED ON THE POLICIES MAP WILL BE THE PREFERRED LOCATION FOR SHOPPING DEVELOPMENT;

THE PRIMARY SHOPPING FRONTAGES AS DEFINED ON THE POLICIES MAP WILL BE MAINTAINED IN PREDOMINANTLY RETAIL USE;

WITHIN SECONDARY FRONTAGES IDENTIFIED ON THE POLICIES MAP A GREATER MIX OF TOWN CENTRE USES WILL BE PERMITTED.

Implementation

Through the Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Housing Allocations - Background

The balance between settlements

2.7 The Core Strategy (Policy CS1.2) explains in broad terms how much new housing will be built and where. The requirement is to deliver 400 dwellings per year between 2003 and 2025 divided thus:

- 35% (140 dwellings p.a.) in Kendal;
- 20% (80 dwellings p.a.) in Ulverston;
- 13% (52 dwellings p.a.) in Grange, Milnthorpe and Kirkby Lonsdale;
- 21% (84 dwellings p.a.) in Local Service Centres;
- 11% (44 dwellings p.a.) in smaller villages and hamlets.

Table 1A: Overall Housing Requirement and Balance between Settlements

	Core Strategy Requirement by Settlement size			Annual Affordable Need (5)		Built 2003-2013 (6)	Permitted 2013 (7)	Identified small sites (8)	Windfall	Dwellings Required		
	2003-2025	Per Year	% of total							2018	2023	2025
Kendal	[1] 3080	140	35%	194	41%	707	412	36	152	682	1364	1773
Kirkby Lonsdale	[2] 232	11	3%	7	1%	82	62	2	11	29	57	75
Milnthorpe	[2] 239	11	3%	2	0%	27	7	21	12	66	133	173
Local Service Centres - Rural Kendal	[3] 943	43	11%			210	22	33	13	256	512	665
Small Settlements - Rural Kendal	[4] 578	26	7%	59	13%	176	66	6	323	3	5	7
Local Service Centres - AONB	171	8	2%			39	10	10	7	41	82	106
Small Settlements - AONB	44	2	1%	16	3%	7	7	10	20	0	0	0
Total Kendal +												
Kendal Rural	5287	231	60%	278	58%	1248	585	118	537	1077	2153	2799
Ulverston	[1] 1760	80	20%	113	24%	399	119	87	87	291	881	1068
Local Service Centres	[3] 421	19	5%			61	11	27	8	121	241	314
Small Settlements	[4] 262	12	3%	40	8%	118	41	1	103	0	0	0
Total Furness	2443	111	28%	153	32%	578	171	115	197	412	1122	1382
Grange	[2] 673	31	8%	23	5%	113	50	29	33	173	345	449
Local Service Centres	[3] 313	14	4%			101	34	15	6	61	121	158
Small Settlements	[4] 84	4	1%	22	5%	4	15	0	65	0	0	0
Total Grange/ Cartmel	1070	49	12%	45	9%	218	98	44	103	233	467	607
TOTAL	[1] 8800		100%	476	100%	2044	854	277	838	1722	3742	4787
Kendal	[1] 3080	140	35%	194	41%	707	412	36	152	682	1364	1773
Ulverston	[1] 1760	80	20%	113	24%	399	119	87	87	291	881	1068
Key Service Centres	[1] 1144	52	13%	32	6%	222	119	51	56	268	535	696
Local Service Centres	[1] 1676	76	19%			372	66	75	26	437	874	1137
Small Settlements	[1] 924	42	10%	121	26%	298	121	7	491	3	5	7
Total (AONB)	[1] 216	10	2%	16	3%	46	17	20	27	41	82	106
TOTAL	[1] 8800	400	100%	476	100%	2044	854	277	838	1722	3742	4787
SOURCE	<p>1) South Lakeland Core Strategy Table Page 77</p> <p>2) Global KSC target from Core Strategy Table Page 77. Apportioned by existing housing stock within KSCs 2010 – Grange 2140 (59%), Milnthorpe 761 (21%), Kirkby Lonsdale 738 (20%)</p> <p>3) Global LSC target from Core Strategy Table Page 77. Apportioned by existing housing stock within LSCs 2010 – Kendal Rural 4277 (60%), Cartmel 1201 (17%), Furness 1615 (23%)</p> <p>4) Global small settlements target from Core Strategy Table Page 77. Apportioned by existing dwelling stock within small settlements identified in Local Plan. AONB 111 (5%), Other Kendal Rural 1395 (59%), Cartmel 203 (9%), Furness 634 (27%)</p> <p>5) Strategic Housing Market Assessment 2011 Table ES1 adjusted to exclude National Park areas pro rata by number of households.</p> <p>6) Building control completions to 31/03/2013 as set out in the 2013 Housing Land Position Report.</p> <p>7) Permissions monitoring to 31/03/2013 is set out in 2013 Housing Land Position Report. A deduction of 20% is applied to permissions not implemented on small sites. Contributions from large sites are assessed individually. Also includes Kendal Auction Mart site and Fair View, Ulverston.</p> <p>8) Small sites identified in Strategic Housing Land Availability Assessment. Adjusted to exclude permissions and completions. Balance adjusted by 80% to account for sites not implemented.</p> <p>9) Balance after deductions annualised over the period 2013 -2025 with back-loading of the Ulverston and Furness component in line with Core Strategy Table p77 in line with Housing Trajectory.</p> <p>10) For windfall assumptions, refer to 2013 Housing Land Position Report</p>											

Table 1B: Overall Housing Requirement and Allocation Phasing

	Core Strategy Requirement by Settlement size			Balance to be found	What allocations will deliver (5)			
	2003-2025	Per Year			2013/18	2018/23	2023/25	TOTAL
Kendal	3080	140	35%	1773	672	357	1147	2176
Kirkby Lonsdale	232	11	3%	75	89	20	0	109
Milnthorpe	239	11	3%	173	9	50	105	164
Local Service Centres - Rural Kendal	943	43	11%	665	262	243	148	653
Small Settlements - Rural Kendal	578	26	7%	7	7	0	0	7
Local Service Centres - AONB	171	8	2%	106	0	0	0	0
Small Settlements - AONB	44	2	1%	0	0	0	0	0
Total Kendal+								
Kendal Rural	5287	231	60%	2799	1039	670	1400	3109
Ulverston	1760	80	20%	1068	492	345	324	1161
Local Service Centres	421	19	5%	314	211	66	0	277
Small Settlements	262	12	3%	0	0	0	0	0
Total Furness	2443	111	28%	1382	703	411	324	1438
Grange	673	31	8%	449	190	163	153	506
Local Service Centres	313	14	4%	158	61	163	0	224
Small Settlements	84	4	1%	0	0	0	0	0
Total Grange/ Cartmel	1070	49	12%	607	251	326	153	730
TOTAL	8800		100%	4787	1993	1407	1877	5277
Kendal	3080	140	35%	1773	672	357	1147	2176
Ulverston	1760	80	20%	1068	492	345	324	1161
Key Service Centres	1144	52	13%	696	288	233	258	779
Local Service Centres	1676	76	19%	1137	534	472	148	1154
Small Settlements	924	42	10%	7	7	0	0	7
Total (AONB)	216	10	2%	106	0	0	0	0
TOTAL	8800	400	100%	4787	1993	1407	1877	5277
SOURCE	(1) Refer to Table 1A: Overall Housing Requirement and Balance between settlements							
	(2) Refer to Policy LA1.3 Housing Allocations and individual mixed-use site allocations policies.							
	(3) The overall approach to the phasing of housing sites is set out in para. 2.29. Additional assumptions that have informed the approach to phasing of sites include; <ul style="list-style-type: none">○ A maximum annual yield of 30 dwellings per site –some sites may therefore extend over more than one phase.○ Up to 1 year to prepare a development brief○ Up to 1 year for design and consents on sites of less than 40 dwellings○ Up to 2 years for design and consents on sites of more than 40 dwellings							
	(4) Small Settlements: An estimated figure equivalent to the housing target has been added for the amount of housing expected to be delivered in small villages and hamlets through planning applications considered under Core Strategy policy and by means provided for in the Localism Act, including neighbourhood plans, neighbourhood development orders and proposals brought forward under the community right to develop land.							
	(5) The site allocations in 2013/18 are those that are considered deliverable within 5 years (if the allocations are confirmed) as set out in the 2013 Housing Land Position Report. The phasing of sites in the Local Plan - Land Allocations is set out in policy LA1.3 and related housing site allocation policies.							

- 2.8** The Core Strategy (Para. 2.19) sets criteria for distributing development between Key Service Centres (small towns and market villages) thus:
- The capacity of existing services to accommodate development;
 - Critical thresholds for new service investment;
 - Size, character, and environmental capacity of the settlement;
 - The need to secure regeneration or investor confidence.
- 2.9** Within Local Service Centres, the Core Strategy (Para. 2.23) identifies the following factors for identifying sites:
- Environmental capacity, settlement size, role and infrastructure;
 - Identified local needs.
- 2.10** Extensions to Local Service Centres (large villages) will only be permitted where there is clear need for development, significant environmental impacts can be avoided and once previously developed land has been utilised.
- 2.11** Within the Arnside and Silverdale Area of Outstanding Natural Beauty, the conservation of the special character of this nationally protected landscape is the prime consideration. Allocations to meet needs that are related to the AONB will be made in the Local Plan - Arnside and Silverdale AONB.
- 2.12** In small villages and hamlets, development will normally be small scale and related to local needs. For this reason, with the exception of Brigsteer where exceptional circumstances apply, no development boundaries or allocations are proposed in small villages or hamlets.
- 2.13** The South Lakeland Strategic Housing Market Assessment puts the Local Plan area within four distinct Housing Market Areas. These are:
- Kendal (including Oxenholme);
 - Kendal Rural (including Arnside, Burneside, Kirkby Lonsdale and Milnthorpe);
 - Furness (including Broughton, Greenodd, Kirkby-in-Furness and Ulverston);
 - Grange and Cartmel³.
- 2.14** Of the identified need for affordable housing in South Lakeland District outside the National Parks, around 60% is in Kendal and the surrounding rural area, 30% is in Furness and 10% is in Grange and Cartmel.
- 2.15** New housing provision is divided according to the following principles:
- The **Core Strategy**, which focuses development in Kendal and Ulverston;
 - The **size and sustainability** of existing settlements;
 - **Housing needs** identified in the Strategic Housing Market Assessment;
 - **Environmental** and **infrastructure capacity**;
 - **The availability, deliverability and viability of sites.**

³ Most housing market areas include parts of National Parks. Figures are adjusted to exclude these.

- 2.16** Deductions are made from the identified requirement to account for completed dwellings, dwellings with planning permission, identified capacity on sites too small to be allocated and an assumption for development likely to come forward on windfall sites. It is assumed that 80% of permitted dwellings on small sites will be built, reflecting the fact that some planning consents may not be implemented. Table 1A (p.17) sets out the proposed balance between settlements.

How were sites put forward?

- 2.17** Sites have been put forward from a variety of sources including:
- previous Local Plans;
 - the Strategic Housing Land Availability Assessment and other studies;
 - land-owners and developers;
 - communities, Parish and Town Councils and members of the public; and
 - the District Council, through site visits.
- 2.18** The sites from which allocations have been selected are those put forward up until the end of the Emerging Options consultation in April 2011. Further alternative sites put forward through Emerging Options consultation were subject to consultation in July and August 2011.

Which sites were excluded from consideration?

- 2.19** Sites are excluded from allocation if any of the following criteria apply:
- outside South Lakeland District or within a National Park;
 - within the Local Plan - Kendal Canal Head;
 - within the Arnside and Silverdale Area of Outstanding Natural Beauty;
 - less than 0.3 ha in size;
 - the owner is not willing to release the site and it cannot be made available;
 - development would be a clear breach of the Core Strategy;
 - development would compromise an identified Green Gap;
 - development would compromise an important recreational open space;
 - development would harm a protected site or species;
 - within Flood Zone 3b as defined in the Strategic Flood Risk Assessment (and subsequent flood risk information); or
 - development would prevent the use of important mineral resources.

How did we decide which sites should be developed and when?

- 2.20** Core Strategy (CS6.1) states that dwellings will be built where they accord with the Spatial Strategy (CS1.2) having regard to the needs of each location and capacity to support development. Sites have been assessed against the following criteria:
- A **sequential approach** that looks first at previously used land and buildings within settlements, secondly at suitable infill sites and thirdly at other land that is well located for housing, jobs, services and infrastructure;

- The assessment of **suitability, availability and achievability** of sites in the Strategic Housing Land Availability Assessment;
- The need to **phase development** to manage housing delivery;
- **General** criteria such as the capacity of the site, the appropriate density at which it could be developed, the ease of accessing the site, the impact of topography and relief and the scope to meet identified needs, particularly for affordable housing;
- Local and wider **community** views including those expressed through community engagement and through Parish Plans and the Sustainable Community Strategy;
- **Sustainability** considerations including the distance to key services, the quality of public transport, walking and cycle links, the scope for renewable energy and local energy networks, the risks of flooding and contamination, air quality issues and exposure to noise and smells (see Core Strategy Policy CS1.1);
- **Heritage considerations** including the potential impact of development on Listed buildings, scheduled ancient monuments, historic parks and gardens, conservation areas, including impact on setting and on potential archaeological value;
- **Biodiversity and Geodiversity** considerations including the potential impact of development on the conservation, enhancement and restoration of habitats and species and geodiversity assets, and the scope to maximise opportunities for restoration, enhancement and connection of natural habitats;
- **Landscape and Settlement** considerations including the potential impact of development on landscape and views, the scale of development relative to the settlement size, whether the site preserves the separate identity of settlements and the impact of development on site features such as trees, watercourses and buildings;
- **Community Infrastructure** including impacts on the local highways, water, sewerage and energy networks, future community and wider infrastructure needs, impacts on Green Infrastructure and the potential regeneration benefits of development;
- **Other demands on the site** including the scope for alternative uses or mixed-use, access and maintenance requirements to watercourses, pipelines, railway lines etc. and land reserved for new road construction or other infrastructure projects and the implications of development for the existing and future use of neighbouring sites.

2.21 The judgement on whether a site should be proposed as an allocation is made having regard to all the factors above and the comparative merits of the site and alternative sites put forward.

2.22 Managing flood risk, whether tidal (from the sea), fluvial (from rivers) or through surface water (local drainage issues) is a key issue. No residential sites are proposed in Flood Zone 3b. Following the application of the sequential test, a small number of sites are partially within flood Zones 2 and 3a. In such cases, new dwellings will not be permitted in the affected parts of the site. The Council has held detailed discussions with the Environment Agency on all allocations and sites have only been proposed for allocation

where the EA and the Council's own land and drainage team are satisfied that a solution can be achieved. The County Council now also has a role preparing a Cumbria Surface Water Management Plan.

- 2.23** Natural England and the Environment Agency are working to restore the natural functioning of rivers. This may involve the removal of artificial river bank modifications, where feasible, to allow recovery of natural processes and river functioning, where this does not conflict with flood defences.
- 2.24** Once all elements of the Flood and Water Management Act 2010 have been implemented, Cumbria County Council will assume responsibility for developing a Local Flood Risk Management Strategy, which will include risks from surface water run-off, groundwater and ordinary watercourses, completing a Preliminary Flood Risk Assessment and preparing Surface Water Management Plans for areas of greatest risk and approving, adopting and maintaining Sustainable Drainage Systems (SuDS) that meet National Standards for development. The County Council's drainage team have been engaged throughout the process and will use their new powers to ensure that effective surface water management is incorporated in all new development.
- 2.25** A second key issue is highway capacity. The Council has engaged with the County Highways Authority and the Highways Agency (who are responsible for the M6 and the A590 (T)) to ensure that highways impacts are manageable in terms of whether:
- sites can be accessed;
 - the cumulative impacts of sites will have wider network impacts and how these can be managed, having regard to the potential of a choice of means of transport to mitigate impacts.
- 2.26** The County Council's Local Transport Plan sets out Cumbria County Council proposals for investment in highways and transport across the County.
- 2.27** The Council has carried out a viability study, which has assessed the any costs of any requirements likely to be applied to development, including requirements for affordable housing, design standards, infrastructure contributions and other requirements and taking account of the normal cost of development and mitigation. As far as possible, the study has ensured that development will provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable. The study has also assessed the likely cumulative impacts on development of all existing and proposed local standards, supplementary planning documents and policies that support the development plan, when added to nationally required standards, to ensure that the impact of these standards and policies will not put implementation of the plan at serious risk and that development will be facilitated throughout the economic cycle.

How did we estimate site capacity?

- 2.28** Although the number of dwellings delivered on a site will be determined through detailed consideration when a planning application is submitted, it is necessary to estimate the capacity of sites. Core Strategy Policy CS6.6 seeks an average density of 30 dwellings per hectare, with higher densities in town centres and locations with good public transport and lower densities in areas where there are environmental constraints. The Council's Strategic Housing Land Availability Assessment contains site capacity estimates and a method for estimating site capacity, taking account of accessibility, location and the need to accommodate roads, landscaping, site features and open space. The densities thus derived have been reviewed and checked through the site assessment process and adjustments made where justified by site-specific factors.

Phasing

- 2.29** Development of large sites is phased in order to co-ordinate new development and infrastructure and to manage the impact of new development. Whilst the precise timing of development will depend on market conditions and other external factors, indicative phasing has been identified based on the following factors:

- **Infrastructure capacity** – how much development can be accommodated by the existing infrastructure network and whether enhancements are needed;
- **Development Management Issues** – the need to ensure that mitigation measures are in place such as advanced planting and measures to manage impacts on wildlife;
- **Constraints** – the degree to which sites are constrained and the implementation of measures necessary to overcome any constraints;
- **Whether sites are immediately developable** – this is addressed in the Strategic Housing Land Availability Assessment.

- 2.30** In line with the Core Strategy, residential development in the Ulverston and Furness area will be phased to ensure that regeneration proposals in Barrow in Furness are not prejudiced.

Housing Allocations

- 2.31** Based on the criteria listed above and the local factors identified in Sections 3-5, the following sites are allocated for new residential development. In addition, residential allocations form a large part of the mixed-use sites, which are listed further below within individual mixed-use site policies.

POLICY LA1.3: HOUSING ALLOCATIONS

Purpose:

To allocate available, deliverable and sustainable sites for a range of types and sizes of new housing to meet the needs of all sectors of the community.

THE FOLLOWING SITES, IDENTIFIED ON THE POLICIES MAP, ARE ALLOCATED FOR HOUSING DEVELOPMENT

Settlement	Name	Area(Ha)	Dwellings Indicative Phase		
			1 2013- 2018	2 2018- 2023	3 2023- 2025
KENDAL	WEST OF HIGH SPARROWMIRE	8.55			150
KENDAL	WEST OF HIGH GARTH	0.74	23		
KENDAL	NORTH OF HIGH SPARROWMIRE	0.77		24	
KENDAL	NORTH OF LAUREL GARDENS	7.85			197
KENDAL	ESKDALE HOUSE	0.31	12		
KENDAL	EAST OF CASTLE GREEN ROAD	4.05		60	
KENDAL	WEST OF VALLEY DRIVE	1.9		60	
KENDAL	KENDAL PARKS	10.1	60	140	
KENDAL	WEST OF OXENHOLME ROAD	5.97	60	40	
KENDAL	SOUTH OF NATLAND MILL BECK FARM	3.79	60	13	
KENDAL	SOUTH OF LUMLEY ROAD	4.64	60	62	
KENDAL	STAINBANK GREEN	10.8	60	129	
KENDAL	LAND AT VICARAGE DRIVE	0.43	13		
KENDAL	SOUTH OF UNDERBARROW ROAD	6.78		153	
KIRKBY LONSDALE	ADJACENT TO BINFOLD CROFT (100% Affordable)	0.31	9		
KIRKBY LONSDALE	FORMER CEDAR HOUSE SCHOOL	0.87	20		
MILNTHORPE	LAND SOUTH AND EAST OF MILNTHORPE	7	20	30	105
MILNTHORPE	ADJACENT TO ST. ANTHONY'S CLOSE	0.48	9		
BRIGSTEER	LAND OPPOSITE THE WHEATSHEAF	0.48	7		
BURNESIDE	LAND ADJACENT TO HALL PARK	3.68			70
BURNESIDE	VILLAGE RECREATION (Willink) FIELD AND TENNIS COURTS	0.85			23

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THE FOLLOWING SITES, IDENTIFIED ON THE POLICIES MAP, ARE ALLOCATED FOR HOUSING DEVELOPMENT

Settlement	Name	Area(Ha)	Dwellings Indicative Phase		
			1 2013- 2018	2 2018- 2023	3 2023- 2025
BURTON-in-KENDAL	EAST OF BOON TOWN	0.94	23		
BURTON-in-KENDAL	EAST OF HUTTON CLOSE	1.09	16	15	
ENDMOOR	NORTH OF SYCAMORE CLOSE	4.65		100	
ENDMOOR	SOUTH OF BOWLING GREEN	1.03			25
HOLME	WEST OF BURTON ROAD	2.63		30	29
HOLME	EAST OF MILNTHORPE ROAD	3.6	23	30	20
LEVENS	EAST OF GREENGATE CRESCENT	2.24	20	20	10
NATLAND	WEST OF SEDGWICK ROAD	0.98	28		
OXENHOLME	LAND EAST OF BURTON ROAD	0.88		24	
OXENHOLME	LAND SOUTH OF FELL CLOSE	2.71	61		
GRANGE-over-SANDS	OPPOSITE LOW FELL GATE FARM	2.04		46	
GRANGE-over-SANDS	WEST OF CARDRONA ROAD	1.02		28	
GRANGE-over-SANDS	NORTH OF CARTER ROAD	1.68	20	25	
GRANGE-over-SANDS	SOUTH OF THORNFIELD ROAD	2.16	30	36	
ALLITHWAITE	LAND SOUTH OF GREEN LANE	0.8	22		
ALLITHWAITE	LAND REAR OF BANKFIELD	0.35	9		
ALLITHWAITE	LAND REAR OF BARN HEY	1.1	30		
ALLITHWAITE	LAND NORTH OF JACK HILL	0.98	27		
ALLITHWAITE	LAND TO REAR OF ALMOND BANK	0.40	11		
CARTMEL	LAND AT HAGGS LANE	2.2	19	20	
CARTMEL	STABLES, CARTMEL RACECOURSE	0.48	15		
FLOOKBURGH	NORTH OF ALLITHWAITE ROAD	0.89	24		

POLICY LA1.3: HOUSING ALLOCATIONS

Purpose:

To allocate available, deliverable and sustainable sites for a range of types and sizes of new housing to meet the needs of all sectors of the community.

THE FOLLOWING SITES, IDENTIFIED ON THE POLICIES MAP, ARE ALLOCATED FOR HOUSING DEVELOPMENT

Settlement	Name	Area(Ha)	Dwellings Indicative Phase		
			1 2013- 2018	2 2018- 2023	3 2023- 2025
FLOOKBURGH	EAST OF MANORSIDE	1.11		30	
FLOOKBURGH	LAND EAST OF WINDER LANE	0.56	17		
ULVERSTON	NORTH URSWICK ROAD	2.15			48
ULVERSTON	STONE CROSS MANSION	7.64	50		
ULVERSTON	CROFTLANDS EAST	14.13			219
ULVERSTON	GASCOW FARM	12.54	60	93	66
ULVERSTON	CROFTLANDS WEST – NOOK FARM	17.7	60	150	99
ULVERSTON	WEST END FARM	4.31	30	67	
ULVERSTON	WEST END NURSERY	4.11	30	62	
ULVERSTON	NORTH OF WATERY LANE	0.68	18		
ULVERSTON	SOUTH OF LUND FARM	4.00		90	
ULVERSTON	MORECAMBE ROAD SCRAPYARD	0.39	12		
ULVERSTON	SOUTH OF STOCKBRIDGE LANE	0.72	7		
BROUGHTON-in-FURNESS	LAND EAST OF FOXFIELD ROAD	0.84	16		
GREAT / LITTLE URSWICK	MID TOWN FARM	1.46	10	17	
GREENODD / PENNY BRIDGE	LAND AT THE OLD VICARAGE	0.77	21		
KIRKBY-in-FURNESS	FOUR LANE ENDS	0.38	11		
KIRKBY-in-FURNESS	LAND ADJACENT TO BURLINGTON C OF E SCHOOL	1.52	41		
SWARTHMOOR	LAND OFF CROSS-a-MOOR	8.02	35	126	

Implementation

By Development Industry and Social Housing Providers through Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.

Broad Locations

- 2.32** In most cases sufficient sites have been allocated to meet the area's needs for development up until 2025. There are some locations that, although suitable for development in technical and sustainability terms, may be subject to ownership constraints or may require more detailed investigation before they can be allocated. These sites will be capable of meeting longer term needs and will be brought forward through future iterations of the Local Plan.

POLICY LA1.4: BROAD LOCATIONS FOR NEW HOUSING

Purpose:

To indicate broad locations where the housing needs of all sectors of the community will be met in the longer term.

THE FOLLOWING AREAS ARE IDENTIFIED AS BROAD LOCATIONS TO MEET LONG TERM HOUSING NEEDS:

**APPLEBY ROAD, KENDAL;
BURTON ROAD, KENDAL.**

RESIDENTIAL COMPLETIONS WILL BE MONITORED AND LAND ALLOCATED WITHIN THESE AREAS IN A FUTURE LOCAL PLAN IF REQUIRED TO MEET NEEDS DURING THE PERIOD 2022-2027.

DEVELOPMENT ADJOINING THESE SITES MUST NOT PREJUDICE THE POTENTIAL FOR LONGER TERM DEVELOPMENT IN THESE AREAS.

Implementation

SLDC through future Local Development Scheme.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Development in Small Villages and Hamlets

- 2.33** Residential allocations are not proposed in small villages and hamlets. Here, development is primarily to meet local needs and is likely to be predominantly on small sites. Housing development proposals outside main settlements will be determined against adopted Core Strategy policies, which set criteria for development in the countryside as well as making provision for the exceptional approval of affordable housing proposals. Neighbourhood planning powers offer considerable scope for small rural communities to bring forward proposals themselves. As can be seen from Table 1A (p.17), delivery in small settlements has been strong. However, to ensure that the needs identified in the Core Strategy are met, the Council will monitor completions in small rural communities and may review the need for allocations in the event of delivery falling short.

Mixed-Use Allocations

- 2.34** In some places, housing, employment and other forms of development are proposed as part of a mixture of uses based on local circumstances. These may include regeneration sites that require a complex package of uses, large sites including urban or village extension sites, where different land use needs can be met on the same site. The balance of uses will depend on site-

specific circumstances and site details will be considered in the site-specific policies in Sections 3-5 below. Key mixed-use sites are;

- **Land North of Kendal Road, Kirkby Lonsdale** – 8.04 ha mixed housing (estimated capacity 80) and employment (1.0ha);
- **Green Dragon Farm, Burton in Kendal** – 4.13 ha mixed housing (estimated capacity 86) and employment (0.75 ha);
- **Berner's Pool and surrounding land, Grange-over-Sands**– 1.87 ha, mixed housing (estimated capacity 103), health centre, employment and leisure;
- **Allithwaite Road, Kent's Bank, Grange-over-Sands** – 11.2 ha, mixed housing (estimated capacity 202) open space and employment (1.5 ha);
- **Guide's Lot, Grange-over-Sands** – 16 homes and 0.57ha of employment.

Gypsies, Travellers and Travelling Show People

2.35 Core Strategy policies CS6.5a and CS6.5b set out enabling policies to guide the provision of accommodation to meet the needs of Gypsies, Travellers and Travelling Show People in the District outside the National Parks. The Cumbria Gypsy and Traveller Accommodation Assessment (GTAA, May 2008) assessed these accommodation needs to comprise:

- 5 additional residential pitches;
- 5 additional transit pitches;
- 3 additional plots for travelling show people.

2.36 The District Council commissioned a further study in 2009/10 of the accommodation needs of Gypsies, Travellers and Travelling Show People from Home Space Sustainable Accommodation (HSSA) Community Interest Company, to provide more detail on the level of need and its location in the District. The study indicates no current evidence of accommodation need at the time of the survey. The study recommends that the level of need identified remains appropriate and should be delivered through small-site self-build models of accommodation. This will help to meet the needs of any indigenous Gypsies and Travellers, those with a local connection and local people who have moved away to other areas of provision.

2.37 SLDC is, in partnership with Cumbria County Council and other Cumbrian authorities, delivering an updated Gypsies and Travellers Accommodation Assessment to identify Gypsy and Traveller needs for the Period 2013 to 2025 within South Lakeland District. This study was completed in autumn 2013.

The Short Term

2.38 In the short term, the District Council will maintain an enabling role to accommodation provision including:

- a positive, facilitating approach, through the application of the criteria in Core Strategy policies CS6.5a and CS6.5b on a case by case basis;

- a multi-agency approach to monitoring actual need in the District and how to move forward under any new administrative arrangements and forthcoming legislation;
- and ensuring that identified Traveller groups, individuals and representative bodies are engaged in the preparation of relevant plans and strategies.

The Long Term

2.39 Following the completion of the new Gypsies and Travellers Needs Assessment, the Council will prepare and adopt a subject specific Development Plan Document, to be adopted by the end of 2017, that will review, update and, if necessary, supersede Policies CS6.5a and CS6.5b of the South Lakeland Core Strategy;

- drawing on needs identified in that study, set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople that address the likely permanent and transit site accommodation needs of Travellers and Travelling Showpeople in their area;
- identifying a supply of deliverable sites sufficient to provide five years' worth of sites against locally set targets for the period 2016-2021;

The timetable for the preparation of this document is set out in the Council's Local Development Scheme approved in March 2013.

Self-build Housing

2.40 Self-build housing is an increasingly popular way for people to meet their housing needs and is encouraged in the National Planning Policy Framework. Self-build includes a variety of types of development from individuals constructing their own homes to communities project- managing small developments. The Council is supportive of self-build projects. Many self-build projects will be relatively small in scale and suitable for infill and rounding off sites that are too small to be allocated. Specific allocations that may include a self-build element are the Community Land Trust site opposite the Wheatsheaf at Brigsteer and land south of Stockbridge Lane in Ulverston. Elsewhere, Development Briefs for larger sites offer the opportunity to consider the incorporation of a self-build element.

Extra Care Housing

2.41 South Lakeland has an ageing population and housing to meet the needs of the elderly is an essential component of the District's housing requirement. In partnership with the neighbouring district of Eden, South Lakeland has adopted an Older Persons' Housing Strategy covering the period 2012-2017. The Strategy seeks to help ensure that peoples' existing homes continue to meet their needs as they grow older, to provide suitable housing-related support to help older people remain independent and to ensure that advice is easily available.

2.42 In addition, the Strategy seeks to encourage the development of a range of housing to meet the needs and aspirations of older people by encouraging

homes suitable for elderly people in housing association developments; including housing for the elderly within the market and affordable components of private developments; encouraging 'Lifetime Homes' and; in partnership with Cumbria County Council, bringing forward sites for extra care housing where there is evidence of need.

- 2.43** Extra Care Housing is housing designed with the needs of frailer older people in mind and with varying levels of care and support available on site. People who live in Extra Care Housing have their own self-contained homes, their own front doors and a legal right to occupy the property. Extra Care Housing is also known as very sheltered housing or simply as 'housing with care'. It comes in many built forms, including blocks of flats, bungalow estates and retirement villages. Extra Care Housing provides one of the best opportunities for people with care needs to remain living independently rather than moving to a Residential Care Home. There is significant need for more housing of this type.
- 2.44** A number of extra care and other older persons' schemes have come forward in recent years. Major housing association extra care housing developments of 37 and 40 affordable homes were completed at Rydal Road, Kendal in 2008 and Lound Place, Kendal in 2012. The Lound Place homes were developed without any public subsidy due to an agreement between a private developer and the Council to provide their affordable housing requirement for the nearby K-Village scheme off-site on land in their ownership. Other specific older persons' housing association schemes were completed at Gowan Lea, Burneside (new-build bungalows and remodelling of an existing sheltered housing scheme) and Whinfell Drive, Kendal (new-build bungalows).
- 2.45** A major private sector sheltered housing scheme is currently under construction at Kirkby Lonsdale. Other current housing developments for elderly people include a housing association development of bungalows at Nobles Rest, Kendal as well as several other general needs schemes that include a small number of bungalows for older people. Plans are also being developed for a new extra care housing scheme in Ulverston.
- 2.46** Affordable extra care housing can be an appropriate component of the affordable housing provided in association with new development. On planning applications of more than 60 dwellings, Cumbria County Council will consider the need for new extra care provision as part of the scheme and may request affordable provision, having regard to the existing level of provision in the area and the appropriateness of the site. Market extra care schemes will be expected to comply with the Council's affordable housing policy. The Council recognises that the inclusion of affordable housing within a market extra care scheme can give rise to management difficulties and will look favourably on off site provision or a financial contribution in lieu of the above where these can be demonstrated.

Employment Allocations

- 2.47** The Local Plan – Land Allocations protects the most important existing employment sites and identifies new sites to meet development needs, recognising that some unsuitable employment sites may benefit from redevelopment or relocation. The plan identifies:
- **existing employment sites** to be safeguarded;
 - **strategic employment sites** for major employers;
 - **business/science park sites** – high quality sites for office uses and knowledge-based industries;
 - **Local employment sites** for general needs and start-ups.
- 2.48** In some cases, there may be opportunities for mixed-use developments, to include office, research and development and light industrial uses, which can co-exist with housing and other uses.
- 2.49** Due to their strategic importance in delivering economic growth, notwithstanding the changes to the Use Classes Order, the need to retain these Strategic Employment Sites and Business/Science Park sites in employment use will be a key consideration in the determination of any relevant planning application.

Existing Employment Areas

- 2.50** Areas already being used for business and industrial use will make a significant contribution to meeting the District's need for employment land and premises. Vacant sites within employment areas, extensions by existing firms and land and premises made available through the relocation or changing needs of existing firms create opportunities for new premises and in particular, low cost opportunities for start-ups. The Local Plan – Land Allocations identifies and ensures an appropriate degree of safeguarding for existing employment areas where these are necessary to support the local economy.
- 2.51** Existing Employment Sites are identified where the site:
- Is 0.3 ha or above in Local Service Centres;
 - Is 0.1 ha or above in smaller settlements and open countryside;
 - Is, or has recently been, occupied by business (B1), industrial (B2) or storage and distribution uses (B8);
 - Is compatible with surrounding uses;
 - Has suitable access for employment use.
- Having regard to the above criteria, the following sites are identified as existing employment areas.

POLICY LA1.5: EXISTING EMPLOYMENT AREAS

Purpose:

To ensure that a sufficient supply of employment land and premises is available to meet local employment needs and promote new business creation⁴.

THE COUNCIL WILL SEEK TO RETAIN THE FOLLOWING SITES, IDENTIFIED ON THE POLICIES MAP AND PREMISES WITHIN THEM IN EMPLOYMENT USE UNLESS IT CAN BE DEMONSTRATED THAT:

THE SITE IS NOT SUITABLE FOR EMPLOYMENT USE; OR

LOSS OF THE SITE WOULD NOT COMPROMISE THE DISTRICT'S SUPPLY OF EMPLOYMENT LAND AND PREMISES; OR;

THE PROPOSED DEVELOPMENT IS A MIXED-USE DEVELOPMENT THAT WOULD RESULT IN A QUANTITATIVE AND QUALITATIVE IMPROVEMENT IN THE SUPPLY OF EMPLOYMENT LAND AND PREMISES.

	<i>Name</i>	<i>Ha</i>	<i>Acceptable Uses</i>
KENDAL	DOCKRAY HALL INDUSTRIAL ESTATE	2.04	B1, B2, B8
KENDAL	BEEZON ROAD AREA	3.52	B1, B2, B8
KENDAL	MINTSFEEET INDUSTRIAL ESTATE	15.44	B1, B2, B8
KENDAL	SUNLIGHT LAUNDRY, SHAP RD	0.75	B1, B2, B8
KENDAL	LAKE DISTRICT BUSINESS PARK AND SURROUNDING AREA	6.83	B1, B2, B8
KENDAL	WESTMORLAND BUSINESS PARK AND SURROUNDING AREA	11.52	B1, B2, B8
KENDAL	SHAP RD INDUSTRIAL ESTATE AND SURROUNDING AREA	5.1	B1, B2, B8
KENDAL	MEADOWBANK BUSINESS PARK & ADJACENT AREA	0.51	B1
KENDAL	KENDAL BUSINESS PARK, APPLEBY RD	1.05	B1, B2, B8
KENDAL	MURLEY MOSS BUSINESS VILLAGE	1.66	B1
KENDAL	RIVERSIDE BUSINESS PARK (incl. vacant sites)	3.07	B1, B2, B8
KENDAL	KENDAL FELL BUSINESS PARK	1.04	B1, B2, B8

⁴ Safeguarding of Existing Employment Areas - It should be noted that:

- a) The acceptable uses set out in Policy LA1.5 do not override existing use rights,
- b) Within these areas there may be further local restrictions due to site-specific factors, and
- c) Policy LA1.5 does not seek to preclude ancillary or subsidiary uses.

POLICY LA1.5: EXISTING EMPLOYMENT AREAS

Purpose:

To ensure that a sufficient supply of employment land and premises is available to meet local employment needs and promote new business creation⁴.

THE COUNCIL WILL SEEK TO RETAIN THE FOLLOWING SITES, IDENTIFIED ON THE POLICIES MAP AND PREMISES WITHIN THEM IN EMPLOYMENT USE UNLESS IT CAN BE DEMONSTRATED THAT:

THE SITE IS NOT SUITABLE FOR EMPLOYMENT USE; OR

LOSS OF THE SITE WOULD NOT COMPROMISE THE DISTRICT'S SUPPLY OF EMPLOYMENT LAND AND PREMISES; OR;

THE PROPOSED DEVELOPMENT IS A MIXED-USE DEVELOPMENT THAT WOULD RESULT IN A QUANTITATIVE AND QUALITATIVE IMPROVEMENT IN THE SUPPLY OF EMPLOYMENT LAND AND PREMISES.

	<i>Name</i>	<i>Ha</i>	<i>Acceptable Uses</i>
KIRKBY LONSDALE	KIRKBY LONSDALE BUSINESS PARK (OFF A65)	0.45	B1, B2
MILNTHORPE	PARKHOUSE LAKELAND ESTATE	1.03	B1, B2
MILNTHORPE	HOUGHTON – PARKHOUSE LTD., COACHWORKS	2.41	B1, B2, B8
MILNTHORPE	BRIDGE END BUSINESS PARK	0.16	B1, B2, B8
MILNTHORPE	MAINLINE BUSINESS PARK, DEEPTHWAITE AND EMPLOYMENT USES WEST OF RAIL LINE	7.96	B1, B2, B8
BURNESIDE	CROPPER'S PAPER MILL	9.28	B2
BURTON IN KENDAL	DALTON HALL BUSINESS CENTRE AND STORAGE	0.79	B1a,b,c & B8
BURTON IN KENDAL	DALTON HALL, THE STABLE YARD	0.21	B1
CLAWTHORPE	CLAWTHORPE HALL BUSINESS CENTRE	0.18	B1a
CROOKLANDS	HIGHWAYS DEPOT, MILLNESS	2.30	B8
CROOKLANDS	MOSS END BUSINESS PARK	0.6	B1 , B2
GATEBECK	GATEBECK INDUSTRIAL ESTATE BUSINESS PARK AND ADJACENT AREA	2.89	B1, B2, B8
GILPIN BRIDGE	BRIDGE END DEPOT	0.65	B8
GILPIN BRIDGE	GILPIN BRIDGE	1.87	B2

POLICY LA1.5: EXISTING EMPLOYMENT AREAS

Purpose:

To ensure that a sufficient supply of employment land and premises is available to meet local employment needs and promote new business creation⁴.

THE COUNCIL WILL SEEK TO RETAIN THE FOLLOWING SITES, IDENTIFIED ON THE POLICIES MAP AND PREMISES WITHIN THEM IN EMPLOYMENT USE UNLESS IT CAN BE DEMONSTRATED THAT:

THE SITE IS NOT SUITABLE FOR EMPLOYMENT USE; OR

LOSS OF THE SITE WOULD NOT COMPROMISE THE DISTRICT'S SUPPLY OF EMPLOYMENT LAND AND PREMISES; OR;

THE PROPOSED DEVELOPMENT IS A MIXED-USE DEVELOPMENT THAT WOULD RESULT IN A QUANTITATIVE AND QUALITATIVE IMPROVEMENT IN THE SUPPLY OF EMPLOYMENT LAND AND PREMISES.

	<i>Name</i>	<i>Ha</i>	<i>Acceptable Uses</i>
HOLME	ELMSFIELD PARK	3.33	B1 , B2, B8
HOLME	UNITS ON MILNTHORPE ROAD	0.48	B1, B2
HOLME MILLS	HOLME MILLS INDUSTRIAL ESTATE	1.49	B1 B2, B8
HUTTON ROOF	BUTTLE HOUSE	0.46	B2
LEASGILL	PRINCE'S WAY UNITS	0.20	B1
LEVENS	IVY HOUSE WORKS, UNDERHILL ROAD	1.03	B2
MEALBANK	MEALBANK MILL TRADING ESTATE	2.09	B2
MIDDLETON ON LUNE	DEPOT AND ADJACENT AREA	1.96	B1, B2, B8
NEW HUTTON	HALL HOUSE INDUSTRIAL ESTATE	0.94	B1, B2, B8
SUMMERLANDS	SUMMERLANDS TRADING ESTATE	2.00	B1 , B2
GRANGE-over-SANDS	STATION YARD	0.31	B1, B2, B8
FLOOKBURGH	AIRFIELD APPROACH BUSINESS PARK	3.30	B1, B2
ULVERSTON	DALTONGATE BUSINESS CENTRE	0.77	B1
ULVERSTON	LIGHTBURN TRADING ESTATE	1.93	B1, B2, B8
ULVERSTON	MARL BUSINESS PARK	1.87	B2
ULVERSTON	LOW MILL BUSINESS PARK	7.87	B1, B2, B8

POLICY LA1.5: EXISTING EMPLOYMENT AREAS

Purpose:

To ensure that a sufficient supply of employment land and premises is available to meet local employment needs and promote new business creation⁴.

THE COUNCIL WILL SEEK TO RETAIN THE FOLLOWING SITES, IDENTIFIED ON THE POLICIES MAP AND PREMISES WITHIN THEM IN EMPLOYMENT USE UNLESS IT CAN BE DEMONSTRATED THAT:

THE SITE IS NOT SUITABLE FOR EMPLOYMENT USE; OR

LOSS OF THE SITE WOULD NOT COMPROMISE THE DISTRICT'S SUPPLY OF EMPLOYMENT LAND AND PREMISES; OR;

THE PROPOSED DEVELOPMENT IS A MIXED-USE DEVELOPMENT THAT WOULD RESULT IN A QUANTITATIVE AND QUALITATIVE IMPROVEMENT IN THE SUPPLY OF EMPLOYMENT LAND AND PREMISES.

	<i>Name</i>	<i>Ha</i>	<i>Acceptable Uses</i>
ULVERSTON	NORTH LONSDALE ROAD	4.54	B2
ULVERSTON	GLAXO, NORTH LONSDALE ROAD	22.26	B1, B2, B8
ULVERSTON	CROSS LANE AND SURROUNDING AREA	4.14	B2
BARDSEA	BARDSEA BUSINESS PARK	1.54	B1, B2
BARDSEA	OXLEY DEVELOPMENTS CO. LTD. SITE, PRIORY PARK	4.14	B2
CARK IN CARTMEL	STATION YARD	1.6	B1, B2, B8
BROUGHTON-in-FURNESS	FOXFIELD ROAD BUSINESS PARK	1.17	B1, B2, B8
GREENODD	ARMER'S SITE	0.25	B1
GREENODD	CRAKESIDE BUSINESS PARK	0.40	B1
GREENODD	CRAKE WORKS	0.96	B1, B2, B8
LITTLE URSWICK	LONGRIGG GARAGE SITE, HOOKES LANE	0.17	B2
SPARK BRIDGE	SAUNDERS' HAULAGE DEPOT	0.39	B8

Implementation

Through Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

New Employment Allocations

2.52 Based on employment land needs identified in the South Lakeland Employment Land and Premises Study, the Core Strategy identifies a need for the development of 4 ha per annum of land for employment between 2010 and 2025, making a total of 60ha. This is likely to be divided roughly as set out below, although the rate at which employment sites are developed is highly dependent on market factors and cannot be predicted. These figures have been revised and updated through the Employment Land Review conducted by Lambert Smith Hampton in early 2012, which concluded that, on the basis of existing take-up rates, around 36ha across the District would be needed. Critically, it concluded (para. 5.30) that there is no site capable of attracting or accommodating major employment development in the Local Plan area. The study predates the decision in March 2012 by GSK to develop a major manufacturing and Research & Development facility in Ulverston based around their existing facility.

2.53 New employment allocations are needed:

- To provide a supply of land and premises to meet the demand indicated by the very low vacancy rates currently experienced in South Lakeland;
- To provide high quality, unconstrained employment sites;
- To provide an adequate choice of sites for development over the longer term in order to respond to demand;
- To enable Kendal to act as an employment zone for residents of the Lake District National Park;
- To ensure that Ulverston remains an important contributor to the District's economy and to balance the relative economic vitality of the eastern part of the District;
- To align the employment land offer with the pro-active economic vision of the District.

Table 2: Overall Employment Requirement and Balance between Settlements

		Hectares developed	
		By 2025	% Share
Kendal	Strategic Employment Site	9	15%
	Business-Science Park	9	15%
	Local Employment Site	2	3%
Kirkby Lonsdale	Local Employment Site	1.5	3%
Milnthorpe	Local Employment Site	4.5	8%
			3%
Local Service Centres (AONB)		1.6	9%
Local Service Centres (Other, Kendal)		5.6	
Small Settlements (AONB)	Local Employment Site	1	2%
Small Settlements (Other, Kendal)		3.8	6%
Total Kendal + Kendal Rural		38	63 %
Ulverston	Strategic Employment Site	6	10%
	Business-Science Park	6	10%
	Local Employment Site	1	2%
Local Service Centres	Local Employment Site	2.4	4%
Small Settlements	Local Employment Site	1.2	2%
Total Furness		16.6	28%
Grange - over - Sands	Local Employment Site	3	5%
Local Service Centres	Local Employment Site	2.4	4%
Small Settlements	Local Employment Site	0	0%
Total Grange/ Cartmel		5.4	9%
TOTAL		60	100%
Kendal		20	33%
Ulverston		13	22%
Key Service Centres		9	15%
Local Service Centres		12	20%
Small Settlements		6	10%
TOTAL		60	100%

(1) Policy CS7.2 of the adopted Core Strategy sets out employment land targets for Kendal and Ulverston and group targets for Key and Local Service Centres and small villages and rural settlements. The further breakdown of the group targets is therefore indicative, taking account of settlement size and site capacity.

2.54 Strong spatial relationships exist between the Local Plan area and National Parks, particularly between Kendal and adjoining parts of the Lake District National Park. Employment sites in the Lake District close to Kendal will clearly have an impact on the need for sites in and around Kendal. Conversely, Kendal is also a major centre of employment for residents within the Lake District National Park. Employment development delivered through the Local Plan - Kendal Canal Head may also meet Kendal's needs. The opportunity exists to provide additional employment land and premises at Kendal Fell Quarry. This is considered in full in para. 3.39.

Strategic Employment Sites

- 2.55** Strategic Employment Sites are large sites of 5ha or more, located close to the primary road network and aimed at larger businesses. They provide both for the relocation and development of existing firms and for the needs of large businesses wishing to locate in the District.
- 2.56** The Core Strategy proposes Strategic Employment sites for Kendal and Ulverston. These will be:
- able to accommodate B1(b)&(c) B2 and B8 and ancillary B1(a), employment uses⁵;
 - well connected to principal roads (A590(T), A591,M6);
 - accessible on foot, cycle and public transport;
 - developable by 2025 having regard to condition, infrastructure, availability, market factors and environmental capacity;
 - capable of being developed without causing a harmful impact on any town centre transport network.
- 2.57** They have been identified using a sequential approach looking:
- first at town centres;
 - second within urban areas;
 - third at urban extensions;
 - fourth (Kendal only) at the South Kendal Corridor and M6 Junction 36 and;
 - at surrounding areas.
- 2.58** The following strategic employment sites are allocated in accordance with these criteria and the site-specific factors identified in Sections 3 and 5. Development Briefs will be prepared for both of these sites.

POLICY LA1.6: STRATEGIC EMPLOYMENT SITES

Purpose:

To identify large sites close to the primary road network to meet the needs of larger businesses.

THE FOLLOWING SITES, IDENTIFIED ON THE POLICIES MAP, ARE ALLOCATED AS STRATEGIC EMPLOYMENT SITES:

	<i>Name</i>	<i>Ha</i>	<i>Acceptable Uses</i>
KENDAL	LAND AT SCROGGS WOOD, MILNTHORPE ROAD	17.9	B1 (b, c) B2, B8 +ancillary B1a
ULVERSTON	LAND AT CANAL HEAD – PHASE 1	2.1	B1 (b, c), B2, B8 +ancillary B1a

Implementation

Through Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

⁵B1 (a) = office (other than class A2), B1 (b) = Research and Development, B1(c) = Light Industry, B2 = General Industry, B8 = Storage and Distribution - Town and Country Planning (Use Classes) Order 1987 and subsequent amendments.

- 2.59** A developer has proposed the allocation of a site at M6 Junction 36 as a Strategic Employment Site adjacent the existing Moss End Business Park and the new Kendal Auction Mart. Although this site has excellent links to the national road network, has a willing landowner and is not subject to significant constraints, it performs poorly in Sustainability Appraisal, is remote from existing major settlements, is poorly served by public transport and is in an unsustainable location that does not offer a realistic choice of means of transport. For this reason, it can only be considered as a suitable option for meeting the need for a Strategic Employment Site if there is no more sustainable deliverable alternative identified through the sequential approach set out in the Core Strategy. It is clearly a less sustainable location than Scroggs Wood and, as long as Scroggs Wood is shown to be a deliverable site, the allocation of a less sustainable site would raise soundness concerns. It is not proposed to allocate this site at this time. The Council will continue to monitor closely the need for and take-up of employment sites and premises. In the event of robust evidence of need, it will consider the need for further employment development.

Business and Science Park sites

- 2.60** Office uses tend to generate large numbers of journeys to work and need a choice of means of transport. National Policy defines offices as town centre uses and requires that they be located in town centres and only in edge or out of centre sites if no suitable more central sites are available. The National Planning Policy Framework states that the planning system should support patterns of development which, where reasonable to do so, facilitate the use of sustainable modes of transport. Thus office and knowledge-based uses will be favoured on town centre and edge of town sites.
- 2.61** Based on the criteria identified above and the local factors identified in Sections 3 and 5 below, the following Business Park sites are identified.

POLICY LA1.7: BUSINESS AND SCIENCE PARK SITES

Purpose:

To identify high quality employment sites aimed at offices and hi-tech industry.

THE FOLLOWING SITES, IDENTIFIED ON THE POLICIES MAP, ARE ALLOCATED AS BUSINESS/SCIENCE PARK SITES:

	<i>Name</i>	<i>Ha</i>	<i>Acceptable Uses</i>
KENDAL	LAND EAST OF BURTON ROAD	6.52	B1
ULVERSTON	LAND AT LIGHTBURN ROAD	3.1	B1

Implementation

Through Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

General Employment sites and Mixed-use sites

- 2.62** The Core Strategy seeks to balance employment allocations across the area to meet the needs of smaller communities. Policy CS7.4 supports rural employment development:
- of a scale that is in keeping with its surroundings;
 - that does not detract from residential amenity;
 - that does not harm the character of the landscape or settlement or give rise to unacceptable levels of traffic.
- 2.63** Many employment uses require level sites that can accommodate large buildings and compounds. Most of the criteria set out in Para. 2.20 apply to employment allocations.
- 2.64** In small communities, needs can be met by combining new housing and workspace with good design and control over un-neighbourly uses. There may also be opportunities in rural communities for innovative approaches such as live-work units.
- 2.65** Having regard to the criteria above and the local factors set out in Sections 3-6, the following sites are identified as Local Employment Sites.

POLICY LA1.8: LOCAL EMPLOYMENT ALLOCATIONS

Purpose:

To ensure that a sufficient supply of employment land and premises is available to meet local employment needs and promote new business formation.

THE FOLLOWING SITES, IDENTIFIED ON THE POLICIES MAP, ARE ALLOCATED AS LOCAL EMPLOYMENT SITES:

	<i>Name</i>	<i>Ha</i>	<i>Acceptable Uses</i>
KENDAL	LAND SOUTH OF K SHOES, NATLAND ROAD	1	B1, B2, B8
KENDAL	LAND AT SHAP ROAD INDUSTRIAL ESTATE	0.34	B1, B2, B8
KENDAL	LAND NORTH OF MEADOWBANK BUSINESS PARK	5.15	B1, B2
MILNTHORPE	LAND ADJACENT TO BRIDGE END BUSINESS PARK, PARK ROAD	1.81	B1, B2
MILNTHORPE	LAND ADJACENT MAINLINE BUSINESS PARK	8.07	B2, B8
BURNESIDE	LAND ADJACENT CROPPERS PAPER MILL	1.2	B1, B2
ENDMOOR	LAND NORTH OF GATEBECK LANE, GATEBECK	3.13	B2, B8
HOLME	LAND AT MILNTHORPE ROAD	2.58	B1, B2
HOLME	LAND AT ELMSFIELD PARK	3.04	B2, B8
ULVERSTON	PHASE 1, LOW MILL TANNERY	0.72	B1, B2, B8
BROUGHTON-in-FURNESS	LAND WEST OF FOXFIELD ROAD	0.47	B1a, b, B2, B8

Implementation

Through Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Recreation, Greenspace and Green Gaps

- 2.66** Most of the plan area is countryside, much of it of very high landscape quality, including part of an Area of Outstanding Natural Beauty, parts of the settings of two National Parks and areas that have been identified as likely to be included within National Parks in the future. The countryside forms the District's key Green Infrastructure resource for biodiversity, for food production, for recreation, as one of the strongest elements of the area's 'sense of place', as the setting for and a strong part of the identity of its towns and villages, and as the foundation of the District's greatest economic asset –

its quality of life. Local communities place a very high value on the countryside and a key objective of the Core Strategy is to maintain and enhance the quality and functions of the landscape outlined above.

- 2.67** The District's Green Infrastructure also includes a vital and multifunctional network of rivers and streams, greenspaces and green corridors within its towns and villages. This must be protected and enhanced for its intrinsic value and economic and quality of life benefits.

Green Gaps

- 2.68** Despite the fact that the District is comprised of relatively small and dispersed towns and villages, there are some areas where the identity of individual settlements may be compromised by development. The Core Strategy (Policy CS8.2) states that Green Gaps will be identified on land that:

- if developed, would cause or add to the risk of future coalescence of two or more settlements between which it is important to retain a distinction;
- helps to maintain a settlement's identity, setting and character;
- is predominantly open and maintains an open aspect;
- affords recreational and biodiversity opportunities.

- 2.69** Having regard to the following considerations and the local factors identified in Sections 3-5, Green Gaps are identified as set out below:

POLICY LA1.9: GREEN GAPS

Purpose:

To provide a framework for maintaining the separate identities of communities in the District by maintaining visual and functional separation.

GREEN GAPS ARE IDENTIFIED ON THE POLICIES MAP BETWEEN THE FOLLOWING SETTLEMENTS:

**KENDAL and OXENHOLME;
KENDAL and BURNESIDE;
MILNTHORPE and ACKENTHWAITE;
OXENHOLME and NATLAND;
CARK and FLOOKBURGH;
GRANGE-over-SANDS and ALLITHWAITE;
GREAT URSWICK and LITTLE URSWICK;
ULVERSTON and SWARTHMOOR.**

WITHIN IDENTIFIED GREEN GAPS, ONLY DEVELOPMENT THAT SATISFIES CORE STRATEGY POLICY CS8.2 WILL BE PERMITTED.

Implementation

Through Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Urban Greenspace and Public Open Space

- 2.70** A large number of sites were identified in the old South Lakeland Local Plan as Important Open Space – an umbrella term encompassing formal recreational open space, informal open space and private open space to which there is no public access. In 2007 the Council commissioned an Open Space, Sport and Recreation Assessment⁶ from consultants KKP, which included a comprehensive assessment of needs for all types of publicly accessible open space, reviewed the distribution and quality of all publicly accessible open space and identified deficiencies and surpluses. Amenity open spaces that are not accessible to the public have been assessed separately in consultation with parish and town councils.
- 2.71** The Local Plan - Land Allocations identifies important open spaces within settlements. These include formal recreational open space, informal parks, gardens and other recreational open space and private greenspaces to or through which there is no right of access but which nonetheless perform a greenspace function.
- 2.72** Based on the outcome of the study, sites are allocated as greenspace where they:
- have significant identified quality and value as formal sports facilities, parks and gardens, natural and semi-natural greenspace, green corridors, amenity greenspace, children's play space, allotments, cemeteries or civic spaces; or
 - do not have significant quality or value in their current condition or use but have been identified as offering the scope to address open space needs if their value is enhanced.
- 2.73** Sites are identified according to the following three categories:
- **Public Open Space**, to which the public have access for informal recreational use;
 - **Outdoor Sports Facilities**, including formal sports pitches, golf courses and other formal sports facilities;
 - **Amenity Open Space**, which is not accessible to the public but which nonetheless, has amenity value because of its openness, appearance or landscape quality.
- 2.74** Where possible, opportunities will be taken to enhance and increase the quality and value of all three types of open space. There is a presumption that these spaces will not be developed except in very exceptional circumstances. It should be noted that Green Gaps are not greenspaces or open spaces but are designated to prevent coalescence of settlements, rather than because of any intrinsic greenspace value that they may have.

⁶ South Lakeland Open Space, Sport and Recreation Report 2007, KKP

POLICY LA1.10: EXISTING GREEN INFRASTRUCTURE

Purpose:

To ensure that new development safeguards and where possible enhances the District's green Infrastructure.

THE PUBLIC OPEN SPACES AND AMENITY SPACES IDENTIFIED ON THE POLICIES MAP WILL BE SAFEGUARDED FROM DEVELOPMENT AND, WHERE POSSIBLE, MANAGED TO ENHANCE THEIR VISUAL, CULTURAL, HISTORIC, ENVIRONMENTAL, INFORMAL RECREATION AND BIODIVERSITY SIGNIFICANCE BOTH IN THEMSELVES AND AS PART OF GREEN INFRASTRUCTURE NETWORKS.

DEVELOPMENT AFFECTING PUBLIC OPEN SPACES OR AMENITY SPACES WILL NOT BE PERMITTED UNLESS THEIR GREEN INFRASTRUCTURE SIGNIFICANCE IS SAFEGUARDED OR ENHANCED.

Implementation

Through Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

- 2.75** The Open Spaces study also identifies both the needs for formal sports provision and the facilities that currently provide for these. Sites that are required to meet local needs for sport and recreation are identified on the Policies Map and will be protected from development unless equivalent replacement provision is made. In conjunction with Core Strategy policies CS8.1, CS8.3a, CS8.3b and CS9.1 proposals for additional outdoor formal sports facilities provision will be supported where there is evidence of need, strong community and sports club support (where relevant) and where an appropriate site and funding streams can be identified. This may include facilities for which there is demand from local sports clubs due to a lack of facilities, such as an athletics track, or inadequacy of existing facilities. Opportunities to support proposals for new sports facilities provision will be explored through the Community Infrastructure Levy and other mechanisms, such as developer contributions (in accordance with Core Strategy policy CS9.2) as appropriate.

POLICY LA1.11: EXISTING OUTDOOR FORMAL SPORTS FACILITIES

Purpose:

To ensure that outdoor sports facilities for which there is a need are maintained and enhanced.

THE OUTDOOR FORMAL SPORTS FACILITIES IDENTIFIED ON THE POLICIES MAP WILL BE SAFEGUARDED FROM DEVELOPMENT UNLESS A SUITABLE REPLACEMENT FACILITY IS PROVIDED IN AN ACCESSIBLE LOCATION WITHIN THE SAME AREA OF NEED OR DEMAND AND WHERE SITES ARE ALSO IDENTIFIED AS GREENSPACE OR AS A GREEN GAP, THE REQUIREMENTS OF POLICY LA1.10 OR LA1.9 (AS APPLICABLE) ARE MET.

Implementation

Through Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Implementation, Mitigation Measures and other Policy Considerations

2.76 This Local Plan allocates land for development. The process of assessing sites proposed for development and either permitting or refusing permission for the development accordingly is known as Development Management. Most sites will be brought forward through planning applications from developers. The determination of planning applications will be guided by the policies in this document and also by Core Strategy policies, the National Planning Policy Framework and, until they are superseded by future Local Plan documents, by saved policies of the South Lakeland Local Plan. Under the Localism Act, there are now requirements for applicants for major schemes to consult with communities before they submit planning applications.

Development Briefs

2.77 Development Briefs are Supplementary Planning Documents that provide site-specific guidance on major, complex or sensitive sites. The scope of such briefs will vary according to the needs of particular sites. The preparation of Development Briefs will be carried out in consultation with local communities. Development Briefs are proposed for the following sites:

Phase 1 (to be adopted by December 2014)

- Housing Allocations, **Kendal Parks, Kendal**
- Housing Allocation, **Stainbank Green, Kendal**
- Housing Allocation, **Land at Underbarrow Road, Kendal**
- Mixed-use Allocation, **Land north of Kendal Road, Kirkby Lonsdale**
- Housing Allocation, **Land South and East of Milnthorpe**
- Housing Allocation, **Milnthorpe Road, Holme**
- Business Park Site, **Land at Burton Road, Kendal**
- Strategic Employment Site, **Land at Scrogg's Wood, Kendal**
- Housing Allocations at **Croftlands, Ulverston**

Phase 2 (to be adopted by December 2016)

- Housing Allocation, **West of High Sparrowmire, Kendal**
- Housing Allocation, **North of Laurel Gardens, Kendal**
- Mixed-use Allocation **at Green Dragon Farm, Burton in Kendal**
- Housing Allocation **at Land north of Sycamore Close, Endmoor**
- Mixed-use Allocation, **Land south of Allithwaite Road, Grange-over-Sands**
- Housing Allocation, **Land off Cross-a-Moor, Swarthmoor**

- 2.78** The preparation of Development Briefs will offer significant opportunities for the involvement of communities and parish councils in shaping new development. New requirements for early engagement by developers on planning applications will also offer opportunities for communities to shape new development.

Core Strategy policies

- 2.79** The Local Plan - Core Strategy contains a number of strategic policies against which planning applications will be assessed. These key policies are:

Strategic Policies

- CS1.1, which sets out the **principles of Sustainable Development** that the Council will apply;
- CS1.2, which sets out the **Development Strategy** including the location and scale of new development;
- **Local Strategies** for Kendal (CS2), Ulverston and Furness (CS3.1), Ulverston Canal Head and Corridor (CS3.2), Cartmel Peninsula (CS4) and the east of the District including Milnthorpe and Kirkby Lonsdale (CS5).

Housing Policies

- CS6.2, which is concerned with achieving an appropriate **Dwelling Mix and Type**;
- CS6.3, which sets out the Council's requirements for **Affordable Housing** and CS6.4 which sets out the Council's approach to housing **outside identified settlements**;
- CS6.5a and b, which deal with sites for **Gypsies and Travellers and Travelling Showpeople**;
- CS6.6, which seeks to ensure **Efficient Use of Land and Buildings**.

Economic Policies

- CS7.1, which is concerned with development affecting existing and proposed **employment sites**;
- CS7.2, which is concerned with **employment sites**, the type of employment land required and the sectoral split required in settlements;
- CS7.4, which deals with the **rural economy** and employment development in rural areas;
- CS7.5, **Town Centre and Retail Strategy**, which sets out the principles for the scale and location of new retail development;

- CS7.6, **Tourism Development**;
- CS7.7, which supports the realisation of opportunities provided by **renewable energy development and the low carbon economy** including support for micro-generation and decentralised heating schemes.

Environmental Policies

- CS8.1, which sets out the Council's approach to **Green Infrastructure** and CS8.3a-b, which set out the approach to recreational open space;
- CS8.2, which sets requirements for development affecting **Landscape and Settlement Character**;
- CS8.4, which sets out the Council's approach to the conservation of **Biodiversity and Geodiversity**;
- CS8.6, which sets out the Council's approach to the **Historic Environment** including Listed Buildings, Conservation Areas, Scheduled Ancient Monuments and Historic Parks and Gardens;
- CS8.7, which encourages **Sustainable Construction, Energy Efficiency and Renewable Energy**;
- CS8.8, which sets out criteria for the management of **Flood Risk**;
- CS8.10, which sets out the Council's overall approach to the **Design of new Development**;

Social, Community and Infrastructure Policies

- CS9.1, which sets out development requirements for **Social and Community Infrastructure** including community facilities, air quality issues, special housing needs and health and education;
- CS9.2, which sets out areas where **Developer Contributions** may be sought;
- CS10.1, which addresses **accessing services** and is primarily concerned with improvements to the transport network; and
- CS10.2, which is concerned with addressing the **transport impacts of new development**.

2.80 Development requirements arising out of these are summarised in the Council's validation guide for planning applications. The key requirements are the following:

ALL SITES ALLOCATED FOR DEVELOPMENT:

THAT ARE IN FLOOD ZONES 2-3 OR WHOSE OPERATIONAL DEVELOPMENT AREA WOULD EXCEED 1 HA OR AFFECT THE FLOW OF ANY RIVER OR STREAM

Submission of **Flood Risk Assessment**

WHERE DEVELOPMENT WOULD AFFECT LISTED BUILDINGS, CONSERVATION AREAS, HISTORIC PARKS, GARDENS AND LANDSCAPES, AREAS OF ARCHAEOLOGICAL INTEREST AND OTHER HERITAGE ASSETS

Submission of **Heritage Assessment**

THAT ARE LOCATED ON THE EDGE OF SETTLEMENTS OR IN THE OPEN COUNTRYSIDE

Submission of Landscape Assessment

WHERE DEVELOPMENT WOULD AFFECT LOCAL, NATIONAL AND INTERNATIONAL NATURE CONSERVATION SITES OR WHERE PROTECTED SPECIES ARE OR HAVE THE POTENTIAL TO BE PRESENT

Submission of Nature Conservation Assessment

WHERE A PUBLIC RIGHT OF WAY EXISTS ON OR CLOSE TO THE SITE

Submission of Public Right of Way Statement

WHERE THERE ARE TREES OR HEDGEROWS ON THE SITE OR WITHIN 15M OF ANY PROPOSED DEVELOPMENT

Submission of Tree and Hedgerow Survey

SITES ALLOCATED FOR HOUSING

ALL

Submission of Affordable Housing Statement

ABOVE 50 DWELLINGS

Submission of Transport Statement

ABOVE EITHER 50 DWELLINGS OR 2 HA

Submission of Sustainability Statement

ABOVE 80 DWELLINGS

Submission of Transport Statement and Travel Plan

ABOVE EITHER 80 DWELLINGS OR 1 HA

Submission of Air Quality Assessment

KNOWN OR SUSPECTED TO BE CONTAMINATED

Submission of Land Contamination Assessment

SITES ALLOCATED FOR EMPLOYMENT

B1 ABOVE 1,500 sq. m, B2 ABOVE 2,500 sq. m, B8 ABOVE 3,000 sq. m

Submission of Transport Statement

B1 ABOVE 2,500 sq. m, B2 ABOVE 4,000 sq. m, B8 ABOVE 5,000 sq. m (GFA)

Submission of Travel Plan

ABOVE EITHER 2 Ha OR 5,000 sq. m

Submission of Sustainability Statement

ABOVE 2,500 sq. m and/or LORRY PARKS AND DISTRIBUTION WAREHOUSES

Submission of Air Quality Assessment

Section 3 Kendal and Surrounding Area

3.1 This section sets out the detailed requirements for land allocations in Kendal and the surrounding area, which comprises the Kent and Lune valleys. As well as Kendal, which is the District's largest town, transport hub and main centre for shopping, culture, health, education and employment, the area includes Milnthorpe, Arnside, Burton-in-Kendal, Kirkby Lonsdale and Burneside. The District's national transport links – the M6 and the West Coast Main Line run through this area as does the former Lancaster Canal. It has strong economic, social and environmental links with the central Lake District, neighbouring parts of Lancashire, northeast Cumbria and the Yorkshire Dales. The Local Plan – Land Allocations seeks to accommodate around 60% of new homes and workplaces within this area. This means finding sites for around 2000 homes in Kendal, around 300 in the Key Service Centres of Kirkby Lonsdale and Milnthorpe and around 800 in Local Service Centres.

3.2 Factors influencing the location of development in this area include:

- the need to safeguard areas of **very high landscape quality** including nationally protected landscapes (part of the Arnside-Silverdale Area of Outstanding Natural Beauty, the setting of, and proposed extensions to, two National Parks) and attractive rolling topography throughout;
- the need to enhance **the District's Natural Heritage** including the internationally important nature conservation sites of Morecambe Bay, the River Kent (including the Mint and the Sprint), Limestone Pavements at Scout Scar, Farleton Knott, Hutton Roof Crag, Whin Scar and Hale Fell;
- the quality of the **Built Heritage** - long established towns and villages with well defined character and form including Conservation Areas at Kendal, Burton, Heversham, Kirkby Lonsdale, Milnthorpe and Beetham as well as historic parks and gardens at Dallam Tower, Levens Hall, Sizergh Castle, numerous Grade I and II Listed buildings and 60 Scheduled Ancient Monuments;
- areas of **flood risk** including along the River Kent, River Bela, Kent Estuary and River Lune;
- very little **previously used land** available for development.

Kendal

THE VISION (SOUTH LAKELAND CORE STRATEGY)

In 2025, Kendal will:

- ❑ ***provide a wide range of services and jobs*** for local residents and the wider area and make a strong contribution to Cumbria's economy;
- ❑ ***through the delivery of new employment sites, ensure a more balanced economic profile*** across all occupation groups and employment sectors, including a knowledge cluster and a strong tertiary education sector;
- ❑ ***through new housing provision, meet local and wider housing needs***, provide more affordable housing for local people and retain young people in the town;
- ❑ ***incorporate new development which is sensitive*** to the local landscape and the town's historic assets and avoids areas at risk of flooding;
- ❑ ***have new, retained and restored habitats*** including designated sites such as the River Kent and Scout and Cunswick Scar SSSI;
- ❑ ***have a vital and viable Town Centre*** with new retail and commercial developments and arts and crafts in Kirkland and Highgate;
- ❑ ***have Town Centre congestion alleviated*** with active travel planning, better public transport and pedestrian and cycle links, particularly
 - ***between the main attractions in Kendal including K Village, Abbot Hall Museum, the town centre shopping area and Canal Head.***
 - ***through the town and along the River Kent, linking residential areas with new employment, the town centre and other facilities and attractions;***
- ❑ ***relate better to Kendal, Natland, Oxenholme and Burneside*** with better connections but with individual character and identity retained with a series of green gaps;
- ❑ ***have a regenerated Canal Head*** with a cluster of knowledge-based industries and other canal-based developments complementing and linking with the town centre;
- ❑ ***have improved open space, sport and recreation provision*** including further provision of allotments and a Sports Village, with a range of sporting facilities serving local residents.

Policy Context

- 3.3** Kendal is the District's largest town with a 2001 parish population of around 27,500. The Core Strategy (Policy CS2) sets the overall context for development in Kendal. It seeks to direct 35% of new dwellings and employment floor space to the Kendal area. The need for new housing in Kendal is set out in Table 1A (p.17). After deducting completions since 2003 and expected contributions from existing planning consents and identified small sites and windfalls, there is a need for 1,773 dwellings by 2025. The Council is also promoting the mixed-use regeneration of Kendal's Canal Head area, which will also deliver significant new residential and employment

development. It is assumed that around 200 dwellings will be delivered by 2025 through preparation of the Local Plan – Kendal Canal Head, mostly towards the end of the plan period.

- 3.4** This leaves a balance of 1773 to be met through land allocations by 2025, of which 682 will be needed by 2018 and a further 682 by 2023. At least 35% of new homes should meet identified needs for affordable housing and of these up to 60% should be affordable housing for rent.
- 3.5** The Core Strategy also identifies a need to allocate 20ha of land for employment uses in Kendal, of which 9ha should be aimed at strategic employment needs, 9ha should be aimed at offices and high tech industry and 2ha should be aimed at general employment needs. The strategy seeks to locate industrial and distribution uses where they are accessible by a choice of means of transport and where they can be connected to the Strategic Road Network without any detrimental impact on the town centre network. It aims to focus new office development in and around Kendal Town Centre and support the development of a cluster of knowledge-based industries.

Local Factors influencing the location of development

- 3.6** Key local factors influencing the location of new development in Kendal are:
- Respecting the setting of the existing and potential future extent of the **Lake District National Park**, which is close to the town, as well as having regard to development opportunities within the Park that could meet Kendal's needs;
 - Maintaining and enhancing the **quality of the surrounding landscape** and the need to achieve urban edges that maintain or enhance the character and appearance of the town when viewed from key approaches by road and rail and from important viewpoints such as Kendal Castle, The Helm, Kendal Fell and Scout Scar/Brigsteer Road;
 - Avoiding **coalescence** between Kendal, Oxenholme, Burneside and Natland and maintaining the separate identities of these settlements;
 - Avoiding **areas at risk of flooding**, particularly around the River Kent and to the north of the town;
 - Safeguarding and enhancing the **River Kent Special Area of Conservation (SAC)** an internationally important habitat, particularly for the seriously threatened White Clawed Crayfish. The implications of river restoration need to be considered in relation to development proposals located close to the River Kent SAC;
 - Preserving and enhancing Kendal's built heritage including the **Kendal Conservation Area**, 183 Listed Buildings including the Grade I Listed Abbott Hall, Parish Church and Castle Dairy, and Scheduled Ancient Monuments including Miller, Nether and Stramongate Bridges, Kendal Castle, the Castle Howe Motte and Bailey and Watercrook Roman Fort;
 - Maintaining and enhancing **parks, sports facilities and recreational open spaces** including the major parks at Kendal Castle and Abbott Hall, the natural and semi-natural greenspace of Serpentine Woods, the green corridor along the River Kent, amenity greenspaces including Noble's

Rest, Gooseholme and Fletcher Square, and the children's play areas at Abbott Hall, Castle Drive and Acre Moss Lane;

- Minimising the impact of development on **Kendal's central traffic system**, promoting sustainable transport and achieving a positive impact on the Kendal **Air Quality Management Area**;
- Enhancing the **vitality and viability of Kendal Town Centre** for shopping, leisure, arts, culture, tourism and employment;
- The community aspirations to restore the **Lancaster Canal** and **regenerate the Canal Head area**;
- Infrastructure constraints including **sewage capacity** at Kentrigg and Steele's Row and the implications for development in northwest Kendal.

Infrastructure Planning Issues in Kendal

3.7 As noted above, the Local Plan - Land Allocations has been developed in co-operation with infrastructure providers. Kendal is the key area where existing infrastructure is under stress. Particular areas of stress are the town centre transport network, which is suffering from significant congestion at peak times. Part of the Town Centre is also an Air Quality Management Area and an Air Quality Management Plan has been prepared. Cumbria County Council has examined the traffic impacts of the proposed land allocations and put forward a series of mitigating measures to ensure that congestion and air quality impacts are minimised. These measures include a combination of network-wide junction improvements and sustainable transport improvements. In applying Core Strategy Policies CS10.2 Transport Impact of New Development and Policy CS9.2 Developer Contributions, the Council will ensure that new development within the Kendal area makes an appropriate contribution to measures to mitigate the environmental impacts of traffic and that new development is subject to active travel planning.

3.8 The second major area of infrastructure pressure is the sewerage network, which has severe capacity issues, particularly in the north of the town and in the Burneside area. Care has to be taken to ensure that development does not have an adverse impact on the River Kent and Tributaries SAC. The Appropriate Assessment Report examines this issue and recommends a number of mitigation measures to address the potential impact of new development for the River Kent and Tributaries SAC. In applying Core Strategy Policies CS8.4 Biodiversity and Geodiversity and Policy CS8.1 Green Infrastructure, the Council will seek to ensure that:

- Major sites in the Burneside and North West Kendal area shall not be developed until such time as sewer capacity issues in this area are resolved. It is likely that this will not be until Phase 3 of the Plan and;
- Development proposals for all housing and employment allocations within Kendal, Oxenholme, Natland and Burneside are accompanied by agreed Surface Water Management Plans, implement sustainable drainage systems, provide separate systems of drainage, ensure that only foul flows are discharged into the sewer network and ensure that there is no detriment to the existing serviceability of the Network.

- 3.9** Natural England and the Environment Agency are working to restore the natural functioning of rivers. This may involve the removal of artificial river bank modifications, where feasible, to allow recovery of natural processes and river functioning, where this does not conflict with flood defences. The implications of river restoration need to be considered in relation to development proposals located near and/or adjacent to the River Kent SAC.

Development Boundary and overall Development Strategy

- 3.10** The overall development strategy for Kendal is for a dispersed pattern of new development around its edge. This will ensure that landscape impacts are minimised, the urban form of the town remains compact with as many dwellings as possible within walking or cycling distance of the town centre, development of the town can be phased and organic and existing infrastructure capacity is fully utilised. This presents challenges including linking development to infrastructure delivery, managing traffic impacts and managing change in a number of locations.

Kendal Town Centre

- 3.11** Kendal Town Centre is the economic, social, cultural and transport hub of the eastern part of the District. As the most sustainable location in the District, it is also the preferred location for activities that attract a lot of people such as shops, offices, commercial leisure and tourism and cultural facilities. The Core Strategy supports convenience and comparison goods provision, of an appropriate scale, that aids the viability and vitality of the town centre.

Town Centre Boundaries

- 3.12** The town centre boundary includes Stricklandgate, Highgate, Kirkland, adjoining yards and commercial areas on either side and around Kendal Museum. This area contains the main shopping streets and centres as well as office, leisure and other town centre uses. It will continue to be the preferred location for these. The proposed Primary Shopping Area (the preferred location for retail development) is the area bounded by Sandes Avenue, Blackhall Road, New Inn and Doctor Manning's Yards, including the anchor Westmorland and Elephant Yard shopping centres and major anchor stores of Booths, Beales and Marks and Spencer. Within this area, key shopping streets are identified as primary retail frontages. It is important for the vitality of the town that these are in predominantly retail use. Elsewhere, secondary frontages are identified where a more diverse mix of uses is sought. Within the Town Centre, development must be of a standard that protects and enhances the Conservation Area.

Housing Sites

- 3.13** Following the development needs identified in the Core Strategy, the overall development strategy outlined in para. 3.10 above, the general site selection

criteria set out in para 2.20, and the considerations specific to Kendal set out in para. 3.6, the following sites are allocated in Policy LA 1.3:

Sites north of Kendal Town Centre

- WEST OF HIGH SPARROWMIRE (150 dwellings)
- WEST OF HIGH GARTH (23 dwellings)
- NORTH OF HIGH SPARROWMIRE (24 dwellings)
- NORTH OF LAUREL GARDENS (197 dwellings)
- ESKDALE HOUSE (12 dwellings)

Sites east of Kendal Town Centre

- EAST OF CASTLE GREEN ROAD (60 dwellings)
- WEST OF VALLEY DRIVE (60 dwellings)

Sites south of Kendal Town Centre

- KENDAL PARKS (200 dwellings)
- WEST OF OXENHOLME ROAD (100 dwellings)
- SOUTH OF NATLAND MILL BECK FARM (73 dwellings)
- SOUTH OF LUMLEY ROAD (122 dwellings)

Sites west of Kendal Town Centre

- STAINBANK GREEN (189 dwellings)
- LAND AT VICARAGE DRIVE (13 dwellings)
- SOUTH OF UNDERBARROW ROAD (153 dwellings)

- 3.14** In addition to these housing allocations, broad locations for long term housing development are identified at Appleby Road and Burton Road, which between them can deliver around 600 dwellings in the longer term. As noted above, a further 200 will be delivered in the Local Plan - Kendal Canal Head over the plan period.

West of High Sparrowmire

- 3.15** This 8.55 ha site is prominent in views in the wider landscape. It forms part of a large area of open countryside to the north of Kendal. Significant landscaping and robust soft boundary treatment are essential to ensure that development is sympathetic to the character of the landscape and to protect the setting of the Lake District National Park. Development is likely to result in significant impacts on traffic flows on Windermere Road and the Kendal Town Centre Network. A transport assessment and travel plan will be required, which will give rise to the need for off-site highways and transport mitigation. Green Infrastructure should be integrated into the development and pedestrian/cycle links provided to link to adjoining residential areas to the south and nearby main roads. On-site flood attenuation measures will be needed to mitigate against known flooding problems on the eastern edge of the site. There are also sewer capacity issues, which may affect timescales for development. Given the size of the site, development may result in the need for additional community infrastructure that could be provided within the site. The site has an estimated capacity of 150 dwellings.

POLICY LA2.1 WEST OF HIGH SPARROWMIRE

Purpose:

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

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF LAND AT WEST SPARROWMIRE.

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

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK INCORPORATING THE RETENTION AND PROTECTION OF HEDGEROWS AND TREES, THE AVOIDANCE OF DEVELOPMENT ON THE CREST OF THE DRUMLIN ON THE NORTH EAST PART OF THE SITE AND TREE PLANTING ALONG THE NORTHERN AND WESTERN BOUNDARIES;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN, THE PROTECTION OF EXISTING RIGHTS OF WAY AND THE PROVISION OF PEDESTRIAN AND CYCLE ACCESS THROUGH THE SITE AND TO ADJOINING RESIDENTIAL AREAS AND WINDERMERE ROAD;

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

DESIGN AND LANDSCAPING OF A QUALITY THAT REFLECTS THE IMPORTANCE OF THIS KEY GATEWAY ADJACENT TO THE NATIONAL PARK.

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

Implementation

Development Brief, Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

West of High Garth

- 3.16** This 0.74 ha site on the north west edge of Kendal is within Kendal's existing Development Boundary. It has the potential to accommodate a small affordable housing development subject to effective screening from Windermere Road to mitigate impacts on the Lake District National Park and measures to overcome local drainage constraints. The large trees along the northern boundary should be retained.

North of High Sparrowmire

- 3.17** This 0.77 ha site could accommodate a small housing development accessed from Moore Field Close subject to the resolution of local drainage, sewerage and biodiversity issues. The site adjoins the Oxenholme-Windermere railway and noise impacts may need to be mitigated. Robust landscaping to the north west will be necessary to achieve a satisfactory urban edge. Hedgerows and trees should be retained. There will be a need for existing footways on Moore Field Close to be extended to serve the site.

North of Laurel Gardens

- 3.18** This large site is prominent in views of the local landscape and provides local amenity value. Significant landscaping measures will be required to maintain a high quality environment and safeguard the integrity of the proposed Green Gap to the north. Development is likely to result in significant impacts on traffic flows on Burneside Road and the Kendal Town Centre network. A transport assessment and travel plan will be needed and it is likely that some off-site highways and transport mitigation will be required. Green Infrastructure should be integrated and pedestrian/cycle links made to adjoining residential areas to the south and nearby main roads. Measures may be needed to mitigate against existing flood risk on the east part of the site close to Burneside Road. Deliverability of the site is affected by major issues relating to the sewer network capacity, which may impact on timescales for development. Given the size of the site, development may result in the need for additional community infrastructure, which could be integrated within the site.

POLICY LA2.2 NORTH OF LAUREL GARDENS

Purpose:

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

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

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

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

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

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

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

Implementation

Development Brief, Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Eskdale House

- 3.19** This vacant 1960s office block on Shap Road offers a significant previously developed land opportunity for a small residential development to bring about significant environmental improvements and a better relationship with neighbouring residential properties. The site is well located for Kendal Town Centre, Queen Katherine School, Kendal railway and bus stations, major employers, Kendal Retail Park and the riverside cycle and pedestrian route. It is estimated that it could accommodate around 12 dwellings. The site is within Flood Zone 2 and a flood risk assessment will be required.

East of Castle Green Road

- 3.20** This 4.11 ha site on the eastern edge of Kendal comprises a group of fields that rise from Castle Green Road and existing housing on Oak Tree Road towards the West Coast Main Line. The front of the site is visible from Castle Green Road and can also be seen from a short stretch of the West Coast Main Line and from Sedbergh Road. The site is well located for Kendal Town Centre and for the local facilities in south Kendal. Elsewhere Castle Green Wood and steeply rising ground limit its visibility from the east. The site and its surroundings contain a number of landscape features including tree groups, a belt of trees adjoining properties on Oak Tree Road, stone walls, wet areas, ponds, springs and watercourses some of which have biodiversity significance. Given the constraints on the site, it is estimated that the site could accommodate around 60 dwellings.
- 3.21** The eastern part of Kendal has surface water drainage issues and the Stock Beck Flood Alleviation Scheme has recently been implemented. There is an existing and complex flood issue, but there is scope for mitigation. There is an established flood risk. The catchment may include railway drainage. There are issues concerned with sheet runoff, flooding from the watercourse and an undersized and substandard culvert under Oak Tree Drive/ Rowan Crescent. A site-specific Flood Risk Assessment should thoroughly investigate and determine all the flood constraints and opportunities to mitigate the impact of any development and improve the existing situation. The lower part of the site could be used for flood attenuation to provide betterment to the Stock Beck Flood Alleviation Scheme. Sustainable Drainage is a requirement for this site and development will not be permitted in that part of the site that falls within Flood Risk Zone 3a unless the developer can demonstrate through an acceptable Flood Risk Assessment that it is safe to do so without increasing flood risk elsewhere.

POLICY LA2.3 EAST OF CASTLE GREEN ROAD

Purpose:

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

BUILT DEVELOPMENT ON LAND EAST OF CASTLE GREEN ROAD WILL TAKE PLACE ON NORTHERN TWO FIELDS ONLY, WITH THE REMAINDER TO BE USED FOR SURFACE WATER MANAGEMENT, OPEN SPACE AND ROAD ACCESS.

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

A CLEAR LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK INCORPORATING AND SAFEGUARDING SIGNIFICANT TREE GROUPS AND STONE WALLS AS WELL AS SIGNIFICANT STRUCTURAL AND PERIMETER LANDSCAPING TO ACHIEVE A SATISFACTORY RELATIONSHIP WITH ADJACENT RESIDENTIAL PROPERTIES, THE CASTLE GREEN ROAD FRONTAGE AND CASTLE GREEN LANE AND AREAS OF BIODIVERSITY IMPORTANCE;

ANY NECESSARY MITIGATION MEASURES TO ADDRESS POTENTIAL IMPACTS ON GREAT CRESTED NEWTS NEAR THE SITE;

RETENTION OF HEDGEROWS AND STONE WALLS;

SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT TO ASSESS AND DETERMINE FLOOD CONSTRAINTS AND OPPORTUNITIES;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT.

Implementation

Through Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Land west of Valley Drive

- 3.22** This 1.9 ha site is well located for Kendal Town Centre and south Kendal and can accommodate around 60 dwellings. It is adjacent the significant Aikrigg greenspace, which contains Kendal's Millennium Wood. It is crossed by two public footpaths linking Parkside Road with Valley Drive and Birk Hagg Farm. The site has surface water drainage issues. Key issues are surface water drainage and the achievement of a satisfactory relationship with the Aikrigg open space including public footpaths, which could be used to create better linkages to Parkside Road. Trees and scrubland on the southern part of the site will need to be integrated within any development. Development on the crest of the drumlin should be avoided.

Kendal Parks

- 3.23** This 10.1 ha site lies between the existing south eastern edge of Kendal and the Oxenholme-Windermere railway line. It is a long thin site, which rises steeply towards the railway and is currently used for agriculture/grazing. It is divided into two unequal parts by Kendal Parks Road which, in addition to being an access route to Kendal Parks Farm, is also a public footpath. There is a small woodland adjacent Kendal Parks Road. Natland Mill Beck also crosses the northern part of the site and forms part of the River Kent and tributaries Special Area of Conservation. Because of the challenging topography, the need to safeguard the biodiversity interest of the site and need to retain important site features, the capacity of this site is estimated at around 200 dwellings.
- 3.24** The site is prominent in local views but screened to some extent in views in the wider landscape. Significant landscaping measures will be required to ensure that a high quality environment is achieved. There is potential for a linear Green Infrastructure corridor providing pedestrian/cycle access through the site with links to neighbouring housing areas and open spaces as well as Oxenholme Road. A noise/landscaped buffer along the eastern boundary may be needed to offset any adverse impact from the adjacent railway and to on wider views (the eastern part of the southern site being higher in aspect and more visible in the wider landscape). A landscaped buffer zone is needed to ensure that there is no adverse impact on the nature conservation importance of Natland Mill Beck. Development of the northern part of the site should be carefully designed to ensure that the value and integrity of adjacent areas of open space and woodland are retained. Given the size of the site, development may result in the need for additional community infrastructure that could be provided within the site. Existing issues regarding the sewer network will need to be carefully considered in view of known constraint and flooding from Natland Mill Beck, which crosses the northern part of the site.

POLICY LA2.4 KENDAL PARKS

Purpose:

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

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF LAND AT KENDAL PARKS.

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

A LANDSCAPED AND PERMANENTLY FENCED BUFFER ZONE OF 10 METRES AROUND NATLAND MILL BECK (PART OF RIVER KENT SPECIAL AREA OF CONSERVATION) WITH ANY DEVELOPMENT SET BACK AT LEAST 15M FROM THE BECK AND ANY NECESSARY MITIGATION MEASURES TO ADDRESS THE IMPACT ON GREAT CRESTED NEWTS NEAR THE SITE AND THE RETENTION OF HEDGEROWS;

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK INCLUDING SIGNIFICANT LANDSCAPING ALONG THE EASTERN BOUNDARY, ADJOINING THE RAILWAY LINE, INCORPORATING APPROPRIATE NOISE ATTENUATION;

SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT AND PROVISION OF SURFACE WATER MITIGATION MEASURES INCLUDING ON-SITE ATTENUATION;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN. PROVISION OF PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE TO ADJACENT HOUSING AND TO KENDAL PARKS ROAD.

Implementation

Development Brief, Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

West of Oxenholme Road

- 3.25** This 5.97 ha site forms a natural extension to existing recent residential development and can accommodate around 100 dwellings. It is well located for facilities in South Kendal including Oxenholme station, the nearby Asda store, the Leisure Centre, Murley Moss Business Village and Kirkby Kendal School. There is an existing off road cycle track alongside the site. The opportunity exists to create a direct pedestrian and cycle link between the Hospital and Oxenholme station. The site adjoins Kendal and Westmorland General Hospital. The site is crossed by a watercourse, which forms part of the River Kent and tributaries Special Area of Conservation. It also forms part of a green gap the main feature of which is a drumlin south of the site which currently separates Kendal and Oxenholme. Development of this site must be accompanied by a landscape framework that maintains effective visual separation between Kendal and Oxenholme.

POLICY LA2.5 WEST OF OXENHOLME ROAD

Purpose:

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

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

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK THAT PROTECTS THE INTEGRITY OF THE GREEN GAP, SAFEGUARDS THE BIODIVERSITY IMPORTANCE OF NATLAND MILL BECK, PROVIDES EFFECTIVE VISUAL SEPARATION FROM OXENHOLME VILLAGE, RETAINS THE HEDGEROW TO THE WEST OF THE SITE, CREATES A LANDSCAPED BUFFER ZONE AND HABITAT OF 10 METRES AROUND THE WATERCOURSE AND INCORPORATES ANY NECESSARY MEASURES TO MITIGATE IMPACTS ON GREAT CRESTED NEWTS;

SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT AND IMPLEMENTATION OF ANY NECESSARY ATTENUATION MEASURES;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND PROVISION OF PEDESTRIAN AND CYCLE LINKS TO ADJOINING RESIDENTIAL AREAS AND BETWEEN OXENHOLME ROAD AND THE HOSPITAL;

LANDSCAPE AND BUILDING DESIGN TO BE OF A QUALITY THAT REFLECTS THE IMPORTANCE OF THIS KEY GATEWAY SITE.

Implementation

Through Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

South of Natland Mill Beck Farm

- 3.26** A site of 3.79 ha at Natland Mill Beck Farm is proposed for residential development with an estimated capacity of around 73 homes. This is sustainably located, close to key facilities and public transport. It adjoins the Lancaster Canal cycle route. It also has good access to the main road network and is within walking distance of Oxenholme station. For this reason, it is a sustainable location for new homes. The site is set in high quality landscape of a park-like character. There are significant groups of mature trees alongside the Lancaster Canal, adjacent Natland Mill Beck Lane and along the driveway to Helm Lodge. Careful design will be necessary. Particular careful consideration will need to be given to the impact of any development on the setting of Natland Mill Beck Farmhouse and Helm Lodge Grade II Listed Buildings. Improvements to the road access will also be needed. Natland Mill Beck Lane is a narrow road and unsuitable as an access. Natland Road should be used as the main access although any means of access here must protect both the tree belt and the line of the canal.

POLICY LA2.6 SOUTH OF NATLAND MILL BECK FARM

Purpose:

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

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

THE PROTECTION OF KEY TREES AND HEDGEROWS;

PERIMETER LANDSCAPING;

PROTECTION OF THE ROUTE OF THE LANCASTER CANAL;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND THE DEVELOPMENT OF PEDESTRIAN AND CYCLE LINKS TO THE TOWN CENTRE UTILISING NATLAND MILL BECK LANE AND THE CANAL CYCLE ROUTE.

NATLAND MILL BECK LANE SHALL NOT BE USED AS A VEHICULAR ACCESS.

Implementation

Through Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

South of Lumley Road

- 3.27** This 4.64 ha site at the entrance to Kendal has an estimated capacity of 122 dwellings. The site is well located both for existing facilities in Kendal, key bus routes and the proposed Strategic Employment Site at Scroggs Wood. Although the site is highly visible on a south east facing slope, the opportunity exists to soften the visual impact of the Lumley Road skyline and make use of the clear boundary feature presented by the adjacent Helsington Laithes development. Key site features are a hedge/tree belt forming the western boundary. Key issues for this site will include the need for strong landscaping and green infrastructure, the retention of trees and hedgerows and landscaping along the southern and western boundaries, particularly adjoining Helsington Laithes, to soften the visual impact. A transport assessment and travel plan will be required. Buildings and landscaping will need to be of a quality that reflects the prominent gateway location of the site. Its south east facing aspect may also offer opportunities for the incorporation of energy efficiency measures.

Land at Vicarage Drive

- 3.28** A 0.43 ha site at Vicarage Drive could accommodate around 13 new dwellings. The site is currently overgrown. Key issues here will be achieving a satisfactory relationship with neighbouring dwellings, achieving a design that reflects its prominent location on Vicarage Drive and reinforcing the green infrastructure importance of the adjoining Vicarage Drive green wedge and the small park at Vicar's Fields. Parts of the site may also have biodiversity value.

Stainbank Green

- 3.29** This 10.8 ha site has a capacity of around 189 dwellings. It comprises open land used for agricultural/grazing purposes and is prominent in the local landscape but less so in the wider landscape on account of intervening topography. A belt of trees reinforces the boundary of the site with Stainbank Road and Maple Drive. A second belt runs across the site parallel with Brigsteer Road. A number of stone walls cross the site. The south eastern part of the site merges into the wider area of farmland to the south and west. Significant landscaping measures will be required to ensure there is no adverse impact from development to existing landscape character. A soft landscaped boundary treatment will be needed along the southern and south western boundaries of the site in particular. Development in this location is likely to result in a significant impact on existing traffic flows on adjacent roads and the Kendal Town Centre network. A transport assessment and travel plan will be required and it is likely that some off-site highways and transport mitigation would be required to realise this development site. The primary access to the site should be off Brigsteer Road. Green Infrastructure should be built into the development, retaining existing wildlife movement from east to west through the site. Pedestrian/cycle links and connectivity to adjacent residential areas and Brigsteer Road should be provided to ensure there are good sustainable access links to Kendal Town Centre. Mitigation measures may be required to ensure adequate arrangements for the disposal of surface water are provided. Given the size of the site, development may result in the need for additional community infrastructure that could be provided within the site.

POLICY LA2.7 STAINBANK GREEN

Purpose:

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

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF STAINBANK GREEN.

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

A LANDSCAPING AND GREEN INFRASTRUCTURE FRAMEWORK WITH A PARTICULAR EMPHASIS ON MITIGATING THE IMPACT ON VIEWS FROM THE NATIONAL PARK AND INTEGRATION WITH THE VICARAGE ROAD GREEN WEDGE;

THE UNDERTAKING OF A DETAILED ECOLOGICAL SURVEY TO DETERMINE THE EXTENT OF MEADOW SAXIFRAGE WITHIN THE NORTH EAST CORNER OF THE SITE AND IMPLEMENTING ACCEPTABLE MITIGATION MEASURES TO ENSURE THE DEVELOPMENT AS A WHOLE ENHANCES THIS HABITAT;

RETENTION OF TREES AND HEDGEROWS;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN TO INCLUDE PROVISION OF PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE TO ADJOINING RESIDENTIAL AREAS AND BRIGSTEER ROAD, PROVIDING A FOOTWAY ALONG BRIGSTEER ROAD AND RETAINING AND ENHANCING EXISTING RIGHTS OF WAY.

Implementation

Development Brief, Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

South of Underbarrow Road

- 3.30** This 6.78 ha site comprising a series of fields south of Underbarrow Road could accommodate around 153 dwellings. The site contains a number of mature trees and stone walls. The western tip of the site adjoins the boundary of the Lake District National Park. Key issues here include the need for a strong landscape framework to mitigate visual impacts on the National Park and the need to mitigate against current and potential future waste disposal, recycling and employment uses on the north side of Underbarrow Road. There may also be noise impacts from the Kendal Bypass. Adjacent areas of rough grassland and scrub may offer the opportunity to create linked areas of amenity open space. Nearby Kendal Fell Quarry has been used as a landfill site in the past and investigation of potential contamination may be necessary.

POLICY LA2.8 SOUTH OF UNDERBARROW ROAD

Purpose:

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

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

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

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

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

THE SUBMISSION AND APPROVAL OF A CONTAMINATION

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

Implementation

Development Brief, Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Broad Location - Appleby Road

- 3.31** Although not currently available, the area north west of Kendal has considerable potential as a broad location for new residential development in the longer term. Land at Appleby Road has been allocated for residential use in the past and the Appleby Road frontage remained identified for leisure and sports facilities in the 2006 Local Plan. In this context, the Local Plan also identified a need for an athletics track, which derived from a Cumbria-wide study carried out in the 1980s. In bringing forward proposals for the broad location through the 2021-2035 Local Plan, key issues will include the potential importance of the flat land adjacent Appleby Road in meeting identified needs for formal and informal recreation, including consideration of the need for an eight-lane, all weather athletics track. Other key issues will include managing landscape impacts, managing impacts on the River Mint, which is part of the River Kent and Tributaries Special Area of Conservation, managing and mitigating traffic impacts, needs for community infrastructure, green infrastructure and landscape framework, and safeguarding the Thirlmere Aqueduct. Areas close to Sandylands have surface water drainage issues that will need to be mitigated.

Broad Location – Burton Road

- 3.32** In the long term, sites in the wider area between Burton Road and Natland Road may be able to accommodate further development. This is a highly sensitive area. Issues would include the potential visual impact of development at one of the main approaches to Kendal on Burton Road, the need to retain the Listed Helm Lodge and its parkland setting, the need to maintain visual and functional separation with Natland, and visual impacts on the line of the Lancaster Canal and Natland Road (which here forms part of the National Cycle Network as well as being an important recreational and walking route). It is estimated that this area could accommodate around 200 dwellings. Key issues such as the quantum of development, the site definition and site development will be considered through the 2021-2035 Local Plan.

Employment Issues

- 3.33** South Lakeland has a shortage of available employment land and premises. Kendal is a key employment location. This means that the ‘churn’ of employment within existing industrial estates, particularly in the Shap Road area will accommodate significant elements of the town’s needs. Employment land in the Canal Head area is considered through the Local Plan - Kendal

Canal Head. Employment areas have been analysed using the criteria set out in para. 2.51 and existing employment areas safeguarded.

Employment Allocations

- 3.34** The Core Strategy identifies a need for the allocation of a Strategic Employment site of 9 ha and a Business Park site of 9ha to accommodate business and knowledge-based industry. Having applied the criteria set out in paras. 2.55–2.58 and the local considerations relating to Kendal set out in para. 3.6, a Strategic Employment Site is proposed for allocation on land at Scroggs Wood on Milnthorpe Road, and a Business Park at Burton Road. Some employment development is also proposed as part of the Local Plan - Kendal Canal Head.

Scroggs Wood Strategic Employment Site

- 3.35** At the present time, there are no sites within the built up area of Kendal capable of accommodating a Strategic Employment Site. The site at Scroggs Wood is identified in the South Lakeland Knowledge-based Employment Land Search and Assessment as being suitable in terms of size, location, deliverability, availability, infrastructure capacity, market considerations and environmental capacity. It is well located in relation to the strategic highway network. Scroggs Wood itself screens the site from adjoining residential areas. It is within reasonable walking and cycling distance from large parts of South Kendal and is also on a major bus route.
- 3.36** Significant structural landscaping and robust boundary treatment will be needed, particularly along the southern and eastern edges of the site, to ensure development is sympathetic to the existing landscape character and views from the A6 and A591. Pedestrian/cycle ways should link development with Milnthorpe Road (A6) and existing public rights of way to the north and east of the site. A landscaped and permanently fenced buffer zone of at least 10m, consisting of a hedgerow of native vegetation, will be required between Scroggs Wood and any development. Scroggs Wood should be allowed to expand into this buffer zone by natural re-vegetation. Any new development should be set back at least 15m from the boundary of Scroggs Wood. Mitigation measures may be needed to reduce the risk of flooding from a watercourse to the north of the site. Road improvements to the A6 may be needed as may mitigation measures to offset any potential adverse impact to the existing highways network. Additional infrastructure would be required to ensure the site is connected to energy and sewer networks. Taking into account landscaping, biodiversity mitigation and green infrastructure requirements, a net developable area of 11 hectares has been applied to the site.

Burton Road Business Park

- 3.37** At the present time, there are no sites within the built up area of Kendal capable of accommodating a Business Park. The site at Burton Road is identified in the South Lakeland Knowledge-based Employment Land Search and Assessment as being suitable in terms of size, location deliverability, availability, infrastructure capacity, market considerations and environmental capacity. Although not directly accessible to the strategic highway network, it adjoins the A65. It is within fairly reasonable walking and cycling distance from large parts of South Kendal and has a half-hourly Kendal town bus service and a less frequent service between Kendal and Kirkby Lonsdale. It is also very close to Oxenholme Railway Station. Part of the Thirlmere Aqueduct runs through the site near to the eastern boundary and development will need to be located at least 10m from the edge of the aqueduct. Significant structural landscaping and robust boundary treatment along the edges of the site will be needed to ensure development is sympathetic to existing landscape character, views from the A65 and Oxenholme Road as well as to the Green Gap to the north. Pedestrian/cycle links should be provided to adjacent main roads and bus stops and to the existing public right of way between Oxenholme Road and Burton Road. If appropriate crossing facilities cannot be provided on Burton Road, suitable alternative pedestrian access should be provided, such as a footway along the eastern side of Burton Road or alternative access points to the east of the site where possible.

POLICY LA2.9: STRATEGIC EMPLOYMENT AND SCIENCE/BUSINESS PARK ALLOCATIONS, KENDAL

Purpose:

To ensure that development reflects the Community's aspirations for high quality, has a positive impact on the surrounding area and its infrastructure, and conserves important site features.

DEVELOPMENT BRIEFS WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF EMPLOYMENT ALLOCATIONS AT SCROGGS WOOD AND BURTON ROAD IN KENDAL. AS WELL AS OTHER CORE STRATEGY POLICY REQUIREMENTS, DEVELOPMENT MUST MAKE PROVISION FOR THE FOLLOWING:

LAND AT SCROGGS WOOD, MILNTHORPE ROAD

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK TO INCORPORATE A SUBSTANTIAL BUFFER OF NATIVE VEGETATION OF AT LEAST 10M TO SCROGGS WOOD, BIODIVERSITY MITIGATION, COMPENSATION AND ENHANCEMENT OPPORTUNITIES ACROSS THE SITE AND SIGNIFICANT GREEN INFRASTRUCTURE RETAINED HEDGEROWS, LANDSCAPING ALONG THE PERIMETER OF THE SITE AND THE PROTECTION OF DRUMLIN CHARACTERISTICS;

AVOIDANCE OF DEVELOPMENT IN THE FAR EASTERN PART OF THE

SITE CLOSEST TO THE RIVER KENT;

USE OF SUSTAINABLE DRAINAGE SYSTEM (SuDS);

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN;

PROVISION OF CYCLE AND PEDESTRIAN LINKS THROUGH THE SITE AND TOWARDS THE TOWN CENTRE INCLUDING THE NEED FOR UPGRADES TO EXISTING FOOTWAYS CONNECTING THE SITE AND THE PROTECTION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY ACROSS AND ADJACENT TO THE SITE;

PROTECTION OF THE SETTINGS OF THE WATERCROOK ROMAN FORT SCHEDULED ANCIENT MONUMENT AND THE HELSINGTON LAITHES AND SNUFF MILL GRADE II* LISTED BUILDINGS;

A QUALITY OF DESIGN THAT REFLECTS THIS VERY HIGH QUALITY GATEWAY SITE;

LAND EAST OF BURTON ROAD

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK TO INCORPORATE SIGNIFICANT STRUCTURAL LANDSCAPING, THE PROTECTION OF THE DRUMLIN CHARACTERISTIC OF THE SITE AND LANDSCAPING WITHIN AND ALONG THE NORTHERN AND NORTHWESTERN EDGE OF THE SITE TO PROTECT THE INTEGRITY OF THE GREEN GAP;

THE SAFEGUARDING OF ADJACENT GREAT CRESTED NEWT HABITAT, THE RETENTION OF HEDGEROWS AND TREES, THE REINFORCEMENT OF THE RAILWAY CORRIDOR AND THE CREATION OF HABITAT THROUGH TREE PLANTING AND WETLAND;

MEASURES TO ADDRESS ANY CONTAMINATION ASSOCIATED WITH THE ADJACENT MAIN RAILWAY LINE;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN;

THE PROVISION OF PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE AND TO THE ADJOINING HIGHWAY NETWORK AND STATION. PROTECTION OF EXISTING RIGHTS OF WAY THROUGH THE SITE;

THE INCORPORATION OF SUSTAINABLE DRAINAGE SYSTEM (SuDS);

THE RETENTION OF A 10M BUFFER ZONE EITHER SIDE OF THE THIRLMERE AQUEDUCT;

A QUALITY OF DESIGN THAT REFLECTS THE HIGH QUALITY GATEWAY LOCATION OF THE SITE.

Implementation

Through Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Land south of K Shoes Factory, Natland Road

- 3.38** This site, south of the existing Natland Road employment area, could be considered a logical extension of this area. It is set within an area of open land used for agricultural/grazing purposes that extends southwards and westwards to the River Kent. It is considered a possible suitable location for local employment purposes. It is within reasonable walking and cycling distance from large parts of South Kendal and is also close to a Kendal town service bus route and is on a local bus route (Kendal to Natland). Significant structural landscaping and tree planting and robust boundary treatment along the eastern, western and southern edges of the site in particular will be needed to ensure development is sympathetic to existing landscape character and views from Natland Road as well as protecting the setting of the Watercrook Roman Fort and civil settlement Scheduled Ancient Monument. A transport assessment and travel plan will be required with provision for improved linkages towards the town centre making use of the canal cycleway. Design should reflect the high quality gateway location of the site. There will be a need for footway connections from the site to Natland Road.

Kendal Fell Quarry and surrounding area

- 3.39** North of Underbarrow Road is an employment area that currently comprises the now closed Kendal Fell Quarry, a small business park (the Kendal Fell Business Park), domestic waste transfer facility and land being considered by Cumbria County Council for additional waste uses (household waste recycling centre). Much of the former quarry area lies within the Lake District National Park. In the adopted Lake District National Park Authority land allocations document, the 8.9ha of the quarry site is proposed for waste management facilities. South Lakeland District Council's view is that there is considerable scope to accommodate additional employment development in this area, which benefits from a private access onto the A591 Kendal Bypass. South Lakeland District Council supports the development of this area for employment purposes in principle, but recognises that the Lake District National Park Authority is the local planning authority for this land. Whilst the LDNPA have also acknowledged in their allocations plan that there may be scope for other types of development to take place, no consideration has been given to the suitability of the site for other purposes. Any future proposals would be considered through their development management process, working closely with South Lakeland District Council. Cumbria County Council is currently reviewing allocations of land suggested for waste management within South Lakeland through the preparation of the Cumbria Minerals and Waste Local Plan.

Land at Shap Road Industrial Estate

- 3.40** There is an undeveloped plot on Shap Road Industrial Estate suitable for general employment uses. Possible issues here include the incorporation of

biodiversity issues and the possibility of contamination from nearby existing uses. Access should be provided from the north as opposed to the use of Giltwhaiterigg Lane.

Land North of Meadowbank Business Park

- 3.41** This 5.15 ha site north of the new Meadowbank Business Park offers a natural extension to existing employment areas in the Shap Road area. Because of limitations on the local highway network, this would only be suitable for B1 (office, research and development and light industrial) and B2 (general employment use). Key issues here are managing the impacts on the landscape throughout the site and the northern boundary in particular. The site has known surface water issues that will require mitigation. Development will also require a transport assessment and travel plan and incorporate pedestrian and cycle links to Shap Road. There will be a need for provision of a footway along west end side of the A6 connecting the site southwards towards the town centre.

Greenspaces and Open Spaces

- 3.42** Within Kendal, Public Open Spaces, Amenity Open Spaces and Outdoor Sports Facilities are identified in line with the method set out in paras. 2.72-2.73 and safeguarded by Policy LA1.10. The Open Space study identifies the following open spaces as particularly important:
- The River Kent Green Corridor;
 - The major parks of Kendal Castle and Abbott Hall;
 - Natural and semi-natural open space at Serpentine Woods;
 - Greenspaces at Noble's Rest, Gooseholme and Fletcher Square;
 - Children's play areas at Abbott Hall, Castle Drive and Acre Moss Lane.
- 3.43** The Lancaster Canal is also a significant Green Corridor. Outside the area covered by the Local Plan - Kendal Canal Head, the Council will continue to safeguard the alignment of the canal and resist development that will prejudice the prospects of canal restoration. Core Strategy Policy CS10.1 addresses this issue.
- 3.44** Core Strategy Policy CS2 states that the Council will designate Green Gaps as required to prevent the coalescence of settlements. In the case of Kendal, where major growth is proposed, there is a particular need to ensure that surrounding communities do not lose their distinctive identities. For this reason, Green Gaps are proposed separating Kendal from Oxenholme and Burneside and separating Natland from Oxenholme.

Kirkby Lonsdale

THE VISION (SOUTH LAKELAND CORE STRATEGY)

In 2025, Kirkby Lonsdale will:

- ❑ *provide vital retail, service and community functions for the wider area inside and outside the District;*
- ❑ *have targeted improvements to public transport connectivity;*
- ❑ *incorporate moderate new housing development in a way that is sensitive to the local landscape characteristics and historic assets;*
- ❑ *have an increased amount of affordable housing helping to retain a greater number of young people and families within the town;*
- ❑ *have a diversified rural economy including opportunities for sustainable tourism development;*
- ❑ *recognise and respect areas of International Nature Conservation importance (such as Morecambe Bay Limestone Pavements) and the high ecological value of much of the area, and create and restore habitat as development takes place.*

Policy Context

3.45 Kirkby Lonsdale is a Key Service Centre (smaller town) along with Milnthorpe and Grange-over-Sands, with a parish population of around 1800. Core Strategy Policy CS5 sets the overall context for development. This seeks to make provision for moderate housing development and employment development in Kirkby Lonsdale, promoting its vitality as a shopping and service centre and promoting tourism. The need for new housing in Kirkby Lonsdale is set out in Table 1A (p.17). After deducting completions since 2003 and expected contributions from existing planning consents and identified small sites and windfalls, there is a need for 75 new dwellings of which 29 will be needed by 2018 and 57 by 2023. At least 35% of new homes should meet identified needs for affordable housing and of these up to 60% should be affordable housing for rent.

3.46 The Core Strategy also identifies a need for the allocation of 9ha of land for employment uses in Key Service Centres to meet general employment needs. This document assumes that 1.0ha will be delivered in Kirkby Lonsdale.

Local Factors influencing the location of development:

3.47 Key local factors influencing the location of new development in Kirkby Lonsdale are:

- Respecting the setting of the existing and potential future extent of the **Yorkshire Dales National Park**;

- Maintaining and enhancing the **quality of the surrounding landscape** and the need to achieve urban edges that maintain or enhance the character and appearance of the town when viewed from key approaches such as the A65 and from important viewpoints such as Ruskin's View and Devil's Bridge;
- The potential **severance effect and difficulty of crossing the A65**, which is the major route linking West Yorkshire and Cumbria;
- Avoiding **areas at risk of flooding**, particularly around the River Lune and around Underley Beck;
- Safeguarding and enhancing the **Low Biggins and Highhead Wood Limestone Pavements**;
- Preserving and enhancing Kirkby Lonsdale's built heritage including the **Kirkby Lonsdale Conservation Area**, 163 Listed Buildings including the Church of St Mary (Grade I Listed), Devil's Bridge (Grade I Listed and Scheduled Ancient Monument) and the medieval motte at Cockpit Hill (Scheduled Ancient Monument);
- Maintaining and enhancing **parks and open spaces** including Jubilee Park, the natural greenspace at Hutton Roof Crag, the green corridor along the River Lune, Tram Lane Recreation Ground and St Mary's cemetery and protecting formal sports pitches;
- Enhancing the **vitality and viability of Kirkby Lonsdale town Centre** for shopping, leisure, arts, culture, tourism and employment;
- Protecting the route of the major **aqueduct** to the west of Kirkby Lonsdale – development is not permitted within a 12.2m corridor on either side of the pipeline;
- **Sewerage** capacity issues. Kirkby Lonsdale Sewage Works requires upgrading to accommodate further development.

Development Boundary and overall Development Strategy

- 3.48** Based on the criteria for defining development boundaries (para. 2.2), a development strategy is proposed for Kirkby Lonsdale that accommodates most development on the western edge of the town where landscape and townscape impact is minimised, flood risk is avoided and development is in locations that are within walking distance of key facilities such as shops, and schools. This will ensure that the urban form of the town remains compact, with as many dwellings as possible within walking distance of the town centre.

Town Centre and Shopping

- 3.49** Kirkby Lonsdale is an important small market town serving the rural east of South Lakeland District as well as adjoining areas of Craven and Lancaster Districts. It provides local convenience and comparison shopping, reinforced by an edge-of-centre Booths supermarket that has planning permission for an extension. It is also a centre for primary and secondary education and medical and professional services as well as being an important visitor destination.
- 3.50** The role of Kirkby Lonsdale Town Centre is considered in Policy CS7.5 of the Core Strategy, which states that sustainable shopping and other town centre

development of an appropriate scale will be supported provided that it respects the character of the centre and assists in maintaining the existing shopping function. The compact town centre boundary includes Main Street, the Market Square, Market Street and New Road and almost all of this is also the Primary Shopping primary shopping area. The Primary retail frontages, which should remain in predominantly retail use, are the north side of the Market Square, Main Street, north of the Square and Market Street.

Land Allocations in Kirkby Lonsdale

- 3.51** Following the development needs identified in the Core Strategy, the overall development strategy outlined in para. 3.48 above, the general site selection criteria set out in para. 2.20, and the considerations specific to Kirkby Lonsdale set out in para. 3.47, the following sites are allocated:

Mixed-Residential, Employment and Open Space Allocation

- LAND NORTH OF KENDAL ROAD (80 dwellings, 1.0ha employment)

Housing Allocations

- LAND ADJACENT TO BINFOLD CROFT (9 dwellings)
- FORMER CEDAR HOUSE SCHOOL (20 dwellings)

Land North of Kendal Road

- 3.52** A significant part of Kirkby Lonsdale's housing and employment land development needs will be met in a single strategic allocation north of Kendal Road. This site has minimal impact on the historic core of the town, can be well linked to key facilities such as the schools, supermarket, doctor's surgery and the town centre, is visually contained and the employment element can be accessed directly onto the A65. It is estimated that the site can accommodate around 80 dwellings and 1.0 ha of employment land as well as open space. The site is crossed by the Haweswater Aqueduct and no development will be permitted within 12.2 m of the aqueduct. The site also incorporates school playing fields. Other issues include measures to manage to surface water run off, traffic and access issues reflecting current weight restrictions on Kendal Road, the need for suitable pedestrian and cycle links to the town centre and the need to manage biodiversity impacts. The site is set in high quality landscape and careful design will be necessary. It has a number of mature trees, hedgerows, and continuous rows of trees including a woodland area to the north west corner. These are of landscape and wildlife significance and provide some screening of the site from external views. Development will not be permitted in those parts of the site that fall within Flood Risk Zones 2 and 3a unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere. Development of this site will be guided by a Development Brief.
- 3.53** It is estimated that around 20 dwellings will be developed in Phase 1 (2013-18), 40 in Phase 2 (2018-23) and 20 in Phase 3 (2023-25).

POLICY LA2.10: MIXED-USE ALLOCATION NORTH OF KENDAL ROAD, KIRKBY LONSDALE

Purpose:

To allocate available, deliverable and sustainable sites for a range of types and sizes of new housing to meet the needs of all sections of the community in Kirkby Lonsdale and to meet the town's need for employment premises in a sustainable way;

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

8.04 HA OF LAND NORTH OF KENDAL ROAD, KIRKBY LONSDALE, AS SHOWN ON THE PROPOSALS MAP, IS ALLOCATED FOR MIXED HOUSING (Estimated capacity 80) AND B1 AND B2 EMPLOYMENT DEVELOPMENT (1.0 ha).

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

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

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK REINFORCING EXISTING HEDGES AND TREE GROUPS, SCREENING HOUSING FROM THE NEARBY FLOODLIT ALL WEATHER SPORTS PITCH, EXCLUDING DEVELOPMENT WITHIN 12.2M OF THE LINE OF THE HAWESWATER AQUEDUCT AND PROTECTING AND REINFORCING THE WATERCOURSE AT THE NORTH OF THE SITE;

SURFACE WATER NOT TO EXCEED GREEN FIELD RUN-OFF RATES, MEASURES TO ENSURE NO ADVERSE IMPACT ON THE FLOW AND QUALITY OF THE RIVER LUNE AND NO TO SURFACE WATER DISCHARGE TO FOUL SEWERS;

A HABITAT SURVEY AND-SAFEGUARDING AND REINFORCEMENT OF AREAS OF BIODIVERSITY INTEREST AND ANY MEASURES NECESSARY TO SAFEGUARD GREAT CRESTED NEWTS ON NEARBY SITES;

AVOIDANCE OF DEVELOPMENT IN SMALL AREA AT RISK OF FLOODING AT THE NORTH EDGE OF THE SITE;

PROVISION FOR THE RETENTION OR REPLACEMENT OF THE SCHOOL PLAYING FIELD;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT PROVIDING PEDESTRIAN/CYCLE LINKS THROUGH THE SITE AND TO THE TOWN CENTRE.

Implementation

SLDC to prepare Development Brief. Implementation by Development Industry and Social Housing Providers Through Development Management process.

Monitoring

Through Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.

Land adjacent to Binfold Croft

- 3.54** This small site is close to the town centre and can accommodate a small affordable housing development. Key issues include highway access, the retention of existing trees and hedgerows, visual impacts from the Devil's Bridge area and the footpath to it, including the need for good design. It is estimated that this 0.31 ha site could accommodate around 9 dwellings.

Former Cedar House School

- 3.55** This private school has now closed and represents a significant previously developed site. Key issues include the scope for incorporating existing school buildings within the development and the incorporation of existing perimeter landscaping and boundary treatment. It is estimated that this 0.87 ha site could accommodate around 20 dwellings. A second issue is achieving a safe pedestrian footway adjacent to the site. A suitable, wider footway should be provided to the east on the northern side of Kendal Road.

Existing Employment Areas

- 3.56** South Lakeland has a shortage of available employment land and premises and there are very few employment sites in the Kirkby Lonsdale area. The completion of the Kirkby Lonsdale Business Park on the A65 has delivered some new employment. There is also a significant industrial estate at the former Kirkby Lonsdale station in Lancaster District. Given the pressure on existing employment sites, it is vital that existing sites are safeguarded.
- 3.57** Two small sites for new employment development are identified close to the Booths store. Both are within or adjacent to the existing development boundary. Both are visually contained and have good access onto the A65.

Greenspaces and Open Spaces

- 3.58** Public Open Spaces, Amenity Open Spaces and Outdoor Sports Facilities are identified in line with the method set out in paras. 2.72-2.73 and safeguarded by Policy LA1.10. The Open Space study identifies the following open spaces as particularly important:
- The River Lune Green Corridor;
 - The Jubilee Park;
 - Natural and semi-natural open space at Hutton Roof Crag.

Milnthorpe

THE VISION (SOUTH LAKELAND CORE STRATEGY)

In 2025, Milnthorpe will:

- ❑ *provide vital retail, service and community functions for the wider area including the Arnside and Silverdale Area of Outstanding Natural Beauty;*
- ❑ *have targeted improvements to public transport connectivity;*
- ❑ *incorporate moderate new housing development in a way that is sensitive to the local landscape characteristics and historic assets;*
- ❑ *have an increased amount of affordable housing helping to retain a greater number of young people and families within the village;*
- ❑ *have a diversified rural economy including opportunities for sustainable tourism;*
- ❑ *protect its individual character as a settlement through the retention and protection of a green gap with Ackenthwaite;*
- ❑ *recognise and respect the environmental importance of the Arnside and Silverdale Area of Outstanding Natural Beauty and areas of International Nature Conservation importance such as Morecambe Bay Pavements and the high ecological value of much of the area and create and restore habitat as development takes place.*

Policy Context

3.59 With a 2001 parish population of around 2,100, Milnthorpe is identified as a Key Service Centre along with Kirkby Lonsdale and Grange-over-Sands. The Core Strategy (Policy CS5) sets the overall context for development in Milnthorpe. This seeks to make provision for moderate housing and employment development, promoting its vitality as a shopping and service centre and promoting tourism. The need for new housing in Milnthorpe is set out in Table 1A (p.17). After deducting completions since 2003 and expected contributions from existing planning consents, identified small sites and windfalls, there is a need for 173 new dwellings, of which 66 will be needed by 2018 and a further 67 by 2023.

3.60 The Core Strategy also identifies a need for the allocation of 9 ha of land for employment uses in Key Service Centres to meet general employment needs.

Local Factors influencing the location of development

3.61 Key local factors influencing the location of new development in Milnthorpe are:

- Respecting the setting of the **Arnside and Silverdale Area of Outstanding Natural Beauty** and Dallam Park in particular;
- Maintaining and enhancing the **quality of the surrounding landscape** and the need to achieve urban edges that maintain or enhance the character and appearance of the town when viewed from key approaches

such as the A6 and from Arnside and the M6 as well as to and from Dallam Park and St Anthony's Tower;

- **Avoiding coalescence** with the neighbouring settlements of Heversham, Ackenthwaite, Storth and Beetham;
- Avoiding **areas at risk of flooding**, particularly around the River Bela;
- Safeguarding and enhancing the **Morecambe Bay** and **Morecambe Bay Limestone Pavements Natura 2000 sites**;
- Preserving and enhancing **built heritage** including 15 Listed Buildings including Dallam Tower (Grade I Listed) and St Anthony's Tower (Grade II Listed);
- Maintaining and enhancing **parks and open spaces** including **Dallam Park** and **sports and recreation facilities**.
- Enhancing the **vitality and viability of Milnthorpe village centre** for shopping, leisure, arts, culture, tourism and employment.
- **Service capacity** – Milnthorpe sewage works has adequate capacity but additional investment is needed at Strand Pumping Station to accommodate additional development.

Development Boundary and overall Development Strategy

- 3.62** Based on the criteria for defining urban edges set out in 2.2 above, a development strategy and boundary is proposed for Milnthorpe that protects the setting of Dallam Park and the Arnside and Silverdale Area of Outstanding Natural Beauty (AONB); retains separation from Ackenthwaite; respects the setting of St Anthony's Tower and; remains visually contained by the high ground surrounding the Village, whilst ensuring that new homes and workplaces are within easy walking distance of the village centre.

Village Centre and Shopping Issues

- 3.63** Milnthorpe is an important market village serving the rural south of South Lakeland District. It provides shopping, schools, employment, medical and professional services as well as being an important gateway to the AONB. Its shopping offer has been strengthened following the completion of a new Spar store and Booths supermarket. Core Strategy Policy CS7.5 states that sustainable shopping and other development of an appropriate scale will be supported provided that it respects the character of the centre and assists in maintaining the existing shopping function. The defined Village Centre includes The Square and crossroads. The Primary shopping area excludes the Haverflatts Lane area whilst the Primary retail frontages are those fronting onto The Square.

Land Allocations in Milnthorpe

- 3.64** Having regard to the overall development strategy outlined in para. 3.62 above, the general site selection criteria set out in para. 2.20, and the considerations specific to Milnthorpe set out in para. 3.61, the following sites are allocated:

Housing Allocations

- LAND SOUTH AND EAST OF MILNTHORPE (155 dwellings)
- ADJACENT TO ST. ANTHONY'S CLOSE (9 dwellings)

Employment Allocations

- LAND ADJACENT TO MAINLINE BUSINESS PARK (8.07ha)
- LAND ADJACENT TO BRIDGE END BUSINESS PARK, PARK ROAD (1.81ha)

Land south and east of Milnthorpe

- 3.65** This 7ha site occupies rising ground south and east of Milnthorpe. The Strategic Housing Land Availability Assessment identifies considerable potential in this area land around 155 dwellings could meet development needs during the plan period. Key issues for this site include mitigating landscape impacts, particularly around the frontage of the site with the A6 where it both forms the entry point to the village and lies opposite very high quality landscape in the form of Dallam Park in the AONB. There is a group of trees in the centre of the site and there is a need for a high quality approach to landscaping in this area as well as sensitively designed access arrangements. A further issue is achieving satisfactory links with the village centre. A public footpath offers an important opportunity to create a direct pedestrian and cycle link from the development to the village centre. The Urban speed limit (30-40mph) should be extended past the site access, in order to help ensure safe access to the site and present a gateway into Milnthorpe.

POLICY LA2.11: LAND SOUTH AND EAST OF MILNTHORPE

Purpose:

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

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

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

**A SUBSTANTIAL, HIGH QUALITY LANDSCAPED FRONTAGE TO THE A6;
PEDESTRIAN AND CYCLE LINKAGES TO THE VILLAGE CENTRE;
REINFORCEMENT OF EXISTING TREE GROUPS;
MITIGATION MEASURES TO OFFSET ANY POTENTIAL FOR ADVERSE
IMPACT TO THE EXISTING HIGHWAYS NETWORK;
A HABITAT SURVEY AND SAFEGUARDING AND REINFORCEMENT OF
AREAS OF BIODIVERSITY INTEREST.**

Implementation

SLDC to prepare Development Brief. By Development Industry and Social Housing Providers through Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework – net additional dwellings by settlement, gross affordable housing completions.

Adjacent to St. Anthony's Close

- 3.66** This 0.48 ha site adjacent to recent residential development could accommodate around 9 dwellings. Key issues include impacts on views and views of St Anthony's Tower in particular and means of access as well as separation between Milnthorpe and Ackenthwaite. Attention to site layout and design is needed to minimise impacts on views to St Anthony's Tower and impact on the residential amenity of adjoining properties, particularly those to the south west of the site – the use of single storey dwellings may be necessary to achieve this.

Land adjacent to Bridge End Business Park

- 3.67** South Lakeland has a shortage of available employment land and premises. The supply in Milnthorpe has recently been augmented by the Parkhouse Lakeland Industrial Estate, currently under construction adjacent to Houghton's Coachworks. Bridge End Business Park is also an important small industrial estate. Milnthorpe is also developing a role as a centre for small knowledge-based industries. It is proposed that the Parkhouse, Houghton's and Bridge End employment sites are safeguarded and a further 1.81ha are allocated for B1 and B2 employment use to meet future employment land and premises needs. Development here will require a transport assessment and travel plan and effective screening.

Land at Mainline Business Park

- 3.68** There is a significant area of around 8.07 ha of land adjacent to the existing Mainline Business Park off the B6385 Milnthorpe-Crooklands road next to the West Coast Main Line railway. This area is visually quite well contained and could accommodate a significant amount of new employment development including B8 employment uses. Major development here would need to provide for improvements to the canal crossing at Crooklands or a more direct access to the A590. This site is in a rural location and landscaping will be required, both to new employment development and any new access road. The potential visual impacts from Farleton Knott will also have to be considered in the selection of facing and roofing materials.

Greenspaces and Green Gaps

- 3.69** Public Open Spaces, Amenity Open Spaces and Outdoor Sports Facilities are identified in line with the method set out in paras. 2.72-2.73 and safeguarded by Policy LA1.10. Important open spaces include the Recreation Ground, The Strand, The Square and Haverflatts Lane allotments. Dallam Deer Park forms an important element of the village's landscape setting and public rights of way through it are important recreational routes.
- 3.70** Milnthorpe lies very close to the adjoining settlement of Ackenthwaite and there is a risk of these settlements coalescing and Ackenthwaite losing its separate identity. For this reason, a Green Gap is identified separating

Milnthorpe and Ackenthwaite. The existing Green Gap boundaries identified in the old South Lakeland Local Plan have been reviewed having regard to the criteria set out in para. 2.68 and changes have been made to remove some areas that do not perform a visual or functional separation.

- 3.71** The Arnsdale and Silverdale Area of Outstanding Natural Beauty (AONB) is an area of national landscape importance and its special characteristics are protected by national planning policy. The AONB is split between South Lakeland and Lancaster Districts. Out of a total population of around 7,800, around 2,300 live in Arnsdale (the largest settlement) and a further 1,500 live in parts of Beetham Parish within the AONB. The remainder live on the Lancaster side, the major settlements being Silverdale, Warton, Yealand Conyers and Yealand Redmayne.
- 3.72** In South Lakeland's Core Strategy, Arnsdale and Sandside/Storth are identified as Local Service Centres. In the Lancaster Core Strategy, Silverdale is identified as a rural settlement. Both Core Strategies seek to protect the special character of the AONB and make provision to meet local housing and other needs within them at an appropriate scale.
- 3.73** In order to deliver the best possible plan that is sensitive to the needs of the AONB, there is a need to produce a strategy for the AONB that dovetails with the AONB Management Plan and delivers a consistent approach to development on either side of the boundary, South Lakeland District Council and Lancaster City Council are co-operating on the preparation of a dedicated Local Plan - Arnsdale and Silverdale AONB Development Plan Document (DPD). This approach has the support of, and is being worked up in partnership with, the AONB partnership and the constituent Parish Councils.
- 3.74** The Local Plan – Arnsdale and Silverdale AONB DPD will be shaped by the strategic framework and will address the following issues:
- Review of settlement boundaries;
 - Delivery of sites to accommodate around 123 dwellings on the South Lakeland side by 2025;
 - The identification of sites for new employment;
 - Cross linkages with AONB Management Plan;
 - Landscape and Building design;
 - Important features and characteristics to be retained/enhanced;
 - Areas in need of improvement;
 - Biodiversity enhancement/nature improvement areas;
 - New visitor facilities;
 - Car parking and traffic management;
 - Strategic pedestrian and cycle networks.

Preparation will commence in January 2014 with a view to the plan being adopted in January 2016.

Rural Kendal - Local Service Centres

Policy Context

3.75 Outside the Area of Outstanding Natural Beauty, the Core Strategy identifies seven Local Service Centres in the rural areas surrounding Kendal. These are:

- Burneside
- Burton in Kendal
- Endmoor
- Holme
- Levens
- Natland
- Oxenholme

3.76 The Core Strategy (Policy CS5) sets the overall context for development in the Local Service Centres and seeks to make provision for small-scale housing development there. The need for new housing in Local Service Centres is set out in Table 1A (p.17). After deducting completions since 2003 and expected contributions from existing planning consents and identified small sites, windfalls and expected contributions in the Arncliffe and Silverdale Area of Outstanding Natural Beauty, there is a need for 665 new dwellings of which 256 will be needed by 2018, and a further 256 by 2023. At least 35% of new homes should meet identified needs for affordable housing and, of these up to 55% should be social rented. This housing ambition has been apportioned between settlements using the criteria set out in Paras. 2.8, 2.9 and 2.15.

Burneside

3.77 Burneside is a large village on the River Kent north of Kendal with a population of around 1500. It is a working community that has grown around the long established James Cropper PLC. paper mill. Outside the village core is predominantly 20th century. It has a local shop, a pub, primary school and a railway station. A key characteristic is a high proportion of rented dwellings. Although not a major visitor centre, it has some visitor accommodation and also lies on the Dales Way long distance footpath.

3.78 Key issues affecting development in Burneside are:

- The need to avoid development in flood risk areas associated with the River Kent;
- The international nature conservation importance of the River Kent;
- The need for additional sewerage capacity and the need for upgrading of the sewerage network before development can take place;
- The need to maintain the separate identities of Burneside and Kendal;
- The need to enable James Cropper PLC to expand if necessary;
- High landscape quality especially west of the railway;

- The need to address shortfalls in open space particularly in the north east (amenity greenspace) and south of the village (amenity greenspace and children's play area);
- The need to safeguard the Scheduled Ancient Monument and Grade II* Listed Buildings at Burneside Hall and their settings;
- The need to sustain local facilities and public transport.

3.79 Community ambitions include the provision of a new footway on Hollins Lane and concerns about 'rat running' between the village and the A6 Shap Road.

3.80 The following sites are allocated in Burneside:

Housing Allocations

- LAND ADJACENT TO HALL PARK (70 dwellings)
- VILLAGE RECREATION (Willink) FIELD AND TENNIS COURTS (23 dwellings)

Employment and Mixed-use Allocations

- LAND ADJACENT TO CROPPER'S PAPER MILL (1.2 Ha)

Formal Outdoor Sports Facilities Allocations

LAND SOUTH OF BURNESIDE FOOTBALL CLUB (2.5 Ha)

Land adjacent to Hall Park

3.81 3.68 ha of land are allocated adjacent to the existing estate at Hall Park. This site is close to the centre of the village including the village shop, station, pub and school as well as to Cropper's paper mill. The site adjoins a prominent large drumlin known as Burneside Heads and its lower slopes contain a number of trees. The important heritage buildings at Burneside Hall are close to the existing Hall Park estate. Key issues are the landscape treatment of the treed area and the lower slopes of Burneside Heads; the need for screening of the west boundary; the potential need to mitigate the visual impact of the development and access arrangements on Burneside Hall; the need for Sustainable Drainage systems; and the need to avoid development close to the River Sprint both because of flood risk and because of potential impacts on the River Kent and Tributaries Special Area of Conservation. There will also be a need for well lit pedestrian links to the village centre. If access is provided via Hall Park Road, there will be a need for existing footways to be extended to serve the site. Development will not be permitted in those parts of the site that fall within Flood Risk Zones 2, 3a and 3b unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere.

Village Recreation (Willink) Field and Tennis Courts

3.82 The Village Recreation site is currently held in trust and contains tennis courts and a football pitch. The relocation of the Burneside tennis club and football pitch could deliver improved replacement sports facilities elsewhere in the village and create a 0.85 ha site at the north west end of the village that could accommodate 23 homes. The key issue for this site is ensuring that

replacement facilities of equivalent or better standard are provided and made available and ready for use on an alternative site in an appropriate location. Other issues include achieving a satisfactory relationship with the adjacent railway line in terms of appearance and noise and enhancing the biodiversity value of the railway boundary and the need for a lit footway into the village. Appropriate pedestrian access to the site will be provided either directly from Winter Lane or accompanying a new access point on Sharps Lane should this be proposed. No development on this site will be permitted before an appropriate site is provided and brought into use for tennis court, football pitch and recreational area. These facilities will either be provided on the identified site on land south of Burneside Football Club or to another equivalent site following further review.

Land adjacent to Cropper's Paper Mill

- 3.83** 1.2 ha are allocated for the future expansion of the Cropper's works. Key issues for future expansion of the paper mill include the biodiversity value of hedgerows and trees, perimeter landscaping, the need to address surface water flooding issues and sustainable drainage, the need for a transport assessment and travel plan and the alignment of the Dales Way National Trail, which crosses the site, as well as the potential impact of buildings in this area on Burneside Hall Scheduled Ancient Monument. Access to the site should be via the existing main entrance serving the Paper Mill and not from Hall Road. Development will not be permitted in that part of the site that falls within Flood Risk Zone 2 unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere.

Land south of Burneside Football Club

- 3.84** 2.5 ha are allocated for formal outdoor sports facilities (football pitch and tennis court). The allocation will compensate for the loss of the existing outdoor sports facilities as a result of the proposed allocation of the Village Recreation (Willink) Fields and Tennis Courts site. The allocation offers an opportunity for the delivery of qualitative and quantitative improvements to the current supply of outdoor sports facilities within the village. The site relates well to the existing Burneside Cricket Club and Football Club facilities. Some improvements may be needed to the local highways network in order to achieve satisfactory pedestrian access to the site.

POLICY LA2.12: FORMAL OUTDOOR SPORTS FACILITIES SITE, SOUTH OF BURNESIDE FOOTBALL CLUB, BURNESIDE

Purpose:

To make provision for new outdoor sports facilities to meet local open space and recreation needs and to compensate for loss of current facilities at the Village Recreation (Willink) Field and Tennis Courts.

2.5 HA OF LAND SOUTH OF BURNESIDE FOOTBALL CLUB, BURNESIDE AS SHOWN ON THE POLICIES MAP IS ALLOCATED FOR THE PROVISION OF NEW FORMAL OUTDOOR SPORTS FACILITIES. THE NEW FACILITIES WILL BE OF A SCALE EQUIVALENT OR BETTER IN QUANTITY OR QUALITY TERMS THAN THOSE IT REPLACES.

IF AN EQUIVALENT SUITABLE REPLACEMENT SITE CAN BE FOUND, THIS ALLOCATION WILL BE REVIEWED IN THE FUTURE.

Implementation

Burneside Parish Council and local community/sports groups.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Green Gap

- 3.85** No changes are proposed to the Burneside boundary of the Kendal-Burneside Green Gap.

Burton in Kendal

- 3.86** Burton in Kendal is a historic village half way between Kendal and Lancaster with a Conservation Area containing many 18th century buildings at its core. It has 33 Listed buildings in all. It expanded significantly in the 20th century and has a population of around 1400. It has a village shop, butcher, pub and primary school. Key employers are the nearby motorway service station, Holme Park Quarry and the cluster of businesses at Holme Mills Industrial Estate.
- 3.87** Key issues affecting development in Burton are:
- The need to preserve and enhance the character of the historic village core;
 - The need to protect the quality of the surrounding landscape, especially Dalton Hall and its grounds and the slopes rising to Hutton Roof Crag;
 - The need to manage the noise impacts associated with the M6;
 - The need to sustain local facilities and public transport.
- 3.88** Community ambitions in Burton in Kendal include better bus links and links to Oxenholme station and Westmorland General Hospital in particular and the need to encourage better utilisation of the Recreation Ground and more activities for young people. The community has also identified a need for low cost housing and housing for the elderly.
- 3.89** Within Burton, development should take account of the historic form of the village, protect the character of the Conservation Area, minimise impact on

the surrounding landscape, avoid placing future residents in locations affected by motorway noise, and maintain a compact form, ensuring that future residents are within walking distance of key facilities.

3.90 The following allocations are proposed in Burton in Kendal:

Housing Allocations

- EAST OF BOON TOWN (23 dwellings)
- EAST OF HUTTON CLOSE (31 dwellings)

Mixed-use Allocation

- LAND AT GREEN DRAGON FARM (86 dwellings and 0.75 ha of employment land).

East of Boon Town

- 3.91** This 0.94 ha site consists of strip fields behind Burton's main street and could accommodate around 23 dwellings without significant heritage impacts. A public footpath runs along the northern border of the site. The site contains a number of hedges and a substantial tree belt borders the site to the east. Key development issues include the need for a transport assessment. There are significant on-street parking issues in the area and the opportunity exists to accommodate some car parking. Biodiversity interest has been identified and hedgerows and trees should be retained. If play space is lost in accessing the site, replacement provision should be made, with the new play space fenced and screened from any new access road and from adjacent new housing. The potential of the public footpath to provide access to the village centre should be utilised.

East of Hutton Close

- 3.92** This 1.09 ha site is currently bounded by existing development on three sides. It could accommodate around 31 dwellings and is located on a slope at the northern entrance to the village. The south eastern corner of the site adjoins a public bridleway connecting to Vicarage Lane. There is also a very narrow alley running through to Main Street. Key issues for the development of this site include the need for good site layout, design and landscaping to minimize the impact on views from adjoining properties and the impact on longer distance views of development on the higher southern part of the site and the need for a pedestrian access to the village possibly via the bridleway. There is also scope to safeguard the biodiversity of the site by retaining hedgerows and trees and retaining woodland within the development.

Land at Green Dragon Farm

- 3.93** This 4.13 ha site could accommodate up to 86 dwellings and 0.75 ha of employment. The site lies on rising ground west of Main Street and contains a complex of farm buildings with a core of late 18th century buildings surrounded by more modern additions. The site includes a number of fields bounded by hedges. The impact of development on the Conservation Area will require very careful management and a detailed mitigation strategy. This is one of the

few parts of the village that retains its medieval morphology. A development brief will be essential to ensure that development achieves a satisfactory relationship with the Conservation Area. The site is capable of being accessed from Tarn Lane. It is estimated that 50 dwellings will be delivered in Phase 1 (2013-2018) and 36 in Phase 2 (2018-2023).

POLICY LA2.13: MIXED-USE ALLOCATION AT GREEN DRAGON FARM, BURTON IN KENDAL

Purpose:

To allocate available, deliverable and sustainable sites for a range of types and sizes of new housing to meet the needs of all sectors of the community in Burton in Kendal and to meet rural needs for employment premises in a sustainable way;

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

4.13HA (GROSS) OF LAND AT GREEN DRAGON FARM, BURTON IN KENDAL AS SHOWN ON THE POLICIES MAP IS ALLOCATED FOR MIXED HOUSING (Estimated capacity 86 dwellings) AND 0.75HA OF B1 AND B2 EMPLOYMENT DEVELOPMENT:

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

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

- **SUBMISSION AND APPROVAL OF A DETAILED DESIGN MITIGATION STRATEGY TO ENSURE THAT DESIGNATED AND NON-DESIGNATED HERITAGE ASSETS WOULD NOT BE ADVERSELY AFFECTED, AND THE SETTING OF THE CONSERVATION AREA PROTECTED;**
- **A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK PROVIDING EFFECTIVE MITIGATION OF VISUAL IMPACTS ON THE CONSERVATION AREA AND IN VIEWS OF THE SITE FROM THE SOUTH;**
- **SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT;**
- **PROVISION OF A PEDESTRIAN LINK TO THE VILLAGE CENTRE.**

Implementation

SLDC to prepare Development Brief. By Development Industry and Social Housing Providers through Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.

Endmoor

3.94 Endmoor is a village south east of Kendal. Preston Richard Parish, of which Endmoor is part, has a population of around 1300. Growing around a former gunpowder works, it expanded during the 20th century and has a village shop, bakery, pub, post office and primary school. Key employers are the nearby

service station and hotel at Crooklands, Gatebeck Holiday Park and Gatebeck Industrial Estate. The village stands on a shelf that falls abruptly towards the valley of Peasey Beck.

3.95 Key issues affecting development in Endmoor are:

- The need to sustain local facilities and public transport;
- The need to avoid areas susceptible to flooding, particularly the valley of Peasey Beck;
- The capacity of the sewage system – investment in the sewage works is necessary to accommodate additional development in Endmoor;
- The need to address shortfalls in access to public open space and children's play areas, particularly in the south of the village;
- The need for a more satisfactory edge to the village particularly to the north;
- The need to safeguard the character of the surrounding landscape.

3.96 The following sites are allocated in Endmoor:

Housing Allocations

- LAND NORTH OF SYCAMORE CLOSE (100 dwellings)
- SOUTH OF BOWLING GREEN (25 dwellings)

Employment Allocations

- LAND NORTH OF GATEBECK LANE, GATEBECK (3.13 ha)

North of Sycamore Close

3.97 This site at the northern end of the village will soften what is currently an abrupt urban edge. This site is proposed for residential and community use. Given its size and proposed mixed-use potential, it would require a Development Brief. The key issue to be addressed is the need to provide a form of boundary treatment along the northern edge to minimise visual impact from the north and A65, by means of open space and landscaping. The provision of a public footpath/cycle link from site to Gatebeck Road should also be provided, if practicable. Community facilities could be incorporated within the development scheme where required. Development in Endmoor is currently constrained by the capacity of the Waste Water Treatment Works and development of this site is unlikely to take place until Phase 2 of the Local Plan (2018-2023). Measures should be put in place to ensure that there is no adverse impact on the water quality and flow of Peasey Beck during construction, use and during on-going maintenance of any developments.

POLICY LA2.14: LAND NORTH OF SYCAMORE CLOSE, ENDMOOR

Purpose:

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

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

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

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK INCORPORATING OPEN SPACE, STRONG LANDSCAPING AND TREE PLANTING ALONG THE NORTHERN BOUNDARY AND THE RETENTION OF HEDGEROWS AND TREES;

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN;

THE RETENTION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY ACROSS THE SITE AND THE PROVISION OF PEDESTRIAN AND CYCLE LINKS TO THE MAIN ROAD AND ADJOINING HOUSING AREAS AND THE EXTENSION OF THE URBAN SPEED LIMIT (30-40MPH) ON THE A65 PAST THE SITE AND ASSOCIATED GATEWAY TREATMENT.

Implementation

SLDC to prepare Development Brief. Implementation by Development Industry and Social Housing Providers through Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.

South of Bowling Green

- 3.98** This small site is located to the south east of the village and hidden in view from the main road. The 1.03 ha site could accommodate around 25 dwellings. Key issues include a possible need for improvements to the narrow Dove Nest Lane, the need for screening of the eastern and southern boundaries and the need to retain existing trees and hedgerows.

Employment Sites around Endmoor

- 3.99** Endmoor is well located for the M6. A 3.13 ha site, north of Gatebeck Lane, adjacent to Gatebeck Industrial Estate, offers the opportunity for additional employment development. Visual impacts will be important and the site offers the opportunity to incorporate extensive landscaping to the south to screen the site from the village and Gatebeck Lane. The site will require careful consideration of access, landscaping, flood risk, biodiversity and the remaining structures associated with the site's previous use. Measures should be put in place to ensure that there is no adverse impact on the water quality and flow of Peasey Beck during construction, use and during on-going maintenance of any development. Development will not be permitted in those parts of the site that fall within Flood Risk Zones 2 and 3a unless the developer can demonstrate through an acceptable Flood Risk Assessment

that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere. Access to the site should be staggered with the existing T-junction of Gatebeck Road and Gatebeck Lane. Freight vehicles associated with the site should use Gatebeck Lane and not approach the site via Gatebeck Road through the village.

Holme

3.100 Holme is a village south of Kendal with a population of about 1,150 that grew around the Holme Jute Mills. From its 19th century core around the Church, it expanded during the 20th century and has a village shop, pub, post office, garages and primary school. Key employment opportunities are the industrial estates at Holme Mills, Elmsfield Park and Holme Park quarry.

3.101 Key issues affecting development in Holme are:

- The need to sustain local facilities and public transport;
- The need to achieve a satisfactory frontage to the Lancaster Canal;
- The need to safeguard the character of the surrounding landscape;
- The need to maintain views out of the village and to Farleton Knott in particular;
- The need for development to avoid unacceptable exposure to noise from the West Coast main railway line and the M6 motorway;
- The need for new homes to be within walking distance of key facilities.

3.102 Community aspirations in Holme include better approach signage and new hanging baskets, provision of a cash machine, a picnic area by the canal, a skateboarding area, community transport and a community hall with sports and parking. There is considerable concern about traffic and particularly lorry traffic through the village.

3.103 The following sites are allocated in Holme:

Housing Allocations

- EAST OF MILNTHORPE ROAD (73 dwellings)
- WEST OF BURTON ROAD (59 dwellings)

Employment Allocations

- LAND AT MILNTHORPE ROAD (2.58 ha)
- LAND AT ELMSFIELD PARK (3.04 ha)

East of Milnthorpe Road

3.104 The local community has a long standing aspiration for an area of public open space in the Pear Tree Park area. Development of adjacent land for housing offers the opportunity to deliver a significant public open space to serve the village, including new and recently completed housing in the area. The site is crossed by an electricity transmission line, which must be safeguarded, and there are a number of mature trees. Because of the complexity of the site and the opportunity for community involvement, there is a need for a Development Brief for this site. It is estimated that this 3.6 ha site could accommodate around 73 dwellings.

POLICY LA2.15: EAST OF MILNTHORPE ROAD, HOLME

Purpose:

To ensure that the site delivers high quality sustainable development in line with the aspirations of the local community and that landscape, transport, drainage and biodiversity impacts are effectively mitigated.

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

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

- **A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK DELIVERING ABOUT 25% OF THE EASTERN END OF THE SITE AS INFORMAL PUBLIC OPEN SPACE, PROTECTION OF TREES, HEDGEROWS AND ORCHARDS AND THE AVOIDANCE OF DEVELOPMENT CLOSE TO POWER LINES;**
- **SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND THE PROVISION OF A PEDESTRIAN LINK TO THE CENTRE OF THE VILLAGE; AND**
- **SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT AND SCHEME TO DEAL WITH SURFACE WATER FLOODING.**

Implementation

SLDC to prepare Development Brief. By Development Industry and Social Housing Providers through Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.

West of Burton Road

- 3.105** This 2.63 ha site could accommodate around 59 dwellings. Development here would require a Transport Statement, junctions made up to adoptable standards and an access solution that addresses visibility issues. A short section of the site adjoins the Lancaster Canal and the canal frontage should be incorporated as an amenity area and public open space. Hedgerows and trees should be retained. A footway will be required along Mount Pleasant from the site access through to Burton Road.

Holme Employment Sites

- 3.106** Land is allocated as an extension to the existing Elmsfield Park Industrial Estate, north of the village. Key issues here are the need for good design, layout and landscaping, the use of the existing access to Elmsfield Park Industrial Estate, the need for a transport statement and the retention of trees and hedgerows. A second 2.58 ha site is allocated off Milnthorpe Road, close to the West Coast Main Line. Development here will require a transport assessment, a surface water scheme and the retention of trees and hedgerows.

Levens

3.107 Levens is a village south of Kendal occupying a key position at the gateway to the Southern Lake District and the Cartmel and Furness Peninsula. It has a population of about 1,000. From its historic core adjoining Levens Moss, it spread to the east during the 20th century. It has a village shop, pub, post office and primary school. Employment opportunities are mainly in agriculture while the nearby stately homes and estates of Levens Hall andSizergh Castle are major tourist attractions as well as key landscape elements. The village also lies on the new Walney to Wear Cycle Route. Proposals to extend the Lake District National Park will, if implemented, take the National Park boundary close to Levens.

3.108 Key issues affecting development in Levens are:

- The need to sustain local facilities and public transport;
- The need for a sensitive approach to the surrounding landscape including land identified for inclusion in the Lake District National Park;
- The need to avoid developing in areas at risk of flooding, particularly in the moss lands;
- The need to maintain views out of the village;
- The need for development to avoid unacceptable exposure to noise from the A595 (T) dual carriageway;
- The need for new homes to be within walking distance of key facilities.

3.109 Within Levens, sites are identified where landscape impact is minimised and growth of the settlement would be organic. A site for a new village hall is also proposed for allocation.

3.110 Community aspirations in Levens include the limited expansion of the housing stock including affordable and sheltered housing, the provision of a footpath on Levens Lane, a new village hall and car parks.

3.111 The following sites are allocated in Levens:

Housing Allocations

- EAST OF GREENGATE CRESCENT (50 dwellings)

Community Allocations

- LAND AT LOWGATE

East of Greengate Crescent

3.112 This 2.24 ha site can accommodate around 50 dwellings. It adjoins existing housing on the eastern edge of the village. A tree belt forms the outer edge of the site. Key issues include the need for good design and layout to minimize impact on landscape and neighbouring properties, traffic management measures and safeguarding of the tree belt and biodiversity interest, particularly at the north end of the site.

Community Uses

- 3.113** A small site at Lowgate is identified for a Community Hall. This proposal will be delivered by the Parish Council.

POLICY LA2.16: COMMUNITY USE SITE, LOWGATE, LEVENS

Purpose:

To make provision for additional community facilities.

LAND IDENTIFIED ON THE POLICIES MAP AT LOWGATE, LEVENS IS ALLOCATED FOR COMMUNITY USES.

Implementation

Levens Parish Council.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Natland

- 3.114** Natland is a village around 2 miles south of Kendal with a population of about 750. It consists of a historic core around the village green from which more recent development has spread out to the east and, to a lesser degree, to the north and west. It has a post office/general store and a primary school. A green gap is identified between Natland and Oxenholme. Community aspirations in Natland include the creation of an off-road cycle and pedestrian route between Natland and Kendal and the creation of additional car parking for the Village Hall.

West of Sedgwick Road

- 3.115** A single housing allocation is proposed west of Sedgwick Road, Natland. This 1.05 ha site can accommodate around 28 dwellings. Key considerations include the retention of the hedgerow bounding the site and landscaping to avoid impacts on wider views. There will be a need to maintain the existing footway along Sedgwick Road adjoining the eastern boundary of the site. Oxenholme
- 3.116** Oxenholme is a former railway village, close to Kendal and containing Kendal's main line railway station, with a population of around 1,000. The older part of the village consists predominantly of Victorian redbrick terraced houses. More recent development has extended north towards the station. Facilities include a local shop/post office, a petrol station and a pub. The main employment opportunities are in nearby Kendal, the Westmorland General Hospital and the Station.
- 3.117** Key issues affecting development in Oxenholme are:
- The need to avoid coalescence with Natland and Kendal;
 - The need to avoid unacceptable exposure to noise from the West Coast Main Line;
 - The need to avoid localised flooding issues;
 - The impact of development on views from The Helm;
 - The need to sustain local facilities and public transport.

3.118 Two sites are proposed at the southern end of Oxenholme for residential development. These are:

- LAND EAST OF BURTON ROAD (24 dwellings)
- LAND SOUTH OF FELL CLOSE (61 dwellings)

3.119 A business park is allocated on Burton Road (see Para. 3.37). Green Gaps are identified separating Oxenholme from Kendal and from Natland.

Land east of Burton Road

3.120 This 0.88 ha site can accommodate around 24 dwellings. Key issues include the achievement of a satisfactory landscape interface with open countryside rising to the Helm behind, effective surface water management to address poor drainage, run off from the Helm and infiltration into sewer networks, and opportunities for enhancing areas of biodiversity. There will be a need for the existing footway on the eastern side of the A65 to be widened from the north along the boundary of the site to provide access into the site.

Land south of Fell Close

3.121 This larger 2.71 ha site next to the West Coast Main Line can accommodate around 61 dwellings. It consists of a large field to the south of the existing Fell Close cul-de-sac. Key issues include developing a landscape and green infrastructure framework that will reinforce the role of the railway boundary as a wildlife corridor, avoid development on drumlin crests, reinforce planting on western and southern boundaries and retain and enhance the biodiversity value of the site including trees, shrubs and hedgerows. A transport assessment and travel plan will be required and there will be a need for pedestrian and cycle links to Fell Close and the A65. There will be a need for effective surface water management to address poor drainage, run off from the Helm and infiltration into sewer networks.

Development Criteria

3.122 All new housing development in Local Service Centres will be guided by the policies in the Core Strategy, in particular those dealing with the following:

- Eastern Area Strategy (Policy CS5), Landscape and Settlement Character (CS8.2) and Historic Environment (CS8.6);
- Sustainable Development (CS1.1), Construction, Energy Efficiency and Renewable Energy (CS7.7 and CS8.7), Flood Risk (CS8.8) and Biodiversity (CS8.4);
- Dwelling Mix and Type (CS6.2), Affordable Housing (CS6.3) and Efficient Use of Land and Buildings (CS6.6);
- Green Infrastructure (CS8.1) and Recreation (CS8.3a-b);
- (CS 8.10) Design;
- Social and Community Infrastructure (CS9.1), Developer Contributions (CS9.2) and Transport (CS10.2).

Small Centres and Countryside

- 3.123** As noted above, no land allocations are proposed in small villages and hamlets or in the open countryside. Key existing employment sites are safeguarded as are a number of recreational open spaces, amenity greenspaces and outdoor sports facilities.

Brigsteer

- 3.124** An exceptional allocation is made at land opposite the Wheatsheaf in Brigsteer where the local Community Land Trust is bringing forward proposals to develop the site for 7 dwellings. Although this proposal was developed ahead of neighbourhood planning powers, it is considered that the degree of community involvement and support for it and the intention to seek a high proportion of affordable dwellings, justify its inclusion as a land allocation. Key issues include mitigating impacts on biodiversity – the site includes areas of semi-natural woodland and the achievement of suitable highway design arrangements.

Section 4 Land Allocations – Grange-over-Sands and surrounding area

4.1 This section sets out the detailed requirements for land allocations in Grange-over-Sands and the surrounding area including Allithwaite, Cark, Flookburgh and Cartmel. This area, comprising the peninsula between the Kent and Leven Estuaries, contains a large section of the District's coast, its largest coastal town Grange-over-Sands and Cartmel, one of its most historic villages. Other key features are Cark Airfield, the Holker Hall estate, the prominent ridge of Hampsfell and the limestone peninsula of Humphrey Head. Its main transport link is the Furness Railway line linking Barrow and Lancaster. It has strong economic, social and environmental links with adjoining areas of the Lake District National Park to the north. Needs for new homes and workspaces are acute and it is proposed to accommodate around 12% of the District's new homes within this area. However, this is also an area with major limitations on development capacity including:

- **Very high landscape quality** adjoining the Lake District National Park and containing attractive partially wooded limestone hills (such as Hampsfell), the Cartmel Valley, coastal flatlands and the rocky outcrop of Humphrey Head;
- **Natural Heritage** including the internationally important nature conservation sites of Morecambe Bay and Roudsea Wood and Mosses Special Area of Conservation;
- **Built Heritage** – Conservation Areas covering the Victorian resort of Grange-over-Sands and the monastic mediaeval village of Cartmel; the historic park and gardens of Holker Hall; the Grade I Listed Cartmel Priory; Grade II Listed Kirkhead Summerhouse and limekiln and; five Scheduled Ancient Monuments including Wraysholme Tower, Frith Hall and Kirkhead Cave near Humphrey Head;
- **Local Transport Network** – The completion of the High Newton Bypass has improved connections to the Cartmel area and the area has good rail connections with Lancaster, Ulverston and Barrow. Grange also has good bus connections with Kendal and Barrow. However, the road network in the peninsula is constrained in places, notably in Allithwaite and Flookburgh;
- **Areas of flood risk** including along the coastal plains adjoining the Kent and Leven Estuaries, areas identified for Managed Retreat in the Shoreline Management Plan and areas at risk of river flooding in the Cartmel valley.

Grange-over-Sands and Kent's Bank

THE VISION (SOUTH LAKELAND CORE STRATEGY)

In 2025, Grange-over-Sands will:

- ❑ *be one of northwest England's most distinctive, contemporary coastal resort towns that really has used its Victorian and Edwardian heritage as a strong asset in its regeneration;*
- ❑ *be an exceptionally pleasant, very well maintained and friendly town with an impressive promenade, superb views across Morecambe Bay, excellent parks and gardens, a well connected railway station and a strong community of established and new residents;*
- ❑ *be a great place to live, work and visit;*
- ❑ *be an important Key Service Centre in the Cartmel Peninsula, providing vital retail, service and community functions for the wider catchment area;*
- ❑ *have strong functional relationships and links with the Local Service Centres of Cartmel and Allithwaite have been strengthened, whilst protecting their individual character;*
- ❑ *incorporate moderate new housing development in a way that is sensitive to the local landscape characteristics and the historic assets within and surrounding the town;*
- ❑ *have an increased amount of affordable housing available to local people, helping to retain a greater number of young people and families in the town;*
- ❑ *recognise the international environmental importance of Morecambe Bay and Roudsea Wood and respect the high ecological value of much of the area as new development has taken place. Opportunities for habitat creation and restoration will have been taken wherever possible;*
- ❑ *be regenerated throughout including at Berner's Close car park/lido/Berner's Pool where a new pool facility for the local community and high quality and integrated health facilities have been provided;*
- ❑ *have a better environment in Grange-over-Sands including a new links to the Promenade.*

Policy Context

- 4.2** Grange-over-Sands is identified as a Key Service Centre along with Kirkby Lonsdale and Milnthorpe. The town has a population of around 4,000. The Core Strategy (Policy CS4) sets the overall context for development in Grange-over-Sands. This seeks to make provision for moderate housing and employment development; regenerate the Berner's site; improve public transport; re-instate footbridges; protect the network of Green Infrastructure; promote the vitality of Grange town centre; and promote tourism. The need for new housing in Grange-over-Sands is set out in Table 1A (p.17). After deducting completions since 2003 and expected contributions from existing planning consents, identified small sites and windfalls, there is a need for 449 new dwellings of which 173 will be needed by 2018 and a further 173 by 2023. At least 35% of new homes should meet identified needs for affordable housing and, of these up to 55% should be social rented.

- 4.3** The Core Strategy also identifies a need for the allocation of 9 ha of land for employment uses in Key Service Centres to meet general employment needs. This document identifies 3 ha of land for employment in Grange-over-Sands.
- 4.4** Douglas Wheeler Associates prepared a Regeneration Study for Grange-over-Sands in 2007. This included a detailed assessment of Grange as a Key Service Centre and formed the basis of Core Strategy policies for the town. The study also examined a number of options for regeneration opportunities within the town.

Local factors influencing the location of development

- 4.5** Key local factors influencing the location of new development in Grange-over-Sands are:
- Respecting the setting of the **Lake District National Park**;
 - Maintaining and enhancing the **quality of the surrounding landscape** including the wooded slopes behind the town, achieving attractive approaches from Lindale, Cartmel and Allithwaite and presenting an attractive aspect in views across Morecambe Bay;
 - Avoiding **coalescence** with the neighbouring settlement of Allithwaite and avoiding spilling over into the Cartmel valley;
 - Avoiding **areas at risk of flooding**, particularly on the coastal flats adjoining Morecambe Bay;
 - Safeguarding and enhancing **Morecambe Bay**, including the **Natura 2000 site designations**;
 - Preserving and enhancing **built heritage** including Grange's Conservation Area and more than 50 Listed buildings including the Grade II* Listed Netherwood Hotel;
 - Maintaining and enhancing **parks and open spaces** including the **Promenade** and **Yewbarrow Wood**;
 - Enhancing the **vitality and viability of Grange Town Centre** for shopping, leisure, arts, culture, tourism and employment.

Development Boundary and overall Development Strategy

- 4.6** Based on the criteria for defining urban edges set out in 2.2 above, the development strategy and boundary for Grange retains the overall form and extent of the existing settlement, retains separation from Allithwaite, protects the high value landscape to the west and ensures that development does not 'spill over' into the Cartmel valley.

Grange-over-Sands Town Centre

- 4.7** Grange-over-Sands is the main service centre for both the Cartmel Peninsula and a significant area to the north, within the Lake District National Park. It provides shopping, primary education, employment, medical and professional services as well as being an important coastal heritage resort for visitors to Morecambe Bay. Its shopping offer is characterised by a good range of traditional and independent shops and will be strengthened following the

granting of planning permission for a small Booths supermarket. Core Strategy Policy CS7.5 states that sustainable shopping and other town centre development of an appropriate scale will be supported, provided that it respects the character of the centre and assists in maintaining the existing shopping function. The town centre boundary is strongly linear and runs from Hadwin's car showroom (the site of the proposed Booths supermarket), along Main Street and Kent's Bank Road as far as Devonshire Place. The central section is proposed as the Primary retail area and contains the Primary retail frontages.

Housing and Mixed-Use sites

- 4.8** Having regard to the overall development strategy outlined in para. 4.6 above, the general site selection criteria set out in para. 2.20, and the considerations specific to Grange-over-Sands set out in para. 4.5, the following sites are allocated in Grange-over-Sands:

Mixed-use allocations

- BERNER'S POOL (103 dwellings)
- LAND SOUTH OF ALLITHWAITE ROAD, KENT'S BANK (202 dwellings)
- GUIDE'S LOT (16 dwellings)

Housing allocations

- OPPOSITE LOW FELL GATE FARM (46 dwellings)
- WEST OF CARDRONA ROAD (28 dwellings)
- NORTH OF CARTER ROAD (45 dwellings)
- SOUTH OF THORNFIELD ROAD (66 dwellings)

Berner's Pool

- 4.9** The Berner's site incorporating the pool, Grade II Listed lido and car park at the centre of the Promenade is the key regeneration priority in Grange-over-Sands. The site is being regenerated in partnership with Grange Town Council to create a cluster of facilities and attractions, an integrated health centre, new market and affordable housing and enhanced car parking. It is estimated that 50 dwellings will be delivered in Phase 2 (2018-2023) and 53 in Phase 3 (2023-25). Residential uses are not appropriate for, and are not proposed upon, the part of the site that contains the old lido, which falls within Flood Risk Zone 3a.

POLICY LA3.1: MIXED-USE ALLOCATION AT BERNER'S POOL, GRANGE-over-SANDS

Purpose:

To set out the policy framework for the regeneration of the Berner's Pool site to deliver housing, care facilities and open space.

1.87 HA OF LAND AT BERNER'S POOL, GRANGE-over-SANDS, AS SHOWN ON THE POLICIES MAP, IS ALLOCATED FOR HOUSING, HEALTH CARE (D1), OPEN SPACE AND, WHERE APPROPRIATE, OTHER USES INCLUDING EMPLOYMENT (B1) AND LEISURE.

RESIDENTIAL USE WILL NOT BE PERMITTED ON THE FORMER LIDO EAST OF THE RAILWAY LINE.

Implementation

To be led by local partnership through Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.

Land south of Allithwaite Road

- 4.10** The second major allocation is a large site on Allithwaite Road west of Kent's Bank. This is the only large site available in Grange-over-Sands and can accommodate both housing and employment needs. The site is topographically complex and significant in landscape terms. Development will require highly sensitive design to ensure that separation is retained between Kent's Bank and Allithwaite, landscape impacts are minimised, important site features conserved and that the development represents an organic and sympathetic extension to the town. The Promenade footpath offers the opportunity to provide improved pedestrian and cycle access to the Town Centre. A development brief will be essential to ensure that a high quality development is achieved. A holistic approach to drainage management on this site will be needed, including Sustainable Drainage Systems (SuDS).
- 4.11** It is estimated that 102 dwellings will be delivered in Phase 2 (2018-23) and 100 in Phase 3 (2023-25).

POLICY LA3.2: MIXED-USE ALLOCATION AT LAND SOUTH OF ALLITHWAITE ROAD, KENT'S BANK, GRANGE-over-SANDS

Purpose:

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

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

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

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

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

Implementation

SLDC to prepare Development Brief. By Development Industry and Social Housing Providers through Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.

Guide's Lot, Allithwaite Road

- 4.12** This 1.15 ha site, offers the opportunity to accommodate approximately 16 dwellings and 0.57 ha of employment land in a visually contained location. The site contains areas of woodland and adjoins the Wart Barrow Site of Special Scientific Interest. Key issues include the investigation of potential contamination associated with the previous waste uses on the site, achieving appropriate access arrangements and ensuring the proximity of the adjacent Site of Special Scientific Interest is taken into account through the retention of existing trees and the incorporation of new planting and a buffer strip. There is also a small area of limestone pavement on the western edge of the site, which should be protected. It is estimated that the development of this site will take place in Phase 2 (2018-2023).

POLICY LA3.3: MIXED-USE ALLOCATION AT GUIDE'S LOT, GRANGE-over-SANDS

Purpose:

To meet housing and employment land needs in Grange-over-Sands in a sustainable way.

1.15 HA OF LAND IDENTIFIED ON THE POLICIES MAP AT GUIDE'S LOT, GRANGE-over-SANDS IS ALLOCATED FOR HOUSING (Estimated Capacity 16 dwellings) and EMPLOYMENT (B1) (0.57ha).

AS WELL AS OTHER CORE STRATEGY POLICY REQUIREMENTS, DEVELOPMENT MUST ENSURE THAT AN APPROPRIATELY PLANTED AND PERMANENTLY FENCED BUFFER STRIP OF 10M WIDTH IS RETAINED ADJACENT TO THE WART BARROW SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI). ANY NEW DEVELOPMENT SHOULD BE SET BACK AT LEAST 15M FROM THE BOUNDARY OF THE SSSI.

Implementation

Through Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions. Employment floorspace completions.

Land opposite Low Fell Gate Farm

- 4.13** This 2.04 ha site north of Cartmel Road can accommodate around 46 dwellings. The site comprises two fields rising towards Low Fell Gate caravan site. A public footpath runs through the caravan site. The fields are bounded by stone walls and there is a group of trees at the northern tip of the site. Key issues for the development of this site include ensuring appropriate access arrangements and the incorporation of planting and landscaping. The location of the site on a south east facing slope offers particular opportunities for incorporating renewable energy.

West of Cardrona Road

- 4.14** This 1.02 ha site can accommodate around 28 dwellings. This field also adjoins Wart Barrow Site of Special Scientific Interest. The key issue is the need to take the proximity to the adjacent SSSI into account and any new development should be located at least 15m from the boundary. There is a need to incorporate new planting including a permanent hedge to create a protected site buffer of 10m width and the extension of woodland to the north to act as a wildlife corridor /screening for existing properties.

North of Carter Road

- 4.15** This 1.68 ha site was allocated for housing in 1997. It is a single field with no walls, hedges or trees except at its edges. It was de-allocated in 2004 due to the then Government's policy of restricting new housing completions. Key mitigation measures include the incorporation of a landscape and green infrastructure framework.

South of Thornfield Road

- 4.16** This 2.16 ha site comprises a field sloping from Kent's Bank Road down to the Furness Railway line and can accommodate around 66 units. The site adjoins playing fields to the south west and pedestrian access through to the existing open space should be provided as part of the development.

Greenspaces and Open Spaces

- 4.17** Public Open Spaces, Amenity Open Spaces and Outdoor Sports Facilities are identified in line with the method set out in paras 2.72-2.73. Important open spaces include Park Road Gardens, the Promenade and Yewbarrow Wood. Kent's Bank lies very close to the neighbouring settlement of Allithwaite and development at Allithwaite Road will mean some risk of these settlements coalescing and losing their separate identity. For this reason, a Green Gap is proposed separating Kent's Bank from Allithwaite.

Allithwaite, Cark/Flookburgh and Cartmel

Policy Context

- 4.18** Core Strategy Policy CS4 seeks to make provision for small-scale housing development within Allithwaite, Cark/Flookburgh and Cartmel - the three Local Service centres in the Cartmel peninsula. The need for new housing in these villages is set out in Table 1A (p.17). After deducting completions since 2003 and expected contributions from existing planning consents, identified small sites and windfalls, there is an indicative need for 158 new dwellings of which 61 will be needed by 2018 and a further 60 by 2023. At least 35% of new homes should meet identified needs for affordable housing and, of these up to 55% should be social rented.

Allithwaite

- 4.19** Allithwaite is a village close to Grange-over-Sands with a population of around 700. Along with the prominent hill-top church, an important, triangular greenspace in the southern part of the village forms an important and recognisable landscape feature. The land is interspersed with working farms to the south, while more recent development spreads out along surrounding roads interspersed with large fields. Listed buildings include Barn Hey Farm House and Cottage, Allithwaite Lodge, part of Boarbank Farm, the church and the school. The village has a post office and convenience store, charity shop, primary school, two pubs and an active community centre.
- 4.20** Key issues affecting development in Allithwaite:
- The distinctive character and topography of the village;
 - The need to mitigate the impacts of unsympathetic 20th century development;
 - The importance of greenspaces to the character of the village;
 - The need to sustain local facilities and public transport;

- The need to avoid coalescence with Kent's Bank/Grange;
- The need to provide improvements that both allow and facilitate active travel within the village.

4.21 Community concerns include views in and out of the village, road safety (particularly on Holme Lane) and traffic management throughout the village. The Council has worked closely with Allithwaite Parish Council to identify a number of small sites around the village. These are briefly considered below.

Land south of Green Lane

4.22 This 0.8 ha site can accommodate around 22 dwellings. Key issues here are the need to include open space to act as a 'village green' and to retain the open view to the Listed church and school as well as making provision at the eastern end to fulfil an imminent need to extend the graveyard. There will be a need for a footway to be provided along Green Lane where possible to provide linkage with existing footways in the village.

Land rear of Bankfield

4.23 This 0.35 ha site behind the large house of Bankfield can accommodate around 9 dwellings. Key issues include ensuring appropriate access arrangements, traffic management measures to ensure greater traffic and pedestrian safety (particularly on and around Holme Lane), measures to facilitate safe active travel within the village, retaining trees and hedges at the edge of the site and ensuring that housing styles respect those of existing properties. Appropriate junction configuration will need to be achieved in conjunction with access arrangements for the site(s) north of Jack Hill.

Land rear of Barn Hey

4.24 This 1.1 ha site offers a significant opportunity to improve what is currently an unsatisfactory entrance to the village from Flookburgh. Barn Hey is a Listed building and this portion of the B5277 Flookburgh Road is narrow and difficult for both vehicles and pedestrians. The site can accommodate around 30 dwellings. Key issues include the need for access to be achieved off Locker Lane rather than Flookburgh Road; giving careful consideration to the setting of Barn Hey; the development of better pedestrian access into the village, including the creation of a direct pedestrian route to the centre of the village; facilitating safe active travel and traffic management measures on Flookburgh Road, in particular, improvements to The Narrows; and the need to create an attractive entrance to the village using a style and layout of development that respects the amenity of existing properties and the setting of Listed Barn Hey. There will be a need for Locker Lane to be widened along the extent of site boundary as far as the site access point.

Land north of Jack Hill

4.25 These two small sites totalling 0.98 ha can together accommodate around 27 dwellings. Key issues include access arrangements, local traffic management

to facilitate safe active travel within the village and to ensure improved traffic and pedestrian safety (particularly on and around Holme Lane) and the need for housing to be of a style that respects that of existing properties. The sites will each require a single access point. Appropriate junction configuration will need to be achieved in conjunction with access arrangements for the site land rear of Bankfield.

Land to rear of Almond Bank

- 4.26** This 0.4 ha site can accommodate around 11 dwellings. Access is the key issue along with a need for the style and layout of new development to respect that of existing properties adjoining the site.

Cartmel

- 4.27** Cartmel is one of the most historic settlements in South Lakeland District. Its Conservation Area contains numerous Listed buildings. It is dominated by the 12th century Priory Church and is a major tourist attraction reinforced by the racecourse. It also has a developing role as a food centre with a growing portfolio of quality eating establishments and speciality food shops. The settlement is characterised by development along the lanes, interspersed with large greenspaces. The settlement has a range of shops, pubs, restaurants and accommodation, a primary school and secondary school (which both serve the whole Cartmel peninsula) and GP services. There are traffic and access issues associated with the village's popularity with visitors and the historic, narrow streets.

- 4.28** Key issues affecting development in Cartmel include:

- The need to manage and develop Cartmel as a visitor destination;
- The need to safeguard Cartmel's outstanding built heritage and its setting;
- The need to avoid development in areas at risk of flooding;
- The need to protect the quality of the surrounding landscape;
- The need to ensure that any new development is sympathetic in scale and character;
- The need to sustain local facilities;
- The need to address issues relating to road capacity restrictions caused by the narrow lanes and streets in and around the village through appropriate traffic management;
- Sewerage capacity throughout the village.

Land at Haggs Lane

- 4.29** A site is allocated in Cartmel on the south side of Haggs Lane, adjoining the Cartmel Conservation Area. The site is screened to the east and south by Hesketh Wood and is adjacent the secondary school. This 2.2 ha site can accommodate around 39 dwellings. Key issues are: addressing access constraints; ensuring appropriate access arrangements; potentially using two access points including provision for improved pedestrian access to the village centre; incorporating around one-third of the site as a vegetation and

open space buffer to protect the biodiversity interest of Hesketh Wood; and the need to ensure that the scale and design of new development protects and enhances the Conservation Area and its setting. Cartmel's proximity to the Lake District National Park and role as a key visitor destination must also be borne carefully in mind. New development should reflect the well-established character of Cartmel, avoiding the 'feel' of a large estate.

Stables, Cartmel Racecourse

- 4.30** The relocation of Cartmel stables would create a site capable of accommodating around 15 dwellings. Development could only go ahead once an appropriate site is secured for relocation of the racecourse stables. The site is in an area at risk of flooding and there is a need to mitigate against this. The site is also within the important Cartmel Conservation Area, so careful design and layout will be necessary. Ensuring appropriate access arrangements will also be important.

Cark and Flookburgh

- 4.31** These two linked villages either side of the Furness railway have a combined population of around 1,800. Flookburgh has an historic core, giving way to more modern development to the east. Cark is dominated by older housing around the core and beyond, including the 17th century Listed Cark Hall, although this is interspersed with more modern development. The villages are served by Cark and Cartmel Station on the Furness Railway line and have an extensive range of services including a garden centre, several public houses, a mini market, post offices, doctors, chemist, primary school and a community centre. Nearby Holker Hall is a major visitor attraction. The Airfield Approach Business Park is an important local employment area and a venue for events such as the Cumbria Steam Gathering. It is also important as a location for light aviation and as the home of the North West Parachute Centre.

- 4.32** Key issues affecting development in the Cark and Flookburgh areas are:
- The need to avoid development in areas at risk of flooding in the coastal flats and in the River Eea flood plain;
 - The need to provide for employment;
 - The need to sustain local facilities and public transport;
 - The need to maintain the built heritage of the two villages and the setting of Cark Hall, Holker Hall and Applebury Hill;
 - The need to maintain the separate identities of the two villages.

- 4.33** Three small allocations are proposed on infill and rounding-off sites in Flookburgh.

Land east of Winder Lane

- 4.34** This 0.56 ha site is capable of accommodating around 17 dwellings. Ensuring appropriate access arrangements is a key issue on this site. There is also a need to incorporate and add to existing trees and hedges within a landscape and green infrastructure framework.

Land east of Manorside

- 4.35** This 1.11 ha site is capable of accommodating around 30 dwellings. The key issue is securing appropriate access arrangements including contributing to improved pedestrian access to village centre. Suitable pedestrian access should be provided to the site to connect with existing footway infrastructure. A small part of this site is subject to flood risk. Development will not be permitted in the part of the site that falls within Flood Risk Zone 2 unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere. Any resulting undeveloped land should be incorporated within the landscape framework. There is also a local drainage capacity issue.

Land north of Allithwaite Road

- 4.36** This 0.89 ha site can accommodate around 24 dwellings. Key issues are ensuring appropriate access arrangements including contributing to improved pedestrian access to the village centre.

Section 5 Land Allocations – Ulverston and Furness

5.1 This section sets out the detailed requirements for land allocations in Ulverston and the surrounding area of Furness including Kirkby in Furness, part of Broughton-in-Furness, Great and Little Urswick, Swarthmoor, Greenodd and Penny Bridge. This area, comprising most of the Furness peninsula, contains the principal town of Ulverston – a major centre for transport, shopping, culture, health, education and employment. Its key strategic transport linkages foster strong spatial connections with the major regeneration areas of Barrow-in-Furness and the West Cumbria Energy Coast. It also has strong economic, social and environmental links with the western Lake District. Housing needs are becoming more acute and, although there is a need to have regard to the regeneration needs of Barrow-in-Furness, significant housing, employment and regeneration needs remain. It is proposed to accommodate around 31% of the District's new homes and workplaces within the area. Key factors influencing the distribution of development include:

- **Very high landscape quality** including the setting of the southern part of the Lake District National Park and attractive rolling topography throughout, as well as the attractive limestone landscape of the Birkrigg area;
- **Areas at risk of flooding** – in particular the east side of Ulverston and around Levy, Dragley and Newlands Becks, the coastal flatlands along the Levens and Duddon Estuaries and Morecambe Bay Coast as well as along the River Crake and Urswick Beck;
- **Natural Heritage** including the internationally important nature conservation sites of Morecambe Bay, the Duddon Estuary, the Duddon Mosses Natura 2000 sites and the extensive Kirkby Moor SSSI;
- **Built Heritage** – long established towns and villages with well defined character and form including Conservation Areas at Ulverston, Newlands and Broughton-in-Furness, Grade I Listed buildings at Gleaston Castle, Urswick Parish Church and Kirkby Hall and 20 Scheduled Ancient Monuments;
- Very little developable **previously used land** available for development.

Ulverston

THE VISION (SOUTH LAKELAND CORE STRATEGY)

In 2025, Ulverston will:

- ❑ ***be a lively and prosperous market town that provides a range of services and employment opportunities serving local residents and residents throughout the Furness Peninsula forming part of a close functional network with Dalton in Furness and Barrow-in-Furness;***
- ❑ ***have a strengthened economic base with a recognised and supported manufacturing sector, a unique cluster of high value, knowledge intensive engineering jobs, a major employment site at GSK, a more developed tourism sector and improved transport links;***
- ❑ ***incorporate significant new housing development in a way that is sensitive to the local landscape characteristics and the historic assets within and surrounding the town;***
- ❑ ***accommodate development within the town centre with sensitivity to the building type and density of the area, with new buildings that act to define streets and public spaces;***
- ❑ ***have an increased amount of affordable housing provision available to local people, and new general market housing focused in support of regeneration priorities and meeting agreed community priorities (including helping to meet the housing needs of employees in the regeneration priority area of Barrow).***
- ❑ ***recognise and protect the environmental importance of Bardsea Country Park, Morecambe Bay and the Duddon Mosses and the rest of the natural environment/biodiversity will be protected and respected; and***
- ❑ ***have a stronger relationship with surrounding rural settlements through targeted improvements to public transport provision, cycle routes and footpaths.***
- ❑ ***Retains and protects the individual character of settlements through strategic green gaps.***
- ❑ ***Has a regenerated Canal Head area and canal corridor including significant employment land provision.***

Policy Context

- 5.2** Key issues in Ulverston include the need to strengthen the economic base, (including the regeneration of the Ulverston Canal), regenerate the town, develop new housing and address affordability issues. Core Strategy Policy CS3.1 seeks to direct 20% of new dwellings and employment floor space to the Ulverston area. The housing ambition amounts to 80 dwellings per year, making a total of 1,760 between 2003 and 2025. The Strategy seeks to phase more development to later years in order to support regeneration in Barrow-in-Furness.
- 5.3** The need for new housing in Ulverston is set out in Table 1A (p.17). After deducting completions since 2003 and expected contributions from existing

planning consents, identified small sites and windfalls, there is a need for 1068 new dwellings of which 291 will be needed by 2018 and a further 590 by 2023. At least 35% of new homes should meet identified needs for affordable housing and, of these up to 60% should be social rented.

5.4 The Local Plan - Core Strategy also identifies a need to allocate 13 ha of land for employment uses to meet the needs of Ulverston, of which 6 ha should be aimed at strategic employment needs, 6 ha should be aimed at offices and high tech industry and 1 ha should be aimed at general employment needs. The strategy seeks to locate industrial and distribution uses where they are accessible by a choice of means of transport and where they can be connected to the Strategic Road Network without any detrimental impact on the town centre network. It aims to focus new office development in and around Ulverston Town Centre.

5.5 The Strategy also seeks to regenerate the Canal Head area with a mixture of uses incorporating housing, business opportunities, tourism and recreation, centred on the Ulverston Canal.

Local Factors influencing the location of development

5.6 Key local factors influencing the location of new development in Ulverston are:

- The **high quality of the landscape** north of the town including Hoad Hill and the Sir John Barrow Monument;
- The large areas at **risk of coastal and river flooding** east of the town;
- The **A590 (T) Trunk Road**, which runs through the centre of the town - A Transport Study was undertaken to assess the impact of the allocations in Ulverston and Swarthmoor for the A590 (T) and the local highway network. This Study was undertaken in liaison with Cumbria County Council Highways Authority and the Highways Agency. The findings of the study were taken into account in the allocations for Ulverston and Swarthmoor;
- Avoiding **coalescence** between Ulverston and Swarthmoor and maintaining the separate identities of these settlements;
- Safeguarding and enhancing the **Morecambe Bay Natura 2000 sites**—internationally important habitats;
- Preserving and enhancing Ulverston's built heritage including the **Ulverston Conservation Area**, 147 Listed Buildings including the Grade II* Listed Sir John Barrow Monument, the Parish Church of St Mary, Conishead Priory and Swarthmoor Hall;
- Maintaining and enhancing **parks, sports facilities and recreational open spaces** including the Lightburn and Ford Parks, the natural and semi-natural greenspace of Hoad Hill, amenity greenspaces, children's play areas at Croftlands, Lightburn and Mill Dam and allotments at Tankfield, Priory Road, Ellers Road and Dragley Beck;
- Enhancing the **vitality and viability of Ulverston Town Centre** for shopping, leisure, arts, culture, tourism and employment;
- The community aspirations to restore the **Ulverston Canal** and **regenerate the Canal Head** area.

Development Boundary and overall Development Strategy

- 5.7** Based on the criteria for defining urban edges set out in 2.2 above, the overall development strategy for Ulverston is for an extension of the urban area to the south. This will ensure that: landscape impacts are minimised, development does not take place in areas at risk of flooding, development has good linkages with the town centre and the station, Ulverston and Swarthmoor do not coalesce, development of the town can be phased and organic and that existing infrastructure capacity is fully utilised. This presents challenges, including linking development to infrastructure delivery, managing traffic impacts and managing a major new residential development south of the town.

Ulverston Town Centre

- 5.8** Ulverston Town Centre is the economic, social, cultural and transport hub of the western part of the District as well as being an important conservation area. As the most sustainable location in the western part of the District, it is also the preferred location for activities that attract a lot of people such as shops, offices, commercial leisure and tourism and cultural facilities. Core Strategy Policy CS7.5 supports convenience and comparison goods provision, of an appropriate scale, which aids the viability and vitality of the town centre. The Town Centre is bounded by the A590 (T) Trunk Road and Brewery Street and includes Fountain Street, Mill Street, Upper Brook Street and Queen Street. This area contains the main shopping streets as well as office, leisure and other town centre uses and will continue to be the preferred location for these. The Primary Shopping Area (the preferred location for retail uses) comprises King Street, Market Street, New Market Street and Queen Street north of the Town Hall. Market Street and New Market Street contain the Primary Retail Frontages. These are the most important shopping streets and it is important for the vitality of the town that these remain in predominantly retail use. Elsewhere, a number of secondary frontages are proposed, which would have a more diverse mix of uses.
- 5.9** A full planning application for a new supermarket on the edge of Ulverston Town Centre, on the former Hartley's Brewery site, was granted planning permission in October 2013.

Housing sites

- 5.10** Following the development ambitions set out in the Core Strategy, the overall development strategy outlined in para. 5.7 above, the general site selection criteria set out in para. 2.20, and the considerations specific to Ulverston set out in para. 5.6, the following sites are allocated in Ulverston:
- NORTH URSWICK ROAD (48 dwellings)
 - STONE CROSS MANSION (50 dwellings)
 - CROFTLANDS EAST (219 dwellings)

- GASCOW FARM (219 dwellings)
- CROFTLANDS WEST – NOOK FARM (309 dwellings)
- WEST END FARM (97 dwellings)
- WEST END NURSERY (92 dwellings)
- NORTH OF WATERY LANE (18 dwellings)
- SOUTH OF LUND FARM (90 dwellings)
- MORECAMBE ROAD SCRAPYARD (12 dwellings)
- SOUTH OF STOCKBRIDGE LANE (7 dwellings)

North Urswick Road

- 5.11** This 2.15 ha level site on the south western edge of the town could accommodate around 48 dwellings. It comprises parts of two almost level fields bounded by a stone wall to Urswick Road and by hedges elsewhere. The site has been drawn to exclude a prominent line of trees. Key issues include achieving a satisfactory interface with the Ulverston/Swarthmoor Green Gap, retention of existing hedgerows and using landscape to soften the visual impact from Urswick Road when approaching from the south west and from Swarthmoor Hall Lane. Both of these routes are part of the Cistercian Way footpath. The nearby Swarthmoor Hall is an important Listed building.

Stone Cross Mansion

- 5.12** Stone Cross Mansion is a Grade II Listed mansion house in landscaped grounds, built in 1874 and used latterly as a Special School and as headquarters for the company 'Marl'. It has been unused since 2004 and has a significant high Victorian Gothic interior. The primary aim of any development proposal on this site is to secure the future of this important Listed Building and its setting. The site lies within Ulverston's Conservation Area. Development on this site is restricted to enabling development only, in order to secure a sustainable future for the mansion. Any buildings would be clustered by the entrance lodge or possibly to the east of the house in a hollow by the boundary wall. The scope for development is limited by the need to safeguard strategic views to and from the house and from outside the site towards the house.

POLICY LA5.1: STONE CROSS MANSION

Purpose:

To secure a sustainable future for Stone Cross Mansion and its setting.

DEVELOPMENT AT STONE CROSS MANSION WILL BE RESTRICTED TO ENABLING DEVELOPMENT TO SECURE THE FUTURE OF THE MANSION. DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT DOES NOT HAVE A HARMFUL IMPACT ON IMPORTANT VIEWS TO AND FROM THE MANSION AND FROM OUTSIDE THE SITE TOWARDS THE MANSION.

DEVELOPMENT WILL ONLY BE PERMITTED SUBJECT TO THE SUBMISSION AND APPROVAL OF A DETAILED DESIGN MITIGATION STRATEGY TO ENSURE THAT HERITAGE ASSETS ARE NOT ADVERSELY AFFECTED, AND THE SETTING OF THE MANSION PROTECTED.

Implementation

Development Management Process informed by SLDC Conservation Officer.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

South of Stockbridge Lane

- 5.13** This 0.72 ha area is in a sensitive location between the settings of two Listed buildings (Stonecross Mansion and Stockbridge House) within Ulverston's Conservation Area. It can accommodate around 7 dwellings. The key issues here are the impact on the settings of adjoining Listed buildings and the Conservation Area.

Croftlands

- 5.14** Most of Ulverston's housing development needs will be met in three large sites south of Croftlands (Croftlands West - Nook Farm, Croftlands East and Gascow Farm). A development brief will be prepared to master plan and co-ordinate the development of this important area.

Croftlands East & Gascow Farm

- 5.15** At 26.67 ha, and with a combined net developable area of 12.54 ha, these sites are two of the largest allocations in the District and together could accommodate around 438 dwellings on the southern edge of Ulverston between the A5087 Coastal Road and Mountbarrow Road, which leads to Birkrigg Common and Scales. The sites comprise Gascow Farm (the steading and four fields) and a series of fields running west towards Mountbarrow Road (Croftlands East). To the north, the sites (part of Gascow Farm and Croftlands East), adjoin Bardsea Leisure Park – a successful caravan site, which occupies a former quarry with wooded edges – and the edge of the existing Croftlands housing estate. The western edge of the Croftlands East site is the hedge adjoining the public footpath from The Grange to Parkhead Road. The southern edge of the Gascow Farm and Croftlands East sites adjoin open countryside and are visible from Red Lane and Priory Road. The two sites will also appear in longer views from the Birkrigg Common area. A

public footpath runs through Gascow Farm and along most of the southern edge of the sites and there is a pond at the edge of the site (Croftlands East) close to Middle Mount Barrow pond. At its south eastern end, the Gascow Farm site adjoins an area of smallholdings around Primrose Hill and a row of houses on Priory Road. The sites slope upwards from east to west levelling out towards The Grange. Apart from boundary hedges, the main features on the sites are a small area of woodland in the centre of the Croftlands East site, the buildings of Gascow Farm and some mature trees along Priory Road and along the driveway to Gascow Farm. The sites have complex drainage issues and are also crossed by an aqueduct, which runs the whole length of the sites from east to west.

- 5.16** Surface water drainage is a fundamental issue and a sound strategic solution across all Croftlands sites is required to address culvert capacities, attenuation areas and surface water management through careful site layout. The whole development must be phased to allow suitable surface water drainage infrastructure to be installed for catchment and ensure that increased flooding is not encountered downstream. Any phased development should ensure that no development blocks potential flow routes, which would affect future phases. Sustainable drainage is essential apart from in areas adjacent to the Leisure Park, in case of hydraulic connectivity to the site below. Development should be oriented to minimise surface water run off. Compliance with Preliminary rainfall runoff management for developments should be to (EA/ DEFRA W5-074-A) standard.
- 5.17** The triangle of land bounded by the western edge of Bardsea Leisure Park and parallel hedge, the wood and tree group, the Middle Mount Barrow pond and the southern site (Croftlands East) boundary should be retained as public open space, with surface water management schemes and an identified flow path accommodated as a green corridor. The triangle should form the basis of the green infrastructure network, which should include: corridors connecting adjacent sites (Croftlands West and Gascow Farm) and the existing Croftlands area; pedestrian and cycle links and connections through and off the sites; the retention of the existing woodland; the line of the aqueduct; hedges on the southern and western boundary; public footpaths; and a landscape and open space / landscaped buffer to the quarry edge.
- 5.18** There is a requirement to safeguard the landscape setting of the entrance to Bardsea Leisure Park, maintaining the rural aspect through appropriate design and landscape use.
- 5.19** Other issues include the need to shape new development into distinct neighbourhoods, the need for new community facilities and the need for highway and transport networks to reflect potential linkages with other sites. The sites also offer opportunities for passive solar gain and energy efficiency and micro-renewable measures.

Croftlands West – Nook Farm

- 5.20** The other Croftlands site includes land at Nook Farm adjacent to Urswick Road and extends to the first field on the other side of Mountbarrow Road. These sites have a total area of 17.7 ha and a net developable area of 8.84ha. They can accommodate around 309 dwellings. The site comprises a number of variously sized fields south of the existing Croftlands Estate. Part of the site is occupied by a small private Golf Driving Range. The rest is in agricultural use. To the north, it is bounded by The Lancastrian Public House, Mountbarrow Service Station and residential properties along West Hills Drive. Part of the site is currently utilised by farm buildings at Nook Farm. However residential developments, including the Listed farmhouse are excluded from the site. To the west, the site is bounded by Urswick Road and the Ulverston-Swarthmoor Green Gap beyond. To the south, the site is bounded by open fields and is visible from Red Lane. Three dwellings, Conian and The Grange and The Nook, adjoin the southern boundary of the site east of Mountbarrow Road.
- 5.21** Key site features are Mountbarrow Road, which crosses the site from north to south and a number of field boundary hedges. A track running from Mountbarrow Road to Nook Farm is a public footpath. The site occupies a shallow valley and a watercourse runs across the site from east to west. There are some mature trees on the Urswick Road frontage. There are various buildings associated with the golf driving range.
- 5.22** Surface water management is a key issue. There is a need for a sound strategic solution across all south Ulverston sites, addressing culvert capacities, attenuation areas and surface water management through careful site layout. The whole development area should be phased to allow suitable surface water drainage infrastructure to be installed for catchment and to ensure that increased flooding is not encountered downstream. The sites on either side of Mountbarrow Road should be developed as a whole to ensure that an effective drainage scheme resolves existing surface water flooding issues being experienced by adjacent properties and to ensure that increased flooding is not encountered downstream. Sustainable drainage systems should be used. Compliance with Preliminary rainfall runoff management for developments should be to (EA/ DEFRA W5-074-A) standard. Development will not be permitted in those parts of the site that fall within Flood Risk Zone 2 unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere.
- 5.23** Other considerations include mitigating potential impacts on the setting of the Listed farmhouse at Nook Farm; green infrastructure and green corridors; pedestrian and cycle links; the need to retain and enhance the public footpath; the need for strong landscaping along the southern boundary of the

site; the need to shape new development into distinct neighbourhoods; the need for new community facilities; and the need for highway and transport networks to reflect potential linkages with other sites. The site offers opportunities for passive solar gain and energy efficiency and micro-renewable measures.

POLICY LA5.2: LAND AT CROFTLANDS: GASCOW FARM & CROFTLANDS EAST, AND CROFTLANDS WEST/NOOK FARM

Purpose:

To ensure that development manages surface water drainage impacts effectively, reflects the Community's aspirations for high quality, has a positive impact on the surrounding area and its infrastructure, and conserves important site features.

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF THE THREE LARGE SITES AT CROFTLANDS AND GASCOW FARM, ULVERSTON.

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

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK THAT:

- **SAFEGUARDS THE AREA SHOWN ON THE POLICIES MAP ADJACENT TO THE WEST END OF BARDSEA LEISURE PARK, FOR SURFACE WATER MANAGEMENT AND PUBLIC OPEN SPACE;**
- **PROVIDES EFFECTIVE-SCREENING AND LANDSCAPE BUFFERS, INCLUDING OPEN SPACE AROUND THE COMPLETE QUARRY EDGE, AND SCREENING TO THE SOUTHERN BOUNDARY OF THE SITE;**
- **RETAINS AND SAFEGUARDS TREES AND HEDGEROWS;**
- **SCREENS THE ADJACENT QUARRY EDGE AND THE LISTED NOOK FARM;**
- **SAFEGUARDS THE AQUEDUCT;**
- **SAFEGUARDS THE RURAL LANDSCAPE SETTING OF THE ENTRANCE TO BARDSEA LEISURE PARK AT GASCOW FARM AND;**
- **PROVIDES GREEN CORRIDORS CONNECTING DEVELOPMENT SITES, ADJACENT RESIDENTIAL AREAS AND OPEN COUNTRYSIDE.**

SUBMISSION AND APPROVAL OF EFFECTIVE FLOOD RISK ASSESSMENTS AND SURFACE WATER MANAGEMENT PLANNING THAT:

- **INCORPORATES A SOUND STRATEGIC SOLUTION ACROSS ALL CROFTLANDS SITES ADDRESSING CULVERT**

CAPACITIES, ATTENUATION AREAS AND SURFACE WATER MANAGEMENT THROUGH CAREFUL SITE LAYOUT;

- **PHASES THE WHOLE DEVELOPMENT TO ALLOW SUITABLE SURFACE WATER DRAINAGE INFRASTRUCTURE TO BE INSTALLED FOR CATCHMENT;**
- **ENSURES THAT INCREASED FLOODING IS NOT ENCOUNTERED DOWNSTREAM;**
- **ENSURES, IN RELATION TO PHASED DEVELOPMENT AT GASCOW FARM, THAT ANY DRAINAGE SOLUTIONS ARE LARGE ENOUGH TO PROVIDE FOR THE HYDRAULIC CONNECTIVITY OF THE CROFTLANDS ESTATE TO THE WEST AND MUST NOT BLOCK POTENTIAL FLOW ROUTES;**
- **ENSURES THAT THE CROFTLANDS WEST SITE IS DEVELOPED AS A WHOLE TO ENSURE THAT AN EFFECTIVE DRAINAGE SCHEME IS INSTALLED.**

SUBMISSION AND APPROVAL OF TRANSPORT ASSESSMENTS AND TRAVEL PLANS AND;

PROVISION OF PEDESTRIAN AND CYCLE LINKS TO ADJOINING RESIDENTIAL AREAS AND PROTECTION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY ACROSS THE SITE.

Implementation

SLDC to prepare Development Brief. Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Land at West End Farm

- 5.24** This 4.31 ha site is capable of accommodating around 97 dwellings. The site is located on the corner of Priory Road and West End Lane, opposite Ulverston's Leisure Centre. The site is level and currently in agricultural use. It comprises a small group of farm buildings and a large field. Its boundaries are a stone wall to Priory Road and a hedge along West End Lane and to the rear of the site. There are sporadic trees around the edge of the site. Although the site is not identified by the Environment Agency as lying within an area of flood risk, immediately adjoining fields are. West End Road is currently a narrow lane with no footway. A Transport Statement will be required and some off-site work, including making roads up to adoptable standard and providing footways, will be required. The scope for developing this site in conjunction with the adjacent site at West End Nursery should be considered. The site also lies opposite Ulverston cemetery and a sympathetic design treatment along Priory Road is important. Within the cemetery, the Listed Wilson's Monument is close to the site boundary and attention to its setting will be necessary. Development will not be permitted in those parts of the site that fall within Flood Risk Zone 2 unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere.

Land at West End Nurseries

- 5.25** This 4.11 ha site can accommodate around 92 dwellings. It is located on West End Road and consists of West End Nurseries – a complex of polytunnels, plantations and shelter belts and two adjacent fields. Part of the site is identified as being at risk of flooding and this portion of the site should not be developed. Key issues include submission of a transport assessment and flood risk assessment and any necessary works to West End Lane. There are views of the Hoad Monument from this site. Development will not be permitted in those parts of the site that fall within Flood Risk Zones 2 and 3a unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere. There may be scope to raise land within the flood Zone if required.

Land north of Watery Lane

- 5.26** This 0.68 ha site can accommodate around 18 dwellings. It lies adjacent to the Marl International Works and also adjoins the Furness Railway. The site occupies a prominent corner location. Key issues include achieving satisfactory standards of amenity in close proximity to the railway and industrial premises and achieving a high quality design that reflects its prominent location.

Land south of Lund Farm

- 5.27** This 4 ha site is an extension to the now completed allocation at Lund Farm and can accommodate around 90 dwellings. The site has the form of a low hill raising it above adjoining fields, many of which are at risk of flooding. It is currently screened from North Lonsdale Road by frontage properties and trees and shrubs. The site is bounded by hedges in varying states of repair. Its slight elevation gives it a prominence from the Outcast/Low Mill area and the Ropewalk path. The site also has views to the Hoad monument. An aqueduct runs along the western edge of the site.
- 5.28** The key issue for the development of this site is drainage and flooding. All development should be located in Flood Zone 1 and have green spaces towards the flood Zones. Surface water should be dealt with via SuDS if ground conditions allow. Development will not be permitted in those parts of the site that fall within Flood Risk Zones 2 and 3a unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere. Surface water run-off should be collected and stored within the site, sufficient to cope with a 1 in 100-year-plus climate change event. Any discharge to Lund Beck should be equal to or an improvement on the run-off from the site in its greenfield state and an open channel should be considered rather than a culvert to convey water to Town/Lund Beck.

- 5.29** Special consideration should be given to the eastern part of the site if surface water flows towards North Lonsdale Road. Any development should ensure that the culvert under the Rope Walk footpath at 'Donkey Field' is upgraded to reduce the impact/incidence of flooding from Dragley Beck. A Flood Risk assessment is essential and needs to demonstrate that development would cause no increase in flood risk downstream. Any new access should not increase flood risk elsewhere by altering flood routes. Development should also ensure that there is no loss of storage capacity in the flood plain. Footway/cycleway links should be provided to Sandside Road.

Morecambe Road Scrapyard

- 5.30** The scrapyard on Morecambe Road could yield around 12 dwellings. The site comprises some nineteenth century industrial buildings and a scrapyard behind. There are allotments to the front and the rear of the site. Removal of the scrapyard would bring significant environmental benefits. Key issues include the investigation and treatment of any potential contamination arising out of its use as a scrapyard and earlier use as a gas works.

Existing Employment Areas

- 5.31** South Lakeland has a shortage of available employment land and premises. Ulverston is a key employment location. This means that the 'churn' of employment within existing industrial areas, will accommodate significant elements of the town's needs. Employment areas have been analysed using the criteria set out in para. 2.51 and existing employment areas have been safeguarded.

Employment Allocations

- 5.32** The Local Plan - Core Strategy identifies a need for a Strategic Employment site of 6 ha and a Business Park site of 6 ha to accommodate business and knowledge-based industry. Having applied the criteria set out in para. 2.56 and 2.57 and the local considerations relating to Ulverston set out in para. 5.6, a Strategic Employment Site is proposed for allocation on land adjacent to Ulverston Canal Head and a Business Park at Lightburn Road.

Canal Head Strategic Employment Site

- 5.33** This 6.40 ha site at Canal Head, adjacent to the Booths supermarket, was identified as a potential Business Park site in the informal Ulverston Canal Head and Corridor Master Plan and is taken forward through Core Strategy Policy CS3.2, which sets out a strategic development framework for the regeneration of this area. 2.1 ha of this land are allocated as the first phase of a strategic employment site.
- 5.34** The allocated site is part of a wider employment and regeneration opportunity bounded by the embankment carrying the Furness Railway Line to the south east, the Ulverston Canal to the south, by Booths supermarket, the Cumbria Crystal factory, the Mountain Warehouse, West Cumberland Farmers and

residential properties along Next Ness Lane to the north and by open countryside to the east. The Sir John Barrow Monument on Hoad Hill features strongly in views from the site and, conversely, the site is prominent in views from the Monument. This surrounding area is identified as a Broad Location for employment development.

5.35 The site (Strategic Employment site – Phase 1) is mainly level. Key site features are a number of drainage ditches and channels, boundary hedges and trees and a strong area of woodland along the rail embankment. A public footpath runs along the canal towpath and a second path runs along the eastern boundary of the site linking the towpath and Next Ness Lane.

5.36 The site is suitable in terms of size, location, infrastructure capacity, market considerations and environmental capacity. It is well located in relation to the strategic highway network (A590 (T)) via the existing access to Booths supermarket and does not have significant impacts on residential areas. It complements the Regeneration Priority Area of Ulverston Canal Head and Corridor identified in Core Strategy Policy CS3.2. It is within reasonable walking and cycling distance from large parts of Ulverston and is also on a major bus route. However, the site is subject to constraints including its location within Flood Risk Zones 2 and 3. A 300mm steel high pressure gas pipeline also crosses the site and this must be safeguarded.

5.37 There is also gas infrastructure adjacent to the site and potential for hydrological connections between the site and the Morecambe Bay Natura 2000 site. Key issues influencing the development of this site will include:

- the need for a transport assessment and travel plan, potential need for new pedestrian links and the enhancement of existing footpaths;
- the need for green infrastructure and landscape mitigation including landscape screening, pedestrian and cycle infrastructure and green infrastructure to Next Ness Lane;
- the need for a water management plan and a Sustainable Drainage Systems (SuDS) scheme to address tidal, fluvial and surface water flooding. Development must comply with Preliminary rainfall runoff management for developments (EA/ DEFRA W5-074-A);
- the need for floor levels to be raised by a minimum of 800 mm and the need to mitigate whilst making use of the potential of the canal to alleviate existing flooding issues in the area whilst addressing Habitat Regulations issues relating to connectivity with Morecambe Bay;
- the need to safeguard the biodiversity of the site including canal water quality, trees and hedgerows;
- contamination – although there is no record of non-agricultural uses on the site, nearby areas at Canal Head and along Newlands Road have a history of industrial and motor related use;
- Heritage – the site has the potential to have an impact on views from the Sir John Barrow Monument and attention will need to be paid to building height.

- 5.38** The Council can only be certain that the allocated portion will come forward during the plan period. The Council will continue to work with partners such as Furness Enterprise, the Cumbria Local Enterprise Partnership and Cumbria County Council to bring forward the development of the remainder of the site and to implement the infrastructure necessary to deliver this. The status of this area will be reviewed in the 2021-2035 Local Plan. It is important that the development of early phases within the plan period enables the longer term development of the wider site.

**POLICY LA5.3: ULVERSTON CANAL HEAD BUSINESS PARK AND
EMPLOYMENT REGENERATION AREA**

Purpose:

To maximise the potential economic and regeneration benefits of the Ulverston Canal Head site.

**DEVELOPMENT OF PHASE 1 OF THE ULVERSTON CANAL HEAD
BUSINESS PARK MUST MAKE PROVISION FOR THE FOLLOWING:**

**A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK;
MEASURES TO MITIGATE IMPACTS IN VIEWS FROM OUBAS
HILL;**

**ANY NECESSARY MEASURES TO ADDRESS BIODIVERSITY
IMPACTS;**

**THE SAFEGUARDING OF THE GAS PIPELINE THAT CROSSES
THE SITE;**

**THE SUBMISSION AND APPROVAL OF A FLOOD RISK
ASSESSMENT AND THE IMPLEMENTATION OF ANY
NECESSARY MITIGATION MEASURES INCLUDING RAISED
FLOOR LEVELS;**

**THE PROVISION OF MITIGATION MEASURES TO OFFSET ANY
POTENTIAL ADVERSE IMPACT ON THE HIGHWAYS NETWORK;**

**ADJACENT LAND AT ULVERSTON CANAL HEAD IS IDENTIFIED
AS A BROAD LOCATION FOR EMPLOYMENT DEVELOPMENT.
DEVELOPMENT OF PHASE 1 OF THE STRATEGIC EMPLOYMENT
SITE AT ULVERSTON CANAL HEAD SHOULD ENABLE THE
LONGER TERM DEVELOPMENT OF THIS AREA THROUGH ITS
SITE DESIGN, LANDSCAPE STRUCTURE, ACCESS, SERVICING
AND DRAINAGE ARRANGEMENTS.**

Implementation

SLDC to prepare Development Brief. Development Management Process.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

Land at Lightburn Road - Lightburn Business Park

- 5.39** A 3.1ha site is identified for a business park between the A590 (T) Lightburn Road and the Furness Railway line. This is a natural extension of the existing employment areas at Lightburn and Daltongate and is in a sustainable location relatively close to the town centre. The undulating site slopes gently downhill from east to west. Key site features are a group of farm buildings adjoining Lightburn Road, a stone wall fronting the site, a number of hedges and trees and a significant area of woodland on and adjoining the railway embankment to the rear of the site. A row of terraced houses, known as Beehive Cottages, adjoins the western end of the site. On the opposite side of Lightburn Road is Hillfoot Garden Centre. An aqueduct runs along Lightburn Road at this point.
- 5.40** Key issues affecting this site are the need for a new access onto the A590 (T), the need for sewerage, the landscaping of this sensitive site at the approach to the town, the need to protect important trees and hedges, the need for green infrastructure, the need to safeguard the residential amenity of Beehive Cottages and the need to safeguard access to the aqueduct. Care will need to be undertaken with the siting of any Sustainable Drainage System (SuDS) at the western end of the site. If storage ponds are located at the western end of the site near to Beehive Cottages, they may need to be lined. Any submitted planning application should further investigate the need for such measures and take such technical guidance into account.

Other allocations

- 5.41** The remaining plot at Low Mill is identified as a local employment site.

The GSK site

- 5.42** A very large employment site of 22.26 ha is occupied by GlaxoSmithKline. The site is a pharmaceutical manufacturing plant that is a global centre of excellence for the manufacture of sterile and oral Active Pharmaceutical Ingredients. This site has been selected by GSK as the location for a major new biopharmaceutical research and development and manufacturing plant. This existing GSK site is currently safeguarded as an existing employment area. The new £350m biopharmaceutical facility at Ulverston will be the first to be built by GSK in the UK for 40 years and GSK plans to start construction in 2014/15. Once construction starts, it is likely to take at least six years before the plant is fully operational.

Ulverston Canal Head Regeneration Opportunity Area

- 5.43** The areas of land and buildings at Ulverston Canal Head, grouped around the basin at the head of the Ulverston Canal are a key regeneration opportunity at the entrance to the town below Hoad Hill and the Sir John Barrow Monument. The area adjoins the proposed Canal Head Business Park, Booths supermarket and mainly residential properties on the opposite side of the

A590 (T) Canal Street and North Lonsdale Road. The important Listed Sunderland Terrace adjoins the area at its western corner.

- 5.44** The area comprises land around Ulverston Canal Head and basin. The Ulverston Canal is a substantial body of water being 20m wide and 4.6m deep. It has wooded banks. A substantial tarmac towpath, which is also a public footpath, runs along the north side. Around it are grouped two level fields with hedged boundaries, B. Williamson's Scrap Yard, a cleared site adjoining the head of the canal, Lakeland Aggregates Ltd. and building supply compound, Ulverston's Auction Mart and various un-used and under-used areas of hard-standing.
- 5.45** The site could accommodate residential, heritage, leisure and tourism uses in line with the advisory Canal Head and Corridor Master Plan, with the overall objective of regenerating the canal basin and corridor. Development here will be closely related to the adjacent Strategic Employment Site. The Council, in partnership with site owners, the County Council and the Cumbria Local Enterprise Partnership, will seek to regenerate the area in a way that achieves a strong 'sense of place' with a high standard of design and public realm reflecting the waterside location and the site's role as a 'gateway' to Ulverston and the retention and improvement of the canal as a public amenity and the opening up of views to the canal and basin. Flood risk mitigation will be an important consideration in the development of this site.

**POLICY LA5.4: MIXED-USE REGENERATION OPPORTUNITY AREA,
ULVERSTON CANAL HEAD**

Purpose:

To provide a policy framework for the regeneration of the sites around Ulverston Canal Head.

**LAND AT ULVERSTON CANAL HEAD IS IDENTIFIED AS A
REGENERATION OPPORTUNITY SITE-SUITABLE FOR A MIX OF
HOUSING, HERITAGE, LEISURE AND TOURISM DEVELOPMENT.**

Implementation

Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.

Greenspaces and Open Spaces

- 5.46** Public Open Spaces, Amenity Open Spaces and Outdoor Sports Facilities are identified in line with the method set out in paras. 2.72 - 2.73. The Open Space study identifies the following open spaces as particularly important:
- The major parks at Ford and Lightburn;
 - Natural and semi-natural open space at Hoad Hill;
 - Allotments at Tankfield, Priory Road, Ellers Road and Dragley Beck;
 - Children's play areas at Croftlands, Lightburn and Mill Dam.

- 5.47** Core Strategy Policy CS8.2 states that the Council will designate Green Gaps as required to prevent the coalescence of settlements. West of Ulverston, there is a need to ensure that surrounding communities do not lose their distinctive identities. For this reason a Green Gap is proposed between Ulverston and Swarthmoor.

Furness - Local Service Centres

Policy Context

- 5.48** The Core Strategy identifies Broughton-in-Furness⁷, Great and Little Urswick, Greenodd/Penny Bridge and Kirkby-in-Furness as Local Service Centres. Core Strategy Policy CS3.1 seeks to make provision for small-scale housing development in Local Service Centres. The need for new housing in these settlements is set out in Table 1A (p.17). After deducting completions since 2003, expected contributions from existing planning consents and identified small sites and windfalls, there is a need for 314 new dwellings of which 121 will be needed by 2018 and 120 by 2023. At least 35% of new homes should meet identified needs for affordable housing and, of these, up to 60% or should be social rented.

Broughton-in-Furness

- 5.49** Broughton-in-Furness is a small historic market town with a population of around 550. It is an important service centre for an extensive rural hinterland and is also the most westerly settlement in South Lakeland. It therefore has strong spatial linkages with Millom, the Duddon Valley and the West Coast. Most of the village lies within the Lake District National Park, but the area east of the old railway line and south of Keppleway Hill is within South Lakeland's area of responsibility for planning. Local services include doctors, dentist, primary school, post office, cafes and restaurant, tourist information, public houses, village bakery, butchers and grocers, two filling stations and garden centre as well as financial services.
- 5.50** Key issues affecting development in Broughton-in-Furness are:
- The need to safeguard the landscape quality and setting of the Lake District National Park;
 - The need to protect and enhance the Conservation Area;
 - Limited opportunities for housing and employment development in the rest of the village within the National Park;
 - The visual importance of the rising slopes of Eccle Riggs Bank;
 - The need to sustain local facilities and public transport.
- 5.51** Community concerns include a wish for more car parking and improved highway links across the Duddon estuary.

⁷ The South Lakeland Local Plan covers only part of Broughton-in-Furness. Most of the village lies within the Lake District National Park.

Land East of Foxfield Road

- 5.52** This 0.84 ha site offers the opportunity to accommodate around 16 dwellings. It rises east towards Eccle Riggs Bank. The site is bounded by a dry stone wall to Foxfield Road. It is visually contained by frontage properties to Foxfield Road and rising ground behind. Screening and landscaping will be required to soften the impact of development on surrounding properties and wider viewpoints. Key issues include the provision of open space to meet identified needs in the village and the opportunity to provide a pedestrian link to Eccle Riggs Lane. Other issues include surface water management and the need for sensitive siting of buildings to avoid adverse visual impacts.

Land West of Foxfield Road

- 5.53** An area of under-used employment land close to the junction of Foxfield Road and the A595 is allocated for local employment use.

Great and Little Urswick

- 5.54** These two linked villages and surrounding Parish have a population of around 1,400 occupying a valley running down to Morecambe Bay. Their best-known feature is Urswick Tarn. Birkrigg Common to the east is an attractive walking area, containing prehistoric remains and a limestone pavement. There are more prehistoric remains north and west of the villages including those of a fort, settlement and burial chamber. Little Urswick is dominated by the Grade I Listed St Mary and St Michael's Church.
- 5.55** The villages have facilities including a primary school, two public houses and a garage. Employment opportunities in the vicinity are Stainton Quarry and a small industrial estate at Bardsea.
- 5.56** Key issues affecting development in Great and Little Urswick are:
- The need to be sympathetic to the surrounding landscape and the character of the two villages;
 - The need to maintain the separate identity of the two villages;
 - The need for affordable housing for young people;
 - The need to avoid development in areas at risk of flooding along Urswick Beck and around the Tarn;
 - The need to protect and enhance the surroundings of key Listed buildings including the church;
 - The need to sustain local facilities and public transport.
- 5.57** Community concerns include the need for affordable housing for young people, the need to preserve the traditional character and local heritage, speeding vehicles, road flooding, the provision of litter bins, the need for more trees, poor quality and cluttered signage, parking, social activities for young adults, better access to the tarn and maintenance of a 'village green' feel.

Land at Mid Town Farm

- 5.58** A site is allocated for development incorporating Mid Town Farm and land to the rear of it in Little Urswick. This 1.46 ha site could accommodate around 27

dwellings. It comprises the farm complex which consists of some older farm buildings and a number of more recent sheds. A public footpath crosses the site, north to south, along the existing edge of the village. A second path runs west-east across the site linking through to Travellers Rest cottage. The second path forms part of the Cistercian Way footpath. The fields are separated by mature hedges. Key issues for the development of this site include the retention of the traditional buildings, the retention where possible of hedge lines, the retention and enhancement of the footpaths, the need for sustainable drainage, the need to incorporate foraging habitat for bats into the landscape framework and vehicular access to the site being to Park Garth.

Community Use Site, Church Road

- 5.59** Land between the School and the Community Hall is identified by Great Urswick Parish Council as a site for a multi-use games area, recreation area and allotments.

POLICY LA5.5: COMMUNITY USE SITE, CHURCH ROAD, BETWEEN GREAT AND LITTLE URSWICK

Purpose:

To make provision for additional community facilities to meet local open space and recreation needs.

LAND AT CHURCH ROAD, LITTLE URSWICK IS ALLOCATED FOR COMMUNITY USES

Implementation

Urswick Parish Council.

Monitoring

Through Local Plan - Core Strategy monitoring framework.

- 5.60** A Green Gap is identified to maintain the separate identities of Great and Little Urswick.

Greenodd/Penny Bridge

- 5.61** Greenodd and Penny Bridge, together with smaller settlements in the Parish, have a population of around 900. They occupy an important site at the gateway to the Southern Lake District. The two villages occupy a steep hillside and the lower part adjoining the River Crake is predominantly industrial in character. Greenodd is just off the main A590 and has good transport and road links. The villages are close to the Lake District National Park. Local services include a doctor's surgery, post office, public house, primary school, bakery, filling station, fish and chip shop, primary school and community centre.
- 5.62** Key issues affecting development in Greenodd and Penny Bridge include:
- The need to sustain local facilities and public transport;
 - The need to avoid negative impacts on the Lake District National Park;
 - The need to avoid development in areas at risk of flooding along the River Crake;

- The need to protect the quality of the surrounding landscape;
- The need to ensure that any new development is sympathetic in scale and character.

5.63 Community concerns in Greenodd include the loss of key facilities such as the post office and pubs, and road safety including the A590/A5092 Junction.

Land at The Old Vicarage

5.64 Only one small site is proposed for housing development in Greenodd and Penny Bridge – an infill site behind the Vicarage off Oak Vale. This 0.77 ha site could accommodate around 21 dwellings. This site lies opposite a previous development of 13 dwellings at Elliswood, fronting onto the street. Mature trees border two sides, shielding the church and existing dwellings. Development would constitute rounding off and would be well located in relation to existing services and facilities. The site is located on a hill, sloping north-south and is a large green field, which currently separates the church and existing dwellings.

5.65 It is also proposed to safeguard the Crakeside Business Park and Crakeside Works as local employment areas.

Kirkby in Furness (including Sandside and Beckside)

5.66 These settlements are part of Kirkby Ireleth Parish, which has a population of around 1,250. Kirkby has developed in a scattered way, incorporating the original hamlets of Chapels, Wall End, Beckside, Sandside and Soutergate. There is a mix of traditional Lakeland cottages, Georgian, pre-war and post-war terraced housing. Local services are scattered throughout the hamlets and include four churches and a chapel, two public houses, a petrol filling station, post office, doctor's surgery, primary school, village hall and a community centre.

5.67 Community concerns in Kirkby include the need for upgraded / all-weather sports facilities and the adequacy of the A595 Barrow-Broughton Road. There is some support for additional car parking arrangements.

5.68 Two sites are proposed for allocation for housing in Kirkby. One at Four Lane Ends and one adjacent to the School.

Land at Four Lane Ends

5.69 A small infill plot at Four Lane Ends could accommodate around 11 dwellings at the centre of the village. A footway will need to be provided along the site's northern boundary.

Land adjacent to Burlington Church of England School

5.70 This 1.52 ha site could accommodate around 41 dwellings. Key issues include the constraints posed by the need to provide spacing for an electricity transmission line and the need to achieve a satisfactory standard of

development at the entrance to the village. Pedestrian connections from the site to the village should be provided.

Swarthmoor

- 5.71** Swarthmoor is a predominantly 20th century settlement with a population of around 1,050. It lies close to Ulverston on the A590 (T) and has good road and public transport links. It has a public house, garage and community hall. It is separated from southern Ulverston by an important Green Gap. Community concerns include the need for activities for the young and more greenspace.
- 5.72** One site is proposed for allocation, north of the A590 (T). It could provide the opportunity for new open space and recreational areas.

Land off Cross-a-Moor

- 5.73** This 8.02 ha site can accommodate around 161 dwellings. The site is flat and backs onto housing, which fronts the A590 (T). The site is currently grazing land with open aspects on three sides. Visual impact on surrounding areas would be limited as part of any development has the potential to blend into the existing pattern of development. The site is close to Pennington Church of England School. Access could be onto Cross-a-Moor Lane, which leads onto an existing junction with the A590 (T) and / or through the site, creating a new access. Development has the potential to maximize solar gain. Development could be concentrated on the southern end of the fields to limit visual impacts on existing housing. Because of the scale of this site relative to the settlement, it is proposed that development be guided by a Development Brief. There is a requirement for a travel plan and transport assessment.

POLICY LA5.6: LAND OFF CROSS-a-MOOR, SWARTHMOOR.

Purpose:

To ensure that development of this site is sensitively designed and forms a natural extension to the village.

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF LAND AT CROSS-a-MOOR, SWARTHMOOR.

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

- **A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK TO INCORPORATE SIGNIFICANT PUBLIC OPEN SPACE AND ENSURE THAT DEVELOPMENT SITS SYMPATHETICALLY WITH THE EXISTING LANDSCAPE;**
- **GREEN INFRASTRUCTURE CONNECTING THE SITE AND ADJACENT RESIDENTIAL AREAS / ROAD NETWORKS AND OPEN COUNTRYSIDE / VILLAGE HALL. PEDESTRIAN AND CYCLE LINKS WITH ACCESS TO OPEN SPACE / RECREATIONAL AREAS AND A590;**
- **SURFACE WATER ATTENUATION MEASURES;**
- **ORIENTATION / LAYOUT AND DESIGN TO MAXIMISE BENEFITS OF SOLAR GAIN AND MINIMISE SURFACE WATER RUN-OFF;**
- **PEDESTRIAN FACILITIES NEED TO BE PROVIDED ON BOTH SIDES OF CROSS-a-MOOR INCLUDING PEDESTRIAN ACCESS TO EXISTING PUBLIC TRANSPORT FACILITIES ON THE A590.**

Implementation

SLDC to prepare Development Brief – Implementation through Development Management process.

Monitoring

Through Local Plan - Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.

APPENDIX 1 - PROPOSAL MAP AND SETTLEMENT INSET MAPS

Settlement Inset Map Index

00	Key	16	Holme
1.1	Kendal North West	17	Kirkby in Furness
1.2	Kendal North East	18	Levens
1.3	Kendal South East	19	Natland
1.4	Kendal South West	20	Oxenholme
1.5	Kendal Town Centre	21	Storth & Sandside
2.1	Ulverston North	22	Swarthmoor
2.2	Ulverston South	23	Aldingham
2.3	Ulverston East	24	Barbon and Casterton
2.4	Ulverston Town Centre	25	Bardsea
3.1	Grange over Sands North	26	Baycliff
3.2	Grange over Sands South	27	Beetham and Slack Head
3.3	Grange over Sands Town Centre	28	Brigsteer
4.1	Kirkby Lonsdale	29	Carr Bank
4.2	Kirkby Lonsdale Town Centre	30	Crooklands
5.1	Milnthorpe (with Ackenthwaite)	31	Gilpin Bridge, near Levens
5.2	Milnthorpe Village Centre	32	Gleaston and Dendron
6	Allithwaite	33	Grayrigg
7	Arnside	34	Heversham and Leasgill
8	Broughton in Furness	35	Leece
9	Burneside	36	Lindal in Furness
10	Burton in Kendal and Clawthorpe	37	Meal Bank
11	Cartmel	38	Old Hutton including Middleshaw and Bridge End
12	Endmoor with Gatebeck	39	Scales
13	Flookburgh and Cark	40	Sedgwick
14	Great Urswick & Little Urswick	41	Stainton with Adgarley
15	Greenodd & Penny Bridge		

APPENDIX 2 - CORE STRATEGY VISION

South Lakeland tomorrow...

The Core Strategy sets out a planning vision for the area for the lifetime of the plan – up to 2025. It shares a similar vision to the Sustainable Community Strategy, which is to make South Lakeland the best place to live, work and visit. Reference to “the district” and “South Lakeland” relate to the LDF area, which excludes the two National Parks.

The following vision sets out what we would like to be able to say in 15 years’ time about our area:

South Lakeland consists of inclusive, sustainable communities. The district has a more balanced population, with an increase in the proportion of children and young people, and people of all ages playing a full role in community life. New development has taken place in a manner that mitigates against and adapts to the cause and impacts of climate change.

A vibrant and thriving tourist sector continues to be an important part of the local economy, with improved modern facilities. The South Lakeland LDF area complements the tourist attractions within the Lake District and Yorkshire Dales National Parks. However, there has been a step change in the district’s economy, with a growing entrepreneurial culture, higher levels of business creation and the establishment of new knowledge-based industries. There is an increased range of skilled jobs in the district.

- Kendal, in particular, is making an important contribution to Cumbria’s economy, having fully exploited the local competitive advantage brought by its good accessibility to the national road and rail infrastructure. It also helps to meet some of the employment needs of residents in the Lake District National Park.
- All sections of the community have access to opportunities for learning and training. An expanded Kendal College and the University of Cumbria offer comprehensive opportunities for further and higher education, vocational training and lifelong learning.
- Kendal town centre has enhanced its role as the main service centre in the district and has maintained its position in the sub-regional hierarchy. It offers a comprehensive range of shopping and other services, including leisure, in an attractive environment. Solutions to the traffic issues in Kendal, including congestion in the town centre, have been delivered. The centres of Ulverston, Grange-over-Sands, Milnthorpe and Kirkby Lonsdale offer specialist shopping and are successful visitor destinations. Further retail floor space has been provided in the centres of Ulverston, Grange and Milnthorpe, to enable them to fulfil their roles in the retail hierarchy.
- There is a more diverse economic base in the Ulverston and Furness area.
- A range of activities has been delivered aimed at boosting the rural economy through assisting farmers, foresters and small businesses.

There has been considerable progress towards achieving a balanced housing market. There is a range of good quality housing that people can afford. It offers choice and meets the requirements of all sectors of the community, including smaller dwellings for first-time buyers, family housing and housing for older people and people with special needs.

The district offers a superb high quality natural and built environment and is a prized location to live in, work in and visit. The character of the district remains essentially

rural, with towns and villages set in attractive countryside, including that of the Arnside and Silverdale Area of Outstanding Natural Beauty and the adjoining Lake District and Yorkshire Dales National Parks. The special qualities of the Arnside and Silverdale AONB have been conserved and enhanced. Towns and villages have been kept distinct from one another by protecting important green gaps. The historic environment has been protected from harmful change, including Listed buildings, buildings of local importance, conservation areas, scheduled ancient monuments and historic parks and gardens.

Most new development has been concentrated in the Principal Service Centres of Kendal and Ulverston and, to a lesser extent, the Key Service Centres of Grange-over-Sands, Milnthorpe and Kirkby Lonsdale. These service centres are thriving, vibrant and prosperous and are the main centres of provision of services and employment for their hinterlands.

In South Lakeland's villages, planned and managed growth has taken place, ensuring that sufficient jobs and homes are provided for local people without significant detrimental impact on landscape character. The rural economy is more diverse, supporting local communities. Small-scale development to meet local need has consolidated and strengthened the role of Local Service Centres within the hinterland.

The A590 and Furness rail line, which provide access for communities in the west, have undergone substantial improvements, enhancing connectivity between the Principal Service Centres of Kendal and Ulverston (and thereafter Barrow). There has been significant investment in public transport and there is a greater level of service across the whole district, including targeted improvements in services to and from the Service Centres (including those Service Centres outside the District that serve parts of South Lakeland). This has resulted in a reduction in both the dependency on car usage and the amount of travelling outside the district on a daily basis.

... all of the housing in the district meets decent home, life-long and eco standards. There has been significant progress towards tackling the problem of homelessness...

... public transport services, along with other innovative transport schemes, are attractive, reliable and affordable and target a range of passenger requirements. They are a positive component of the quality of life for residents and a key element of a high quality visitor experience. There is a safe and attractive network of pedestrian routes and cycle ways serving the town centres...

... where significant greenfield development is required it has been accommodated in a manner sensitive to the landscape setting of settlements and their relationship with the surrounding countryside and appropriate measures have been taken to protect against flood risk and to prevent any ecological harm...

... although these settlements have grown, there is a network of greenspaces maintained within them providing a link with the wider countryside. The centres are easily accessible by car, bus, cycle, foot and, where relevant, rail...

APPENDIX 3 - SCHEDULE OF SUPERSEDED POLICIES

1. The existing development plan covering South Lakeland District outside the two national parks consists of:
 - The South Lakeland Local Plan - Core Strategy - Adopted October 2010;
 - The South Lakeland Local Plan - Land Allocations Document - Adopted December 2013;
 - the South Lakeland Local Plan - Adopted September 1997;
 - the South Lakeland Local Plan Alteration - Adopted March 2006.
2. The Local Plan covers the period up to 2006. This represents the end date for housing and industrial allocations contained in the Plan. The Plan's other policies have a general validity, which extend beyond 2006.
3. Under the 2004 Planning and Compulsory Purchase Act, Local Plan policies adopted when the Act came into force in September 2004 were automatically saved for three years, or, if adopted after September 2004, saved for three years from the date of adoption. On this basis, South Lakeland Local Plan policies were automatically saved for an initial three years as follows:
 - Policies adopted in September 1997 were saved until September 2007;
 - Altered policies adopted in March 2006 were saved until March 2009.
4. As these policies approached their expiry date, the Secretary of State confirmed, following a request from the District Council, that:
 - All saved Local Plan policies, which had been adopted in 1997 were extended beyond September 2007, except for policies R3, C4, C17 and Tr6;
 - All saved Local Plan Alteration policies were extended beyond March 2009.
5. The tables overleaf set out those saved and extended Local Plan and Alteration policies that are replaced by Local Plan - Core Strategy and Local Plan - Land Allocations policies.

Saved and extended Local Plan Policy <i>(Altered policies in italics)</i>	Status	Explanation
Housing		
H1 Provision of Housing Land	Superseded by Core Strategy policies CS 1.1 and CS1.2	CS 1.2 and supporting text explains how Service Centres are identified in the Core Strategy. CS1.1 sets out the sustainable development principles to govern future development
H2 Sites allocated for new residential development		Superseded by Local Plan - Land Allocations Policy LA1.3
Church Road, Allithwaite	Implemented	
<i>Carling Steps, Burneside</i>	<i>De-allocated 2006</i>	
Morewood Drive, Burton	Implemented	
Land off A65, Endmoor	Implemented	
Green Lane, Flookburgh	Implemented	
Graythwaite Manor, Grange	Implemented	
<i>Grange Fell Road, Grange</i>	<i>De-allocated 2006</i>	
<i>Berry Bank, Grange</i>	<i>De-allocated 2006</i>	
Cart Lane, Grange	Unimplemented	
Church Road, Great Urswick	Implemented	
Paddock Lodge, Holme	Implemented	
Brigsteer Road, Kendal	Implemented	
Chiltern Reach, Valley Drive, Kendal	Implemented	
Kirkbie Kendal Lower School, Kendal	Implemented	
<i>North Sandylands, Kendal</i>	<i>De-allocated 2006</i>	
<i>North East Sandylands, Kendal</i>	<i>De-allocated 2006</i>	
Oxenholme Road, Kendal	Implemented	
Roundhill School, Kendal	Unimplemented	
Sparrowmire, Kendal	Implemented	
Union Street, Kendal	Unimplemented	
South West Kirkby Lonsdale	Partially Implemented	
Lowgate, Levens	Implemented	
Post Office Row, Little Urswick	Implemented	
Grisleymires Lane, Milnthorpe	Implemented	
Ackenthwaite Road, Milnthorpe	Implemented	
Natland Road (north), Natland	Implemented	
Robby Lea Drive, Natland	Implemented	
Middleshaw Bridge, Old Hutton	Unimplemented	
North Stainton Farm, Stainton	Unimplemented	
Ulverston Road, Swarthmoor	Implemented	
<i>Daltongate Car Park, Ulverston</i>	<i>De-allocated 2006</i>	
Daltongate/Queen Street, Ulverston	Implemented	

Saved and extended Local Plan Policy <i>(Altered policies in italics)</i>	Status	Explanation
Kings Road, Ulverston	Partially Implemented	
Lund Farm, Ulverston	Implemented	
Union Lane, Ulverston	Permission Granted	
Urswick Road, Ulverston	Implemented	
Winton House Phase 2, Ulverston	Unimplemented	
H3 Phasing of Development on sites allocated for residential use (North Sandylands and Lund Farm) replaced in 2006 by H3 Priorities for site location	Superseded by Core Strategy policies CS 1.1, CS1.2 and CS6.1	CS1.1 sets out sustainable development principles, CS1.2 sets out the Development Strategy for the District and CS6.1 sets out the approach to meeting housing requirements. Together these provide an updated basis for allocating housing sites and the consideration of proposals on unallocated sites. The phasing of development on major sites is addressed in the Local Plan - Land Allocations document.
H4 Small scale Housing Development in Kendal and Ulverston	Superseded by Local Plan - Land Allocations	Superseded by Local Plan - Land Allocations
H5 Settlements suitable for growth	<i>Partially superseded</i> by Core Strategy Policy CS1.2 Development Boundaries of settlements outside the AONB are superseded by Local Plan - Land Allocations and the Development Boundaries of settlements within the AONB will be superseded by the Local Plan - Arnsdale and Silverdale AONB	CS1.2 sets out a settlement hierarchy and related levels of development. Development Boundaries of Principal, Key and Local Service Centres superseded by Local Plan - Land Allocations Policy LA1.1. Development boundaries for Arnsdale and Storth/Sandside to be superseded by the Local Plan - Arnsdale and Silverdale AONB Development boundaries of small villages and hamlets superseded by Core Strategy Policy CS1.2, including those in small villages and hamlets within the AONB
H6 Development outside settlements suitable for growth	Superseded by Core Strategy Policy CS1.2	CS1.2 sets out the approach to development in areas outside identified Service Centres
H7 Housing for local need	Superseded by Core Strategy Policy CS6.4	CS6.4 sets out criteria for the consideration of affordable housing on exceptions sites.
H8 Affordable housing	Superseded by Core Strategy Policy CS6.3	CS6.3 sets out general policy requirements for affordable housing

Saved and extended Local Plan Policy <i>(Altered policies in italics)</i>	Status	Explanation
H8a Construction and adaptation of dwellings for people with special needs	Superseded by Core Strategy Policy CS6.2	CS6.2 sets out policy in regard to providing dwellings suitable for the elderly, infirmed and disabled
H9 Agricultural and Forestry Dwellings in the Countryside	To be superseded by future Local Plan - Development Management	
H10 Removal of Occupancy Conditions		
H11 Conversion of buildings within Development Boundaries		
H12 Conversion of buildings outside Development Boundaries		
H13 Conversion of Village Shops		
H14 Dwellings Constructed from Temporary Materials		
Employment		
E1 Land Allocated for Business Parks	To be superseded by Local Plan - Land Allocations and Local Plan - Canal Head	Business Park allocations outside Canal Head area superseded by Local Plan - Land Allocations Policy LA 1.6
Shenstone	Unimplemented	Parkside Road allocation to be reviewed through the Local Plan – Kendal Canal Head
Parkside Road	Implemented	
E2 Land Allocated for Strategic Employment Uses (south-east of Milnthorpe station)	Superseded by Local Plan - Land Allocations	Employment allocations superseded by Local Plan - Land Allocations Policy LA 1.6-8 and Local Plan - Arnsdale and Silverdale AONB (*Quarry Lane, Storth remains an extant allocation until superseded by Local Plan - Arnsdale and Silverdale AONB)
E3 Land Allocated for Local Employment uses	Superseded by Local Plan - Land Allocations – except for Quarry Lane, Storth	
Shap Road, Kendal	Implemented	
Low Mill Tannery, Ulverston	Implemented	
West End Lane, Ulverston	Unimplemented	
Fall Beck, Gatebeck	Unimplemented	
Crakeside, Greenodd	Unimplemented	
Allithwaite Road, Grange-over-Sands	Unimplemented	
Kirkby Motors, Kirkby Lonsdale	Implemented	
Tram Lane, Kirkby Lonsdale	Implemented	
Grisleymires Lane, Milnthorpe	Implemented	

Saved and extended Local Plan Policy <i>(Altered policies in italics)</i>	Status	Explanation
Quarry Lane, Storth*	Unimplemented	
E4 New Development and Extensions to Property	To be superseded by future Local Plan - Development Management	
E5 Redevelopment		
E6 Loss of Employment Sites and Premises		
E7 New employment development in rural areas	Superseded by Core Strategy Policy CS7.4	CS7.4 sets the approach to employment development in rural areas
E8 Conversion and re-use of buildings <i>(for employment purposes)</i>	Superseded by Core Strategy Policy CS7.4	CS7.4 sets the approach to building conversions for employment use in rural areas
E9 Homeworking	To be superseded by future Local Plan - Development Management	
E10 Farm Diversification	To be superseded by future Local Plan - Development Management	
Retail		
R1 Retail Development, Kendal Town Centre	Superseded by Local Plan - Land Allocations and future Local Plan - Development Management	Town Centre and Primary Shopping Area boundary superseded by Local Plan - Land Allocations Policy LA1.2 Policy criteria to be superseded by future Local Plan - Development Management
R1A Retail Allocation, Kendal Town Centre	Implemented	
R2 Retail Development outside Kendal Town Centre	To be superseded by future Local Plan - Development Management	
R3 New Retail Development, Ulverston Town Centre	NOT SAVED BY SECRETARY OF STATE	
R4 Conversion and Extension of Retail Premises, Ulverston Town Centre	To be superseded by future Local Plan - Development Management	Town Centre and Primary Shopping Area boundary superseded by Local Plan - Land Allocations Policy LA1.2 Policy criteria to be superseded by future Local Plan - Development Management

Saved and extended Local Plan Policy <i>(Altered policies in italics)</i>	Status	Explanation
R5 Retail Development outside Ulverston Town Centre	To be superseded by future Local Plan - Development Management	
R6 Retail Development in minor shopping centres	Superseded by Core Strategy Policy CS7.5: Town Centre and Retail Strategy	CS7.5 sets out criteria to assess retail proposals in minor shopping centres
R7 Retail Development outside shopping centres	To be superseded by Local Plan - Land Allocations and future Local Plan - Development Management	Town Centre, Primary and Secondary Shopping Area boundaries superseded by Local Plan - Land Allocations Policy LA1.2 Policy criteria to be superseded by future Local Plan - Development Management
R8 Protection of Retail Frontages in the Primary Shopping Areas of Kendal And Ulverston Town Centres		
R9 Non-Retail Uses In Minor Shopping Areas		
R10 Hot Food Takeaways In Primary Shopping Areas		
R11 Hot Food Takeaways In Secondary Shopping Areas		
R12 Hot Food Takeaways In Residential Areas		
R13 Amusement Centres		
Tourism		
T1 Hotel development within development boundaries	Superseded by Core Strategy Policy CS7.6	CS7.6 sets out approach to tourism development
T2 Conversion of Buildings to Hotels And Serviced Accommodation	To be superseded by future Local Plan - Development Management	
T2a Retention of Holiday Accommodation In Grange-over-Sands		
T3 Self-catering accommodation within development boundaries	Superseded by Core Strategy Policy CS7.6	CS7.6 sets out approach to tourism development
T4 Self-catering accommodation outside development boundaries	To be superseded by future Local Plan - Development Management	
T5 Caravan Site Development within the		

Saved and extended Local Plan Policy <i>(Altered policies in italics)</i>	Status	Explanation
Arnside- Silverdale AONB		
T6 Caravan Site Development outside the Arnside-Silverdale AONB		
T7 Extensions to Caravan Park Developments' Open Season		
T8 Tented Camping Sites		
T9 Camping Barns		
T10 Visitor facilities and attractions	Superseded by Core Strategy Policies CS1.2, and CS7.6	Policy CS1.2 sets the strategic framework for new visitor facilities and attractions. Policy CS7.6 sets out detailed approach to tourism development
Environment and Conservation		
C1 Arnside and Silverdale Area of Outstanding Natural Beauty	Superseded by Core Strategy Policies CS5, and CS8.2	Policy CS8.2 sets out the approach to protecting and enhancing landscape and settlement character, including provisions for the AONB. Policy CS5 sets out the vision and objectives for the rural south of the District.
C2 "Green gaps"	<i>Partially superseded</i> by Core Strategy policy Core Strategy CS8.2. Green gap allocations reviewed through Local Plan - Land Allocations	Policy CS8.2 sets out the approach to protecting and enhancing landscape and settlement character. Location and extent of Green gaps superseded by Local Plan - Land Allocations Policy LA1.9
C3 Agricultural Land	To be superseded by future Local Plan - Development Management	
C4 Farm Holdings	NOT SAVED BY SECRETARY OF STATE	
C5 External Lighting	To be superseded by future Local Plan - Development Management	
C6 Sites of International Nature Conservation Importance		
C7 National Sites		
C8 Sites of regional or local	Superseded by Core	CS8.4 sets out policy for biodiversity

Saved and extended Local Plan Policy <i>(Altered policies in italics)</i>	Status	Explanation
nature conservation importance	Strategy Policy CS8.4	and geodiversity and effect on regional or local sites
C9 Landscape features of major nature conservation importance	Superseded by Core Strategy Policy CS8.2	CS8.2 sets out policy for protecting and enhancing of landscape and settlement character
C10 Protected species	Superseded by Core Strategy Policy CS8.4	CS8.4 sets out policy for biodiversity and geodiversity and effect on regional or local sites
C11 Tree Preservation Orders	To be superseded by future Local Plan - Development Management	
C12 Coastal development	Superseded by Core Strategy Policy CS8.5	CS8.5 establishes the approach towards coastal areas
C13 Buildings of historic interest	Superseded by Core Strategy Policy CS8.6	CS8.6 sets out the approach towards the historic environment
C14 "Heritage" properties viewed by the public		
C15 Listed Buildings and their Settings	To be superseded by future Local Plan - Development Management	
C16 Control of Development affecting Conservation Areas		
C17 Article 4 Directions	NOT SAVED BY SECRETARY OF STATE	
C18 Satellite Dishes	To be superseded by future Local Plan - Development Management	
C19 Sites of Archaeological Interest		
C20 Historic Landscapes		
C21 Derelict Land		
C22 Flood risk	Superseded by Core Strategy Policy CS8.8	CS8.8 sets out a policy framework for flood risk
C23 Tidal and River Defences	To be superseded by future Local Plan - Development Management	
C24 Watercourses and Coastal Margins		
C25 Renewable energy	Superseded by Core Strategy Policy CS8.7	CS8.7 sets out a policy framework for renewable energy
C26 Wind Energy * C27 missed due to	To be superseded by future Local Plan -	

Saved and extended Local Plan Policy (<i>Altered policies in italics</i>)	Status	Explanation
<i>numbering error</i>	Development Management	
C28 Hydro Electricity		
C29 Slurry		
C30 Solar Power		
C31 Cumulative Impact of Renewable Energy projects		
Leisure and Recreation		
L1 Playing fields and recreational facilities	Superseded by Policy Framework set out in Core Strategy Policies CS8.3a, CS8.3b	CS8.3a and CS8.3b sets out a policy framework for open space, sport and recreation facilities
L2 Allotments		Sites identified in Local Plan - Land Allocations Policies LA1.10-11, L2 and Local Plan - Arnside and Silverdale AONB Leisure allocations reviewed through Local Plan - Land Allocations
L3 Provision of new facilities		
L4 New Leisure Schemes	Leisure allocations reviewed through Local Plan - Land Allocations	
Between Kendal Leisure Centre and Parkside Road, Kendal		Implemented
East of Appleby Road, Kendal		Unimplemented
North of Mayfield Avenue, Holme		Unimplemented
L5 Village Halls	To be superseded by future Local Plan - Development Management	
L6 Golf Courses and Driving Ranges within the AONB		
L7 Golf Courses and Driving Ranges elsewhere		
L8 Provision of Club Houses and Car Parking		
L9 Equestrian Development		
L10 Rights of Way		
L11 Disused Railway Lines		
L12 Lancaster Canal		
Transport		
Tr1 Development likely to impact on trunk roads	Superseded by Core Strategy Policies CS10.1, and CS10.2	CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development
Tr2 Safeguarding Land for	Review need for	No reservations at present time

Saved and extended Local Plan Policy <i>(Altered policies in italics)</i>	Status	Explanation
Transport Infrastructure Improvements	transport reservations through Local Plan - Land Allocations and Local Plan – Kendal Canal Head	Need for reservations in the Local - Plan Canal Head Area to be reviewed through Local Plan – Kendal Canal Head
Tr3 Traffic management	Superseded by Core Strategy Policies CS10.1, and CS10.2	CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development
Tr4 Traffic calming		
Tr5 Town Centre Car Parking	To be superseded by future Local Plan - Development Management	
Tr6 Car Park, Kirkby Lonsdale	NOT SAVED BY SECRETARY OF STATE	
Tr6a Disabled Access and Parking Arrangements	To be superseded by future Local Plan - Development Management DPD	
Tr7 Opportunities for pedestrians	Superseded by Core Strategy Policies CS10.1, and CS10.2	CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development
Tr8 Opportunities for cyclists		
Tr9 Better ways to School	To be superseded by future Local Plan - Development Management	
Tr10 Travel plans	Superseded by Core Strategy Policies CS10.1, and CS10.2	CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development
Standards for New Development		
S1 Planning obligations and planning briefs	Superseded by Core Strategy Policy CS9.2	CS9.2 covers developer contributions
S2 South Lakeland Design Code	To be superseded by future Local Plan - Development Management	
S3 Landscaping		
S4 Important Open Space	Open Spaces to be identified in Land Allocations document for all areas outside of the AONB. Within the AONB, open spaces	Superseded by Local Plan - Land Allocations Policies LA1.10-1.11 and Local Plan - Arnsdale and Silverdale AONB

Saved and extended Local Plan Policy <i>(Altered policies in italics)</i>	Status	Explanation
	designated in the 1997/2006 Local Plan still apply. Policy approach to be set out in Local Plan - Development Management and Local Plan - Arnsdale and Silverdale AONB	
S5 Open space	Superseded by Core Strategy Policies CS8.3a, CS8.3b	CS8.3a and CS8.3b sets out a policy framework for open space, sport and recreation facilities
S6 Children's play space		
S7 Road provision and design	Superseded by Core Strategy Policy CS10.1, CS10.2	CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development
S8 Footpath provision and design		
S9 Cycleways		
S10 Parking Provision in new Development	To be superseded by future Local Plan - Development Management	
S11 Provision for disabled people	Superseded by Core Strategy Policy CS10.1, CS10.2	CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development
S12 Crime and Design	To be superseded by future Local Plan - Development Management	
S13 Security Measures in Town Centres		
S14 Shop Fronts		
S15 External Blinds		
S16 External Cashpoint Machines		
S17 Energy conservation	Superseded by Core Strategy Policy CS8.7	CS8.7 sets out a policy framework for renewable energy
S18 Trees Close to Buildings	To be superseded by future Local Plan - Development Management	
S19 Percent for Art		
S20 Control over Advertisements		
S21 Areas of Special		

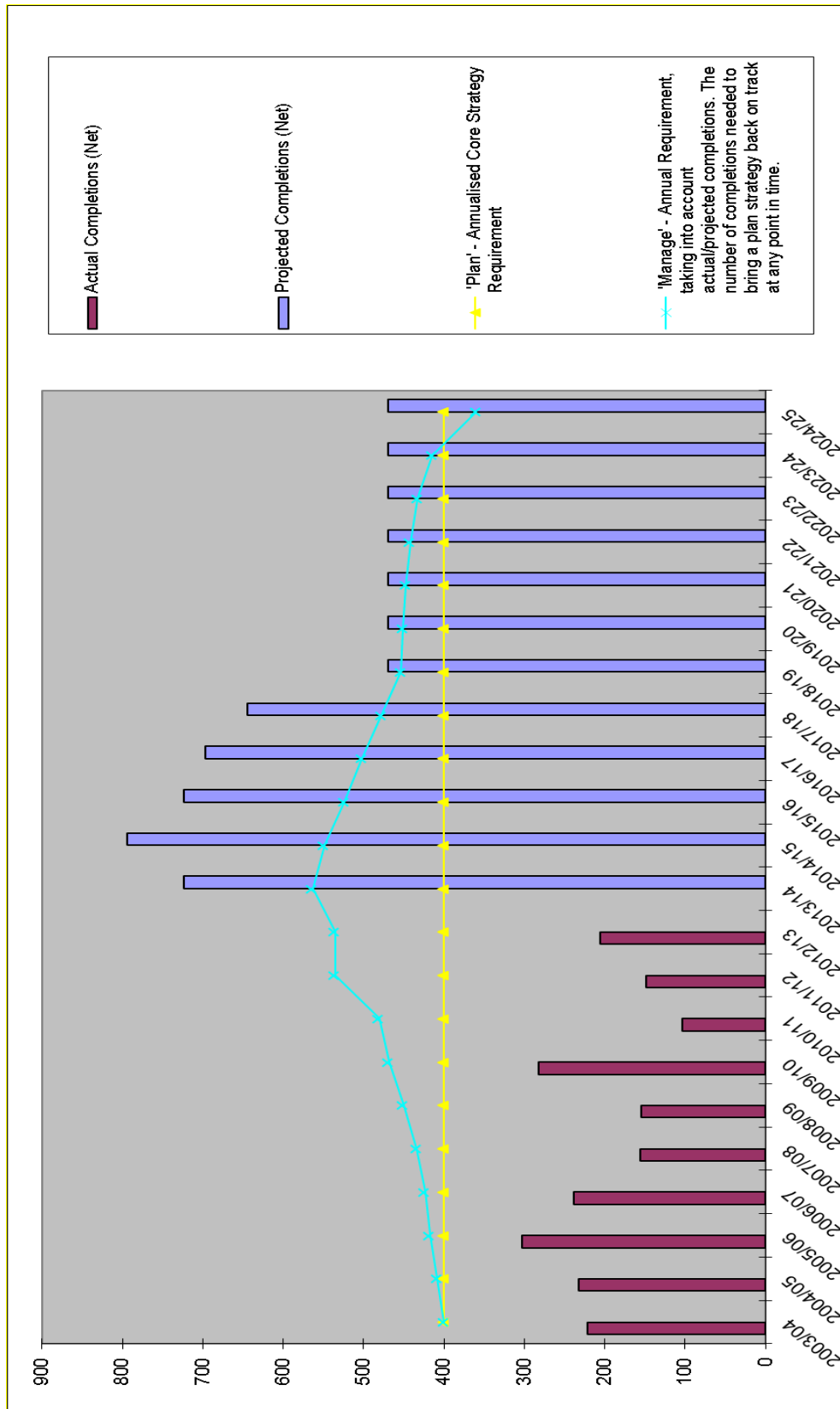
Saved and extended Local Plan Policy <i>(Altered policies in italics)</i>	Status	Explanation
Control of Advertisements		
S22 Advance Directional Signs		
S23 Agricultural Buildings		
S24 Temporary Buildings		
S25 Kirkbie Kendal Lower School	Implemented	
S26 Sewage Treatment and Disposal	To be superseded by future Local Plan - Development Management	
S27 Overhead Lines		
S28 Telecommunication Masts and Equipment		
S29 Waste Recycling Facilities		

APPENDIX 4 - HOUSING TRAJECTORY

Notes:

Actual completions (net) – as reported in Housing Position Report 2013

Projected completions (net) – figure derived from extant permissions and SHLAA small sites (annualised for 5 years 2013 to 2018) and allocations (annualised 2013/18, 2018/23 and 2023/25). Refer to Tables 1A & 1B.



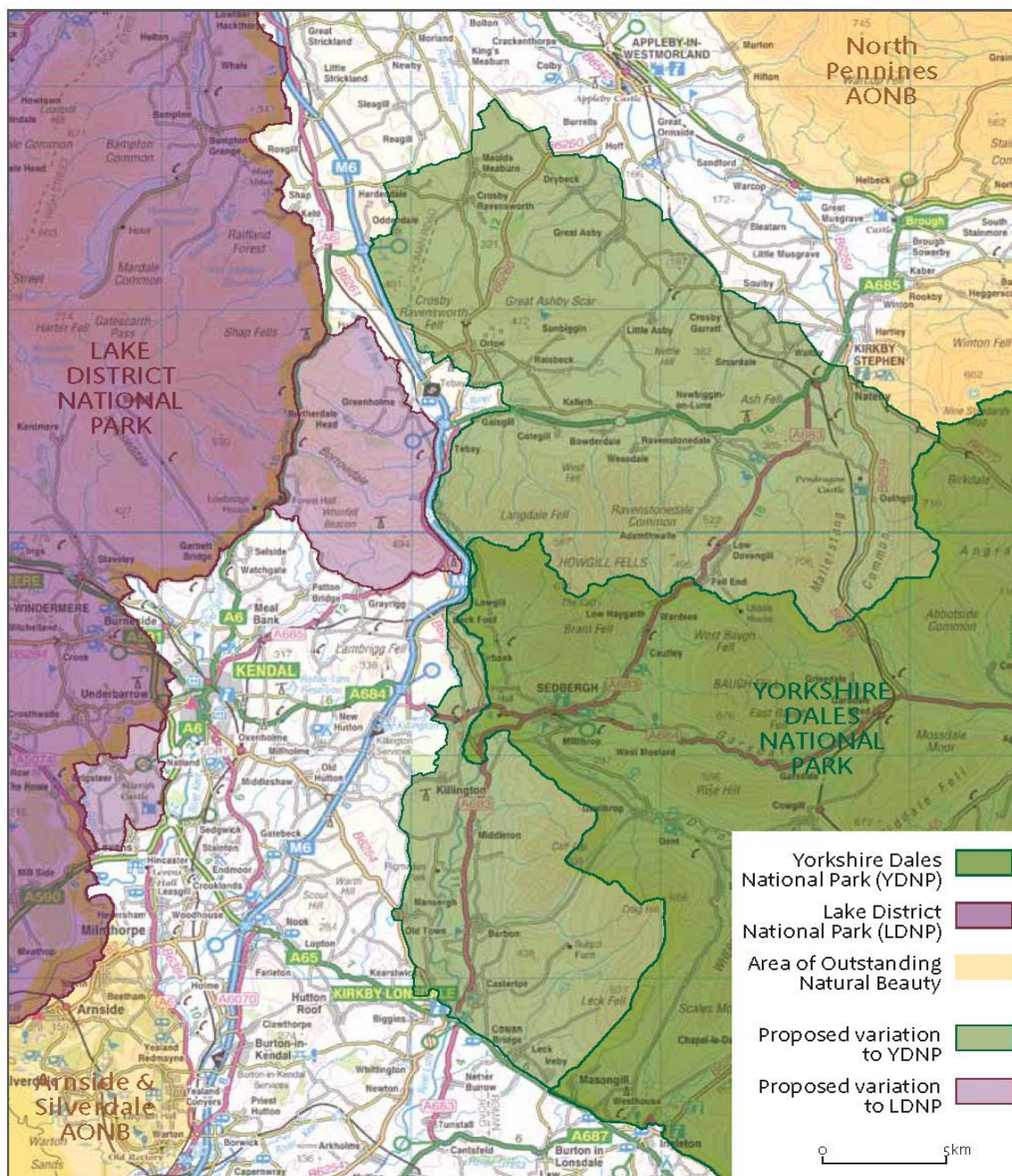
APPENDIX 5 - PROPOSED NATIONAL PARK EXTENSIONS

Proposed National Park Extensions

On 17 January 2012 Natural England made Orders that would vary the boundaries of the Lake District and the Yorkshire Dales National Parks. These Orders will only take effect if they are confirmed by the Secretary of State for Environment, Food and Rural Affairs. The result of the public inquiry is awaited.

Lakes to Dales Landscape Designation Project

September 2011



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APPENDIX 6 - GLOSSARY

Adoption - The final confirmation of a development plan (Local Plan) or Local Development Document and its status as part of the statutory development plan by a Local Planning Authority (LPA).

Affordable Housing - Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.

Aggregates - Sand, gravel, crushed rock and other bulk materials used by the construction industry.

Agriculture - Defined by Section 336(1) of the Town and Country Planning Act 1990 as including: horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or furs, or the purpose of its use in the farming of land), the use of land as grazing land, meadow land, osier land, market gardens and nursery grounds, and the use of land for woodlands where that use is ancillary to the farming of land for other agricultural purposes.

Allocated Land - Land identified in a development plan as appropriate for a specific land use.

Ancient Monument - A structure regarded by the Secretary of State for Culture, Media, and Sport as being of national importance by virtue of its historic, architectural, traditional or archaeological interest. Scheduled Ancient Monuments are listed in a schedule compiled under the requirements of Section 1 of the Ancient Monuments and Archaeological Areas Act, 1979.

Ancient Woodland - An area of woodland that has had a continuous cover of native trees and plants since at least 1600 AD, having neither been cleared nor extensively replanted since then. This date is adopted as marking the time when plantation forestry began to be widely adopted and when evidence in map form began to become available.

Annual Monitoring Report - A report on progress with and the effectiveness of a Local Plan.

B1, B2 and B8 uses – These are types of employment use defined by the Government in a document called the Use Classes Order. Planning permission is normally needed to change from B1 (a, b or c) to B2 or B8.

B1a) includes offices (other than banks, building societies, estate agents, employment agencies and similar businesses where services are provided principally to members of the public),

B1b) research and development

B1c) light industry

B2) general industry

B8) storage and distribution.

Brownfield Land (previously-developed land) - Land that is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated fixed surface infrastructure. The definition covers the curtilage of the developed land.

Previously-developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through planning condition or legal agreement. Domestic gardens are not classified as previously developed land.

Contaminated Land - Land that has been polluted or harmed in some way making it unfit for safe development and usage unless cleaned.

Community Strategy - A strategy prepared by a local authority to improve local quality of life and aspirations, under the Local Government Act 2000. This is now replaced by sustainable community strategy

Core Strategy - A key Local Plan document setting out the spatial vision, strategic objectives and the planning framework for an area, having regard to the Community Strategy.

Curtilage - The area normally within the boundaries of a property surrounding the main building and used in connection with it.

Department of Communities and Local Government (DCLG) - Responsible for housing, planning, local government, regeneration, social exclusion, neighbourhood planning, neighbourhood renewal and the fire and rescue service.

Development - Development is defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land". Most forms of development require planning permission (see also "permitted development").

Local Plan - A document setting out the Local Planning Authority's policies and proposals for the development and use of land and buildings in the authority's area prepared under the Planning & Compulsory Purchase Act 2004. Local Plan documents include the Core Strategy, Land Allocations and, where needed, other documents such as Development Management Policies or documents covering specific topics or areas such as Gypsies and Travellers and Kendal Canal Head. There will also be an adopted Policies Map, which illustrates the spatial extent of policies. The Policies Map must be prepared and maintained to accompany all Local Plans. All Local Plan documents must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the Inspector's report. Once adopted, Development Control decisions must be made in accordance with them unless material considerations indicate otherwise.

Extra Care Housing - Extra Care Housing is housing designed with the needs of frailer older people in mind and with varying levels of care and support available on site. People who live in Extra Care Housing have their own self contained homes, their own front doors and a legal right to occupy the property. Extra Care Housing is also known as very sheltered housing, assisted living, or simply as 'housing with care'. It comes in many built forms, including blocks of flats, bungalow estates and retirement villages.

Flood Risk Assessment - An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Gypsies and Travellers - A person or persons who have a traditional cultural preference for living in caravans and who either pursue a nomadic habit of life or have pursued such a habit but have ceased travelling, whether permanently or temporarily, because of the education needs of their dependant children, or ill-health, old age, or caring responsibilities (whether of themselves, their dependants living with them, or the widows and widowers of such dependants), but does not include members of an organised group of travelling show people or circus people, travelling together as such.

Greenfield Land/Site - Land (or a defined site), usually farmland, that has not previously been developed. Domestic gardens are not classified as previously developed land.

Highways Agency - An executive agency of the Department of Transport. The Highways Agency is responsible for operating, maintaining and improving the strategic road network of England.

Independent Examination - The process by which a planning inspector may publicly examine a Local Plan before issuing a findings report. The findings set out in the report are binding upon the Local Planning Authority that produced the Local Plan.

Infill development - Building taking place on a vacant plot in an otherwise built-up street frontage.

Inspector's Report - A report issued by a Planning Inspector regarding the planning issues debated at the independent examination of a development plan or a planning inquiry. Reports on Local Plans will be binding on Local Planning Authorities.

Local Area Agreement (LAA) - A three year agreement, based on local Sustainable Community Strategies, that sets out the priorities for a local area agreed between Central Government, represented by the Government Office (GO), and a local area, represented by the local authority and other key partners through Local Strategic Partnerships (LSPs).

Local Development Document (LDD) - These include Local Plans (which form part of the statutory development plan) and Supplementary Planning Documents (which do not form part of the statutory development plan).

Local Plan - A portfolio of documents that will be used to make decisions on proposed development determining where and what new development will be permitted in the District.

Local Development Order (LDO) - An order made by a Local Planning Authority extending permitted development rights for certain forms of development.

Local Development Scheme (LDS) - The Local Planning Authority's time-scaled programme for the preparation of Local Development Documents that must be agreed with government and kept under review.

Local Nature Reserve (LNR) - Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

Local Planning Authority (LPA) - The local authority or Council that is empowered by law to exercise planning functions, usually the local borough or District Council. National parks and the Broads authority are also considered to be Local Planning Authorities. County Councils are the authority for waste and minerals matters.

Local Strategic Partnership (LSP) - An overall partnership of people that brings together organisations from the public, private, community and voluntary sector within a local authority area, with the objective of improving people's quality of life.

Material Consideration - A matter that should be taken into account in deciding a planning application or an appeal against a planning decision.

Mitigation - Measures to avoid, reduce or offset significant adverse effects.

Objective - A statement of what is intended, specifying the desired direction of change in trends.

Plan-Led System - Decisions on planning applications should be made in accordance with the adopted Local Plan, unless there are other material considerations that may indicate otherwise.

Planning & Compulsory Purchase Act 2004 - The Act updated elements of the 1990 Town & Country Planning Act and introduced:

- A statutory system for regional planning
- A new system for local planning (the LDF)
- Reforms to the development control and compulsory purchase and compensation systems
- Removal of crown immunity from planning controls.

Planning Inspectorate - The Planning Inspectorate is an executive agency of the government responsible for:

- The processing of planning and enforcement appeals
- Holding inquiries into local plans
- Listed building consent appeals
- Advertisement appeals
- Reporting on planning applications called in for decision by the Department of Communities and Local Government
- Examinations of Local Plans and statements of community involvement
- Various compulsory purchase orders, rights of way cases; and cases arising from the Environmental Protection and Water Acts and the Transport and Works Act and other highways legislation.

Planning Portal - A national website provided by the government for members of the public, Local Planning Authorities and planning consultants. [The Planning Portal](#) features a wide range of information and services on planning.

Previously Developed Land - See Brownfield Land.

Registered Social Landlord (RSL) - Technical name for a body registered with the Housing Corporation. Most Housing Associations are RSLs. They own or manage some 1.4 million affordable homes, both social rented and intermediate.

Renewable Energy - Renewable energy is energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.

Rounding Off - Completion of an incomplete group of buildings on land that is already partially developed in a way that will either complete the local road pattern or finally define and complete the boundaries of the group (Core Strategy Para 2.24).

Saved Local Plan Policies - Policies in Local Plans that remain in operation pending production of replacement Local Development Documents.

Self-build Housing - Housing built or commissioned by an individual, group of individuals or community, either directly on a DIY and subcontracting basis or through the involvement of self-build package companies, builders or contractors.

Site of Special Scientific Interest (SSSI) - A site identified under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (basically, plants, animals, and natural features relating to the Earth's structure).

Special Area of Conservation (SAC) - Areas designated under the European Union Habitat Directive. They provide increased protection for a variety of wild animals, plants and habitats and are a vital part of the global effort to conserve world biodiversity.

Special Protection Area (SPA) - An area containing an assemblage of breeding populations of rare birds at a level of European significance, designated under EC Directive 79/409.

Specific Consultation Bodies / Statutory Bodies - These are bodies that must be consulted on Local Plans and planning applications.

Statement of Community Involvement (SCI) - The Statement of Community Involvement sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and in the consideration of planning applications. The Statement of Community Involvement is an essential part of the Local Plan.

Strategic Environmental Assessment (SEA) - Formal process to anticipate the likely significant environmental effects (including cumulative environmental effects) of implementing a plan and its reasonable alternatives with a view to avoiding, reducing or offsetting any negative impacts. See Sustainability Appraisal

Strategic Flood Risk Assessment (SFRA) - The assessment of flood risk on a catchment-wide basis.

Submission - This is the stage where a Local Plan is submitted to the Secretary of State for independent examination by a Planning Inspector.

Sub-Regional Housing Market Areas - Geographical areas within which there are clear links between where people live and work. These areas can be defined by the patterns of household movement. These patterns are influenced by factors such as proximity to family, friends, employment, education and other facilities, and are likely to operate across Local Planning Authority boundaries.

Supplementary Planning Document (SPD) - A document that may cover a range of issues, thematic or site-specific, and provide further detail about policies and proposals in a 'parent' Local Plan.

Sustainability Appraisal (SA) - Formal, systematic and comprehensive process of evaluating the environmental, social and economic impacts of a plan, policy or programme or its alternatives. The SA process incorporates the SEA process.

Sustainable Community Strategy (SCS) - The SCS sets the overall strategic direction and long term vision for the economic, social and environmental well being of an area, taking account of five sustainability principles:

- Living within environmental limits
- A strong, healthy and just society
- Achieving a sustainable economy
- Promoting good governance
- Using sound science responsibly

Sustainable Drainage System (SuDS) - Current "best practice" for new development that seeks to minimise the impact on drainage systems e.g. through the use of pervious areas within a development to reduce the quantity of runoff from the site.

Travel Plans - A travel plan aims to promote sustainable travel choices (for example, cycling) as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel plans can be required when granting planning permission for new developments.

Written Representations - A procedure by which representations on planning appeals, development plans and Local Plans can be dealt with without the need for a full public inquiry or informal hearing.

If you would like a copy of this document in another format such as large print, Braille, audio or in a different language, please call **0845 050 4434** or email **customer.services@southlakeland.gov.uk**

