South Lakeland Local Plan

Supplementary Planning Document
Stainbank Green, Kendal

Draft Development Brief

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Foreword

This Development Brief has been prepared by South Lakeland District Council in accordance with the Local Plan Land Allocations Development Plan Document to provide guidance, including on layout and design principles, for the development of Stainbank Green. This Draft Development Brief will once adopted be a Supplementary Planning Document providing additional guidance on the interpretation of Policy LA2.7 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to Stainbank Green and other relevant Local Plan policies. It will on adoption form a material consideration when determining any planning application submitted for the site.

It will provide the development framework for achieving the vision for the site, this is a development fully integrated and accessible to the neighbouring Underwood/Stainbank Road residential area and the Vicarage Road Green Wedge, providing new green spaces and green links accessible to all and a design and layout that responds sensitively to the site’s high quality landscape setting and location.

This document is to be read in conjunction with South Lakeland District Council’s relevant planning policy documents (including the Adopted Local Plan Land Allocations Document and the Core Strategy).
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1. INTRODUCTION

1.1 Purpose

Development Briefs

1.1.1 This Draft Development Brief will once adopted be a Supplementary Planning Document providing additional guidance on the interpretation of Policy LA2.7 of the South Lakeland Local Plan – Land Allocations (adopted December 2013) which relates to Stainbank Green and other relevant Local Plan policies.

**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 LANDSCAPE 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.**
1.1.2 The adopted Land Allocations DPD allocates a 10.8 hectare site (gross) on land at Stainbank Green located on the west side of Kendal, for housing development and requires a development brief to be prepared to guide the phasing, distribution of development, layout, design, landscaping and infrastructure (such as roads, open space) for the development of the site.

1.1.3 This Draft Development Brief aims to provide clear guidance for the future development of Stainbank Green. When it is formally adopted as a Supplementary Planning Document (SPD), it will form a material consideration in determining planning applications for the site. Its primary purpose is to deliver the vision for the site by:

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

1.2 Vision

The Vision for Stainbank Green is that the development will

- Be fully integrated and accessible to the neighbouring Underwood/Stainbank Road residential area and the Vicarage Road Green Wedge.

- Provide well connected new green spaces and green networks, accessible to pedestrians and cyclists providing new recreational opportunities and wildlife habitats and links between the rest of Kendal and the countryside.

- Deliver a layout, mix and style of housing of a design that responds sensitively to the site’s high quality landscape and edge of Kendal/open countryside setting, green features and its proximity to the Lake District National Park

1.2.1 The vision for Stainbank Green is to be achieved through the following:

- The creation of five distinctive housing areas (based on the proposed suggested housing character areas) each providing an individual identity enabling the site to respond positively to its local context and character
different types of housing design and style;

- By enhancing the ecological value of part of the site through the creation of new areas of open space (for example semi-natural green space) and a network of green corridors creating areas of wildlife habitat value;
- The provision of shared formal and informal open space with the wider community;
- The creation of a development that is easy to access as well as to move through, across and around through the provision of new pedestrian and cycle links integrated with existing rights of way and surrounding roads and the Vicarage Road green wedge;
- Ensuring the new development, whilst being informed by the character and appearance of older properties in close proximity to the site, provides a mix of designs and styles which expands the housing offer within Kendal as a whole;
- Providing a range of housing, including affordable housing, that meets the needs identified for Kendal and the wider area;
- By ensuring that the site is accessible. Pedestrian links are required on Brigsteer Road from the site to the Underwood/Brigsteer Road junction;
- By retaining and enhancing views out of the site towards the south and west through the orientation of development within the site;
- By ensuring the development responds sensitively to the site’s open countryside setting and high landscape backdrop to the west and south through the creation of a soft boundary edge that merges into the countryside.

1.3 Delivering the Council Plan and local strategies

1.3.1 Delivering the vision for the site through the Development Brief will contribute to the Council’s strategic aims and objectives for South Lakeland as set out in the Council Plan, making it the best place to live, work and explore by:

Supporting the delivery of new homes to meet need

- Delivering the specific target of 1,000 affordable homes to rent over the period 2014-2025;
- Enabling of new affordable housing and open market housing through private sector led developments.

Enabling and delivering opportunities for sustainable economic growth

- Enabling sustainable development within Kendal providing opportunities for housing, services, employment and the enhancement of Kendal’s distinctive character and offer.
Protecting the environment

- Ensuring that the design and layout of development respects Kendal and its surrounding high quality environment, including the Lake District National Park and its setting, and makes a positive contribution to the quality of life of the area’s residents;
- Encouraging the best standards for new development, demonstrating quality and sustainability.

Improving health and reducing health inequalities

- Ensuring that the area remains a safe place to live;
- Supporting the creation of new green spaces and green networks integrated with the Stainbank Road/Underwood housing areas and the Vicarage Road Green Wedge to be enjoyed by new and existing residents.

1.3.2 Delivering the vision for the site will also contribute to the area strategy for Kendal, as set out in the Core Strategy which seeks the delivery of new housing (including affordable housing) and employment land to meet the needs and aspirations of the local community. The provision of new green corridors with pedestrian and cycle access will also help support key priorities set out in the Cumbria Local Transport Plan 2011 – 2026, which includes enabling opportunities for more people to walk and cycle.

1.4 Planning Policy Context

1.4.1 This section sets out the current adopted planning policy context for the site and other legislation to be considered.

1.4.2 The Development Brief is required to be in accordance with the adopted planning policy context relevant to the site, together with other legislation as appropriate. In this regard, the current ‘Development Plan’ for South Lakeland (outwith the two National Parks), comprises:

- Local Plan - Core Strategy DPD (adopted October 2010) – the adopted Core Strategy identifies a requirement for 8,800 homes to be delivered across South Lakeland within the plan period (2010-2025). It requires about a third of this requirement to be met within Kendal one of the principal service centres within the District. Relevant policies contained within the adopted Core Strategy, are included in Appendix to this brief:

- Local Plan – Land Allocations DPD (adopted December 2013) – this allocates a site at Stainbank Green for around 189 houses (policy LA1.3) and requires the preparation of a development brief (paragraph 2.77). It also includes a site specific policy (LA2.7) relating to the site. The suggested number of houses is not fixed; it is based on broad assumptions about the site’s potential capacity.
• **South Lakeland Local Plan 2006 - & Alterations (final composite plan) published September 2007** – This combines the Local Plan adopted in 1997 and the alterations to the Local Plan adopted in March 2006. The Local Plan 2006 contains a number of saved and extended policies of relevance of relevance to the development of the site. See Appendix 1 to this brief;

• **Cumbria Minerals and Waste Local Plan** (adopted April 2009) – this sets out how Cumbria’s sustainable minerals and waste management developments that will be needed in Cumbria by 2020 and beyond will be planned.

1.4.3 The above documents form the current development plan for South Lakeland and any planning application must be shown to be in accordance with them. The Development Brief must also be in accordance with these documents. In addition any planning application must be shown to be in accordance with the National Planning Policy Framework.

1.4.4 **National Planning Policy Framework** (March 2012) – This is a material planning consideration in planning decisions. It sets out the Government’s planning policies for England and how these are expected to be applied. This includes the need to boost significantly the supply of housing (paragraph 47) and the need to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities (paragraph 50). The new **National Planning Practice Guidance** was published on 6 March 2014. Both are available to view on the following website: planningguidance.planningportal.gov.uk/

1.4.5 South Lakeland District Council intends to introduce a Community Infrastructure Levy (CIL) – by 2015. When it is adopted developers will be required to pay a sum of money to the Council which will be used to provide or improve infrastructure in the local area.

1.5 **Sustainability Appraisal (Strategic Environmental Assessment)**

1.5.1 The Stainbank Green site has already been subject to Sustainability Appraisal as part of the site assessment process in preparing the Land Allocations document. It is therefore not necessary to undertake further Sustainability Appraisal of the Development Brief. This approach has been approved by the three statutory bodies, Natural England, the Environment Agency and English Heritage. Key findings from the Land Allocations DPD’s Sustainability Appraisal for Stainbank Green site has been used to help inform the draft Brief, these are referred to in Section 3.
1.6 Habitats Regulations Assessment

1.6.1 Assessment is required under the Habitat Regulations of the potential impact of development plans on sites of international nature importance. The Stainbank Green site was assessed in this way as part of the Land Allocations process. No likely significant effects were found to be likely.

1.7 Consultation – Engagement

1.7.1 The Council has undertaken extensive public and stakeholder engagement and consultation in preparing the Draft Development Brief. Full details of the consultation process can be found in the Interim Consultation Statement and Appendix 1 to the Statement. All consultation feedback to date has been considered and, where possible, has informed this Draft Development Brief. Details of the comments received through the consultation/engagement process, and how the preparation of the Brief has taken account of them can be found in the Consultation Statement. A key component of this engagement was a drop-in event held at Kendal Town Hall on 20th March 2014 which was attended by around 120 people.

1.7.2 Examples of how key issues raised have been used to inform the Draft Development Brief are:

- Importance of retaining existing public rights of way on the site and for these to be incorporated into green corridors – the draft development brief includes requirements to retain these as green corridor linkages forming part of the green infrastructure network.
- Support for new habitat creation within the site and other types of open space – the draft development brief includes requirement for new green space with multi-functional purpose including the provision of a significant area of semi-natural public green space on the southern part of the site.

How to comment

1.7.3 This document is the Draft Development Brief for Stainbank Green and we are seeking your comments on its content in order to inform the final Development Brief. You can make your comments known to us in the following ways:

- Attending the drop-in event;
- Using the online response facility;
- Completing a response form;
- Writing to or emailing us at the addresses below:
1.7.4 The 6 week consultation is expected to run from mid October to late November and will include a further drop-in event in Kendal. Full details of the consultation and how to respond will be available during the consultation on the Council's Development Briefs and Consultations web pages.

THE ABOVE IS SUBJECT TO APPROVAL AND TO BE UPDATED ONCE CONSULTATION DETAILS ARE CONFIRMED
2. SITE AND SITE CONTEXT

2.0 This section sets out and assesses the site and its context in terms of location, land use, planning history, accessibility and site characteristics. It then explores the constraints and opportunities for the site taking these factors into account.

2.1 Site Location

2.1.1 The site is located on the west edge of Kendal, approximately 1 km (as the crow flies) from Kendal Town Centre. It is bounded by open countryside to the west and south, residential development to the east and a cluster of residential properties to the west (Stainbank Green) and public open space to the south east. Further to the west of the site lies the A591 Kendal Bypass and beyond lies the Lake District National Park. It is bounded to the north by Brigsteer Road (see figure 1.1)
2.2 Land Use

2.2.1 The site consists of grassland currently used for agricultural purposes including sheep and cattle grazing. There are no buildings on the site. A small part of the site close to the ‘Stainbank Green’ properties is currently used for domestic curtilage purposes. It contains two public rights of way providing an important recreation function.

2.3 Landowners/Developer Interest

2.3.1 The site is held in three separate ownerships as follows (based on information at this point in time):

- One landowner owns the north part of the site; the area between Brigsteer Road and public right of way from Underwood to the lane/road providing access to properties at ‘Stainbank Green’. Story Homes Ltd has an interest on this part of the site.
- One landowner owns the majority of the remainder of the site with the exception of the field immediately to the east of the properties at ‘Stainbank Green’. Russell Armer Homes has an interest on this part of the site.
- One landowner owns the field immediately to the west of the properties at ‘Stainbank Green’.

2.4 Planning History

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

2.5 Landscape Character

2.5.1 At a County level within the Cumbria Landscape Character Appraisal Tool Kit the site lies within Character Type 3a – Coastal Limestone. Open Farmland and Pavements. The site exhibits some of the characteristics associated with this type i.e. strong field patterns demarcated by dry stone walls and pockets of scrub and deciduous woodland. In such areas support should be given to the retention of tree cover and field boundaries. Developments should respect traditional form.

2.6 Topography

2.6.1 The site is sloping in aspect (see Figure 1.1) and gradually falls from north west to south east. It has a crossfall in excess of 40m ranging from around 125 metres above sea level in the north-west corner to around 85 metres above sea level in the south-east corner. It contains steep aspects on the far
NE part of the site and to a lesser extent close to the play area at the end of Maple Drive and through the SE part of the site.

2.7 Views

2.7.1 The site is prominent in views to various degrees from surrounding residential areas, roads and rights of way. The southern portion is less concealed than the remainder of the site and is especially prominent in the local and wider landscape being conspicuous in view from the A591 and higher ground to the west as well as in distant views from parts of Kendal to the SE and East. The northern and eastern parts of the site are more concealed in wider views due to intervening development, woodland and topography. Large parts of the site are visible in view from the footpaths which run through the site and along its NE and NW boundary. A number of residential properties to the east of the site have views of varying degrees of part of the site, especially those properties that back onto the site off Cedar Grove, Maple Drive and Aldercroft. Properties to the west (‘Stainbank Green’) have views of large parts of the central part of the site. Properties to the NE of the site (Ghyll Brow) have an open aspect onto the NE part of the site.

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

Natural

2.8.1 The site comprises open fields used for grazing. It includes hedgerows and many trees. Figure 1.2 highlights which trees are covered by Tree Preservation Orders. The site is bounded to the east by an area of mature woodland with a Tree Preservation Order. The central southern portion of the site contains a watercourse which is not identified on OS maps that flows down to the area of public open space/woodland located to the south east of the site (part of the Vicarage Road Green Wedge).

Built

2.8.2 There are no buildings on the site. A number of electricity pylons traverse the far northern part of the site and also the central western part of the site. Dry stone walls form the boundary of the site as well as the field boundaries within the site. The east boundary is in parts bounded by residential properties and their curtilages (Maple Drive, Cedar Grove and Aldercroft). These properties comprise a mix of 1 and 2 storey houses (bungalows, detached and semi-detached). A play area separates Maple Drive and the site. To the NE of the site beyond the mature trees and public right of way are properties (Ghyll Brow) of 3 storeys older and different in character to the housing described above. To the west of the site is located a group of properties (‘Stainbank Green’). The SE tip of the site is bounded by residential properties off Collin Hill.
2.9 **Accessibility**

**Road Access**

2.9.1 Brigsteer Road bounds the site’s northern boundary this provides a link into Kendal Town Centre to the east and Brigsteer Village to the west.

2.9.2 A road adjoins the NW boundary providing access to residential properties at ‘Stainbank Green’; this links onto Brigsteer Road and forms part of a public right of way.

2.9.3 The eastern part of the site adjoins a residential area which includes a number of cul-de-sacs (Maple Drive, Cedar Grove, Aldercroft); these feed off Stainbank Road, a stone wall separates Cedar Grove and the site. There is no vehicular access into the site from either Maple Drive or Cedar Grove.

**Rail Access**

2.9.4 Kendal Railway Station is located just over 2 kms from the site and can be accessed via Brigsteer Road and Kendal Town Centre routes. It provides direct rail links to Windermere and Oxenholme and occasionally Lancaster, Preston and Manchester.

**Bus Provision**

2.9.5 Local Bus service 46, running to and from the town centre operates every hour Monday - Saturday until around 6pm and serves the Stainbank Road/Underwood and Collinfield residential area. There is a bus stop on Stainbank Road roughly 250 metres from the centre of the site and on Collin Field roughly 550 metres from the centre of the site (as the crow flies).

**Cycle Access**

2.9.6 The immediate local area does not have any dedicated/off-highway cycle lanes.

**Pedestrian Access / Public Rights of Way (PRoW)**

2.9.7 There are public rights of way within and adjacent to the site as follows:

- Parallel to the north east boundary of the site providing a link between residential areas to the east (Underwood/Stainbank Road) and Brigsteer Road.
- Traversing the northern part of the site providing a link between residential area to the east and the road leading to properties at ‘Stainbank Green’ and onto Brigsteer Road
• Traversing the central and west part of the site providing a link between the residential areas to the east from Stainbank Road to Brigsteer Road via the road/ lane to the North West of the site serving properties at 'Stainbank Green'.

2.9.8 There is no footway on the southern side of Brigsteer Road where it adjoins the site. The lane adjoining the NW boundary of the site contains no footway. There are footways on either side of Maple Drive and Cedar Grove.

2.10 Archaeology and Heritage

2.10.1 There are no scheduled ancient monuments, registered historic parks and gardens, registered battlefields or conservation areas within the site or its immediate vicinity. There are no listed buildings/structures recorded within it or in close proximity. Based on County Council advice, earthworks of agricultural remains from an unknown period survive on the site and the possible line of a Roman road lies on the northern boundary. In line with the National Planning Policy Framework and Local Plan policy, any forthcoming planning application should be obtained by an archaeological desk-based assessment and evaluation.

2.11 Ground Conditions

2.11.1 No contamination is either recorded or suspected on the site. However, given the future residential use on the site, a preliminary risk assessment will be carried out in support of any planning application with a full site investigation to follow if the site possesses a potentially significant risk.

2.12 Flooding Matters – Drainage

2.12.1 The site lies within Flood Risk Zone 1, with both the Environment Agency and South Lakeland District Council’s Environment Protection confirming that, based on previous history and existing evidence (surface water flooding data and local records) there are no known surface water flooding problems/issues. There is evidence of a watercourse located on the southern half of the site – a temporary feature which drains towards the Vicarage Road Green Wedge. Due to the size of the site, a Flood Risk Assessment will be prepared and submitted in support of any planning application which will confirm that surface run-off will not exceed existing greenfield run-off rates.

2.13 Constraints and Opportunities

2.13.1 In response to the site’s context and characteristics assessed earlier in this section, constraints and opportunities have been identified which have
informed and influenced the proposals for the site – these are mapped in Figure 1.2.

Constraints

2.13.2 The following constraints have been identified.

- **Sensitive edges with existing houses.** The eastern edge of the site bounds a number of residential properties and their curtilages; these properties have varying degrees of outlook onto the site. A small cluster of properties to the west of the site (Stainbank Green) also have varying degrees of outlook onto part of the site. Properties to the NE part of the site (Ghyll Brow) have an open aspect of the NE part of the site which is steep in nature. The layout, design and siting of new development will need to be sensitive to existing levels of residential amenity with issues relating to the potential for visual impact and overlooking/privacy to be addressed through consideration of the scale of dwellings on these common boundaries. The introduction of landscaping/buffers where appropriate and the separation distances between the existing properties will help to minimise impact on residential amenity afforded to these properties.

- **Long distant views** of the site from higher ground to the west especially of the southern part of the site and from the Lake District National Park. Careful consideration needs to be given in the layout and design and positioning of development so it is sensitive to the high quality landscape setting and proximity to Lake District National Park as well as open aspect.

- **Varied topography**; the site is sloping in aspect with steep sections in places especially the far NE part of the site and land close to the Play Area at the end of Maple Drive. Careful consideration;

- Presence of **Meadow Saxifrage** on the NE part of the site; this may have implications for the layout of development on this part of the site and also ecological considerations across the site as a whole;

- **Edge of Kendal/Open countryside setting/High quality landscape setting**; the site merges into the open countryside on its southern and western boundaries and very careful consideration needs to be given to the interrelationship of any new building and the countryside in order to achieve an appropriate transition between the built up area and the adjoining landscape;

- **Drainage**; the south east part of the site is of lower elevation and there is evidence it performs a function as a natural channel for water to collect and drain outwards into the Vicarage Drive green wedge area
to the SE of the site; this has possible implications for identifying flooding/drainage considerations on this part of the site;

- **Overhead Electricity lines;** these traverse the northern and west part of the site—ideally these should be located underground;

- **Natural features of high value to be retained;** the site contains/adjoins a number of Trees with Tree Preservation Orders, these features alongside stone walls and hedgerows will need to be integrated within the layout and design of the site wherever possible.

**Opportunities**

2.13.3 The site offers the following opportunities

- Opportunity to **maintain and enhance existing woodland, trees, hedgerows and stone walls** on and adjacent to the site through incorporating these features within the landscape structure/green infrastructure framework and traffic and movement framework, and to provide important natural habitat for wildlife.

- Opportunity to **enhance ecological habitat** through creation of new green spaces with wildlife habitat value including an area of semi natural green space on the southern part of the site integrated with the Vicarage Drive green wedge.

- Opportunity to **improve quality and amount** of open space provision in the immediate area particularly play provision providing benefits to the wider community through enhancing informal recreation/leisure opportunities.

- Opportunity to **enhance pedestrian and cyclist permeability to surrounding area** – retaining existing rights of way and providing new links to surrounding residential development and open space and integrating these so they form part of the green infrastructure and traffic and movement framework.

- Opportunity for **vehicular access** from Brigsteer Road via the road providing access to Stainbank Green where it joins Brigsteer Road or possibly direct from Brigsteer Road. This will be the main point of access into the site. There is also a vehicular access opportunity from Cedar Grove, but this would be for emergency access only.

- Opportunity for design and layout of the development to retain the strong field patterns with well-defined field boundaries to help break up massing through introduction of distinctive **character areas.** Kendal is made up of different styles of urban design. There is a need for the design and layout to respect nearby existing built form and landscape setting whilst introducing its own character and variety of style.
• Opportunity to integrate new development into the existing residential areas.

• Use of green roofs and walls to support drainage systems and minimise landscape impact and enhance the green infrastructure framework.

• Utilising sloping and elevated topography to benefit from extensive views to the south and east and solar energy/gain.

• Make public areas and movement routes accessible and interesting by incorporating features such as interpretation panels relating to key features of the site/area or views and signposting to key destinations.
**Draft Development Brief: Stainbank Green, Kendal**

**Figure 1.2 Constraints and Opportunities Map**

**Local facilities and places**
1. Public open space
2. Greenwood play area
3. Stainbank Green housing area
4. Maple Drive play area
5. Vicarage Road green wedge - public open space

**Policy Requirements**
- Ecological survey of extent of meadow saxifrage and mitigation measures to enhance this habitat
- Integration with Vicarage Road green wedge
- Footway along Brigsteer Road

For a list of all policy requirements, please see Land Allocations DPD Policy LA2.7

**Access opportunities**
- Main point of vehicular access from Brigsteer Road
- New pedestrian/cycle links
- Emergency vehicular access

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3. DEVELOPMENT FRAMEWORK – PROPOSALS AND REQUIREMENTS

3.1 Development Requirements – Land Allocations DPD

3.1.1 The Local Plan Land Allocations DPD Policy LA2.7 states that the development at Stainbank Green in addition to addressing other Core Strategy policy requirements must make provision for:

- 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.
- Inclusion of 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.
- Submission and approval of a Transport Assessment and Travel Plan.

3.2 Sustainability Appraisal

3.2.1 In addition, the Sustainability Appraisal carried out for the site at Stainbank Green found that the site scored generally well in sustainability terms overall (though averagely in comparison to other sites in Kendal). Areas of impact that the SA highlighted as requiring particular attention were: air quality and impact on the landscape; biodiversity; the need to integrate the site into Kendal, the take up of a large area of greenfield land; the need to integrate renewable/low carbon/decentralised energy sources into the site and maximising use of recycled materials and minimising waste.

3.2.2 A contribution to overcoming these issues can be made by addressing specific measures in the Development Brief. These should include preparing a travel plan and ensuring that there are foot and cycle links to and within the site to make access to nearby facilities/town centre as short and easy as possible. The creation of a multi-functional green infrastructure framework that supports recreation, biodiversity, landscape character and climate
change adaptation and mitigation; retention of greenfield run-off rates by minimising non-permeable surfaces and ensuring good drainage design; ensuring that the layout and design give the site the feel of being part of and integrated with rather than a tag-on to the existing residential area; taking the character of Kendal into account in the proposed layout/design; making comprehensive and integrated enhancements to existing open space provision, recycling provision and incorporating renewable/low-carbon and/or decentralised energy sources within the development.

3.3 Land Uses

Land Uses

3.3.1 The site will be for residential use. Other parts of the site will be used for a significant proportion of public open space and play provision. The indicative Land Use Proposals Map (figure 1.3) sets out the land uses at Stainbank Green with an indication of where the main vehicular route from Brigsteer Road into the site could be located and how the development will respond and cater for cyclists and pedestrians through a connected network of footpaths and cycle routes to the nearby residential areas and surrounding area. It also identifies the location of proposed housing character areas and green spaces to inform specific design and layout principles.

Note. The proposals map at figure 1.3 is an indicative plan. Changes may be made to it following the outcome of consultation. The detail of the final site layout for development will be determined at the planning applications stage.
Housing Character Areas

3.3.2 The site will be designed and laid out using a series of character areas in order to ensure the design and layout of development responds positively to the local context and different site features creating interest and difference in style. The Character Areas suggested are referred to as the following (see Figure 1.3 and Design and Layout Principles for more details).

1 South of Brigsteer Road
2 East of properties at Stainbank Green
3 West of Underwood/North West of Maple Drive
4 West of Cedar Grove / Aldercroft
5 South Stainbank Green

Housing Requirements

3.3.3 The Stainbank Green site will provide a mix of housing types, sizes and tenures based on local evidence base (current at the time any proposal is made) and viability considerations and subject to further discussions with the District Council. This mix will be provided to create choice, varied building forms and to help respond to the different character of the different parts of the site and its local context. House Types should be influenced by site-specific considerations. For example lower density/single/low storey development may be appropriate on parts of the site in order to achieve a positive layout that respects existing character, context, residential amenity and topography.

Affordable Housing

3.3.4 In accordance with Policy CS6.3 of the Core Strategy, no less than 35% of the total number of dwellings must be affordable. The Council would expect a wide range of different dwelling types to meet evidenced affordable housing needs, including some provision of bungalows. Affordable houses will be mixed/pepper-potted throughout the development. Developers should follow the Council’s Affordable Housing Guidance for Developers which can be viewed at Guidance for housing developers

Open Market Housing

3.3.5 An analysis of general market supply and demand for open market housing (Table 4.5 page 69 of the 2014 Strategic Housing Market Assessment) suggests shortfalls in detached properties, bungalows and properties with four or more bedrooms in Kendal.
Self-Build Properties

3.3.6 The Council is supportive of self-build projects and encourages an element of this type of property as part of the overall mix.

New Housing Standards

3.3.7 The government is planning to introduce a set of mandatory national standards for new housing, to be implemented through building regulations. New housing development will have to respond to these standards in due course (these will focus on issues to do with environment, spaces, accessibility, water efficiency and energy efficiency). In the meantime the Council continues to encourage the design of a proportion of homes to Lifetime Homes standard and in particular the provision of:

- Ground floor accommodation which can be converted to shower facilities:
- Straight stairway to facilitate the provision of stair lifts.

**Housing Requirements at Stainbank Green:**

A range of house types and tenures will be provided including some provision of bungalows as affordable and open market housing. Self-build properties will be supported and encouraged as part of the overall mix.

No less than 35% of the total number of dwellings must be affordable and these will be mixed/pepper-potted within the scheme.

Developers should follow the Council’s Affordable Housing Guidance for Developers which can be viewed at Guidance for Developers *(note it is updated annually)*

3.4 Housing Density

3.4.1 The scale and massing of development will need to be sensitive to existing local built and settlement form, local character and setting; this will help appropriate housing density for the site. A range of housing densities will be appropriate, when combined with landscape and building form, this will assist in providing areas of recognisable character and reinforce a sense of place and provide legibility to the scheme. A mix of appropriate densities will help to create a sense of place and provide legibility to the scheme. Given the need to ensure a more gradual transition and a soft interface between the developed edge of Kendal and the countryside beyond, development along the western and southern edges will be of a reduced scale and massing and density.
3.5 **Traffic and Movement Strategy**

3.5.1 The following key considerations need to be made in the context of the outcome of any future **Transport Assessment** and advice provided by Cumbria County Council Highways at the planning application stage. The design of roads, footways, footpaths and cycleways must accord with the adoptable standards set out within the **Cumbria Design Guide**. Principles established in the ‘Manual for Streets 1 and 2’ guidance should be used to inform the layout and design of streets within the site. The Cumbria Design Guide is currently under review and is very much based on the principles in the Manual for Streets 1 and 2.

3.5.2 The layout and design of Stainbank Green will encourage the use of alternative modes of transport. It will also ensure that this new part of the community is comprehensively integrated with the neighbouring residential areas, rest of Kendal and surrounding countryside and open spaces by building on existing links and creating new links to deliver a strong network of pedestrian and cycle routes. It is essential that the road layout provides clear, legible, direct routes and promotes a safe and accessible movement framework for all (see figure 1.3).

**Vehicular Access into and through the site**

3.5.3 The **main point of vehicular access** to Stainbank Green will be taken from Brigsteer Road to the north of the site. The exact location will be subject to satisfying the required drivers’ visibility at the junction and satisfactory gradient of the proposed road/carriageway in accordance with the Cumbria County Council ‘Design Guide’. The preferred location would be from the NW point of the site where it adjoins Brigsteer Road and the road providing access to ‘Stainbank Green’ properties. This brief does not provide details on the type of access arrangement that may be appropriate this will be determined through the planning application.

3.5.4 An **emergency access** will be provided from Cedar Grove. Cumbria County Council specifies the driveway route should be a minimum of 3.7m wide. The opening to such an access must be restricted with collapsible bollards and a dropped crossing should be put in place prior to the opening, however, it could be used as a segregated pedestrian/cycle route.

3.5.5 Brigsteer Road where it bounds the site is currently national speed limit, it is a requirement of any development in particular sites that have a frontage on such highways that no development shall commence until the adjacent highway transition of the **national speed/30 mph limit** has been relocated beyond the main access junction (details to be agreed). The details must be submitted to the Local Highway Authority for approval. A speed limit review
should be carried out that relocates the existing 60mph/30mph limit adjacent to the site position to be agreed with Cumbria County Council Traffic Management Unit.

3.5.6 A main road will serve the whole site on a North – SE axis (see Figure 1.3 indicative route shown). A hierarchy of streets will be designed to create a low-speed, well connected movement framework which is easy to move within and through. The streets will be fronted by houses to avoid blank fronts and ensure active frontages are created within the housing areas. Within the housing areas, the streets will be designed to control traffic speeds. The best way to do this is to design streets that encourage people to drive with caution to below 20mph and effectively traffic calmed.

3.5.7 Proposals will take a balanced approach to movement and provide for the needs of all users of the streets and spaces, not just the needs of vehicles. Safe access for pedestrians and cyclists must be provided. The design and layout will ensure that main routes are easy to recognise and follow. Cul-de-sacs should normally be avoided unless particular site conditions dictate that a cul-de-sac design is the most appropriate way to develop the site. Additionally, the road layout should incorporate loops wherever feasible to ensure that there is always more than one route option in the event that a section of the main road/street becomes blocked.

3.5.8 Shared surface streets in which there is no kerb to separate the carriageway from the footway may be appropriate. These work best in relatively calm traffic environments, however, they should be designed to accommodate the needs of visually impaired people for whom they can be problematic.

3.5.9 Proposals should consider and ensure provision for road access beyond the site in future years, even if this now seems unlikely.

Public transport

3.5.10 Existing bus Service 46 currently operates along Brigsteer Road/ Underwood and Stainbank Green and to the south east of the site along Collin Field. The majority of the site is within 400 metres (as the crow flies) of either or both of these bus stops; however, a small portion of the far SW part of the site is just outside this threshold. Consideration should be given to enabling the easiest possible pedestrian and cycle access from the site to these existing bus stops. The benefits of altering the bus route to take in the site are desirable and should be explored. Community Transport Schemes should also be considered as a means of providing transport for people living on the site.

Pedestrian and cycle access

3.5.11 All existing rights of way on and adjacent to the site will be retained along their current routes. Opportunities for new pedestrian and cycle links will be
incorporated into the layout and design of the site taking into account all possible connections to surrounding areas to ensure that the site is comprehensively connected as possible. This will be achieved through the provision of green corridors, where possible providing cycle access on the existing rights of way. New cycle and pedestrian links will be provided from the housing development to the new green spaces on the site and also surrounding roads (Brigsteer Road, Maple Drive and Cedar Grove), rights of way (cycle access where achievable), and the Vicarage Road green wedge. These routes will be designed to be safe and pleasant with high levels of natural surveillance and be accessible to all including those with impaired mobility or vision. They should avoid being located to the rear of properties. A less formalised path would be appropriate through the semi-natural green space on the south part of the site. Cycle routes and pathways should be separated from vehicle routes where possible.

3.5.12 It would be desirable to seek improvements where feasible to the existing footpath bounding the NE boundary of the site connecting to Underwood in order to provide a more attractive safe and user friendly means of access. There is an opportunity to divert the existing right of way along the NE boundary of the site and incorporate this within the site boundary.

3.5.13 To satisfy policy requirements, safe pedestrian access must be provided to/along Brigsteer Road in order to satisfy policy requirements. To ensure there is continuous safe pedestrian access along Brigsteer Road this will be extended to the junction with Underwood. Ideally the footway should be of a width of 1.8 metres. Either a footway will be provided along Brigsteer Road where it adjoins the site, or there may be opportunity to incorporate alternative means of pedestrian access through the northern part of the site to the NE point of the site, avoiding the need to provide a footway along Brigsteer Road where it bounds the site. As part of the Transport Assessment, developers will be required to consider means of enhancing pedestrian/cycle access from the site to Kendal Town Centre.

**Lighting**

3.5.14 Streets and paths will be well lit where appropriate but special care should be taken in terms of the lighting design and minimising light pollution, especially alongside open space and wildlife corridors. It is desirable for all streets and paths to be overlooked by surrounding buildings (this may not always be appropriate for example where paths are located within a natural/semi-natural green space as proposed for the south part of the site).

**Parking**

3.5.15 Parking provision should be in accordance with ‘Parking Guidelines in Cumbria’ and provide a balanced mix of parking solutions that are integrated into the design and layout. Parking courts could form part of the suite of
parking arrangements. On-plot parking and garages should be sited so they do not appear as dominant features in the street scene. Designs should consider the provision of on-street parking as a traffic management tool aimed at keeping speeds below 20mph. Urbanising treatments such as painted lines and markings should be avoided unless absolutely required to enforce a Traffic regulation Order (eg yellow lines). Contrasting surface materials should be applied to this task as an alternative. Designs should take into account areas within the development that may be subject to inappropriate parking such as on green verge areas or turning heads. Effort should be made as part of the design process to minimise the opportunity for these situations to occur.

**Cycle parking**

3.5.16 The design of housing and layout of Stainbank Green should consider the provision of sufficient convenient and secure cycle parking. Ideally cycle stands should be under shelter or within a building.

**Access for all**

3.5.17 All pedestrian routes should be accessible for all including those with impaired mobility and vision. Careful consideration will need to be given to the surface materials used, width of footways, footpaths, potential barriers, pathway design and relationship to roads and parking areas.

**Surfaces of roads, footways, footpaths, cycle ways and driveways**

3.5.18 The surface of roads, footways and footpaths, cycle ways and driveways will be considered in context of the overall design of the development. For instance, careful choice of surfacing should support the strategy for dealing with surface water runoff from the site, including through the use of permeable paving; it can also help to reinforce character in the wider street scene and support legibility and usability of routes for a range of users. Selected surface materials must be acceptable for adoption by the highway authority where it falls within their responsibility. Criteria used to assess the material will include the technical specifications, sustainability and future maintenance requirement.
Traffic and Movement Framework Requirements

As shown on the Land Use Proposals Map – Figure 1.3:

- **Layout of roads and pedestrian/cycle routes** will maximise permeability making the development easy to understand and navigate and will integrate fully with the existing surrounding network of streets and routes. Proposals will take a balanced approach to movement and provide for the needs of all users of the streets and spaces not just the needs of vehicles and will seek to ensure that residents have every opportunity to make sustainable transport choices.

- VEHICLE ACCESS INTO THE SITE– will be provided from Brigsteer Road. An emergency vehicular access will be provided from Cedar Grove only.

- VEHICLE ACCESS THROUGH THE SITE- a main road will run through the site from Brigsteer Road to its southern reaches on a North – SE axis.

- A network of green corridors with pedestrian and cycle access will be provided utilising existing rights of way forming part of the green infrastructure framework as shown on Figure 1.3.

- A footway along Brigsteer Road or through the north part of the site will be provided and extended outside the site to provide pedestrian access to the junction of Brigsteer Road and Underwood.

- A speed limit review should be carried out that relocates the existing 60mph/30mph limit on Brigsteer Road adjacent to the site position to be agreed with CCC Traffic Management Unit.

- Opportunities to provide improvements to the existing footpaths adjoining the east of the site should be explored.

- Proposals for the site’s development should be accompanied by a comprehensive Transport Assessment and Travel Plan.
3.6 **Landscape/Green Infrastructure Framework**

**Green Infrastructure**

3.6.1 Green Infrastructure is the term given to a network of **multi-functional spaces** that can enhance existing and create new wildlife habitats, mitigate against or help adapt to climate change and provide recreational and health and wellbeing benefits for people. It is made up of a range of assets such as waterways, ponds, open spaces, parks and gardens, play areas, pathways, allotments, woodlands, hedgerows, trees, playing fields, green roofs/walls and the wider countryside.

3.6.2 The multi-functional nature of green infrastructure elements should be borne in mind in considering the design and layout of the development as a whole. For instance, spaces primarily intended for recreation can simultaneously perform other important functions and deliver on other objectives such as supporting surface water management and drainage strategies and delivering wildlife and educational benefits if designed appropriately and imaginatively.

3.6.3 **Public spaces and play areas** will be located on main lines of movement (pedestrian/cycle or vehicular). They will be imaginative and high quality as well as forming an integral part of the network of foot and cycle routes and the wider green infrastructure framework. They will be well overlooked from the front of surrounding dwellings and should minimise the impact on residential amenity and benefit from high levels of natural surveillance. The incorporation of distinctive/supporting features such as public art and interpretive panels relating to local features is encouraged.

3.6.4 The existing rights of way on and close to the site will be incorporated as part of an appropriate green infrastructure framework for the site within **green corridors**.

3.6.5 The policy requirement to ensure the site is integrated with the **Vicarage Road Green Wedge** provides an opportunity to create a new semi-natural open space on the southern part of the site.

3.6.6 The creation of **incidental and/or small areas of grass/open space** with little function will be avoided. The protection of important natural features such as a mature tree/group of trees should be facilitated by the features’ inclusion within a larger area of open space. Street trees and additional native-species planting will be supported as part of the overall landscaping framework for the site. All existing trees, hedgerows and woodland on and adjacent to the site will be retained wherever possible and incorporated into the layout and design of Stainbank Green.
3.6.7 Special attention will be given to the **lighting** design alongside open space and wildlife corridors. Impacts of artificial lighting on bats and other nocturnal wildlife will be reduced by minimising artificial lighting onto these spaces.

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

**Type of open space – requirements**

3.6.9 As shown in Figure 1.3, five areas of open space will be provided on the site as follows:

A: **Amenity open space – South of Brigsteer Road**

3.6.10 The NE part of the site is steep in aspect affecting its developability to some extent. It is considered this area will be kept free of housing development and will provide an amenity open space function. The function of this space will in part be determined by the outcome of the ecological survey with respect to the Meadow Saxifrage species on the site. In order to maximise the site’s public value, it may be better to transplant the Meadow Saxifrage elsewhere on and/or adjacent to the rest of the site. This option would ensure it is safeguarded and provide greater opportunities for it to spread elsewhere.

B: **Green Corridor – along existing footpath**

3.6.11 A green corridor providing pedestrian and where possible cycle movements will be provided based on the existing right of way that currently provides a links between the lane/road serving the existing Stainbank Green properties to Underwood. This right of way is wide in nature bounded by stone walls and mature trees and is a positive natural feature. These features will be retained (except where loss may occur to enable road access). The design and positioning of the main road linking the proposed housing areas to the south with Brigsteer Road will need to be considered carefully to ensure the integrity of the green corridor and its overall attractiveness is not lost. Pedestrians and cyclists will be able to cross the road easily and safely.

C: **Central multi-functional green space**

3.6.12 A large multi-functional green space will be provided in the centre of the site. It will function in part as a green corridor providing a pedestrian and where possible cycle route between the lane/road serving existing properties at Stainbank Green to Brigsteer Road and Stainbank Road. The existing right of way will be retained in situ. This part of the site lies adjacent to a small play area to the west of Maple Drive and there is an opportunity to significantly enhance the current play offer in the area, by removing or extending the play
area with a better facility close to its current position. This space will therefore also include an equipped play area suitable for a range of ages making use of the natural topography. It could also include an informal area for kick about – See Appendix 2 for further guidance on type of play facility that will be encouraged. It could include provision of benches/picnic benches. Consideration should also be given to the provision of allotments as part of this multi-functional open space.

3.6.13 The design and positioning of the main road linking the proposed housing to the north and south of this green space will need to be considered carefully to ensure the integrity, attractiveness and safety of the space and its multi-functional use is not lost. Pedestrians and cyclists will be able to cross the road safely and easily.

D: Amenity open space SE part of site

3.6.14 The provision of an area of amenity open space on the SE part of the site will provide opportunity to sensitively integrate development with the existing woodland adjacent to this part of the site providing enhanced wildlife habitat.

E: Semi-natural green space – Southern part of site

3.6.15 As required in Policy LA2.7 the green infrastructure framework will provide integration with the Vicarage Road Green Wedge. An area of semi-natural green space will be provided on the southern part of the site, providing a new wildlife habitat and function as an important wildlife corridor linked to the open countryside to the south and west and the Vicarage Road Green Wedge. Pedestrian and cycle access will be provided from the new housing to the north through this space and through into the Vicarage Road Green Wedge. The space will include appropriate local species (trees and shrubs/vegetation) along its boundaries and feature trees, along with opportunities for informal recreation use. It could include provision of benches/picnic benches and interpretive panels referring to local wildlife and details of foot/cycle routes linked to the site.

F: Other areas of open space

3.6.16 Additional areas of open space in the form of small greens providing public amenity and informal recreation / wildlife habitat value should be included within the scheme where appropriate. These should be centrally located, well overlooked with good pedestrian access and will help to break up housing development within each of the character areas. These should, wherever possible be linked via, and essentially part of (or have good access to) the foot and cycle path network to the identified open spaces listed above.
**Landscaping Framework**

3.6.17 In addition to the above, a landscaped/soft boundary treatment will be provided along the west and north west boundary of the site as indicated in Figure 1.3 where it merges into the adjacent open countryside. This will ensure development creates a positive relationship with the adjoining countryside, providing an appropriate transition between the built up area and the adjoining landscape. By reducing the scale and intensity of development towards the western and southern edges with the countryside, allows for planting within and between plots to ensure a transition from town to countryside.

3.6.18 The landscape and planting schemes will be based on a palette of suitable native species where possible, and especially fruiting and flowering species to increase the opportunities for wildlife.
3.7 Ecology/Biodiversity

3.7.1 The development of Stainbank Green will provide important habitat and species enhancements. The retention of existing hedgerows, trees and woodland and stone walls will help to protect habitats and species, whilst the creation of new green spaces and corridors will result in enhancement and extension of existing habitat. In addition, the Sustainable Urban Drainage...
System Network may be designed to create benefits for wildlife and enhance the site’s ecological value.

3.7.2 Though not a protected species or County Wildlife site the NE part of the site includes pastureland of value for Meadow Saxifrage. As required by policy LA2.7 a detailed ecological survey needs to be carried out in order to identify the extent of its presence and determine what mitigation measures are required to ensure the development as a whole enhances this habitat. To satisfy the policy requirements it is essential the development as a whole enhances habitat. In determining the mitigation measures it will important to identify the role new open spaces on the site could play; there may be opportunity to transplant the species within the proposed semi natural green space on the south part of the site and/or adjacent to the site (land to the west and south).

3.7.3 The proposed green corridors and green spaces will help to provide a network of wildlife corridors which will help to provide a sense of continuity between Kendal and the countryside and allow species to migrate and reinforce habitats.

3.7.4 The Cumbria Biodiversity Evidence Base identified the potential presence of hare and badger (2012 records) amongst a range of key species. Detailed habitat and species surveys as appropriate will be required at the planning application stage. An assessment of all potential ecological impacts based on up to date baseline data will be used to inform any planning application and measures set out therein to protect and enhance habitats and species.

3.7.5 A biodiversity/green infrastructure establishment and management plan informed by the surveys will be provided as part of the planning application.

3.8 Flood risk issues - considerations

3.8.1 The site lies within Flood Risk Zone 1 (tidal, main river and fluvial flooding). Due to the size of the site, a flood risk assessment will be prepared and submitted in support of any planning application. Surface water run-off after development must not exceed green field run off rates. A sustainable urban drainage system will be implemented to manage the disposal of surface water and this will be integrated within the green infrastructure framework, working with the natural drainage and topography of the site to inform the choice of appropriate measures. For example swales could be introduced – these are low tracts of land often in the form of a ditch which are designed to collect water run off. Ponds could also be created as a Sustainable Urban Drainage feature. Maintenance and adoption of a surface water management scheme will be addressed as part of the planning application.

3.8.2 As mentioned in other sections of this document, opportunities should be taken in terms of the design and materials used to manage surface water
disposal as effectively and sustainably as possible. For example in the use of permeable paving, imaginative planting and green roofs/walls, which, as part of the green infrastructure framework can have other benefits such as for health and well-being and wildlife and therefore contribute towards other objectives whilst also forming part of the drainage and surface water management approach.

3.9 Infrastructure Requirements

Utilities

3.9.1 In terms of services and utilities, there are no known constraints to the provision of gas, electricity, waste water or water supply on the site, although the precise means of supply and connection will be confirmed through discussions with the relevant utility bodies as part of any planning application.

3.9.2 Regarding access to the public sewer network there is a combined sewer network at Brigsteer Road. Developments must drain on a separate sewerage system, with only foul drainage connected into the foul sewerage network. United Utilities confirm their intention to install a water main through the site. Any potential developer will need to liaise with United Utilities to ensure this is taken into account at the detailed planning application stage.

Community Infrastructure

Education

3.9.3 To assess the impact of the development on education, initially Cumbria County Council use a population model to estimate the pupil yield (the methodology of which is outlined in the County Council’s Planning Obligation Policy page 27 Figure 6). It is estimated that a development of 189 houses would yield 38 primary aged children and 27 secondary aged children. These figures are initial outline figures and more in depth assessments, using a dwelling led model (see page 27 figure 5 in the document referred to above) will need to be carried out when detailed housing plans as part of a planning application come forward. Based on these numbers the County Council will assess what space is available within local schools, including the catchment school and any other schools within a 2 mile safe walking distance. If no or limited places are available then a contribution will be sought to mitigate the effect of the development, where full costs are available for the mitigation this will be sought, otherwise a Department for Education multiplier will be used. Mitigations include expansions of schools through internal modifications or extensions, new schools or transporting pupils.

3.9.4 At this point in time, there is no existing spare capacity within the nearest Primary schools to accommodate additional children. Cumbria County Council as the Local Education Authority will advise how to accommodate educational
needs arising from the development and this will be determined through any planning application.

3.9.5 For further details on education requirements, potential developers should contact Cumbria County Council Education Authority.

3.10 Design Principles

3.10.1 The design of this new development at Stainbank Green will be of a high quality that respects the site’s local context and character and neighbouring uses as well as the site’s wider countryside rural setting. It will be of a distinct character with a mix of design styles taking reference from local design characteristics opportunities presented by existing natural and other features of the site to create individual character areas. A development of new dwellings that all look the same, is not imaginative and innovative, does not respond positively to its surroundings and local sensitivities, and/or that is ‘grey’ and monotonous in appearance and a layout that is car dominated will not be acceptable.

3.10.2 Core Strategy policy CS8.10 states the siting, design, scale and materials of all development should be of a character that maintains or enhances the quality of the landscape or townscape and, where appropriate, should be in keeping with local vernacular tradition - this can still be achieved through a contemporary style using local materials. Designs that support and enhance local distinctiveness are encouraged. Development should protect and enhance key local views and features / characteristics of local importance and incorporate layouts that reinforce and reference local distinctiveness and character. Saved Policy S2 of the Local Plan 2007 contains a design code for South Lakeland; that any new development must take account of.

3.10.3 Kendal is made up of different styles of urban design. There is a need for the design and layout to respect nearby existing built form and landscape setting whilst also being creative, imaginative and innovative. For example, the development should seek to introduce an individual character and variety of style, avoiding replicating poor aspects of design, drawing on positive features of local design in the area and ensuring that particular characteristics of the site are responded to through design.

3.10.4 Close-range views of the site are afforded to properties adjacent the site. The layout and design of new development will need to be sensitive to existing levels of residential amenity with issues relating to the potential for visual impact and overlooking/privacy to be addressed through consideration of the design, scale and positioning (layout and orientation) of dwellings on these common boundaries, the introduction of landscaping/buffers where appropriate and separation distances between the existing properties and any new build. The orientation of buildings on slopes should be designed to minimise impact on residential amenity and careful attention must be given to
the scale and massing of development in such locations in this context. It is essential each property has access to some form of private garden/communal space. This may comprise an element of shared space/facilities for practicalities such as drying washing and bin storage as well as for allotments in addition to a private garden.

**General Principles**

3.10.5 The design of the Stainbank Green site should take full account of the character of the immediate and wider setting. It should take account of the design code in saved Policy S2 of the Local Plan. Key influences on character include history, geography, climate, topography, geology and building materials, as well as local culture. Kendal has a varied character. The predominant use of local stone or lime-based render and slate roofing provides a distinctive appearance to many buildings in the town. The design and layout of Stainbank Green will be informed by the following principles:

- **Townscape** – it will respond to the individuality of Kendal in respect of local characteristics such as building forms, materials, traditions, street patterns, rooftscapes and spaces without creating pastiche development styles. (See Saved Policy S2 of Local Plan).

- **Places of Character** - should be created based upon appreciation of the site and surrounding area, and respond positively to its natural and built context. Development will be integrated into its setting and respond to topography. Height, massing, grain and scale of housing development will be related to that nearby to create an appropriate relationship with adjoining areas. Whilst maintaining variety and built form. (See Saved Policy S2 of Local Plan).

- **Locally relevant materials** should be utilised. Building materials and colours will be chosen for their high quality, reflection of site context and ability to strengthen local distinctiveness. However, non-traditional/local material should not be ruled out. Materials should be durable, robust and maintainable and wherever possible should be sourced locally and sustainably. (See Saved Policy S2 of Local Plan).

- Recognise retain and **make a feature of important views** in the site layout.

- **Avoid uniform densities** across the development by providing variable densities to reflect character areas, topography and the need for a transition between town and country.

- Housing design to be **tenure blind** i.e. it should not be possible to determine the likely tenure of a property from its built appearance and quality or materials used.
- Streets will be fronted by houses, avoiding blank and ensuring active frontages.
- Make use of good quality materials in the public realm, including a mix of hard and soft landscaping.
- Amenity – ensure a satisfactory level of privacy for existing dwellings and between dwellings whilst allowing for community interaction. Make use of screen walls, fences, ancillary out-buildings and/or planting to moderate overlooking and maintain privacy. Use the separation, placement and orientation of dwellings to one another to ensure reasonable levels of privacy between neighbouring properties. Sloping sites – where the difference in levels may result in unacceptable overlooking problems, consider use of appropriate screening, window siting and orientation.
- Consider incorporating a range of building types and spaces to emphasise key locations within the layout and contribute to the character and legibility of the townscape. For example positioning buildings on the corners of streets.
- Orientation of buildings – Dwellings will be orientated and designed to ensure maximum solar gain and facilitate the maximum benefit of solar panels (PV and thermal). Buildings on slopes should be designed to minimise impact on residential amenity and careful attention given to their scale and massing in this context.
- Design should add interest to and create variety in the development, taking opportunities to be imaginative and innovative in approach.
- Boundary treatment defining individual curtilages will be a mix of fencing, railing, hedgerow and walling to reflect the local vernacular whilst allowing for community interaction.
- Settlement edges – development on the western boundary of the site will create a positive relationship with the adjoining countryside, providing an appropriate transition between the built up area and the adjoining landscape. Wherever possible, houses should be orientated so that they are outward facing. Trees, hedges and new landscape planting on the site edges should utilise native species. The density, scale and intensity of development towards the site’s western edge should be gradually reduced to ensure a transition between town and countryside.
- Garden/communal spaces – It is essential each property has access to some form of private garden/communal space. This may comprise an element of shared space/facilities for practicalities such as drying washing and bin storage as well as for allotments in addition to a private garden.
• **Bicycle Storage/Recycling Storage** – the provision of bicycle storage and recycling/bin storage should be convenient for residents but should not dominate or otherwise compromise the street scene. Communal facilities could be considered.

### 3.11 Sustainability Principles

3.11.1 Policy CS1.1 of the Core Strategy sets out the sustainable development principles that the new development at Stainbank Green site must conform to: Policy CS8.7 requires a sustainability statement to be included within the Design and Access Statement as part of any planning application, setting out how the development meets the principles set out in Policy CS1.1 as well as the National Planning Policy Framework.

### 3.12 Renewable Energy

3.12.1 In accordance with Policy CS7.7 the Stainbank Green site will ensure, that opportunities are exploited for reducing the site's energy use and maximising the proportion of energy used gained from renewable/low carbon sources. In accordance with Policy CS8.7 the development should seek wherever possible to include renewable or low carbon options such as solar (photovoltaic or thermal), ground or air source heat pumps, micro/hydro turbines or biomass based on the technology most appropriate for the site. A district heating system could also be an option.

### 3.13 Sustainable Construction

3.13.1 The Stainbank Green site has potential to maximise energy efficiency and reduce the carbon footprint of homes through measures such as:

- **Sustainable construction** - The use of locally sourced materials and reclaimed/re-use of materials. (however, non-traditional/local materials should not be ruled out)
- **Opportunities for passive solar gain** – orientation of buildings to maximize day lighting and passive solar gain.
- **High levels of insulation, low energy fittings and other energy efficiency measures,**
- **Water conservation and recycling** could be incorporated into new buildings in ways that mean the water can be accessed for use e.g. in the toilets and garden areas (e.g. all new homes to be installed with water butts).

3.13.2 Building regulations contain the requirements for waste collection points, such as the maximum distance residents have to walk to bins. The layout of the development will need to take account of:
• Accommodating space for storage of waste and recycling bins/boxes in a way that is accessible for residents and accessible for waste/recycling collection staff to collect but also avoiding compromise of the character/streetscape (e.g. caused by bin clutter or insensitive/prominent locations for bin storage).

• Street design and the layout of private space takes into account access by waste/recycling collection vehicles and staff

• Possible provision for communal recycling storage/collection (i.e. a single or small number of point(s) where everyone takes their waste/recyclables, composting etc. on site.

Green Roofs and Walls - roof gardens

3.13.3 The inclusion of green roofs/walls will be strongly encouraged as a valid contribution to meeting a range of other requirements in a sustainable and efficient way. For example, green roofs, walls and roof gardens will assist in ensuring the gradual transition between urban and rural that is so important for this site and may also form part of the surface water management and drainage strategy. A range of green wall and roof approaches are available and can include very simple designs; advice and expertise on delivering these is also increasingly readily available. Roof gardens will also be supported where this approach can appropriately add interest and variety to the development, including in terms of variety and flexibility in the types of dwelling offered.

3.14 Air quality

3.14.1 In accordance with policy CS10.2 an air quality assessment and travel plan will be required to accompany any planning application for the development of Stainbank Green. As set out in the Transport and Movement Framework, measures should be taken to maximise opportunities for people to use modes of transport other than the private car for their day-to-day needs. The wider green infrastructure framework, including appropriate planting and the inclusion of green roofs/walls, will also help to minimise negative effects on air quality by capturing additional pollutants.

3.15 Housing Character Areas – Specific Design and Layout Principles

3.15.1 Taking into account the local context and characteristics of different parts of the site, it is proposed that the site should be sub-divided into a series of character areas, the design of which will be based upon features and characteristics of those individual areas. These will relate to aspects such as streetscape, housing types, sizes and designs, density of development,
building height and enclosure, front treatments, topography and landscape, materials and architectural attributes. Key-area-specific principles for each of the suggested housing character areas, relating to the landscaping/green infrastructure framework, design, layout and movement framework are proposed below for each suggested character area.

**Character Area 1 South of Brigsteer Road**

1. **Landscaping** Good structural screening is provided by mature trees/hedgerows on the north and south boundaries and these should be retained (except to provide road access). Additional planting within this character area should be used to reinforce tree belts and should include trees that are of a native species. A soft/landscaped boundary treatment is required along the western/northwest boundary.

2. **Brigsteer Road/Road leading to Stainbank Green properties frontage** Development will be set back from Brigsteer Road and the lane leading to Stainbank Green properties and will need to respond positively to the rural character/gateway location.

3. **Density** Development on the NW edge of this area will be of a small/moderate scale and intensity that respects the rural character of the area and the gateway entrance into Kendal.

4. **Scale/Size** Any Development on the east part of this character area whilst needing to respect neighbouring properties to the east in terms of massing, height, scale and housing type, should not necessarily be a pastiche of these dwellings. These properties are a mix of one and two storey in size (exception Ghyll Brow).

5. **Pedestrian/Cycle links** Pedestrian links will be provided onto the existing right of way adjoining the southern part of this 'character area’ and the right of way to the east of the site and where possible cycle links also, providing links to the amenity open space (A).

6. **Road access** A road access must be provided on the southern margin of this character area in order to connect the remainder of the site to Brigsteer Road, its position should aim to minimise harm to the integrity of the green corridor/trees (Figure 1.3 identifies preferred location).

7. **Frontage onto green corridor to the south (B)** Buildings will front onto the green corridor to the south in order to maximise levels of natural surveillance and help integrate this part of the site with the remainder of Stainbank Green.

8. **Open Space** On the NE part of this character area will be the provision of an amenity green space (A). Other public amenity spaces could be included to help break up the massing of development.
Character Area 2 East of properties at Stainbank Green

1. **Landscaping** Good structural screening is provided by mature trees on the north boundary and will be retained (except to enable road access). Additional planting within this character area should include trees that are of a native species.

2. **Frontage onto green corridor to the north (B).** Buildings will front onto the green corridor to the north in order to maximise levels of natural surveillance and help integrate this part of the site with the housing to the north.

3. **Density** Development on the west edge of this area will be of a lower scale and intensity in order to respect the rural character of the area and scale/size of properties at Stainbank Green.

4. **Pedestrian/Cycle links** These will be provided to the rights of the way adjoining the north and west boundary and the central multi-functional green space to the south (C).

5. **Frontage onto central multi-functional green space** Buildings will front onto the central multi-functional green space in order to maximise levels of natural surveillance and help integrate this part of the site with the remainder of Stainbank Green.

Character Area 3 West of Underwood and North West of Maple Drive

1. **Landscaping** Good structural screening is provided by mature trees and/or woodland on the north and east boundary and will be retained. Additional planting within this character area should be used to reinforce tree belts and should include trees that are of a native species.

2. **Frontage onto green corridor to the north.** Buildings will front onto the green corridor to the north in order to maximise levels of natural surveillance and help integrate this part of the site with the housing to the north.

3. **Pedestrian/Cycle links** These will be provided to the right of the way adjoining the north boundary (green corridor) and the central multi-functional green space to the south and consideration be given to providing links to and through the neighbouring area of woodland to the west of this character area. Pedestrian links and where possible cycle links will be provided to the right of the way adjoining NE boundary of this character area.

4. **Frontage onto central multi-functional green space to the south** Buildings will front onto the central multi-functional green space in order to maximise levels of natural surveillance and help integrate this part of the site with the remainder of Stainbank Green.

5. **Open Space** Open space could be provided within a central position within the character area helping to break up housing development and providing a community focal point, this should have an amenity/informal recreation
value and could be connected to nearby open spaces through a green corridor network.

**Character Area 4 West of Cedar Grove/Aldercroft**

1. **Landscaping** The Hedgerow on the west boundary will be retained. Woodland on the far SE part of the site will be retained. The Hedgerow on the southern boundary of this character area should wherever possible be retained. The tree with the TPO on the east part of this character area will be retained. Additional planting within this character area should be used to reinforce tree belts and should include trees that are of a native species. The western boundary should comprise a soft treatment with planting and trees.

2. **Pedestrian/Cycle links** These will be provided to the central multi-functional green space to the north and links to Cedar Grove and the housing area (4A South Stainbank Green Character Area 5) and where possible the Vicarage Road Green wedge.

3. **Frontage onto central multi-functional green space to the north** Buildings will front onto the central multi-functional green space/green corridor in order to maximise levels of natural surveillance and help integrate this part of the site with the remainder of Stainbank Green.

4. **Density** Development on the west edge of this area will be of a lower scale and intensity in order to respect the rural character of the area and scale/size of properties.

5. **Scale/Size** Development on the east part of this character area will take reference from neighbouring properties to the east in terms of massing, height, scale and housing type. These properties are a mix of one and two storey in size.

6. **Frontage onto amenity green space to SE** Buildings will front onto the amenity green space to the SE in order to maximise levels of natural surveillance.

7. **Open Space** Open space could be provided within a central position within the character area helping to break up housing development and providing a community focal point, this should have an amenity/informal recreation value and could be connected to nearby open spaces through a green corridor network.

**Character Area 5 South Stainbank Green**

1. **Landscaping** The Hedgerow on the north boundary of this character area will be retained where possible.

2. **Scale/Size** Development will need to carefully consider the residential amenity of the properties to the north on Aldercroft and Cedar Grove, the land is higher and will be particularly visible to these properties.
3. **Density Development** on the west edge of this area will be of a lower scale and density in order to respect the rural character of the area and scale/size of properties.

4. **Pedestrian/Cycle links** These will be provided to the housing area to the north and the semi natural green space to the south, and to the Vicarage Road Green Wedge.

5. **Open Space**: An area of semi-natural greenspace will be provided to the south of the character area.
4. **IMPLEMENTATION AND DELIVERY**

4.1 **Partners**

Who will deliver the development?

4.1.1 Potential private housing developers and possibly Housing Associations will deliver the Stainbank Green site, in close liaison with South Lakeland District Council, Cumbria County Council and relevant third parties and statutory bodies.

4.2 **Phasing/Timing**

4.2.1 It is likely the site will come forward in a number of stages given there is more than one developer interest at this point in time. Therefore there are likely to be a number of separate planning applications. It is important that with each stage of development the necessary amount of required infrastructure, and open space is also provided in a timely way. As part of the planning permission there will be key triggers, requiring the construction of other integral elements of the scheme, with these principally relating to:

- Landscaping
- Open space
- Play space
- Sustainable urban drainage system
- Pedestrian and cycle links
- Affordable housing.

4.2.2 The precise timing of these elements will be agreed with the developer and controlled by condition/S106 agreement.

4.3 **Planning Application**

4.3.1 Any future planning application should be submitted in accordance with national planning application validation requirements and information set out in the [Council's Validation Checklist](#).

4.3.2 In addition to standard national requirements, which consist of a completed planning application form, location plan and other plans and elevations where appropriate, any planning submission will need to be accompanied by a suite of additional supporting information. The nature of information and the level of detail required will be agreed with the Council, but will likely to include:

- Design and Access Statement;
- Planning Statement;
• Sustainability Assessment;
• Transport Assessment and Travel Plan;
• Sustainability Statement;
• Land contamination assessment;
• Tree and Hedgerow Survey and mitigation where appropriate;
• Landscape and Visual Impact Assessment;
• Flood Risk Assessment;
• Plans and Drawings;
• Habitats Survey and mitigation (Nature Conservation Assessment);
• Archaeological Assessment;
• Affordable Housing Statement;
• Public Rights of Way Statement;
• Air Quality Assessment;
• Sustainable Urban Drainage Strategy and long term maintenance of surface water drainage scheme;
• Statement of Community Involvement;
• Noise Impact Assessment;
• Foul Sewerage Assessment;
• Planning Obligation Pro Forma Statement.

4.3.3 Where separate planning applications are submitted for phased development, rather than for the development of the allocation land as a whole, then legal planning obligations will be required to safeguard proportional financial contributions as a starting principle based on the developer contributions requirements. The Council will expect applicants to agree a methodology necessary to deliver the infrastructure appropriate to their phase through the Councils pre-application process.

4.3.4 A Section 106 Draft Heads of Terms should be agreed and submitted as part of any future planning application and this will confirm how developer contributions should be apportioned to each potential developer.

4.3.5 Pre-application consultation should be carried out in accordance with the guidelines set out in the Council's Statement of Community Involvement (2006 and amended 2008). The scope of such consultation should be agreed with the Council.

4.4 Development Obligations

4.4.1 Listed in the table below are some of the likely infrastructure requirements which have been identified through consultation with various stakeholders for Stainbank Green (these are subject to further discussion). South Lakeland District Council intends to introduce a Community Infrastructure Levy (CIL) – by 2015. The nature of development obligations will be dependent on whether a CIL is in place or not. The table lists the type of infrastructure which currently it is considered could be funded through CIL if in place and through
S106 contributions. On-site requirements will be funded through Section 106 contributions, whereas wider infrastructure benefits may be collected through the CIL. This is not an exhaustive list. The Council will expect applicants to agree a methodology necessary to deliver the infrastructure appropriate to their phase through the Council’s pre-application process.

<table>
<thead>
<tr>
<th>Infrastructure Type</th>
<th>On site or off-site</th>
<th>Details</th>
<th>S106 or CIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscaping including Tree Planting</td>
<td>On-site</td>
<td>On site provision within and along edges of the sites where appropriate</td>
<td>On site construction cost?</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>S106</td>
</tr>
<tr>
<td>Open Space</td>
<td>On-site</td>
<td>New play area and informal recreation space, green corridors, new amenity spaces and Natural and Semi-natural green space.</td>
<td>On site construction cost?</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>S106</td>
</tr>
<tr>
<td>Walking and Cycling</td>
<td>On-site</td>
<td>Financial contribution to new links between development and adjoining roads and Vicarage Drive green wedge.</td>
<td>S106</td>
</tr>
<tr>
<td>Education</td>
<td>Off-site</td>
<td>Financial contributions to provision of primary and secondary school places in Kendal</td>
<td>CIL if in place, otherwise S106</td>
</tr>
<tr>
<td>Transport – Kendal Highways Package of Measures</td>
<td>Off-site</td>
<td>Contributions to list of highways improvements measures identified in the Kendal Highways Improvement Study</td>
<td>CIL/Other funding – Local Growth Fund</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td>On-site</td>
<td>35% affordable housing</td>
<td>S106</td>
</tr>
<tr>
<td>Sustainable Construction</td>
<td>On-site</td>
<td>Encourage high standards</td>
<td>On-site construction</td>
</tr>
</tbody>
</table>
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APPENDIX 1: Relevant Development Plan Policies

SOUTH LAKELAND LOCAL PLAN – CORE STRATEGY

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

SOUTH LAKELAND LOCAL PLAN – LAND ALLOCATIONS DPD

LA1.3 – Housing Allocations
LA2.7 – Stainbank Green


C5 – External Lighting
C19 – Sites of archaeological interest
C24 – Watercourses and Coastal margins
C30 – Solar Power
L10 – Rights of Way
Tr9 – Better Ways to School
S2 – South Lakeland Design Code
S3 – Landscaping
S10 – Parking Provision in new development
S12 – Crime and Design
S18 – Trees close to buildings
S19 – Percent for Art
S26 – Sewage treatment and disposal
S27 – Overhead lines
S29 – Waste recycling facilities
APPENDIX 2: South Lakeland District Council New Play Area Specification

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

Location
To be sited in open, welcoming location with good access links for the catchment area. Not to the rear of properties or with narrow access between properties, a minimum of 20 – 30m from property boundary.

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

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

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

Play Equipment
All play equipment and safety surface will conform to European Play Standards EN 1177 and En 1176. Play equipment will meet the needs of children aged 0-14 yrs, a variety of fixed play equipment for different age groups. A challenging and learning play environment in natural surroundings, making use of natural features, ground moulding, boulders etc. appropriately designed for a rural location. Grass mat safety surface is preferred.

Where appropriate older teen facilities will be provided in a separate location.

Emphasis should be placed on the importance of design, challenge, accessibility, play value, the setting, and distance from houses.

Ancillary Items
Depending on the location of the play area, it is not always necessary to fence. Appropriate seating for adults and children, with litter bins and possibly a notice board.
Draft Development Brief:
Stainbank Green, Kendal. October 2014

Size
Variable size, a minimum of 200m where more than one play facility is present, or from 400m when only play item in catchment area

Maintenance
SLDC to agree final equipment section/manufacturer to ensure all equipment can be managed and maintained within existing resources.

Consultation
Where appropriate (depending upon location and houses sold) a public consultation event should be held to confirm challenges and equipment selected.