# Table of Contents

**Table of Contents**

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Introduction</strong></td>
<td>3</td>
</tr>
<tr>
<td><strong>What is this Plan for?</strong></td>
<td>7</td>
</tr>
<tr>
<td><strong>Plan (DPD) Objectives</strong></td>
<td>7</td>
</tr>
<tr>
<td><strong>What consultation has taken place?</strong></td>
<td>8</td>
</tr>
<tr>
<td><strong>Next Steps</strong></td>
<td>9</td>
</tr>
<tr>
<td><strong>How do I have my say?</strong></td>
<td>10</td>
</tr>
<tr>
<td><strong>Government Planning Reforms</strong></td>
<td>11</td>
</tr>
<tr>
<td><strong>Land Allocations</strong></td>
<td>12</td>
</tr>
<tr>
<td><strong>Defining the Boundaries of Towns and Large Villages</strong></td>
<td>12</td>
</tr>
<tr>
<td><strong>Shopping and Town Centre Boundaries</strong></td>
<td>14</td>
</tr>
<tr>
<td><strong>Housing Allocations - Background</strong></td>
<td>15</td>
</tr>
<tr>
<td>The balance between settlements</td>
<td>15</td>
</tr>
<tr>
<td>How have sites been put forward?</td>
<td>19</td>
</tr>
<tr>
<td>Which sites are excluded from consideration?</td>
<td>19</td>
</tr>
<tr>
<td>How do we decide which sites should be developed and why?</td>
<td>19</td>
</tr>
<tr>
<td>How do we estimate Site Capacity?</td>
<td>21</td>
</tr>
<tr>
<td>Phasing</td>
<td>21</td>
</tr>
<tr>
<td><strong>Housing Allocations</strong></td>
<td>22</td>
</tr>
<tr>
<td>Broad Locations</td>
<td>26</td>
</tr>
<tr>
<td>Development in small Villages and Hamlets</td>
<td>27</td>
</tr>
<tr>
<td>Mixed-Use Allocations</td>
<td>27</td>
</tr>
<tr>
<td>Gypsies, Travellers and Travelling Show People</td>
<td>28</td>
</tr>
<tr>
<td><strong>Employment</strong></td>
<td>29</td>
</tr>
<tr>
<td>Existing Employment Areas</td>
<td>29</td>
</tr>
<tr>
<td>New Employment Allocations</td>
<td>34</td>
</tr>
<tr>
<td>Strategic Employment Sites</td>
<td>36</td>
</tr>
<tr>
<td>Business and Science Park sites</td>
<td>38</td>
</tr>
<tr>
<td>General Employment sites and Mixed Use sites</td>
<td>38</td>
</tr>
<tr>
<td><strong>Recreation, Green Space and Green Gaps</strong></td>
<td>40</td>
</tr>
<tr>
<td>Green Gaps</td>
<td>41</td>
</tr>
<tr>
<td>Urban Green Space and Public Open Space</td>
<td>41</td>
</tr>
<tr>
<td><strong>Implementation, Mitigation Measures and other Policy Considerations</strong></td>
<td>44</td>
</tr>
<tr>
<td>Development Briefs</td>
<td>44</td>
</tr>
<tr>
<td>Core Strategy policies</td>
<td>45</td>
</tr>
<tr>
<td>Strategic Policies</td>
<td>45</td>
</tr>
<tr>
<td>Housing Policies</td>
<td>45</td>
</tr>
<tr>
<td>Economic Policies</td>
<td>45</td>
</tr>
<tr>
<td>Environmental Policies</td>
<td>45</td>
</tr>
<tr>
<td>Social, Community and Infrastructure Policies</td>
<td>46</td>
</tr>
<tr>
<td><strong>Section 3 Kendal and Surrounding Area</strong></td>
<td>49</td>
</tr>
<tr>
<td><strong>Kendal</strong></td>
<td>49</td>
</tr>
<tr>
<td>Policy Context</td>
<td>49</td>
</tr>
<tr>
<td>Local Factors influencing the location of development;</td>
<td>51</td>
</tr>
<tr>
<td>Infrastructure Planning Issues in Kendal</td>
<td>52</td>
</tr>
<tr>
<td>Development Boundary and overall Development Strategy</td>
<td>53</td>
</tr>
<tr>
<td>Kendal Town Centre</td>
<td>53</td>
</tr>
<tr>
<td>Town Centre Boundaries</td>
<td>53</td>
</tr>
<tr>
<td>Housing sites</td>
<td>53</td>
</tr>
<tr>
<td>Land West of High Sparrowmire</td>
<td>54</td>
</tr>
<tr>
<td>Land west of High Garth</td>
<td>55</td>
</tr>
<tr>
<td>Garages, Acre Moss Lane</td>
<td>56</td>
</tr>
<tr>
<td>Land north of High Sparrowmire</td>
<td>55</td>
</tr>
<tr>
<td>Land north of Laurel Gardens</td>
<td>56</td>
</tr>
<tr>
<td>Eskdale House and Surrounding Area</td>
<td>57</td>
</tr>
<tr>
<td>Land at Castle Green Road</td>
<td>57</td>
</tr>
<tr>
<td>Land west of Valley Drive</td>
<td>59</td>
</tr>
<tr>
<td>Land at Kendal Parks</td>
<td>60</td>
</tr>
<tr>
<td>Land at Oxenholme Road</td>
<td>61</td>
</tr>
</tbody>
</table>
Land south of Natland Beck Farm ........................................... 62
Land at Lumley Road .......................................................... 63
Land at Vicarage Drive ....................................................... 63
Land at Stainbank Green .................................................... 64
Land south of Underbarrow Road ....................................... 65
Broad Locations - Appleby Road and Burton Road ............... 66
Employment Allocations ..................................................... 67
Scroggs Wood Strategic Employment Site .......................... 67
Burton Road Business Park ............................................... 67
Land south of K Shoes Factory, Natland Road ...................... 69
Land at Boundary Bank and Kendal Fell Quarry .................. 70
Land at Shap Road ............................................................ 70
Land North of Meadowbank Business Park ......................... 70
Green Spaces and Open Spaces ......................................... 70

Kirkby Lonsdale 71
Policy Context ...................................................................... 71
Local Factors influencing the location of development .......... 72
Development Boundary and overall Development Strategy .. 73
Town Centre and shopping .................................................. 73
Land Allocations in Kirkby Lonsdale ................................. 73
Land North of Kendal Road ............................................... 74
Land at Tram Lane ............................................................. 76
Land adjacent to Binfold Court .......................................... 76
Former Cedar House School .............................................. 76
Existing Employment Areas .............................................. 76
Green Spaces and Open Spaces ......................................... 76

Milnthorpe 77
Policy Context ...................................................................... 77
Local Factors influencing the location of development .......... 78
Development Boundary and overall Development Strategy .. 78
Village Centre and Shopping Issues ....................................... 78
Land Allocations in Milnthorpe ........................................... 79
Land south of Milnthorpe .................................................... 79
Land north west of Milnthorpe .......................................... 80
Land adjacent to St Anthony’s Close ................................... 80
Land at Owlet Ash Fields .................................................... 81
Land adjacent to Bridge End Business Park ......................... 81
Land at Mainline Business Park ......................................... 81
Land and buildings adjacent to Dallam Saw Mill ................. 81
Green Spaces and Green Gaps .......................................... 81

The Arnside Silverdale Area of Outstanding Natural Beauty 82
Housing Needs within the AONB ........................................ 82
Employment Land Needs in the Area of Outstanding Natural Beauty .............................................. 84
The Approach to identifying sites in the AONB .................... 84
Land Allocations in the Arnside Silverdale Area of Outstanding Natural Beauty ............... 84
Arnside ................................................................. 85
Housing Allocation at Station Road, Arnside ....................... 85
Housing Allocation at Hollins Lane, Arnside ....................... 86
Housing Allocation at Redhills Road, Arnside ....................... 86
Mixed Use Allocation, Sandside Road, Arnside .................... 86

Storth and Sandside 87
Land South of Quarry Lane ............................................... 87
Policy Context ...................................................................... 88

Burneside 88
Land adjacent to Hall Park ................................................... 89
Land adjacent to Cropper’s Paper Mill ............................... 90
Green Gap ................................................................. 90

Burton in Kendal 91
Land at Boon Town ........................................................... 91
Land East of Hutton Close ............................................... 92
Land at Green Dragon Farm ............................................ 92

Endmoor 93
Land north of Sycamore Close, Endmoor ......................... 94
Land south of Bowling Green ........................................... 95
Employment Sites around Endmoor ................................... 95

Holme 96
Section 4

Land Allocations – Grange-over-Sands and surrounding area

Grange-over-Sands and Kents Bank

Policy Context

Local Factors influencing the location of development

Development Boundary and overall Development Strategy

Grange-over-Sands Town Centre

Housing and Mixed-Use sites

Berners Pool

Land South of Allithwaite Road

Guide’s Lot, Allithwaite Road

Land opposite Little Fell Gate Farm

Land west of Cardrona Road

Land north of Carter Road

Land south of Thornfield Road

Green Spaces and Open Spaces

Allithwaite, Cark/Flookburgh and Cartmel

Policy Context

Allithwaite

Land south of Green Lane

Land south of Bank Field

Land to the rear of Barn Hey

Land north of Jack Hill

Land west of Bracken Edge

Cartmel

Land at Haggs Lane

Cark and Flookburgh

Land East of Winder Lane

Land East of Manorside

Section 5

Land Allocations – Ulverston and Furness

Ulverston

Policy Context

Local Factors influencing the location of development

Development Boundary and overall Development Strategy

Ulverston Town Centre

Housing sites

North Urswick Road

Stone Cross Mansion

Stockbridge Lane

Croftlands

Croftlands East – Gascow Farm

Croftlands West – Nook Farm

Land at West End Farm

Land at West End Nurseries

Land north of Watery Lane

Land at South Lund Farm

Morecambe Road Scrapyard

Existing Employment Areas

Employment Allocations

Canal Head Strategic Employment Site

Lightburn Business Park

Other allocations

Other areas

South Lakeland Local Development Framework
Land Allocations Development Plan Document
incorporating changes to the Proposals Map
Proposed Submission Edition – March 2012
The GSK site ................................................................. 128
Canal Head Mixed Use site .............................................. 128
Green Spaces and Open Spaces ......................................... 132

**Furness - Local Service Centres** ............................................. 132
Policy Context ............................................................................. 132

**Broughton in Furness** .......................................................... 132
Housing Site, Foxfield Road ................................................... 133

**Great and Little Urswick** ....................................................... 133
Housing Allocation - Land at Mid Town Farm, Little Urswick .......... 134
Community Use Site, Church Road .......................................... 134

**Greenodd/Penny Bridge** ......................................................... 135
Land at Oak Vale ........................................................................ 135
Kirkby in Furness (Including Sandside and Beckside) .................. 135
Land at Four Lane Ends ........................................................... 136
Land adjacent to Burlington Church of England School ............... 136

**Swarthmoor** ........................................................................... 136
Land at Cross-a-Moor .............................................................. 136
Land adjacent to Kingsley Avenue, Swarthmoor ....................... 137

APPENDIX 1 - PROPOSAL MAP AND SETTLEMENT INSET MAPS ......................................................... 139
APPENDIX 2 - CORE STRATEGY VISION ........................................ 141
APPENDIX 3 - SCHEDULE OF SUPERSEDED POLICIES ................................................................. 147
APPENDIX 4 - HOUSING TRAJECTORY ............................................. 161
APPENDIX 5 - PROPOSED NATIONAL PARK EXTENSIONS ............................................................... 165
APPENDIX 6 - GLOSSARY .............................................................. 169
Section 1  Introduction

What is this Plan for?

1.1 South Lakeland District Council is the Local Planning Authority for South Lakeland District outside the Lake District and Yorkshire Dales National Parks.

1.2 The Council and its partner organisations in the community have a vision of making South Lakeland the best place to live, work and visit. Through planning, we work towards this by managing our needs for new development and helping to shape the way our towns and villages function. The Council's local plan is set out in a collection of documents called a Local Development Framework (LDF). The key documents are:

- The South Lakeland Core Strategy adopted in October 2010, which contains the overall vision for the area (Appendix 2) and explains broadly how much development is proposed and where it will be built. The ambition is to deliver 400 dwellings and 4 hectares of employment land each year until 2025;
- The Land Allocations Development Plan Document, which, when adopted, will allocate land for housing, employment, shopping and open space and other uses. This is the Council’s published Land Allocations Document;
- The Kendal Canal Head Area Action Plan, the next phase of the Local Development Framework, which will deal with the regeneration of this strategically important area;
- The Statement of Community Involvement which sets out how the Council engages communities in decision making;
- Saved policies from the South Lakeland Local Plan, adopted in 1997 and amended in 2006. This old plan is gradually being superseded.

1.3 Future local plan documents to be prepared include a Community Infrastructure Levy Charging Schedule, Development Management Policies, Supplementary Planning Documents including site development briefs and Neighbourhood Plans to be brought forward by local communities under powers introduced in the localism bill.

1.4 The Cumbria Minerals and Waste Development Framework also forms part of the local plan for South Lakeland. Neighbourhood Plans brought forward by parish and town councils through the new also fit with national Government planning policies including the emerging National Planning Policy Framework.

Plan (DPD) Objectives

1.5 The objective of this plan is to deliver the vision and objectives set out in the Council’s adopted Core Strategy and help to make South Lakeland the best
place to live, work and visit and by identifying and setting the key development requirements for:

- **Sites for housing, employment** and other development;
- **Design and infrastructure requirements for major sites**;
- **Land to be safeguarded for recreation** and other purposes;
- **Green Gaps** to prevent settlements losing their identity;
- **Development boundaries** for towns and large villages;
- **Town Centre and Primary Shopping Areas** the preferred locations for town centre and shopping uses.

1.6 The Land Allocations Document is informed by the South Lakeland Core Strategy, Government policies, the plans of National Park Authorities (which make up over 60% of the District area and 30% of the population) and those of Cumbria County Council (who plan for minerals and waste) and the plans of neighbouring Districts. This document will not allocate land within the Kendal Canal Head Area. Land uses in this area will be determined through the Kendal Canal Head Area Action Plan. Once adopted, the Land Allocations DPD will replace a number of policies in the South Lakeland Local Plan. These are set out in **Appendix 3**.

1.7 The document is divided into 5 sections as follows:

- Section 1 is this introduction;
- Section 2 sets out the land allocations and the criteria used to select them;
- Section 3, Section 4, and Section 5 describe land allocations and key issues in the Kendal, Grange/Cartmel and Furness areas respectively;

1.8 **APPENDIX 1** is the Proposals map and Settlement Inset Maps identifying the proposed allocation sites and other proposed designations.

**What consultation has taken place?**

1.9 Government regulations set out how to prepare a Development Plan document. The Council’s Statement of Community Involvement sets out arrangements for consulting local communities. The following consultation has been carried out on site allocations;

- April-May 2008 – Consultation on South Lakeland Core Strategy considers **broad directions of growth** for the District’s main towns and villages;
- December 2008 – March 2009 – Consultation on **Issues and Options** for land allocations;
- January-April 2011 – Consultation on **emerging preferred options** for land allocations;
- July-September 2011 – Further **consultation on further preferred options** (alternative sites, time span and approach to allocations in the countryside).
1.10 The Consultation Report sets out what has already been done to consult local communities, who was consulted, what they said and how the views expressed have shaped this document.

1.11 A large evidence base has been prepared to support this document and the rest of the Local Development Framework. This includes studies of housing needs, land availability, flood risk, recreation and open space needs, retail capacity and town centre health, employment land needs, landscape character and transport.

**Sustainability Appraisal**

1.12 All sites proposed in this document have been subjected to Sustainability Appraisal (SA) The sites have been assessed against a range of criteria to assess sustainability impacts and opportunities to mitigate negative and reinforce positive environmental impacts. Sustainability appraisal of the overall distribution of development has been carried out as part of the Core Strategy preparation process. More information on the sustainability appraisal of sites can be found in the Sustainability Appraisal Report and Scoping Report and Settlement Fact Files.

1.13 The Sustainability Appraisal Report recommends that where sustainability issues are identified both at a site and at a settlement level, measures should be incorporated into development briefs or site requirements to address these. Where possible where sites achieve only neutral or moderate positive scores, the opportunity should be taken to maximise sustainability benefits. These issues are raised in the site and settlement specific issues raised in Sections 3-5 of this document.

1.14 Most sites scored better generally on access criteria and less well generally on impact criteria. Where sites do not score well overall on some criteria, these issues will be addressed through the Development Management process.

1.15 The SA is only one aspect of many that must be considered in the selection of sites for development. Within this Land Allocations DPD, it is the Council’s view that the sites selected offer the most appropriate available solution to the development needs of the District having considered Sustainability Appraisal, the wider strategy, vision and objectives set out in the Core Strategy (which has itself been subject to sustainability appraisal, and all the other evidence and information available to and gathered by the Council through site visits, consultation, evidence base studies and Appropriate Assessment. The SA results have been fully taken into account when making the final selection of sites for development taking into account the issues highlighted in the sustainability appraisal report and all the other evidence and information available to and gathered by the Council through site visits, consultation, evidence base studies and Appropriate Assessment.
1.16 All sites have been screened and, where there is a risk that development might have an impact on internationally important nature conservation sites, they have been subject to Appropriate Assessment (AA) to assess any potential impacts and mitigating measures necessary to address these.

1.17 This publication edition of the plan sets out proposed development boundaries for main settlements, allocations of sites for housing, employment and other development, as well as greenspaces and town centre boundaries.

Next Steps

1.18 Following this formal consultation, the Council will consider the representations received and submit the Document to the Secretary of State for Independent Examination by a Planning Inspector whose job it is to consider whether the document is sound. The inspector will check;

- That the plan has been prepared in compliance with legal requirements, making sure that the plan:
  - Has been prepared in accordance with a Local Development Scheme;
  - complies with the Statement of Community Involvement
  - has been subject to sustainability appraisal;
  - has regard to national policy;
  - has regard to any sustainable community strategy for its area (i.e. county and district).

- That the plan is sound, meaning that it is:
  - Justified - founded on a robust and credible evidence base and the most appropriate strategy when considered against the reasonable alternatives;
  - Effective - deliverable flexible and able to be monitored;
  - Consistent with national Planning Policy.

1.19 The Inspector will hear representations related to soundness and write a report. In his or her report, the Inspector will consider whether the Document is sound. The report may require changes to the DPD before it is ultimately adopted. We expect that the Land Allocations DPD will be adopted in autumn 2012.

How do I have my say?

1.20 You will be able to make formal representations on this document between 2 March and 17 April 2102. All representations must relate to the legal and soundness issues identified in Paragraph 1.18 above. You can see this and all supporting documents on the Council’s website. You can also view these during normal opening hours at South Lakeland House (Kendal), Ulverston
Town Hall, and libraries at Arnside, Grange-over-Sands, Kendal, Kirkby Lonsdale, Milnthorpe and Ulverston.

1.21 You can make representations via our website www.southlakeland.gov.uk/ldf or by completing the "Making a Representation" form and returning it to the following address:
   The Development Plans Manager
   South Lakeland House
   Lowther Street
   Kendal
   Cumbria
   LA9 4DL

1.22 Representations must be received by 5pm on Tuesday 17 April 2012.

**Government Planning Reforms**

1.23 The Government is implementing major changes to the Planning system. National and local changes likely to have an impact on South Lakeland include:

- the **abolition of Regional Strategies**, regional Government Offices, Regional Development Agencies and Regional Planning Bodies;
- the establishment of the Cumbria **Local Economic Partnership** and the development of a sub-regional economic development strategy;
- the introduction of a new tier of planning through the Localism Act including **Neighbourhood Plans** and Neighbourhood Development Orders;
- New arrangements for **national infrastructure** proposals;
- the proposed introduction of a national planning policy framework incorporating a **presumption in favour of sustainable development** and new requirements for plan making;
- the introduction of a ‘**duty to co-operate**’ between Local Authorities in the Localism Act;
- proposed changes to **permitted changes of use**;
- proposed extensions to the **Yorkshire Dales and Lake District National Parks**.

1.24 In South Lakeland’s case, the Strategic Housing Market Assessment suggests that the amount of housing development proposed in the Core Strategy is necessary to address the District’s housing needs. This must be weighed against clear environmental constraints and the need to support urban regeneration in neighbouring authorities. The Inspector at the Core Strategy examination, having considered the implications of the abolition of the Regional Strategy and, having considered the representations made, supported the retention of the figure of 400 dwellings per annum.
Section 2  Land Allocations

2.1 How sites are chosen is crucial. This part of the document explains the reasoning behind the selection of sites and other designations. It contains the strategic policies which allocate sites. Chapters 3-6 deal with local and site specific issues.

Figure 1 – Settlement Hierarchy

Defining the Boundaries of Towns and Large Villages

2.2 Core Strategy Policy CS1.2 identifies the large towns (Principal Service Centres), small towns and market villages (Key Service Centres) and large villages (Local Service Centres) where most housing, employment and other development will take place. Their development boundaries have been reviewed using the following criteria:

- Including existing housing, shopping and other urban uses;
- Including recreational open space (note this does not mean that these are suitable for development);
- Including small ‘infill or ‘rounding off’ sites;

Building taking place on a vacant plot in an otherwise built-up street frontage (Core Strategy Para 2.24);
Excluding protected areas such as Sites of Special Scientific Interest and Historic Parks and Gardens;
- Including areas with scope to improve an unsatisfactory settlement edge.
- Including land proposed for allocation for housing, employment or other urban or village uses.

2.3 The reasoning behind the development boundaries for particular settlements is set out in the following chapters. No development boundaries are proposed for small villages and hamlets.

2.4 Based on the criteria set out above and the detailed local factors set out in Sections 3-5, development boundaries have been defined for all Principal, Key and Local Service Centres defined in the Core Strategy.

### POLICY LA1.1: DEVELOPMENT BOUNDARIES

**Purpose:**

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

**DEVELOPMENT BOUNDARIES ARE DEFINED FOR THE FOLLOWING SETTLEMENTS:**

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

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

**Implementation**

Through Development Management process and Canal Head Area Action Plan

**Monitoring**

Through Core Strategy monitoring framework - Net additional dwellings by settlement

---

¹Completion of an incomplete group of buildings on land which is already partially developed in a way that will either complete the local road pattern or finally define and complete the boundaries of the group (Core Strategy Para 2.24).
Shopping and Town Centre Boundaries

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

2.6 It states that the Allocations Document will define town centres, primary shopping areas and shopping frontages. These are defined using Government defined criteria as follows:

- **Town Centre**— the primary shopping area and areas of predominantly leisure, business and other main town centre uses within or adjacent to the primary shopping area;
- **Primary Shopping Area**— Defined area where shopping development is concentrated (generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage);

---
*See Planning Policy Statement 4: Planning for Sustainable Economic Growth*
- **Primary Frontage** – Primary Frontages are likely to include a high proportion of shopping uses. **Secondary Frontage** – Secondary Frontage provide greater opportunities for a diversity of uses.

2.7 Based on the above criteria and the detailed factors identified in Sections 3-5, Town Centre boundaries, Primary Shopping Areas and Primary Frontages are defined for all centres. Secondary Frontages are defined in Kendal and Ulverston.

### POLICY LA1.2: TOWN CENTRE BOUNDARIES

**Purpose:**

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

**Within Kendal, Ulverston, Milnthorpe, Kirkby-Lonsdale and Grange-Over-Sands:**

- The Town Centre as defined on the Proposals Map will be the preferred location for leisure, entertainment, food and drink, arts, tourism and office uses;
- The Primary Shopping Area as defined on the Proposals Map will be the preferred location for shopping development;
- The Primary Shopping Frontages as defined on the Proposals Map will be maintained in predominantly retail use;
- Within Secondary Frontages identified on the Proposals Map greater mix of town centre uses will be permitted.

**Implementation**

Through the Development Management process

**Monitoring**

Through Core Strategy monitoring framework

### Housing Allocations - Background

**The balance between settlements**

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

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

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Core Strategy Ambition by Settlement size</th>
<th>(5) Annual Afford需able</th>
<th>(6) Permitted</th>
<th>(7) Identified small sites</th>
<th>Dwellings Required</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2003-2025 Per Year % of total</td>
<td>2003-11</td>
<td></td>
<td></td>
<td>By 2017</td>
</tr>
<tr>
<td><strong>Kendal</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(1) 3080 140 35% 194 41% 565 512 42</td>
<td></td>
<td></td>
<td></td>
<td>754</td>
</tr>
<tr>
<td></td>
<td>(2) 232 11 3% 7 1% 62 47 2</td>
<td></td>
<td></td>
<td></td>
<td>47</td>
</tr>
<tr>
<td></td>
<td>(2) 239 11 3% 2 0% 24 8 21</td>
<td></td>
<td></td>
<td></td>
<td>72</td>
</tr>
<tr>
<td></td>
<td>(3) 1114 51 13% 75 16% 213 65 43</td>
<td></td>
<td></td>
<td></td>
<td>305</td>
</tr>
<tr>
<td></td>
<td>(4) 622 28 7%</td>
<td></td>
<td></td>
<td></td>
<td>138</td>
</tr>
<tr>
<td><strong>Kirkby Lonsdale</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Milnthorpe</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Local Service Centres</strong></td>
<td>(Arnside, Burneside, Burton, Endmoor, Holme, Lovers, Natland, Oxenholme, Sandside Storth)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Small Settlements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Kendal+ Kendal Rural</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Ulverston</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Local Service Centres</strong></td>
<td>(Broughton, Urswick, Greenodd Penny Bridge, Kirkby, Swithinmoor)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Small Settlements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Furness</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Grange</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Local Service Centres</strong></td>
<td>(Allithwaite, Cartmel Cark, Flookburgh)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Small Settlements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Grange/ Cartmel</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(1) 8000 400 100% 476 100% 1690 1042 289</td>
<td></td>
<td></td>
<td></td>
<td>2103</td>
</tr>
<tr>
<td></td>
<td>(1) 3080 140 35% 194 41% 565 512 42</td>
<td></td>
<td></td>
<td></td>
<td>754</td>
</tr>
<tr>
<td></td>
<td>(1) 1760 80 20% 113 24% 323 157 87</td>
<td></td>
<td></td>
<td></td>
<td>340</td>
</tr>
<tr>
<td></td>
<td>(2) 421 19 5% 40 8%</td>
<td></td>
<td></td>
<td></td>
<td>122</td>
</tr>
<tr>
<td></td>
<td>(1) 262 12 3%</td>
<td></td>
<td></td>
<td></td>
<td>43</td>
</tr>
<tr>
<td></td>
<td>(3) 313 14 4% 22 5%</td>
<td></td>
<td></td>
<td></td>
<td>66</td>
</tr>
<tr>
<td></td>
<td>(4) 84 4 1%</td>
<td></td>
<td></td>
<td></td>
<td>25</td>
</tr>
<tr>
<td><strong>Kendal</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(1) 3080 140 35% 194 41% 565 512 42</td>
<td></td>
<td></td>
<td></td>
<td>754</td>
</tr>
<tr>
<td><strong>Ulverston</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(1) 1760 80 20% 113 24% 323 157 87</td>
<td></td>
<td></td>
<td></td>
<td>340</td>
</tr>
<tr>
<td><strong>Key Service Centres</strong></td>
<td>(Allithwaite, Cartmel Cark, Flookburgh)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Local Service Centres</strong></td>
<td>(Allithwaite, Cartmel Cark, Flookburgh)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Small Settlements</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(1) 8000 400 100% 476 100% 1690 1042 289</td>
<td></td>
<td></td>
<td></td>
<td>2103</td>
</tr>
</tbody>
</table>

### SOURCE

1) South Lakeland Core Strategy Table p77

2) Global KSC target from Core Strategy Table Page 77. Apportioned by existing housing stock within KSCs 2010 – Grange 2140 (59%), Milnthorpe 761 (21%), Kirkby Lonsdale 738 (20%).

3) Global LSC target from Core Strategy Table Page 77. Apportioned by existing housing stock within LSCs 2010 – Kendal 4277 (60%), Cartmel 1201 (17%), Furness 1615 (23%).

4) Global small settlements target from Core Strategy Table Page 77. Apportioned by existing dwelling stock within small settlements identified in Local Plan. Kendal 1506 (64%), Cartmel 203 (9%), Furness 634 (27%).

5) Strategic Housing Market Assessment 2011 Table ES1 adjusted to exclude National Park areas pro rata by number of households.

6) Building control completions to 31/03/2010 summarised in Annual Monitoring Report Table.

7) Permissions monitoring to 31/03/2010 summarised in Annual Monitoring Report Table *. Deduction of 20% to cover permissions not implemented on small sites. Contributions from large sites assessed individually.

8) Small sites identified in Strategic Housing Land Availability Assessment. Adjusted to exclude permissions and completions. Balance adjusted by 80% to account for sites not implemented.

9) Balance after deductions annualised over the period 2011-2025 with back-loading of the Ulverston and Furness component in line with Core Strategy Table p77. In line with Housing Trajectory.
### Table 1A: Overall Housing Requirement and Balance between Settlements

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Dwellings Required</th>
<th>Phase 1 2012-17 (3)</th>
<th>Phase 2 2017-22 (3)</th>
<th>Phase 3 2022-25 (3)</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kendal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2003-2025 Per Year</td>
<td>3080 140 35%</td>
<td>1961 360 18%</td>
<td>678 45%</td>
<td>1147 45%</td>
<td>2185</td>
</tr>
<tr>
<td>Kirkby Lonsdale</td>
<td>232 11 3%</td>
<td>121 69 40%</td>
<td>20 45%</td>
<td>129 45%</td>
<td></td>
</tr>
<tr>
<td>Milnthorpe</td>
<td>239 11 3%</td>
<td>186 71 40%</td>
<td>45 45%</td>
<td>186 45%</td>
<td></td>
</tr>
<tr>
<td>Local Service Centres</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kendal Rural</td>
<td>1114 51 13%</td>
<td>794 221 13%</td>
<td>354 37%</td>
<td>219 37%</td>
<td>794</td>
</tr>
<tr>
<td>Small Settlements (4)</td>
<td>622 28 7%</td>
<td>358 120 119 119 45%</td>
<td></td>
<td>358 (4)</td>
<td></td>
</tr>
<tr>
<td>Total Kendal+ Kendal Rural</td>
<td>5288 240 60%</td>
<td>3420 841 1261 1550 1</td>
<td></td>
<td>3652 57%</td>
<td></td>
</tr>
<tr>
<td>Ulverston</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2003-2025 Per Year</td>
<td>1760 80 20%</td>
<td>1193 267 462 518 2</td>
<td></td>
<td>1247 37%</td>
<td></td>
</tr>
<tr>
<td>Local Service Centres</td>
<td>421 19 5%</td>
<td>318 134 53 90 27%</td>
<td></td>
<td>277 37%</td>
<td></td>
</tr>
<tr>
<td>Small Settlements (4)</td>
<td>262 12 3%</td>
<td>113 38 38 37 37</td>
<td></td>
<td>113 (4)</td>
<td></td>
</tr>
<tr>
<td>Total Furness</td>
<td>2443 111 28%</td>
<td>1625 439 553 641 64</td>
<td></td>
<td>1637 37%</td>
<td></td>
</tr>
<tr>
<td>Grange</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2003-2025 Per Year</td>
<td>673 31 8%</td>
<td>497 50 304 153 507</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Service Centres</td>
<td>313 14 4%</td>
<td>171 121 102 0 223</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Small Settlements (4)</td>
<td>84 4 1%</td>
<td>66 22 22 22 22</td>
<td></td>
<td>66 (4)</td>
<td></td>
</tr>
<tr>
<td>Total Grange/ Cartmel</td>
<td>1070 49 12%</td>
<td>734 193 428 175 796</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>8800 400 100%</td>
<td>5778 1473 2242 2366 2366 6085</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Source**

(1) Refer to Table 1: Overall Housing Requirement and Balance between settlements

(2) Refer to Policy LA1.3 Housing Allocations and individual mixed use site allocations policies.

(3) The overall approach to the phasing of housing sites is set out in paragraph 2.29. Additional assumptions which have informed the approach to phasing of sites include;

- A maximum annual yield of 30 dwellings per site – some sites may therefore extend over more than one phase.
- Up to 1 year to prepare a development brief
- Up to 1 year for design and consents on sites of less than 40 dwellings
- Up to 2 years for design and consents on sites of more than 40 dwellings

(4) Small Settlements: An estimated figure equivalent to the housing target has been added for the amount of housing expected to be delivered in small villages and hamlets through planning applications considered under Core Strategy policy and by means provided for in the Localism Act, including neighbourhood plans, neighbourhood development orders and proposals brought forward under the community right to develop land.

---

### Table 1B: Overall Housing Requirement and Allocation Phasing
2.9 The Core Strategy (Paragraph 2.19) sets criteria for distributing development between Key Service Centres (small towns and market villages) thus:

- The capacity of existing services to accommodate development;
- Critical thresholds for new service investment;
- Size, character, and environmental capacity of the settlement;
- The need to secure regeneration or investor confidence.

2.10 Within Local Service Centres, the Core Strategy (Paragraph 2.23) identifies the following factors for identifying sites:

- Environmental capacity, settlement size, role and infrastructure;
- Identified local needs.

2.11 Extensions to Local Service Centres (large villages) will only be permitted where there is clear need for development, significant environmental impacts can be avoided and once previously developed land has been utilised.

2.12 Within the Arnside-Silverdale Area of Outstanding Natural Beauty, which is a nationally protected landscape, the protection of the special character of the AONB will be a prime consideration and allocations will only be made to meet needs which are related to the AONB.

2.13 In small villages and hamlets, development will normally be small scale and related to local needs. For this reason no development boundaries or allocations are identified for these.

2.14 The South Lakeland Strategic Housing Market Assessment puts the local plan area within four distinct Housing Market Areas. These are:

- Kendal (including Oxenholme);
- Kendal Rural (including Arnside, Burneside, Kirkby Lonsdale and Milnthorpe);
- Furness (including Broughton, Greenodd, Kirkby-in-Furness and Ulverston);
- Grange and Cartmel.

2.15 Around 60% of affordable housing need is in Kendal and the surrounding rural area /rural Kendal. 30% is in Furness and 10% of affordable is in Grange and Cartmel.

2.16 New housing provision is divided based on the following principles:

- The Core Strategy which focuses development in Kendal and Ulverston;
- The size and sustainability of existing settlements;
- Housing needs identified in the Strategic Housing Market Assessment;
- Environmental and infrastructure capacity.

---

5 Most housing market areas include parts of National Parks. Figures are adjusted to exclude these.
2.17 Sites must be available, deliverable and viable.

2.18 Deductions are made for completed dwellings and dwellings with planning permission as well as identified capacity on sites too small to be allocated. It is assumed that 80% of permitted dwellings will be built, reflecting the fact that some consents may not be implemented. Table 1 sets out the proposed balance between settlements.

How have sites been put forward?

2.19 Sites have been put forward from a variety of sources including:

- previous Local Plans;
- the Strategic Housing Land Availability Assessment and other studies;
- sites put forward by land-owners and developers;
- sites proposed by communities, Parish and Town Councils and members of the public; and
- sites identified by the District Council through site visits.

2.20 The sites from which allocations have been selected are those put forward up until the end of Emerging Options consultation in April 2011. Further alternative sites put forward through emerging options were subject to consultation in July and August 2011.

Which sites are excluded from consideration?

2.21 Sites are excluded from allocation if they breach these criteria:

- outside South Lakeland District or within a National Park;
- within the Kendal Canal Head Action Area;
- less than 0.3 ha in size (or less than 0.1 ha in small villages, hamlets and the open countryside);
- the owner is not willing to release the site and it cannot be made available;
- development would be a clear breach of the Core Strategy;
- development would compromise an identified Green Gap;
- development would compromise an important recreational open space;
- development would harm a protected site or species;
- within Flood Zone 3b as defined in ‘the Strategic Flood Risk Assessment (and subsequent flood risk information);
- development would prevent the use of important mineral resources.

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

2.22 Core Strategy (CS6.1) states that dwellings will be built where they accord with the Spatial Strategy (CS1.2) having regard to the needs of each location and capacity to support development. Sites have been assessed against the following criteria:

---

6 Strategic Flood Risk Assessment
A **sequential approach** which looks first at previously used land and buildings within settlements, secondly at suitable infill sites and thirdly at other land which is well located for housing, jobs, services and infrastructure;

- The assessment of **suitability, availability and achievability** of sites in the Strategic Housing Land Availability Assessment;

- The need to **phase development** to manage housing delivery.

**2.23** More detailed criteria are the following:

- **General** criteria such as the capacity of the site, the appropriate density at which it could be developed, the ease of accessing the site, the impact of topography and relief and the scope to meet identified needs, particularly for affordable housing;

- Local and wider **Community** views including those expressed through Community engagement and through Parish Plans and the Sustainable Community Strategy;

- **Sustainability** considerations including the distance to key services, the quality of public transport, walking and cycle links, the scope for renewable energy and local energy networks, the risks of flooding and contamination, air quality issues and exposure to noise and smells (see Core Strategy Policy CS1.1).

- **Landscape and Settlement** considerations including the potential impact of development on landscape and views, the scale of development relative to the settlement size, whether the site preserves the separate identity of settlements and the impact of development on site features such as trees, watercourses and buildings;

- **Community Infrastructure** including impacts on the local highways, water, sewerage and energy networks, the delivery of future infrastructure needs, impacts on Green Infrastructure and local community infrastructure needs and the potential regeneration benefits of development;

- **Other demands on the site** including the scope for alternative uses or mixed use, access and maintenance requirements to watercourses, pipelines, railway lines etc. and land reserved for new road construction or other infrastructure projects and the implications of development for the existing and future use of neighbouring sites.

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

**2.25** Managing flood risk, whether tidal (from the Sea), fluvial (from rivers) or through surface water (through local drainage issues) is a key issue. No residential sites are proposed in Flood Zone 3b. The Council has held detailed discussions with the Environment Agency (EA) on all allocations and sites have only been proposed for allocation where the EA and the Council’s own land and drainage team are satisfied that a solution can be achieved. The County Council now has a role preparing a Cumbria Surface Water Management Plan. The County Council’s drainage team have also been engaged throughout the process. Development Management and
Development control decisions will use the Surface Water Management Plan to ensure that effective surface water management is incorporated in all new development.

2.26 A second key issue is highway capacity. The Council has engaged with the County Highways Authority and the Highways Agency (who are responsible for the M6 and the A590 (T) to ensure that highways impacts are manageable

- In terms of whether sites can be safely accessed;
- In terms of whether the cumulative impacts of sites will have wider network impacts and how these can be managed, having regard to the potential of a choice of means of transport to mitigate impacts.

2.27 The County Council’s Local Transport Plan sets out Cumbria County Councils proposals for investment in highways and transport across the County.

How do we estimate Site Capacity?

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

Phasing

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

- **Infrastructure capacity** – how much development can be accommodated by the existing infrastructure network and whether enhancements are needed;
- **Development Management Issues**– the need to ensure that mitigation measures are in place such as advanced planting and measures to manage impacts on wildlife;
- **Constraints**– the degree to which sites are constrained and the implementation of measures necessary to overcome any constraints;
- **Whether sites are immediately developable**– this is addressed in the Strategic Housing Land Availability Assessment.
2.30 In line with the Core Strategy, Residential development in the Ulverston and Furness area will be phased to ensure that development does not prejudice regeneration proposals in Barrow in Furness.

**Housing Allocations**

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

### POLICY LA1.3: HOUSING ALLOCATIONS

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

**THE FOLLOWING SITES, IDENTIFIED ON THE PROPOSALS MAP, ARE ALLOCATED FOR HOUSING DEVELOPMENT:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>RN169M+ RN299#</td>
<td>KENDAL</td>
<td>WEST OF HIGH SPARROWMIRE</td>
<td>8.55</td>
<td>150</td>
<td>120</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>R44</td>
<td>KENDAL</td>
<td>WEST OF HIGH GARTH</td>
<td>0.74</td>
<td>23</td>
<td>15</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>R46</td>
<td>KENDAL</td>
<td>NORTH OF HIGH SPARROWMIRE</td>
<td>0.77</td>
<td>24</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>RN228#</td>
<td>KENDAL</td>
<td>ACRE MOSS LANE GARAGES</td>
<td>0.35</td>
<td>12</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>R170M-mod</td>
<td>KENDAL</td>
<td>NORTH OF LAUREL GARDENS</td>
<td>7.85</td>
<td>197</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>MN27#</td>
<td>KENDAL</td>
<td>ESKDALE HOUSE</td>
<td>0.31</td>
<td>12</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>R121M-mod</td>
<td>KENDAL</td>
<td>EAST OF CASTLE GREEN ROAD</td>
<td>4.11</td>
<td>60</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>RN117M</td>
<td>KENDAL</td>
<td>WEST OF VALLEY DRIVE</td>
<td>1.9</td>
<td>60</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>R107M mod and R150M</td>
<td>KENDAL</td>
<td>KENDAL PARKS</td>
<td>10.1</td>
<td>140</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>RN133M</td>
<td>KENDAL</td>
<td>WEST OF OXENHOLME ROAD</td>
<td>5.97</td>
<td>40</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>R97 /MN34#</td>
<td>KENDAL</td>
<td>SOUTH OF NATLAND BECK FARM</td>
<td>3.97</td>
<td>13</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>M41KM</td>
<td>KENDAL</td>
<td>SOUTH OF LUMLEY ROAD</td>
<td>4.64</td>
<td>62</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>R103M-mod</td>
<td>KENDAL</td>
<td>STAINBANK GREEN</td>
<td>10.8</td>
<td>129</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>
**POLICY LA1.3: HOUSING ALLOCATIONS**

**Purpose:**

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

**THE FOLLOWING SITES, IDENTIFIED ON THE PROPOSALS MAP, ARE ALLOCATED FOR HOUSING DEVELOPMENT:**

<table>
<thead>
<tr>
<th>Ref</th>
<th>Settlement</th>
<th>Name</th>
<th>Area (Ha)</th>
<th>Dwellings</th>
<th>Phase 1 2012-2017</th>
<th>Phase 2 2017-2022</th>
<th>Phase 3 2022-2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>R31#</td>
<td>KENDAL</td>
<td>LAND AT VICARAGE DRIVE</td>
<td>0.43</td>
<td>13</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R129M</td>
<td>KENDAL</td>
<td>SOUTH OF UNDERBARROW ROAD</td>
<td>6.78</td>
<td>153</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R640#</td>
<td>KIRKBY LONSDALE</td>
<td>LAND AT TRAM LANE</td>
<td>0.41</td>
<td>20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R642M</td>
<td>KIRKBY LONSDALE</td>
<td>ADJACENT TO BINFOLD COURT (100% Affordable)</td>
<td>0.31</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R317M</td>
<td>KIRKBY LONSDALE</td>
<td>FORMER CEDAR HOUSE SCHOOL</td>
<td>0.78</td>
<td>20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R151M-mod</td>
<td>MILNTHORPE</td>
<td>SOUTH OF MILNTHORPE</td>
<td>3.41</td>
<td>20</td>
<td>30</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>M9M2-mod</td>
<td>MILNTHORPE</td>
<td>NORTH WEST OF MILNTHORPE</td>
<td>3.49</td>
<td>20</td>
<td>40</td>
<td>25</td>
<td></td>
</tr>
<tr>
<td>RN57M</td>
<td>MILNTHORPE</td>
<td>ADJ. TO ST ANTHONY’S CLOSE</td>
<td>0.48</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RN140</td>
<td>MILNTHORPE</td>
<td>LAND AT OWLET ASH FIELDS, ACKENTHWAITHE</td>
<td>0.47</td>
<td>22</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RN337#</td>
<td>ARNSIDE</td>
<td>STATION RD</td>
<td>0.77</td>
<td>17</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RN225-mod</td>
<td>ARNSIDE</td>
<td>HOLLINS LANE</td>
<td>1.08</td>
<td>34</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R81</td>
<td>ARNSIDE</td>
<td>REDHILLS ROAD</td>
<td>1.47</td>
<td>10</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RN213-mod</td>
<td>BRIGSTEER</td>
<td>LAND OPPOSITE THE WHEATSFHEF</td>
<td>0.48</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R489M</td>
<td>BURNESIDE</td>
<td>LAND ADJ HALL PARK</td>
<td>3.68</td>
<td>70</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M38M</td>
<td>BURNESIDE</td>
<td>LAND OPPOSITE HOLME HOUSES</td>
<td>0.85</td>
<td>23</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RN226</td>
<td>BURTON-in-KENDAL</td>
<td>EAST OF BOON TOWN</td>
<td>0.94</td>
<td>23</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R76M</td>
<td>BURTON-in-KENDAL</td>
<td>EAST OF HUTTON CLOSE</td>
<td>1.09</td>
<td>16</td>
<td>15</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
POLICY LA1.3: HOUSING ALLOCATIONS

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

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

<table>
<thead>
<tr>
<th>Ref</th>
<th>Settlement</th>
<th>Name</th>
<th>Area (Ha)</th>
<th>Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>M41M</td>
<td>ENDMOOR</td>
<td>NORTH OF SYCAMORE DRIVE</td>
<td>4.65</td>
<td>100</td>
</tr>
<tr>
<td>R670-mod</td>
<td>ENDMOOR</td>
<td>SOUTH OF BOWLING GREEN</td>
<td>1.03</td>
<td>25</td>
</tr>
<tr>
<td>R675M-mod</td>
<td>HOLME</td>
<td>WEST OF BURTON ROAD</td>
<td>2.63</td>
<td>30</td>
</tr>
<tr>
<td>R653M-mod</td>
<td>HOLME</td>
<td>EAST OF MILNTHORPE RD</td>
<td>1.8</td>
<td>23</td>
</tr>
<tr>
<td>R51M</td>
<td>LEVENS</td>
<td>EAST OF GREENGATE CRESCENT</td>
<td>2.24</td>
<td>20</td>
</tr>
<tr>
<td>RN121M-mod</td>
<td>LEVENS</td>
<td>FORMER POULTRY SHEDS, BRIGSTEER ROAD</td>
<td>0.84</td>
<td>23</td>
</tr>
<tr>
<td>R62</td>
<td>NATLAND</td>
<td>WEST OF SEDGWICK RD, NATLAND</td>
<td>1.05</td>
<td>28</td>
</tr>
<tr>
<td>RN223</td>
<td>OXENHOLME</td>
<td>LAND E OF BURTON RD</td>
<td>0.88</td>
<td>24</td>
</tr>
<tr>
<td>R108M</td>
<td>OXENHOLME</td>
<td>LAND S OF FELL CLOSE</td>
<td>2.71</td>
<td>61</td>
</tr>
<tr>
<td>M683sM-mod</td>
<td>STORTH</td>
<td>LAND S OF QUARRY LANE, STORTH</td>
<td>1.58</td>
<td>31</td>
</tr>
<tr>
<td>R449/R74</td>
<td>GRANGE-over-</td>
<td>OPPOSITE LITTLE FELL GATE FARM</td>
<td>2.04</td>
<td>46</td>
</tr>
<tr>
<td>SANDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R672M</td>
<td>GRANGE-over-</td>
<td>WEST OF CARDRONA ROAD</td>
<td>1.02</td>
<td>28</td>
</tr>
<tr>
<td>SANDS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R89</td>
<td>GRANGE-over-</td>
<td>NORTH OF CARTER ROAD</td>
<td>1.68</td>
<td>20</td>
</tr>
<tr>
<td>SANDS</td>
<td></td>
<td></td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>R110</td>
<td>GRANGE-over-</td>
<td>SOUTH OF THORNFIELD ROAD</td>
<td>1.83</td>
<td>30</td>
</tr>
<tr>
<td>SANDS</td>
<td></td>
<td></td>
<td></td>
<td>36</td>
</tr>
<tr>
<td>R339#</td>
<td>ALLITHWAITE</td>
<td>LAND SOUTH OF GREEN LANE</td>
<td>0.8</td>
<td>22</td>
</tr>
<tr>
<td>R347#</td>
<td>ALLITHWAITE</td>
<td>LAND REAR OF BANKFIELD</td>
<td>0.35</td>
<td>9</td>
</tr>
<tr>
<td>RN224</td>
<td>ALLITHWAITE</td>
<td>LAND REAR OF BARN HEY</td>
<td>1.1</td>
<td>30</td>
</tr>
<tr>
<td>RN86#</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
POLICY LA1.3: HOUSING ALLOCATIONS

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

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

<table>
<thead>
<tr>
<th>Ref</th>
<th>Settlement</th>
<th>Name</th>
<th>Area (Ha)</th>
<th>Dwellings</th>
<th>Phase 1 2012-2017</th>
<th>Phase 2 2017-2022</th>
<th>Phase 3 2022-2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>RN195</td>
<td>ALLITHWAITE</td>
<td>LAND NORTH OF JACK HILL</td>
<td>0.54</td>
<td>21</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RN79#-mod</td>
<td>ALLITHWAITE</td>
<td>LAND WEST OF BRACKEN EDGE</td>
<td>0.34</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RN265#</td>
<td>ALLITHWAITE</td>
<td>LAND AT LANE ENDS</td>
<td>0.38</td>
<td>11</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M32#-mod</td>
<td>ALLITHWAITE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R112/</td>
<td>ALLITHWAITE</td>
<td>LAND AT HAGGS LANE</td>
<td>1.43</td>
<td>19</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R112/</td>
<td>CARTMEL</td>
<td>LAND AT HAGGS LANE</td>
<td>1.43</td>
<td>19</td>
<td>20</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RN14#</td>
<td>CARTMEL</td>
<td>STABLES, CARTMEL RACECOURSE</td>
<td>0.48</td>
<td>15</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R687</td>
<td>FLOOKBURGH</td>
<td>NORTH OF ALLITHWAITE ROAD,</td>
<td>0.55</td>
<td>24</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R685</td>
<td>FLOOKBURGH</td>
<td>EAST OF MANORSIDE</td>
<td>1.11</td>
<td>30</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R321M</td>
<td>FLOOKBURGH</td>
<td>LAND E OF WINDER LANE</td>
<td>0.56</td>
<td>17</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R689 ULVM</td>
<td>ULVERSTON</td>
<td>NORTH URSWICK ROAD</td>
<td>2.15</td>
<td>48</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RN250</td>
<td>ULVERSTON</td>
<td>STONE CROSS MANSION</td>
<td>7.64</td>
<td>50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R697 &amp; part R242</td>
<td>ULVERSTON</td>
<td>CROFTLANDS EAST -</td>
<td>14.13</td>
<td>219</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R690ulv, R691ULV, R126M, RN184, RN234# &amp; part R242</td>
<td>ULVERSTON</td>
<td>CROFTLANDS WEST – NOOK FARM</td>
<td>17.7</td>
<td>150</td>
<td>99</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R692 ULVM</td>
<td>ULVERSTON</td>
<td>WEST END FARM</td>
<td>4.31</td>
<td>30</td>
<td>67</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MN29</td>
<td>ULVERSTON</td>
<td>WEST END NURSERY</td>
<td>4.11</td>
<td>30</td>
<td>62</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R270M</td>
<td>ULVERSTON</td>
<td>NORTH OF WATERY LANE</td>
<td>0.68</td>
<td>18</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
POLICY LA1.3: HOUSING ALLOCATIONS

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

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

<table>
<thead>
<tr>
<th>Ref</th>
<th>Settlement</th>
<th>Name</th>
<th>Area (Ha)</th>
<th>Dwellings</th>
</tr>
</thead>
<tbody>
<tr>
<td>R274M, RN313 RN314</td>
<td>ULVERSTON</td>
<td>SOUTH LUND FARM</td>
<td>4.00</td>
<td>90</td>
</tr>
<tr>
<td>R268</td>
<td>ULVERSTON</td>
<td>MORECAMBE ROAD SCRAPYARD</td>
<td>0.39</td>
<td>12</td>
</tr>
<tr>
<td>RN3</td>
<td>ULVERSTON</td>
<td>SOUTH OF STOCKBRIDGE LANE</td>
<td>0.72</td>
<td>7</td>
</tr>
<tr>
<td>R163M-mod</td>
<td>BROUGHTON-in-FURNESS</td>
<td>FOXFIELD RD</td>
<td>0.84</td>
<td>16</td>
</tr>
<tr>
<td>M10M &amp; RN216M-mod</td>
<td>LITTLE URSWICK</td>
<td>MID TOWN FARM</td>
<td>1.65</td>
<td>10</td>
</tr>
<tr>
<td>RN152</td>
<td>GREENODD</td>
<td>LAND AT THE OLD VICARAGE</td>
<td>0.77</td>
<td>21</td>
</tr>
<tr>
<td>R29M</td>
<td>KIRKBY-in-FURNESS</td>
<td>FOUR LANE ENDS</td>
<td>0.38</td>
<td>11</td>
</tr>
<tr>
<td>RN11#</td>
<td>KIRKBY-in-FURNESS</td>
<td>LAND ADJACENT TO BURLINGTON C OF E SCHOOL</td>
<td>1.52</td>
<td>41</td>
</tr>
<tr>
<td>RN684 SWM</td>
<td>SWARTHMOOR</td>
<td>ADJACENT TO KINGSLEY AVENUE</td>
<td>1.31</td>
<td>35</td>
</tr>
<tr>
<td>RN109M RN315#</td>
<td>SWARTHMOOR</td>
<td>OFF CROSS-a-MOOR</td>
<td>8.02</td>
<td>36 90</td>
</tr>
</tbody>
</table>

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

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

2.32 In most cases sufficient sites have been allocated to meet the Area’s needs for development up until 2025. There are some locations which, although suitable for development in technical and sustainability terms. These sites will
be capable of meeting longer term needs and will be brought forward through future iterations of the Land Allocations Document.

| POLICY LA1.4: BROAD LOCATIONS FOR NEW HOUSING |
| Purpose: |
| To indicate broad locations where housing needs will be met in the longer term to meet the needs of all sectors of the community. |
| THE FOLLOWING AREAS ARE IDENTIFIED AS BROAD LOCATIONS TO MEET LONG TERM HOUSING NEEDS: |
| APPLEBY ROAD, KENDAL; |
| BURTON ROAD, KENDAL; |
| LAND ADJACENT TO FIRS ROAD, MILNTHORPE. |
| RESIDENTIAL COMPLETIONS WILL BE MONITORED AND LAND ALLOCATED WITHIN THESE AREAS IN A FUTURE DEVELOPMENT PLAN DOCUMENT IF REQUIRED TO MEET NEEDS DURING THE PERIOD 2022-2027. |
| DEVELOPMENT ADJOINING THESE SITES MUST NOT PREJUDICE THE POTENTIAL FOR LONGER TERM DEVELOPMENT IN THESE AREAS. |

**Implementation**
- SLDC through future Local Development Scheme Monitoring
- Through Core Strategy monitoring framework

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

**Mixed-Use Allocations**

2.34 In some places, housing, employment and other forms of development are proposed as part of a mixture of uses based on local circumstances. These may include regeneration sites which require a complex package of uses, large sites including urban or village extension sites, where different land use needs can be met on the same site. The balance of uses will depend on local site specific circumstances and site details will be considered in the site specific policies in Sections 3-5 below. Key mixed use sites are;
• **Land North of Kendal Road, Kirkby Lonsdale**– 8.04 ha mixed housing (estimated capacity 80) and employment (1.5 ha);

• **Land off Sandside Road, Arnside**– 0.5 ha employment and car parking;

• **Green Dragon Farm, Burton in Kendal** – 3.5 ha mixed housing (estimated capacity 92) and employment (0.75 ha);

• **Berner’s Pool and Surrounding land, Grange-over-Sands**– 1.87 ha, mixed housing (estimated capacity 103), including extra care housing, health centre, employment and leisure;

• **Allithwaite Road, Kent’s Bank, Grange-over-Sands**– 11.2 ha, mixed housing (estimated capacity 202) open space and employment (1.5 ha);

• **Guide’s Lot, Grange-over-Sands** – 17 homes and 0.63 ha of employment;

• **Canal Head, Ulverston**– 3.93 ha, mixed uses including housing (estimated capacity 86) tourism, heritage and leisure uses.

**Gypsies, Travellers and Travelling Show People**

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

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

2.36 The District Council commissioned a further study in 2009/10 of the accommodation needs of Gypsies, Travellers and Travelling Show People from Home Space Sustainable Accommodation (HSSA) CIC, to provide more detail on the level of need and its location in the district. The study indicates no current evidence of accommodation need at the time of the survey. The study recommends that the needs identified in the GTAA report (above) remain appropriate and should be delivered through small-site self-build models of accommodation for any indigenous Gypsies and Travellers and those with a local connection, to address the needs of local people who have moved away to other areas of provision. In view of the limited current actual evidence of need (or location of need) and advice that any provision be made on very small sites on a self-build model, it is not proposed that future provision is made through the allocation of sites in the Land Allocations document. Instead it is proposed that the District Council maintain an enabling role to accommodation provision including:

- a positive, facilitating approach, through the application of the criteria in Core Strategy policies CS6.5a and CS6.5b on a case by case basis;
• a multi-agency approach to monitoring actual need in the district and how to move forward under any new administrative arrangements and forthcoming legislation;
• maintaining joint working with District Councils in Cumbria, HSSA and other agencies to consider emerging evidence of need and potential funding sources in order to identify and deliver suitable sites in sustainable locations with appropriate management arrangements in response to such evidence of need;
• contacting identified Traveller groups, individuals and representative bodies to ensure their input into the Land Allocations document and any other relevant planning documents.

Employment

2.37 The Allocations Document will protect the most important existing employment sites and identify new sites to meet development needs, recognising that some unsuitable employment sites may benefit from redevelopment or relocation. The document identifies:

• **existing employment sites** to be safeguarded;
• **strategic employment sites** for major employers;
• **business/science park sites** – high quality sites for office uses and knowledge-based industries;
• **Local employment sites** for general needs and start-ups.

2.38 In some cases, there may be opportunities for mixed-use developments, particularly for office, research and development and light industrial uses which can co-exist with housing and other uses.

2.39 Because of their strategic importance, notwithstanding the [proposed] changes to the Use Classes Order, the need to retain Strategic Employment Sites and Business/Science Park sites in employment use will be a key element in the determination of any planning application.

Existing Employment Areas

2.40 Areas already being used for business and industrial use will make a significant contribution to meeting the District’s need for employment land and premises. Vacant sites within employment areas, extensions by existing firms and land and premises made available through the relocation or changing needs of existing firms create opportunities for new premises and in particular low cost opportunities for start-ups. The Allocations Document identifies and ensures an appropriate degree of safeguarding for existing employment areas where these are necessary to support the local economy;

2.41 Existing Employment Sites are identified where the site:

• is more than 0.3 ha;
• is, or has recently been, occupied by business (B1), industrial (B2) or storage and distribution uses (B8);
• Is compatible with surrounding uses;
• Has suitable access for employment use.

Having regard to the above criteria, the following sites are identified as existing employment areas.

### POLICY LA1.5: EXISTING EMPLOYMENT AREAS

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

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

- THE SITE IS NOT SUITABLE FOR EMPLOYMENT USE; OR
- LOSS OF THE SITE WOULD NOT COMPROMISE THE DISTRICT’S SUPPLY OF EMPLOYMENT LAND AND PREMISES; OR
- THE PROPOSED DEVELOPMENT IS A MIXED USE DEVELOPMENT WHICH WOULD RESULT IN A QUANTITATIVE AND QUALITATIVE IMPROVEMENT IN THE SUPPLY OF EMPLOYMENT LAND AND PREMISES.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Name</th>
<th>Ha</th>
<th>Acceptable Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>EEA37</td>
<td>KENDAL DOCKRAY HALL IND EST</td>
<td>2.04</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>EEA35,36,58,</td>
<td>KENDAL BEEZON ROAD AREA</td>
<td>3.52</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>VSLEA 2,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SSOP22</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EEA28+ VSLEA2</td>
<td>KENDAL MINTSFEET IND EST</td>
<td>15.44</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>SSOP15</td>
<td>KENDAL SUNLIGHT LAUNDRY, SHAP RD</td>
<td>0.75</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>EEA29 + SOP21</td>
<td>KENDAL LAKE DISTRICT BUSINESS PARK</td>
<td>6.83</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td></td>
<td>AND SURROUNDING AREA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SSOP14 + EEA33</td>
<td>KENDAL WESTMORLAND BUSINESS PARK</td>
<td>11.52</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>SSOP24</td>
<td>AND SURROUNDING AREA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EEA30+EEA32</td>
<td>KENDAL SHAP RD INDUSTRIAL ESTATE AND</td>
<td>5.1</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td></td>
<td>SURROUNDING AREA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EEA31 + OES12</td>
<td>KENDAL MEADOWBANK BUSINESS PARK &amp;</td>
<td>0.51</td>
<td>B1</td>
</tr>
<tr>
<td></td>
<td>ADJACENT AREA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

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

a) The acceptable uses set out in Policy K5 do not override existing use rights,
b) Within these areas there may be further local restrictions due to site specific factors, and
c) Policy K5 does not seek to preclude ancillary or subsidiary uses.
POLICY LA1.5: EXISTING EMPLOYMENT AREAS

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

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

- THE SITE IS NOT SUITABLE FOR EMPLOYMENT USE; OR
- LOSS OF THE SITE WOULD NOT COMPROMISE THE DISTRICT’S SUPPLY OF EMPLOYMENT LAND AND PREMISES; OR
- THE PROPOSED DEVELOPMENT IS A MIXED USE DEVELOPMENT WHICH WOULD RESULT IN A QUANTITATIVE AND QUALITATIVE IMPROVEMENT IN THE SUPPLY OF EMPLOYMENT LAND AND PREMISES.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Name</th>
<th>Ha</th>
<th>Acceptable Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>EEA27</td>
<td>KENDAL BUSINESS PK, APPLEBY RD</td>
<td>1.05</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>EEA2</td>
<td>KENDAL</td>
<td>MURLEY MOSS BUSINESS VILLAGE</td>
<td>1.66</td>
</tr>
<tr>
<td>EEA25</td>
<td>KENDAL</td>
<td>RIVERSIDE BUSINESS PARK (incl. Vacant sites)</td>
<td>3.83</td>
</tr>
<tr>
<td>EA24</td>
<td>KENDAL</td>
<td>PARKSIDE BUSINESS PARK</td>
<td>1.40</td>
</tr>
<tr>
<td>EEA26</td>
<td>KENDAL</td>
<td>KENDAL FELL BUSINESS PARK</td>
<td>1.04</td>
</tr>
<tr>
<td>EEA48</td>
<td>KIRKBY LONSDALE</td>
<td>KIRKBY LONSDALE BUSINESS PARK (OFF A 65)</td>
<td>0.45</td>
</tr>
<tr>
<td>EEA47</td>
<td>MILNTORPHE</td>
<td>PARKHOUSE LAKELAND ESTATE</td>
<td>1.03</td>
</tr>
<tr>
<td>SSOP3</td>
<td>MILNTORPHE</td>
<td>PARKHOUSE, HOUGHTONS COACHWORKS</td>
<td>2.41</td>
</tr>
<tr>
<td>EEA16</td>
<td>MILNTORPHE</td>
<td>BRIDGE END BUSINESS PARK</td>
<td>0.16</td>
</tr>
<tr>
<td>EEA17 + EEA18</td>
<td>MILNTORPHE</td>
<td>MAINLINE BUSINESS PARK, DEEPTHWAITE AND EMPLOYMENT USES WEST OF RAIL LINE</td>
<td>7.96</td>
</tr>
<tr>
<td>SSOP2</td>
<td>BEETHAM</td>
<td>BILLERUD PAPER MILL</td>
<td>3.55</td>
</tr>
<tr>
<td>SSOP13</td>
<td>BURNESIDE</td>
<td>CROPPER’S PAPER MILL,</td>
<td>9.28</td>
</tr>
<tr>
<td>EEA8</td>
<td>BURTON IN KENDAL</td>
<td>DALTON HALL BUSINESS CENTRE AND STORAGE</td>
<td>0.79</td>
</tr>
</tbody>
</table>
POLICY LA1.5: EXISTING EMPLOYMENT AREAS

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

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

THE SITE IS NOT SUITABLE FOR EMPLOYMENT USE; OR
LOSS OF THE SITE WOULD NOT COMPROMISE THE DISTRICT’S SUPPLY OF EMPLOYMENT LAND AND PREMISES; OR
THE PROPOSED DEVELOPMENT IS A MIXED USE DEVELOPMENT WHICH WOULD RESULT IN A QUANTITATIVE AND QUALITATIVE IMPROVEMENT IN THE SUPPLY OF EMPLOYMENT LAND AND PREMISES.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Name</th>
<th>Ha</th>
<th>Acceptable Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>EEA56</td>
<td>BURTON IN KENDAL</td>
<td>0.21</td>
<td>B1</td>
</tr>
<tr>
<td>EEA10</td>
<td>CLAWTHORPE</td>
<td>0.18</td>
<td>B1a</td>
</tr>
<tr>
<td>EEA63</td>
<td>CROOKLANDS</td>
<td>2.30</td>
<td>B8</td>
</tr>
<tr>
<td>EEA39</td>
<td>CROOKLANDS</td>
<td>0.6</td>
<td>B1, B2</td>
</tr>
<tr>
<td>EEA55 + EEA13+OES11</td>
<td>GATEBECK</td>
<td>2.89</td>
<td>B1, B2</td>
</tr>
<tr>
<td>EEA54</td>
<td>GILPIN BRIDGE</td>
<td>0.65</td>
<td>B8</td>
</tr>
<tr>
<td>SSOP 26</td>
<td>GILPIN BRIDGE</td>
<td>1.87</td>
<td>B2</td>
</tr>
<tr>
<td>EEA12</td>
<td>HOLME</td>
<td>3.33</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>EEA59</td>
<td>HOLME</td>
<td>0.48</td>
<td>B1, B2</td>
</tr>
<tr>
<td>EEA11</td>
<td>HOLME MILLS</td>
<td>1.49</td>
<td>B1, B2</td>
</tr>
<tr>
<td>EEA20</td>
<td>HUTTON ROOF</td>
<td>0.46</td>
<td>B2</td>
</tr>
<tr>
<td>EEA1</td>
<td>LEASGILL</td>
<td>0.20</td>
<td>B1</td>
</tr>
<tr>
<td>SSOP63</td>
<td>LEVENS</td>
<td>1.03</td>
<td>B2</td>
</tr>
<tr>
<td>EEA23</td>
<td>MEALBANK</td>
<td>2.09</td>
<td>B2</td>
</tr>
<tr>
<td>EEA50</td>
<td>MIDDLETON ON LUNE</td>
<td>1.96</td>
<td>B1, B2, B8</td>
</tr>
</tbody>
</table>
POLICY LA1.5: EXISTING EMPLOYMENT AREAS

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

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

THE SITE IS NOT SUITABLE FOR EMPLOYMENT USE; OR
LOSS OF THE SITE WOULD NOT COMPROMISE THE DISTRICT’S SUPPLY OF EMPLOYMENT LAND AND PREMISES; OR
THE PROPOSED DEVELOPMENT IS A MIXED USE DEVELOPMENT WHICH WOULD RESULT IN A QUANTITATIVE AND QUALITATIVE IMPROVEMENT IN THE SUPPLY OF EMPLOYMENT LAND AND PREMISES.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Name</th>
<th>Ha</th>
<th>Acceptable Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>EEA5</td>
<td>NEW HUTTON HALL HOUSE INDUSTRIAL ESTATE,</td>
<td>0.94</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>EEA15</td>
<td>SANDSIDE SHORELINE BUSINESS PARK,</td>
<td>0.44</td>
<td>B1</td>
</tr>
<tr>
<td>EEA6</td>
<td>SUMMERLANDS SUMMERLANDS TRADING ESTATE</td>
<td>2.00</td>
<td>B1, B2</td>
</tr>
<tr>
<td>EEA4</td>
<td>GRANGE-over-SANDS STATION YARD</td>
<td>0.31</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>EEA52</td>
<td>FLOOKBURGH AIRFIELD APPROACH BUSINESS PK</td>
<td>3.30</td>
<td>B1, B2</td>
</tr>
<tr>
<td>EEA40</td>
<td>ULVERSTON DALTONGATE BUSINESS CENTRE</td>
<td>0.77</td>
<td>B1</td>
</tr>
<tr>
<td>EEA41</td>
<td>ULVERSTON LIGHTBURN TRADING ESTATE</td>
<td>1.93</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>SSOP9</td>
<td>ULVERSTON MARL BUSINESS PARK</td>
<td>1.87</td>
<td>B2</td>
</tr>
<tr>
<td>EEA43 +SSOP11</td>
<td>ULVERSTON LOW MILL BUSINESS PARK</td>
<td>7.87</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>EEA62</td>
<td>ULVERSTON NORTH LONSDALE ROAD</td>
<td>4.54</td>
<td>B2</td>
</tr>
<tr>
<td>SSOP10</td>
<td>ULVERSTON GLAXO, NORTH LONSDALE ROAD</td>
<td>22.26</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>EEA42 +VSLEA6</td>
<td>ULVERSTON CROSS LANE AND SURROUNDING AREA</td>
<td>4.14</td>
<td>B2</td>
</tr>
<tr>
<td>EEA19</td>
<td>BARDSEA BARDSEA BUSINESS PARK,</td>
<td>1.54</td>
<td>B1, B2</td>
</tr>
<tr>
<td>SSOP12</td>
<td>BARDSEA OXLEY DEVELOPMENTS CO. LTD SITE, PRIORY PARK</td>
<td>4.14</td>
<td>B2</td>
</tr>
<tr>
<td>EEA22</td>
<td>FOXFIELD FOXFIELD ROAD BUSINESS PARK,</td>
<td>1.17</td>
<td>B1, B2, B8</td>
</tr>
</tbody>
</table>
**POLICY LA1.5: EXISTING EMPLOYMENT AREAS**

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

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

THE SITE IS NOT SUITABLE FOR EMPLOYMENT USE; OR
LOSS OF THE SITE WOULD NOT COMPROMISE THE DISTRICT’S SUPPLY OF EMPLOYMENT LAND AND PREMISES; OR
THE PROPOSED DEVELOPMENT IS A MIXED USE DEVELOPMENT WHICH WOULD RESULT IN A QUANTITATIVE AND QUALITATIVE IMPROVEMENT IN THE SUPPLY OF EMPLOYMENT LAND AND PREMISES.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Name</th>
<th>Ha</th>
<th>Acceptable Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>SSOP19</td>
<td>GREENODD ARMER’S SITE</td>
<td>0.25</td>
<td>B1</td>
</tr>
<tr>
<td>EEA46</td>
<td>GREENODD CRAKESIDE BUSINESS PARK,</td>
<td>0.40</td>
<td>B1</td>
</tr>
<tr>
<td>SSOP18</td>
<td>GREENODD CRAKE WORKS,</td>
<td>0.96</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>OES4</td>
<td>LITTLE URSWICK LONGRIGG GARAGE SITE, HOOKES LANE,</td>
<td>0.17</td>
<td>B2</td>
</tr>
<tr>
<td>SSOP23</td>
<td>SPARK BRIDGE SAUNDER’S HAULAGE DEPOT</td>
<td>0.39</td>
<td>B8</td>
</tr>
</tbody>
</table>

**New Employment Allocations**

2.42 Based on employment land needs identified in the South Lakeland Employment Land and Premises Study, the Core Strategy identifies a need for the development of 4 hectares (ha) per annum of employment land between 2010 and 2025, a total of 60 ha. This is likely to divide roughly as set out below, although the rate at which employment sites area developed is highly dependent on market factors and cannot be predicted.

2.43 New employment allocations are needed:

- To provide a supply of land and premises to ease the very low vacancy rates currently experienced in South Lakeland;
- To provide high quality, unconstrained employment sites;
- To provide an adequate choice of sites for development over the longer term in order to respond to demand;
To enable Kendal to act as an employment zone for residents of the Lake District National Park;

To ensure that Ulverston remains an important contributor to the District’s economy and to balance the relative economic vitality of the eastern part of the District;

To align the employment land offer with the pro-active economic vision of the District.

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Strategic Employment Site</th>
<th>Business-Science Park</th>
<th>Local Employment Site</th>
<th>Local Service Centres</th>
<th>Small Settlements</th>
<th>Hectares developed</th>
<th>% Share</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Kendal</strong></td>
<td>9</td>
<td>8</td>
<td>2</td>
<td>1.5</td>
<td>4.8</td>
<td>38</td>
<td>63%</td>
</tr>
<tr>
<td><strong>Kirkby Lonsdale</strong></td>
<td>1.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Milnthorpe</strong></td>
<td>4.5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Local Service Centres</strong></td>
<td>7.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Small Settlements</strong></td>
<td>4.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Kendal + Kendal Rural</strong></td>
<td>38</td>
<td>6</td>
<td>3</td>
<td>2.4</td>
<td>1.2</td>
<td>16.8</td>
<td>28%</td>
</tr>
<tr>
<td><strong>Ulverston</strong></td>
<td>6</td>
<td>6</td>
<td>1</td>
<td>2.4</td>
<td>0</td>
<td>5.4</td>
<td>9%</td>
</tr>
<tr>
<td><strong>Grange</strong></td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Furness</strong></td>
<td>16.8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Grange/ Cartmel</strong></td>
<td>5.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>60</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>60</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Kendal</strong></td>
<td>20</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Ulverston</strong></td>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Key Service Centres</strong></td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Local Service Centres</strong></td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Small Settlements</strong></td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>60</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>60</td>
<td>100%</td>
</tr>
</tbody>
</table>

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

Table 2: Overall Employment Requirement and Balance between Settlements

2.44 Strong spatial relationships exist between the LDF area and National Parks particularly between Kendal and adjoining parts of the Lake District National Park. Employment sites in the Lake District close to Kendal will clearly have an impact on the need for sites in and around Kendal. Conversely, Kendal is also a major centre of employment for residents within the Lake District National Park. Employment development delivered through the Kendal Canal.
Head Area Action Plan may also meet Kendal’s needs. A major opportunity exists to provide additional employment land and premises at Kendal Fell Quarry, a 13 ha former quarry site which lies mostly within the Lake District National Park and has a private access onto the A591 Kendal by pass. Around 3 ha of the site are also required to meet needs for waste and recycling related uses.

**Strategic Employment Sites**

2.45 Strategic Employment Sites are large sites of 5 ha or more, located close to the primary road network and aimed at larger businesses. This includes provision both for the relocation and development of existing firms and to accommodate large businesses wishing to locate in the District.

2.46 The Core Strategy proposes Strategic Employment sites for Kendal and Ulverston. These will be of 5 ha or more and:

- able to accommodate B1(b) & (c) B2 and B8 and ancillary B1(a), employment uses;
- well connected to principal roads (A590(T), A591, M6);
- accessible on foot, cycle and public transport;
- developable by 2025 having regard to condition, infrastructure, availability, market factors and environmental capacity;
- capable of being developed without causing a harmful impact on any town centre transport network.

2.47 They have been identified using a sequential approach looking:

- first at town centres;
- second within urban areas;
- third at urban extensions;
- fourth (Kendal only) at the South Kendal Corridor and M6 Jn 36;
- and finally at surrounding areas.

2.48 The following strategic employment sites are allocated in accordance with these criteria and the site specific factors identified in Chapters 3 and 5. Development Briefs will be prepared for both of these sites.

---

Draft POLICY LA1.6: STRATEGIC EMPLOYMENT SITES

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

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

<table>
<thead>
<tr>
<th>Ref</th>
<th>Name</th>
<th>Ha</th>
<th>Acceptable Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>E4M</td>
<td>KENDAL LAND AT SCROGGS WOOD, MILNTHORPE ROAD</td>
<td>17.9</td>
<td>B1 (b,c), B2, B8 +ancillary B1a</td>
</tr>
<tr>
<td>E30/</td>
<td>ULVERSTON LAND AT CANAL HEAD</td>
<td>6.40</td>
<td>B1 (b,c), B2, B8 +ancillary B1a</td>
</tr>
</tbody>
</table>

Implementation
Development Management Process
Monitoring
Core Strategy Monitoring Framework

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

2.50 Office uses tend to generate large numbers of journeys to work and need a choice of means of transport. National Policy currently defines offices as town centre uses and requires that they be located in town centres and only in edge or out of centre sites if no suitable more central sites are available. Although the emerging National Planning Policy Framework proposes to remove office uses from the sequential approach, it continues to state that the planning system should support patterns of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. Thus office and knowledge based uses will be favoured on town centre and edge of town sites.

2.51 Based on the criteria identified above and the local factors identified in Sections 3 and 5 below, the following Business Park sites are identified.

### Draft POLICY LA1.7: BUSINESS AND SCIENCE PARK SITES

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

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

<table>
<thead>
<tr>
<th>Ref</th>
<th>Name</th>
<th>Ha</th>
<th>Acceptable Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>M2M-mod</td>
<td>KENDAL</td>
<td>LAND EAST OF BURTON ROAD</td>
<td>6.52</td>
</tr>
<tr>
<td>M11M – Mod</td>
<td>ULVERSTON</td>
<td>LAND AT LIGHTBURN ROAD</td>
<td>3.1</td>
</tr>
</tbody>
</table>

**Implementation**
Development Management Process
Monitoring
Core Strategy Monitoring Framework

General Employment sites and Mixed Use sites

2.52 The Core Strategy seeks to balance employment allocations across the area to meet the needs of smaller communities. Policy CS7.4 supports rural employment development:

- of a scale which is in keeping with its surroundings;
- which does not detract from the amenities of residents;
- does not harm the character of the landscape or settlement or give rise to unacceptable levels of traffic.

---

² See Planning Policy Statement 4: Planning for Sustainable Economic Growth
2.53 Many employment uses require level sites that can accommodate large buildings and compounds. Most of the criteria set out in Paragraphs 2.21 - 2.23 apply to employment allocations.

2.54 In small communities, needs can be met by combining new housing and workspace with good design and control over un-neighbourly uses. There may also be opportunities in rural communities for innovative approaches such as live-work units.

2.55 Having regard to the criteria above and the local factors set out in Sections 3-6, the following sites are identified as Local Employment Sites.

<table>
<thead>
<tr>
<th>Ref</th>
<th>Name</th>
<th>Ha</th>
<th>Acceptable Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>E31M</td>
<td>KENDAL LAND SOUTH OF K SHOES, NATLAND ROAD</td>
<td>1</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>E33</td>
<td>KENDAL LAND AT BOUNDARY BANK</td>
<td>0.93</td>
<td>B1, B2</td>
</tr>
<tr>
<td>EN28M</td>
<td>KENDAL LAND AT SHAP ROAD INDUSTRIAL ESTATE</td>
<td>0.34</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>E23K#</td>
<td>KENDAL LAND NORTH OF MEADOWBANK BUSINESS PARK</td>
<td>5.15</td>
<td>B1, B2</td>
</tr>
<tr>
<td>M9M1-mod</td>
<td>MILNTORPE LAND ADJACENT TO BRIDGE END BUSINESS PARK, PARK ROAD</td>
<td>1.02</td>
<td>B1, B2</td>
</tr>
<tr>
<td>EN17-mod</td>
<td>MILNTORPE LAND and BUILDINGS ADJ DALLAM TIMBER YARD</td>
<td>0.38</td>
<td>B1bc, B2</td>
</tr>
<tr>
<td>E13M</td>
<td>MILNTORPE LAND ADJ MAINLINE BUSINESS PARK</td>
<td>8.07</td>
<td>B2, B8</td>
</tr>
<tr>
<td>E32M</td>
<td>BURNESIDE LAND ADJ CROPPERS PAPER MILL</td>
<td>1.2</td>
<td>B1, B2</td>
</tr>
<tr>
<td>RN16M</td>
<td>ENDMOOR LAND AT PEASEY BRIDGE, CROOKLANDS</td>
<td>0.66</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>EN20, EN33#, ENDMOOR LAND NORTH OF GATEBECK LANE, GATEBECK</td>
<td>3.13</td>
<td>B2, B8</td>
<td></td>
</tr>
</tbody>
</table>
POLICY LA1.8: LOCAL EMPLOYMENT ALLOCATIONS

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

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

<table>
<thead>
<tr>
<th>Ref</th>
<th>Name</th>
<th>Ha</th>
<th>Acceptable Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>M35M</td>
<td>HOLME LAND AT MILNTHORPE ROAD</td>
<td>2.58</td>
<td>B1, B2</td>
</tr>
<tr>
<td>E18M</td>
<td>HOLME LAND AT ELMSFIELD PARK</td>
<td>3.04</td>
<td>B2,B8</td>
</tr>
<tr>
<td>EN40-mod</td>
<td>SANDSIDE LAND SOUTH OF QUARRY LANE</td>
<td>1.26</td>
<td>B1,B2</td>
</tr>
<tr>
<td>EN42#</td>
<td>CARK STATION YARD</td>
<td>1.6</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>EN22</td>
<td>ULVERSTON PHASE 1, LOW MILL TANNERY</td>
<td>0.72</td>
<td>B1, B2, B8</td>
</tr>
<tr>
<td>MN19-mod</td>
<td>BROUGHTON-IN-FURNESS FOXFIELD ROAD,</td>
<td>0.73</td>
<td>B1ab, B2, B8</td>
</tr>
</tbody>
</table>

Implementation
Development Management Process
Monitoring
Core Strategy Monitoring Framework

Recreation, Greenspace and Green Gaps

2.56 Most of the plan area is countryside, much of it of very high landscape quality, including part of an Area of Outstanding Natural Beauty, parts of the settings of two National Parks and areas which have been identified as likely to be included within National Parks in the future. The countryside forms the District’s key Green Infrastructure resource for biodiversity, for food production, for recreation, as one of the strongest elements of the area’s ‘sense of place’, as the setting for and a strong part of the identity of its towns and villages, and as the foundation of the District’s greatest economic asset – its quality of life. Local communities place a very high value on the countryside and a key objective of the Core Strategy is to maintain and enhance the quality and functions of the landscape outlined above.

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

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

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

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

<table>
<thead>
<tr>
<th>POLICY LA1.9: GREEN GAPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose:</td>
</tr>
<tr>
<td>To provide a framework for maintaining the separate identities of communities in the District by maintaining visual and functional separation.</td>
</tr>
</tbody>
</table>

*GREEN GAPS ARE IDENTIFIED ON THE PROPOSALS MAP BETWEEN THE FOLLOWING SETTLEMENTS:*

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

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

**Urban Greenspace and Public Open Space**

2.60 A large number of sites were identified in the old South Lakeland Local Plan as Important Open Space – an umbrella term encompassing formal recreational open space, informal open space and private open space to
which there is no access. In 2007 the Council commissioned an Open Space, Sport and Recreation Assessment from consultants KKP, which carried out a comprehensive assessment of needs for all types of publicly accessible open space, reviewed the distribution and quality of all publicly accessible open space and identified deficiencies and surpluses. Amenity open spaces which are not accessible to the public have been separately assessed in consultation with parish and town councils.

2.61 The Allocations Document identifies important open spaces within settlements. These include formal recreational open space, informal parks, gardens and other recreational open space and private greenspaces to or through which there is no right of access but which nonetheless perform a greenspace function.

2.62 Based on the outcome of the study, sites are allocated as greenspace which:

- have significant identified quality and value as formal sports facilities, parks and gardens, natural and semi-natural greenspace, green corridors, amenity greenspace, children’s play space, allotments, cemeteries or civic spaces;
- do not have significant quality or value in their current condition or use but have been identified as offering the scope to address open space needs if their value is enhanced.

2.63 Sites are identified according to the following three categories:

- **Public Open Space**, to which the public have access for informal recreational use;
- **Outdoor Sports Facilities**, including formal sports pitches, golf courses and other formal sports facilities;
- **Amenity Open Space**, which is not accessible to the public but which nonetheless has amenity value because of its openness, appearance or landscape quality.

2.64 Where possible, opportunities will be taken to enhance and increase the quality and value of all three types of open space. There is a presumption that these spaces will not be developed except in very exceptional circumstances. It should be noted that Green Gaps are not greenspaces or open spaces. These are designated to prevent coalescence of settlements and not because of any intrinsic greenspace value that they may have.

10 South Lakeland Open Space, Sport and Recreation Report, KKP
POLICY LA1.10: EXISTING GREEN INFRASTRUCTURE

Purpose:
To ensure that new development safeguards and where possible enhances the District’s green infrastructure.

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

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

Implementation
Development Management Process
Monitoring
Core Strategy Monitoring Framework

2.65 The Open Spaces study also identifies needs for formal sports provision and the facilities which currently address these. Sites which are required to meet identified local needs for sport and recreation are identified on the Proposals Map and will be protected from development unless equivalent replacement provision is made.

POLICY LA1.11: EXISTING OUTDOOR FORMAL SPORTS FACILITIES

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

THE OUTDOOR FORMAL SPORTS FACILITIES IDENTIFIED ON THE PROPOSALS MAP WILL BE SAFEGUARDED FROM DEVELOPMENT UNLESS A SUITABLE REPLACEMENT FACILITY IS PROVIDED IN AN ACCESSIBLE LOCATION WITHIN THE SAME AREA OF NEED OR DEMAND.

WHERE SITES ARE ALSO IDENTIFIED AS GREENSPACE, THE REQUIREMENTS OF POLICY LA1.9 ABOVE ARE MET.

Implementation
Development Management Process
Monitoring
Core Strategy Monitoring Framework
Implementation, Mitigation Measures and other Policy Considerations

2.66 This document is concerned with the allocation of land for development. The process of bringing sites forward for development is known as Development Management. Most sites will be brought forward through planning applications from developers. The development of major and complex sites will be guided by Development Briefs. The determination of planning applications will be guided by adopted Core Strategy policies, national planning policies and, until such time as they are superseded by future Development Plan Documents, by saved policies of the South Lakeland Local Plan. Under the Localism Act, there are now requirements for applicants to consult with communities before planning applications are submitted.

Development Briefs

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

- Housing Allocation, Land west of High Sparrowmire, Kendal
- Housing Allocation, Land north of Laurel Gardens, Kendal
- Housing Allocations, Land at Kendal Parks, Kendal
- Housing Allocation, Stainbank Green, Kendal
- Housing Allocation, Land at Underbarrow Road, Kendal
- Strategic Employment Site, Land at Scroggs Wood, Kendal
- Business Park Site, Land at Burton Road, Kendal
- Mixed-use Allocation, Land north of Kendal Road, Kirkby Lonsdale
- Mixed-use Allocation at Green Dragon Farm, Burton in Kendal
- Housing Allocation at Land north of Sycamore Drive, Endmoor
- Employment Allocation, at Gatebeck, near Endmoor
- Housing Allocation at Milnthorpe Road, Holme
- Housing allocation, South of Quarry Lane, Storth and
- Employment Allocation, South of Quarry Lane, Sandside
- Mixed-use Allocation, Land south of Allithwaite Road, Grange-over-Sands
- Housing Allocations at Croftlands, Ulverston
- Strategic Employment Site and Mixed-use Allocation at Canal Head, Ulverston
- Housing Allocation at Cross-a-Moor, Swarthmoor.

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

Core Strategy policies

2.69 The adopted South Lakeland Core Strategy contains a number of strategic policies which will guide the consideration of planning applications and the bringing forward of development proposals. Development proposals will be assessed against these. The key policies are:

Strategic Policies

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

Housing Policies

- CS6.2 which is concerned with achieving an appropriate Dwelling Mix and Type;
- CS6.3 which sets out the Council’s requirements for Affordable Housing and CS6.4 which sets out the Council’s approach to housing outside identified settlements;
- CS6.5a and b which deal with sites for gypsies and travellers and travelling showpeople;
- CS6.6 which seeks to ensure Efficient Use of Land and Buildings.

Economic Policies

- CS7.1 which is concerned with development affecting existing and proposed employment sites;
- CS7.2 which is concerned with employment sites the type of employment land required and the sectoral split required in settlements.
- CS7.4 which deals with the rural economy and employment development in rural areas;
- CS7.5 Town Centre and Retail Strategy which sets out the principles for the scale and location of new retail development;
- CS7.6 Tourism Development;
- CS7.7 which supports the realisation of opportunities provided by energy development and the low carbon economy including support for micro-generation and decentralised heating schemes.

Environmental Policies

- CS8.1 which sets out the Council’s approach to Green Infrastructure and CS8.3a-b which set out the approach to recreational open space;
- CS8.2 which sets requirements for development affecting Landscape and Settlement Character;
● CS 8.4 which sets out the Council’s approach to the conservation of Biodiversity and Geodiversity;
● CS8.6 which sets out the Councils approach to the Historic Environment including Listed Buildings, Conservation Areas, Scheduled Ancient Monuments and Historic Parks and Gardens(CS8.6);
● CS8.7 which encourages Sustainable Construction, Energy Efficiency and Renewable Energy;
● CS8.8 which sets out criteria for the management of Flood Risk;
● CS 8.10 which sets out the Council’s overall approach to the Design of new Development;

Social, Community and Infrastructure Policies

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

2.70 Development requirements arising out of these are summarised in the Council’s validation guide for planning applications and these are attached in Appendix 4. The key requirements are the following:

<table>
<thead>
<tr>
<th>ALL SITES ALLOCATED FOR DEVELOPMENT,</th>
</tr>
</thead>
<tbody>
<tr>
<td>WHICH ARE IN FLOOD ZONES 2-3 OR WHOSE OPERATIONAL DEVELOPMENT AREA WOULD EXCEED 1 HA OR AFFECT THE FLOW OF ANY RIVER OR STREAM</td>
</tr>
</tbody>
</table>

Submission of **Flood Risk Assessment**

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

Submission of **Heritage Assessment**

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

Submission of **Landscape Assessment**

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

Submission of **Nature Conservation Assessment**

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

Submission of **Public Right of Way Statement**
WHERE THERE ARE TREES OR HEDGEROWS ON THE SITE OR WITHIN 15M OF ANY PROPOSED DEVELOPMENT
Submission of Tree and Hedgerow Survey

SITES ALLOCATED FOR HOUSING
ALL
Submission of Affordable Housing Statement

ABOVE 50 DWELLINGS
Submission of Transport Statement

ABOVE EITHER 50 DWELLINGS OR 2 HA
Submission of Sustainability Statement

ABOVE 80 DWELLINGS
Submission of Transport Statement and Travel Plan

ABOVE EITHER 80 DWELLINGS OR 1 HA
Submission of Air Quality Assessment

KNOWN OR SUSPECTED TO BE CONTAMINATED
Submission of Land Contamination Assessment

SITES ALLOCATED FOR EMPLOYMENT

B1 ABOVE *1,500 sq m, B2 ABOVE *2,500 sq m, B8 ABOVE *3,000 sq m
Submission of Transport Statement

B1 ABOVE *2,500 sq m, B2 ABOVE *4,000 sq m, B8 ABOVE *5,000 sq m (GFA)
Submission of Travel Plan

ABOVE EITHER 2 Ha OR 5,000 sq m
Submission of Sustainability Statement

ABOVE 2,500 sq m and/or LORRY PARKS AND DISTRIBUTION WAREHOUSES
Submission of Air Quality Assessment
Section 3  Kendal and Surrounding Area

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

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

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

Kendal

Policy Context

3.3  Kendal is the District’s largest town with a 2001 parish population of around 27,500. The Core Strategy (Policy CS2) sets the overall context for development in Kendal. It seeks to direct 35% of new dwellings and employment floor space to the Kendal area. The need for new housing in Kendal is set out in Table 1 above. After deducting completions since 2003
and expected contributions from existing planning consents and identified small sites, there is a need for 1,961 dwellings by 2025. The Council is also promoting the mixed-use regeneration of the Canal Head area and it is possible that this regeneration will also deliver significant new residential and employment development. It is assumed that around 200 dwellings will be delivered through the Strategy period through the preparation of a Canal Head Area Action Plan, mostly towards the end of the plan period.

3.4 This leaves a balance of 1961 to be met through land allocations by 2025

THE VISION (SOUTH LAKELAND CORE STRATEGY)

In 2025, Kendal will:

- **provide a wide range of services and jobs** for local residents and the wider area and make a strong contribution to Cumbria’s economy;
- through the delivery of new employment sites, **ensure a more balanced economic profile** across all occupation groups and employment sectors, including a knowledge cluster and a strong tertiary education sector;
- through new housing provision, **meet local and wider housing needs**, provide more affordable housing for local people and retain young people in the town;
- incorporate **new development which is sensitive** to the local landscape and the town’s historic assets and avoids areas at risk of flooding;
- have **new, retained and restored habitats** including designated sites such as the River Kent and Scout and Cunswick Scar SSSI;
- have a **vital and viable town centre** with new retail and commercial developments and arts and crafts in Kirkland and Highgate;
- have **Town Centre congestion alleviated** with active travel planning, better public transport and pedestrian and cycle links, particularly
  - between the main attractions in Kendal including K Village, Abbot Hall Museum, the town centre shopping area and Canal Head.
  - through the town and along the River Kent, linking residential areas with new employment, the town centre and other facilities and attractions;
- relate better to **Kendal, Natland, Oxenholme and Burneside** with better connections but with individual character and identity retained with a series of green gaps;
- have a **regenerated Canal Head** with a cluster of knowledge-based industries and other canal-based developments complementing and linking with the town centre;
- have **improved open space, sport and recreation provision** (including further provision of allotments) including a Sports Village, with a range of sporting facilities serving local residents.
of which 754 will be needed by 2017 and a further 755 by 2022. At least 35% of new homes should meet identified needs for affordable housing and, of these, up to 60% should be affordable housing for rent.

3.5 The Core Strategy also identifies a need for the allocation of 20 ha of land for employment uses to meet the needs of Kendal, of which 9 ha should be aimed at strategic employment needs, 9 ha should be aimed at offices and high tech industry and 2 ha should be aimed at general employment needs. The strategy seeks to locate industrial and distribution uses where they are accessible by a choice of means of transport and where they can be connected to the Strategic Road Network without any detrimental impact on the town centre network. It aims to focus new office development in and around Kendal Town Centre and support the development of a cluster of Knowledge based industries.

Local Factors influencing the location of development;

3.6 Key local factors influencing the location of new development in Kendal are:

- Respecting the setting of the existing and potential future extent of the Lake District National Park which is close to the town as well as having regard to development opportunities within the Park which could meet Kendal’s needs;
- Maintaining and enhancing the quality of the surrounding landscape and the need to achieve urban edges which maintain or enhance the character and appearance of the town when viewed from key approaches by road and rail and from important viewpoints such as Kendal Castle, The Helm, Kendal Fell and Scout Scar/Brigstetter Road;
- Avoiding coalescence between Kendal, Oxenholme, Burneside and Natland and maintaining the separate identities of these settlements;
- Avoiding areas at risk of flooding, particularly around the River Kent and to the north of the town;
- Safeguarding and enhancing the River Kent Special Area of Conservation an internationally important habitat, particularly for the seriously threatened White Clawed Crayfish;
- Preserving and enhancing Kendal’s built heritage including the Kendal Conservation Area, 183 Listed Buildings including the Grade I listed Abbott Hall, Parish Church and Castle Dairy and Scheduled Ancient Monuments – including Miller, Nether and Stramongate Bridges, Kendal Castle, the Castle Howe Motte and Bailey and Watercrook Roman Fort;
- Maintaining and enhancing parks, sports facilities and recreational open spaces including the major parks at Kendal Castle and Abbott Hall, the natural and semi-natural greenspace of Serpentine Woods, the green corridor along the River Kent, amenity greenspaces including Noble’s Rest, Gooseholm and Fletcher Square, the children’s play areas at Abbott Hall, Castle Drive and Acre Moss Lane;
- Minimising the impact of development on Kendal’s central traffic system, promoting sustainable transport and achieving a positive impact on the Kendal Air Quality Management Area;
Enhancing the vitality and viability of Kendal Town Centre for shopping, leisure, arts, culture, tourism and employment;

The community aspirations to restore the Lancaster Canal and regenerate the Canal Head area;

Infrastructure constraints including sewage capacity at Kentrigg and Steele’s Row and the implications for development in northwest Kendal.

**Infrastructure Planning Issues in Kendal**

3.7 As noted above, the Land Allocations Development Plan Document has been developed in co-operation with infrastructure providers. Kendal is the key area where existing infrastructure is under stress. Particular areas of stress are the town centre transport network which is suffering from significant congestion at peak times. Part of the Town Centre is also an Air Quality Management Area and an Air Quality Management Plan has been prepared. Cumbria County Council has examined the traffic impacts of the proposed land allocations and put forward a series of mitigating measures to ensure that congestion and air quality impacts are minimised. These measures include a combination of network-wide junction improvements and sustainable transport improvements. In applying Core Strategy Policies 10.2 Transport Impact of New Development and Policy CS9.2 Developer Contributions, the Council will ensure that new development within the Kendal area makes an appropriate contribution to measures to mitigate the environmental impacts of traffic and that new development is subject to active travel planning.

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

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

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

Kendal Town Centre

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

Town Centre Boundaries

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

Housing sites

3.12 Following the development needs identified in the Core Strategy, the overall development strategy outlined in Paragraph 3.9 above, the general site selection criteria set out in Paragraph 2.23, and the considerations specific to Kendal set out in Paragraph 3.6, the following sites are allocated in Policy LA 1.3:

Sites north of Kendal Town Centre
- WEST OF HIGH SPARROWMIRE
- WEST OF HIGH GARTH
3.13 In addition to these housing allocations, broad locations for long term housing development are identified at Appleby Road and Burton Road which between them can deliver around 600 dwellings in the longer term. As noted above, a further 200 will be delivered in the Canal Corridor Area Action Plan Area over the plan period.

3.14 This 8.55 ha site is prominent in views in the wider landscape. It forms part of a large area of open countryside to the north. Significant landscaping and robust soft boundary treatment are essential to ensure that development is sympathetic to the character of the landscape and to protect the setting of the Lake District National Park. Development is likely to result in significant impacts on traffic flows on Windermere Road and the Kendal Town Centre Network. A Transport Assessment and Travel Plan will be required which will give rise to the need for off site highways and transport mitigation. Green Infrastructure should be integrated into the development and pedestrian/cycle links provided to link to adjoining residential areas to the south and nearby main roads. On-site flood attenuation measures will be needed to mitigate against known flooding problems on the eastern edge of the site. There are also sewer capacity issues, which may affect timescales for development. Given the size of the site, development may result in the need for additional community infrastructure that could be provided/integrated within the site. The site has an estimated capacity of 150 dwellings.
POLICY LA2.1 LAND WEST OF HIGH SPARROWMIRE

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

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

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


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

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

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

DEVELOPMENT OF THIS SITE CANNOT TAKE PLACE UNTIL MEASURES ARE IN PLACE TO RESOLVE PRESSURE ON THE SEWERAGE NETWORK IN NORTH KENDAL.

Implementation
Development Brief, Development Management Process
Monitoring
Core Strategy Monitoring

Land west of High Garth

3.15 This 0.73 ha site on the north west edge of Kendal is within Kendal’s existing Development Boundary. It has the potential to accommodate a small affordable housing development subject to effective screening from Windermere Road to mitigate impacts on the Lake District National Park and measures to overcome local drainage constraints. The large trees along northern boundary should be retained.

Land north of High Sparrowmire

3.16 This 0.76 ha site could accommodate a small housing development accessed from Moore Field Close subject to the resolution of local drainage, sewerage and biodiversity issues. The site adjoins the Oxenholme-Windermere railway
and noise impacts may need to be mitigated. Robust landscaping to the north west will be necessary to achieve a satisfactory urban edge. Hedgerows and trees should be retained.

Garages, Acre Moss Lane

3.17 This small site, making use of a group of garages and a small area of adjacent land, could accommodate a small affordable housing development. Development here should protect the trees on the north part of site and utilise sustainable drainage.

Land north of Laurel Gardens

3.18 This large site is prominent in views in the local landscape and provides local amenity value. Significant landscaping measures will be required to maintain a high quality environment and safeguard the integrity of the proposed Green Gap to the north. Development is likely to result in significant impacts on traffic flows on Burneside Road and the Kendal Town Centre network. A Transport Assessment and Travel Plan will be needed and it is likely that some off-site highways and transport mitigation will be required. Green Infrastructure should be integrated and pedestrian/cycle links made to adjoining residential areas to the south and nearby main roads. Measures may be needed to mitigate against existing flood risk on the east part of the site close to Burneside Road. Deliverability of the site is affected by major issues relating to the sewer network capacity, which may impact on timescales for development. Given the size of the site, development may result in the need for additional community infrastructure, which could be provided integrated within the site.
POLICY LA2.2 LAND NORTH OF LAUREL GARDENS

Purpose:

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

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

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

- A CLEAR LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK INCORPORATING THE RETENTION OF HEDGEROWS AND THE SAFEGUARDING OF ROUGH MARSHY GROUND AT THE SOUTH EAST END OF THE SITE FROM DEVELOPMENT AND NOISE ATTENUATION ADJACENT TO THE RAILWAY LINE;
- SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT AND PROVISION FOR ON SITE FLOOD ATTENUATION MEASURES;
- SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN. PROVISION OF PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE TO ADJOINING RESIDENTIAL AREAS AND BURNESIDE ROAD;

DEVELOPMENT OF THIS SITE CANNOT TAKE PLACE UNTIL MEASURES ARE IN PLACE TO RESOLVE PRESSURE ON THE SEWERAGE NETWORK IN NORTH KENDAL.

Implementation
Development Brief, Development Management Process
Monitoring
Core Strategy Monitoring Framework

Eskdale House and Surrounding Area

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

Land at Castle Green Road

3.20 This 4.11 ha site on the eastern edge of Kendal comprises a group of fields which rise from Castle Green Road and existing housing on Oak Tree Road towards the West Coast Main Line. The front of the site is visible from Castle Green Road and can also be seen from a short stretch of the West Coast
Main Line and from Sedbergh Road. The site is well located for Kendal Town Centre and for the local facilities in south Kendal. Elsewhere Castle Green Wood and steeply rising ground limit its visibility from the east. The site and its surroundings contain a number of landscape features including tree groups, a belt of trees adjoining properties on Oak Tree Road, stone walls, wet areas, ponds, springs and watercourses some of which have biodiversity significance. Given the constraints on the site, it is estimated that the site could accommodate around 60 dwellings.

3.21 The eastern part of Kendal has surface water drainage issues and the Stock Beck Flood Alleviation Scheme has recently been implemented. There is an existing and complex flood issue, but there is scope for mitigation. On this site, there is an established flood risk to the site. The catchment may include railway drainage. There are issues concerned with sheet runoff, flooding from the watercourse and an undersized and substandard culvert under Oak Tree Drive/Rowan Crescent. A site specific Flood Risk Assessment should thoroughly investigate and determine all the flood constraints and opportunities to mitigate the impact of any development and improve the existing situation. The lower part of site could be used for flood attenuation to provide betterment to Stock Beck Flood Alleviation Scheme. Sustainable Drainage is a requirement for this site.
POLICY LA2.3 LAND EAST OF CASTLE GREEN ROAD

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

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

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

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

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

RETENTION OF HEDGEROWS AND STONE WALLS;

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

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT.

Implementation
Development Management Process
Monitoring
Core Strategy Monitoring Framework

Land west of Valley Drive

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

3.23 This 10.1 ha site lies between the existing south eastern edge of Kendal and the Oxenholme-Windermere railway line. It is a long thin site which rises steeply towards the railway and is currently used for agriculture/grazing. It is divided into two unequal parts by Kendal Parks Road which in addition to being an access route to Kendal Parks Farm is also a public footpath. There is a small woodland adjacent to Kendal Parks Road. Natland Beck also crosses the northern part of the site and forms part of the River Kent and tributaries Special Area of Conservation. Because of the challenging topography, need to safeguard the biodiversity interest of the site and need to retain important site features, the capacity of this site is estimated at around 200 dwellings.

3.24 The site is prominent in local views but screened to some extent in views in the wider landscape. It offers opportunities for significant landscaping measures will be required to ensure a high quality environment is achieved. There is potential for a linear Green Infrastructure corridor providing pedestrian/cycle access through the site with links to neighbouring housing areas and open spaces as well as Oxenholme Road. A Noise/landscaped buffer along the east boundary may be needed to offset any adverse impact from the adjacent railway and to offset any adverse impact on wider views (the eastern part of the southern site being higher in aspect and more visible in the wider landscape). A landscaped buffer zone is needed to ensure no adverse impact on the nature conservation importance of Natland Beck. Development of the northern part of the site should be carefully designed to ensure that the value and integrity of adjacent areas of open space and woodland is retained. Given the size of the site, development may result in the need for additional community infrastructure that could be provided/integrated within the site. Existing issues regarding the sewer network will need to be carefully considered in view of known constraint and also flooding from Natland Beck which crosses the northern part of the site.
POLICY LA2.4 LAND AT KENDAL PARKS

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

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

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

- A LANDSCAPED BUFFER ZONE AROUND NATLAND BECK (PART OF RIVER KENT SPECIAL AREA OF CONSERVATION) AND ANY NECESSARY MITIGATION MEASURES TO ADDRESS IMPACT ON GREAT CRESTED NEWTS NEAR THE SITE RETENTION OF HEDGEROWS;
- A LANDSCAPING AND GREEN INFRASTRUCTURE FRAMEWORK INCORPORATING SIGNIFICANT LANDSCAPING ALONG THE EASTERN BOUNDARY ADJOINING RAILWAY LINE INCORPORATING APPROPRIATE NOISE ATTENUATION;
- SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT AND PROVISION OF SURFACE WATER MITIGATION MEASURES INCLUDING ON-SITE ATTENUATION;
- SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN. PROVISION OF PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE TO ADJACENT HOUSING AND TO KENDAL PARKS ROAD.

Implementation
Development Brief, Development Management Process
Monitoring
Core Strategy Monitoring Framework

Land at Oxenholme Road

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

**POLICY LA2.5 LAND at OXENHOLME ROAD**

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

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

- **A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK WHICH PROTECTS THE INTEGRITY OF THE GREEN GAP, SAFEGUARDS THE BIODIVERSITY IMPORTANCE OF NATLAND BECK, PROVIDE EFFECTIVE VISUAL SEPARATION FROM OXENHOLME VILLAGE RETAINS THE HEDGEROW TO THE WEST OF THE SITE, CREATE’S A LANDSCAPED BUFFER ZONE AND HABITAT AROUND THE WATERCOURSE AND INCORPORATES ANY NECESSARY MEASURES TO MITIGATE IMPACTS ON GREAT CRESTED NEWTS;

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

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

- **LANDSCAPE AND BUILDING DESIGN TO BE OF A QUALITY WHICH REFLECT THE IMPORTANCE OF THIS KEY GATEWAY SITE.**

**Implementation**
Development Management Process

**Monitoring**
Core Strategy Monitoring Framework

**Land south of Natland Beck Farm**

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

**POLICY LA2.6 LAND SOUTH OF NATLAND BECK FARM**

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

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

- THE PROTECTION OF KEY TREES AND HEDGEROWS;
- PERIMETER LANDSCAPING;
- PROTECTION OF THE ROUTE OF THE LANCASTER CANAL;
- SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND THE DEVELOPMENT OF PEDESTRIAN AND CYCLE LINKS TO THE TOWN CENTRE UTILISING NATLAND MILL BECK LANE AND THE CANAL CYCLE ROUTE.

**Implementation**
- Development Management Process
- Monitoring
- Core Strategy Monitoring Framework

**Land at Lumley Road**

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

**Land at Vicarage Drive**

3.28 A 0.43 ha site at Vicarage Drive could accommodate around 12 new dwellings. The site is currently overgrown. Key issues here will be achieving a satisfactory relationship with neighbouring dwellings, achieving a design which reflects its prominent location on Vicarage Drive and reinforcing the green infrastructure importance of the adjoining Vicarage Drive green wedge.
and the small park at Vicar’s Fields. Parts of the site may also have biodiversity value.

Land at Stainbank Green

3.29 This 10.8 ha site has a capacity of around 189 dwellings. It comprises open land used for agricultural/grazing purposes and is prominent in the local landscape but less so the wider landscape on account of intervening topography. A belt of trees reinforces the boundary of the site with Stainbank Road and Maple Drive. A second belt runs across the site parallel with Brigsteer Road. A number of stone walls cross the site. The southeast part of the site merges into the wider area of farmland to the south and west.

Significant landscaping measures will be required to ensure there is no adverse impact from development to existing landscape character. A soft landscaped boundary treatment will be needed along the southern and southwest boundaries of the site in particular. Development in this location is likely to result in significant impact on existing traffic flows on adjacent roads and the Kendal Town Centre network. A Transport Assessment and Travel Plan will be required and it is likely that some off-site highways and transport mitigation would be required to realise this development site. Green Infrastructure should be built into the development retaining existing wildlife movement from east to west through the site and also to provide pedestrian/cycle links and connectivity to adjacent residential areas and Brigsteer Road to ensure there are good sustainable access links to Kendal Town Centre. Mitigation measures may be required to ensure adequate arrangements for disposal of surface water is provided. Given the size of the site, development may result in the need for additional community infrastructure that could be provided/integrated within the site.
POLICY LA2.7 LAND AT STAINBANK GREEN

Purpose:

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

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

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

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

THE SAFEGUARDING THE AREA OF MEADOW SAXIFRAGE AT THE NORTH EAST CORNER OF THE SITE;

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 AND FOOTWAY ALONG BRIGSTEER ROAD AND THE RETENTION AND ENHANCEMENT OF EXISTING RIGHTS OF WAY.

Implementation

Development Brief, Development Management Process

Monitoring

Core Strategy Monitoring Framework

Land south of Underbarrow Road

3.30 This 6.78 ha site comprising a series of fields south of Underbarrow Road could accommodate around 153 dwellings. The site contains a number of mature trees and stone walls. The western tip of the site adjoins the boundary of the Lake District National Park. Key issues here include the need for a strong landscape framework to mitigate visual impacts on the National Park and the need to mitigate against potential noise impacts from the waste disposal and recycling uses on the north side of Underbarrow Road. There may also be noise impacts from the Kendal Bypass. Adjacent areas of rough grassland and scrub may offer the opportunity to create linked areas of amenity open space. Nearby Kendal Fell Quarry has been used as a landfill site in the past and investigation of potential contamination may be necessary.
POLICY LA2.8 LAND SOUTH OF UNDERBARROW ROAD

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

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

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

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

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

Implementation
Development Brief, Development Management Process
Monitoring
Core Strategy Monitoring Framework

Broad Locations - Appleby Road and Burton Road

3.31 The area north west of Kendal has considerable potential as a broad location for new residential development in the longer term. Key issues will include managing landscape impacts, managing impacts on the River Mint which is part of the River Kent and Tributaries Special Area of Conservation, managing and mitigating traffic impacts, needs for community infrastructure, green infrastructure and landscape framework, and safeguarding the Thirlmere Aqueduct. Areas close to Sandylands have surface water drainage issues which will need to be mitigated. In the long term, sites in the wider area between Burton Road and Natland Road may be able to accommodate further development. This is a highly sensitive area and an important approach to the town as well as forming the setting for the Helm Lodge Listed Building. Key issues such as the quantum of development, the site definition and site development will be considered through a future Development Plan document.

Employment Issues

3.32 South Lakeland has a shortage of available employment land and premises. Kendal is a key employment location. This means that the ‘churn’ of employment within existing industrial estates, particularly in the Shap Road
area will accommodate significant elements of the town's needs. Employment land in the Canal Head area is considered through the Kendal Canal Head Area Action Plan. Employment areas have been analysed using the criteria set out in Paragraph 2.41 and existing employment areas safeguarded.

**Employment Allocations**

3.33 The Core Strategy identifies a need for the allocation of a Strategic Employment site of 9 ha and a Business Park site of 9 ha to accommodate business and knowledge based industry. Having applied the criteria set out in Paragraphs 2.45 to 2.53 and the local considerations relating to Kendal set out in Paragraph 3.6 a Strategic Employment Site is proposed for allocation on land adjacent to Scroggs Wood on Milnthorpe Road, and a Business Park at Burton Road. Some employment development is also proposed as part of the Kendal Canal Head Area Action Plan.

**Scroggs Wood Strategic Employment Site**

3.34 At the present time, there are no sites within the built up area of Kendal capable of accommodating a Strategic Employment Site. The site at Scroggs Wood is identified in the South Lakeland Knowledge Based Employment Land Search and Assessment as being suitable in terms of size, location deliverability, availability, infrastructure capacity, market considerations and environmental capacity. It is well located in relation to the strategic highway network. Scroggs Wood itself screens the site from adjoining residential areas. It is within reasonable walking and cycling distance from large parts of South Kendal and is also on a major bus route.

3.35 Significant structural landscaping and robust boundary treatment will be needed, particularly along the southern and eastern edges of the site to ensure development is sympathetic to the existing landscape character and views from the A6 and A591. Pedestrian/cycle links should link development with Milnthorpe Road (A6) and existing public rights of way north and east of the site. A landscaped buffer zone is required between Scroggs Wood and any development. Flooding mitigation measures may be needed to reduce the risk of flooding from a watercourse to the north of the site. Road improvements to the A6 may be needed as may mitigation measures to offset any potential adverse impact to the existing highways network. Additional infrastructure is required to ensure the site is connected to energy and sewer networks.

**Burton Road Business Park**

3.36 At the present time, there are no sites within the built up area of Kendal capable of accommodating a Business Park. The site at Burton Road is identified in the South Lakeland Knowledge Based Employment Land Search and Assessment as being suitable in terms of size, location deliverability, availability, infrastructure capacity, market considerations and environmental
capacity. Although not directly accessible to the strategic highway network, it adjoins the A65. It is within fairly reasonable walking and cycling distance from large parts of South Kendal and is also on a Kendal town bus service route and is very close to Oxenholme Railway Station as well as being on the Kendal to Kirkby Lonsdale bus route. Part of the Thirlmere Aqueduct runs through the site near to the east eastern boundary and development will need to be located at least 10.06m from the edge of the aqueduct. Significant structural landscaping and robust boundary treatment along the edges of the site will be needed to ensure development is sympathetic to existing landscape character, views from the A65 and Oxenholme Road as well as to the Green Gap to the north. Pedestrian/cycle links should be provided linking development with adjacent main roads and the existing public right of way to the north of the site which also runs through the site.

Draft POLICY LA2.9: STRATEGIC EMPLOYMENT ALLOCATIONS, KENDAL

Purpose:

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

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

LAND ADJACENT TO SCROGGS WOOD,

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

AVOIDANCE OF DEVELOPMENT VERY FAR EAST PART OF THE SITE CLOSEST TO THE RIVER KENT;

USE OF SUSTAINABLE DRAINAGE SYSTEM (SUDS);

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN;

PROVISION OF CYCLE AND PEDESTRIAN LINKS THROUGH THE SITE AND TOWARDS THE TOWN CENTRE AND THE PROTECTION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY ACROSS AND ADJACENT TO THE SITE;

PROTECTION OF THE SETTINGS OF THE WATERCROOK ROMAN FORT SCHEDULED ANCIENT MONUMENT AND THE HELSINGTON
LAITHES AND SNUFF MILL GRADE 2** LISTED BUILDINGS;
A QUALITY OF DESIGN WHICH REFLECTS THIS VERY HIGH QUALITY GATEWAY SITE;

LAND EAST OF BURTON ROAD


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

SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN;

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

THE INCORPORATION OF SUSTAINABLE DRAINAGE SYSTEM (SUDS);

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

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

Implementation
Development Management Process
Monitoring
Core Strategy Monitoring Framework

Land south of K Shoes Factory, Natland Road

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

**Land at Boundary Bank and Kendal Fell Quarry**

**3.38** North of Underbarrow Road is an employment area which currently comprises
the now closed Kendal Fell quarry, a small business park (the Kendal Fell Business Park) an existing domestic waste transfer facility and land proposed
for allocation by Cumbria County Council for additional waste uses. Much of
this area lies within the Lake District National Park. In the Lake District
National Park Authority land allocations document, the 12 ha quarry site is
proposed for waste disposal use and there is considerable scope to
accommodate additional employment development in this area, which
benefits from a private access onto the A595 Kendal Bypass. South Lakeland
District Council supports the development of this area for employment
purposes. Within SLDC’s area, there is a small area of land on the north side
of Underbarrow Road which has the potential for a small employment
development to complement the comprehensive development of this area.
Key issues here will include landscape impacts to Underbarrow Road and on
views from the National Park in particular and traffic and transport impacts on
Kendal Town Centre as well as possible contamination as a result of previous
quarry use. There will also be scope to enhance biodiversity through
retaining and enhancing existing hedges and trees. Careful consideration will
also need to be given to surface water disposal.

**Land at Shap Road**

**3.39** There is an undeveloped plot on Shap Road Industrial Estate suitable for
general employment uses. Possible issues here include the incorporation of
biodiversity issues and the possibility of contamination from nearby existing
uses.

**Land North of Meadowbank Business Park**

**3.40** 5.15 ha north of the new Meadowbank Business Park offers a natural
extension to existing employment areas in the Shap Road area. Because of
limitations on the local highway network, this would only be suitable for B1
(office, research and development and light industrial) and B2 (general
employment use). Key issues here are managing the impacts on the
landscape throughout the site and the northern boundary in particular. The
site has known surface water issues which will require mitigation.
Development will also require a Transport Assessment and Travel Plan and
incorporate pedestrian and cycle links to Shap Road.

**Greenspaces and Open Spaces**

**3.41** Within Kendal, Public Open Spaces, Amenity Open Spaces and Outdoor
Sports Facilities are identified in line with the method set out in Paragraph
2.62 and safeguarded by Policy LA1.10. The Open Space study identifies the following open spaces as particularly important:

- The River Kent Green Corridor;
- The major parks of Kendal Castle and Abbott Hall;
- Natural and semi-natural open space at Serpentine Woods;
- Greenspaces at Noble’s Rest, Gooseholme and Fletcher Square;
- Children’s play areas at Abbott Hall, Castle Drive and Acre Moss Lane.

3.42 The Lancaster Canal is also a significant Green Corridor. Outside the Kendal Canal Head Action Area, the Council will continue to safeguard the alignment of the canal and resist development that will prejudice the prospects of canal restoration. Core Strategy Policy CS10.1 addresses this issue.

3.43 Core Strategy Policy CS2 states that the Council will designate Green Gaps as required to prevent the coalescence of settlements. In the case of Kendal, where major growth is proposed, there is a particular need to ensure that surrounding communities do not lose their distinctive identities. For this reason, Green Gaps are proposed separating Kendal from Oxenholme and Burneside and separating Natland from Oxenholme.

Kirkby Lonsdale

Policy Context

3.44 Kirkby Lonsdale is a Key Service Centre (smaller town) along with Milnthorpe

**THE VISION (SOUTH LAKELAND CORE STRATEGY)**

In 2025, Kirkby Lonsdale will:

- provide vital retail, service and community functions for the wider area inside and outside the District;
- have targeted improvements to public transport connectivity;
- incorporate moderate new housing development in a way that is sensitive to the local landscape characteristics and historic assets;
- have an increased amount of affordable housing helping to retain a greater number of young people and families within the town;
- have a diversified rural economy including opportunities for sustainable tourism development;
- recognise and respect areas of International Nature Conservation importance such as Morecambe Bay Limestone Pavements and the high ecological value of much of the area and create and restore habitat as development takes place.
and Grange-over-Sands with a parish population of around 1,800. Core
Strategy Policy CS5 sets the overall context for development. This seeks to
make provision for moderate housing development and employment
development in Kirkby Lonsdale, promoting its vitality as a shopping and
service centre and promoting tourism. The need for new housing in Kirkby
Lonsdale is set out in Table 1 above. After deducting completions since 2003
and expected contributions from existing planning consents and identified
small sites, there is a need for 121 new dwellings of which 69 will be needed
by 2020 and 89 by 2022. At least 35% of new homes should meet identified
needs for affordable housing and, of these, up to 60% should be affordable
housing for rent.

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

Local Factors influencing the location of development;

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

- Respecting the setting of the existing and potential future extent of the
  Yorkshire Dales National Park;
- Maintaining and enhancing the quality of the surrounding landscape
  and the need to achieve urban edges which maintain or enhance the
  character and appearance of the town when viewed from key approaches
  such as the A65 and from important viewpoints such as Ruskin’s View
  and Devil’s Bridge;
- The potential severance effect and difficulty of crossing the A65 which
  is the major route linking West Yorkshire and Cumbria;
- Avoiding areas at risk of flooding, particularly around the River Lune
  and around Underley Beck;
- Safeguarding and enhancing the Low Biggins and Highhead Wood
  Limestone Pavements;
- Preserving and enhancing Kirkby Lonsdale’s built heritage including the
  Kirkby Lonsdale Conservation Area, 163 Listed Buildings including the
  Church of St Mary (Grade I Listed) and Devil’s Bridge (Grade I listed and
  Scheduled Ancient Monument) and the medieval motte at Cockpit Hill
  (Scheduled Ancient Monument);
- Maintaining and enhancing parks and open spaces including Jubilee
  Park the natural greenspace at Hutton Roof Crag, the green corridor
  along the River Lune and Tram Lane Recreation Ground and St Mary’s
  cemetery and protecting formal sports pitches;
- Enhancing the vitality and viability of Kirkby Lonsdale town Centre for
  shopping, leisure, arts, culture, tourism and employment;
- Protecting the route of the major aqueduct to the west of Kirkby Lonsdale
  – development is not permitted within a 10.5m corridor on either side of
  the pipeline;
Sewerage capacity issues. Kirkby Lonsdale Sewage Works requires upgrading to accommodate further development.

Development Boundary and overall Development Strategy

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

Town Centre and shopping

3.48 Kirkby Lonsdale is an important small market town serving the rural east of South Lakeland District as well as adjoining areas of Craven and Lancaster Districts. It provides local convenience and comparison shopping reinforced by an edge of centre Booths store which has planning permission for an extension. It is also a centre for primary and secondary education and medical and professional services as well as being an important visitor destination.

3.49 The role of Kirkby Lonsdale town Centre is considered in Policy CS7.5 of the Core Strategy which states that sustainable shopping and other town centre development of an appropriate scale will be supported provided that it respects the character of the centre and assists in maintaining the existing shopping function. The compact town centre boundary includes Main Street, the Market Square, Market Street and New Road and almost all of this is also the Primary Shopping primary shopping area. The Primary retail frontages which should remain in predominantly retail use are the north side of the Market Square, Main Street, north of the Square and Market Street.

Land Allocations in Kirkby Lonsdale

3.50 Following the development needs identified in the Core Strategy, the overall development strategy outlined in Paragraph 3.47 above, the general site selection criteria set out in Paragraph 2.23, and the considerations specific to Kirkby Lonsdale set out in Paragraph 3.46, the following sites are allocated:

Mixed-Residential, Employment and Open Space Allocation

- LAND NORTH OF KENDAL ROAD

Housing Allocations

- LAND AT TRAM LANE
- LAND ADJACENT TO BINFOLD COURT
- FORMER CEDAR HOUSE SCHOOL
Land North of Kendal Road

3.51 A significant part of Kirkby Lonsdale’s housing and employment land development needs will be met in a single strategic allocation north of Kendal Road. This site has minimal impact on the historic core of the town, can be well linked to key facilities such as the schools, supermarket, doctor’s surgery and town centre, is visually contained and the employment element can be accessed directly onto the A65. It is estimated that the site can accommodate around 80 dwellings and 1.0 ha of employment land as well as open space. The site is crossed by the Haweswater Aqueduct and no development will be permitted within 12.2 m of the aqueduct. It also incorporates school playing fields. Other issues include measures to manage to surface water run off, traffic and access issues reflecting current weight restrictions on Kendal Road, the need for suitable pedestrian and cycle links to the town centre and the need to manage biodiversity impacts. The site is set in high quality landscape and careful design will be necessary. It has a number of mature trees, hedgerows, and continuous rows of trees including a woodland area to the north west corner. These are of landscape and wildlife significance and provide some screening of the site from external views. Development of this site will be guided by a Development Brief.

3.52 It is estimated that around 20 dwellings will be developed in Phase 1 (2012-17) 40 in Phase 2 (2017-22) and 20 in Phase 3 (2022-25).
POLICY LA2.10: MIXED USE ALLOCATION NORTH OF KENDAL ROAD, KIRKBY LONSDALE

Purpose:

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

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

8.3 HA OF LAND NORTH OF KENDAL ROAD, KIRKBY LONSDALE (ref R127M)

AS SHOWN ON THE PROPOSALS MAP IS ALLOCATED FOR MIXED HOUSING (Estimated capacity 80) AND B1 AND B2 EMPLOYMENT DEVELOPMENT (1.0 ha):

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

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

- SURFACE WATER NOT TO EXCEED GREEN FIELD RUN-OFF RATES, MEASURES TO ENSURE NO ADVERSE IMPACT ON THE FLOW AND QUALITY OF THE RIVER LUNE AND NO TO SURFACE WATER DISCHARGE TO FOUL SEWERS;
- A HABITAT SURVEY AND SAFEGUARDING AND REINFORCEMENT OF AREAS OF BIODIVERSITY INTEREST AND ANY MEASURES NECESSARY TO SAFEGUARD GREAT CRESTED NEWTS ON NEARBY SITES;
- AVOIDANCE OF DEVELOPMENT IN SMALL AREA AT RISK OF FLOODING AT THE NORTH EDGE OF THE SITE;
- PROVISION FOR THE RETENTION OR REPLACEMENT OF THE SCHOOL PLAYING FIELD;
- SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT PROVIDING PEDESTRIAN/CYCLE LINKS THROUGH THE SITE AND TO THE TOWN CENTRE.

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

Monitoring
Through Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.
Land at Tram Lane

3.53 This site is allocated for housing in the 1997 South Lakeland Local Plan. It is very close to shopping and health facilities making it particularly suitable for housing for people with limited mobility. The site is close to the main road entrance to the town and building here will have to be of a quality which reflects this importance. Key issues include surface water drainage and possible impacts on the drainage of the adjacent Booths Supermarket and possible biodiversity interest which could require mitigation. It is estimated that this 0.41 ha site could accommodate around 20 dwellings.

Land adjacent to Binfold Court

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

Former Cedar House School

3.55 This private school has now closed and represents a significant previously developed site. Key issues include the scope for incorporating existing school buildings within the development and the incorporation of existing perimeter landscaping and boundary treatment. It is estimated that this 0.87 ha site could accommodate around 20 dwellings. A second issue is achieving a safe pedestrian footway adjacent to the site.

Existing Employment Areas

3.56 South Lakeland has a shortage of available employment land and premises and there are very few employment sites in the Kirkby Lonsdale area. The completion of the Kirkby Lonsdale Business Park on the A65 has delivered some new employment. There is also a significant industrial estate at the former Kirkby Lonsdale station in Lancaster District. Given the pressure on existing employment sites, it is vital that existing sites are safeguarded.

3.57 Two small sites for new employment development are identified close to the Booths store. Both are within or adjacent to the existing development boundary. Both are visually contained and have good access onto the A65.

Greenspaces and Open Spaces

3.58 Public Open Spaces, Amenity Open Spaces and Outdoor Sports Facilities are identified in line with the method set out in Paragraph 2.62 and safeguarded by Policy LA1.10. The Open Space study identifies the following open spaces as particularly important:

- The River Lune Green Corridor;
- The Jubilee park;
- Natural and semi-natural open space at Hutton Roof Crag.
Milnthorpe

THE VISION (SOUTH LAKELAND CORE STRATEGY)

In 2025, Milnthorpe will:

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

Policy Context

3.59 With a 2001 parish population of around 2,100, Milnthorpe is identified as a Key Service Centre along with Kirkby Lonsdale and Grange-over-Sands. The Core Strategy (Policy CS5) sets the overall context for development in Milnthorpe. This seeks to make provision for moderate housing and employment development, promoting its vitality as a shopping and service centre and promoting tourism. The need for new housing in Milnthorpe is set out in Table 1 above. After deducting completions since 2003 and expected contributions from existing planning consents and identified small sites, there is a need for 186 new dwellings, of which 47 will be needed by 2017 and a further 46 by 2022.

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

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

- Respecting the setting of the Arnside Silverdale Area of Outstanding Natural Beauty and Dallam Park in particular;
- Maintaining and enhancing the quality of the surrounding landscape and the need to achieve urban edges which maintain or enhance the character and appearance of the town when viewed from key approaches such as the A6 and from Arnside and the M6 as well as to and from Dallam Park and St Anthony’s Tower;
- Avoiding coalescence with the neighbouring settlements of Heversham, Ackenthwaite, Storth and Beetham;
- Avoiding areas at risk of flooding, particularly around the River Bela;
- Safeguarding and enhancing the Morecambe Bay and Morecambe Bay Limestone Pavements Natura 2000 sites;
- Preserving and enhancing built heritage including 15 Listed Buildings including Dallam Tower (Grade I Listed) and St Anthony’s Tower (Grade II Listed);
- Maintaining and enhancing parks and open spaces including Dallam Park and sports and recreation facilities.
- Enhancing the vitality and viability of Milnthorpe town Centre for shopping, leisure, arts, culture, tourism and employment.
- Service capacity Milnthorpe sewage works has adequate capacity but additional investment is needed at Strand Pumping Station to accommodate additional development.

Development Boundary and overall Development Strategy

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

Village Centre and Shopping Issues

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

Land Allocations in Milnthorpe

3.64 Having regard to the overall development strategy outlined in Paragraph 3.62 above, the general site selection criteria set out in Paragraph 2.23, and the considerations specific to Milnthorpe set out in Paragraph 3.61, the following sites are allocated:

Housing Allocations

- LAND SOUTH OF MILNTHORPE
- LAND NORTH WEST OF MILNTHORPE
- LAND ADJACENT TO ST ANTHONY’S CLOSE
- LAND AT OWLET ASH FIELDS ACKENTHWAITE

Employment Allocations

- LAND ADJACENT TO MAINLINE BUSINESS PARK
- LAND ADJACENT TO BRIDGE END BUSINESS PARK, PARK ROAD
- LAND ADJACENT TO DALLAM TIMBER YARD

Land south of Milnthorpe

3.65 This 3.41ha site is part of a larger site which occupies rising ground south and east of Milnthorpe. The Strategic Housing Land Availability Assessment identifies considerable potential in this area although only land for around 70 dwellings is required to meet development needs during the plan period. Key issues for this site include mitigating landscape impacts, particularly around the frontage of the site with the A6 where it both forms the entry point to the village and secondly lies opposite very high quality landscape in the form of Dallam Park in the Arnside Silverdale Area of Outstanding Natural Beauty. There is a need for a high quality approach to landscaping in this area as well as sensitively designed access arrangements. The other key issue is to ensure that the access arrangements for development do not prejudice the possibility of further development to the north. A further issue is achieving satisfactory links with the village centre. A public footpath offers an important opportunity to create a direct pedestrian and cycle link from the development into the village centre. There is also a group of trees in the centre of the site.
POLICY LA2.11: LAND SOUTH OF MILNHORPE

Purpose:
To ensure that the site delivers high quality sustainable development and that landscape, transport, drainage and biodiversity impacts are effectively mitigated and to ensure that the scope for longer term development is not prejudiced.

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

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

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

THE ACCESS, LANDSCAPING AND PEDESTRIAN MOVEMENT FRAMEWORK FOR THIS SITE SHALL NOT PREJUDICE THE LONG TERM DEVELOPMENT OF LAND TO THE NORTH OF THE SITE.

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

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

Land North West of Milnthorpe

3.66 The 3.85 ha site north west of Milnthorpe adjoining the Parkhouse Industrial Estate can accommodate around 85 dwellings on a sustainable site close to the village centre, schools, the new Booths supermarket and the main employment opportunities. Key issues are the need for a transport assessment and travel plan, the need to enhance a bridle path to provide enhanced links to the town centre and careful attention to the impact of development on views from the Arnside Silverdale Area of Outstanding Natural Beauty.

Land adjacent to St Anthony’s Close

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

Land at Owlet Ash Fields

3.68 This small, overgrown site adjacent to the existing housing estate at Owlet Ash fields offers the opportunity for a small affordable housing development. The site has been unused for some years and investigation of its wildlife importance will be necessary. There may be opportunities for habitat creation as part of the development.

Land adjacent to Bridge End Business Park

3.69 South Lakeland has a shortage of available employment land and premises. The supply in Milnthorpe has recently been augmented with the Parkhouse Lakeland Industrial Estate, currently under construction adjacent to Houghton’s Coachworks. Bridge End Business Park is also an important small industrial estate. Milnthorpe is also developing a role as a centre for small knowledge-based industries. It is proposed that the Parkhouse, Houghton’s and Bridge End are safeguarded and a further 1 ha is allocated for B1 and B2 employment use to meet future employment land and premises needs. Development here will require a transport assessment and travel plan and effective screening from the residential allocation to the north.

Land at Mainline Business Park

3.70 There is a significant area, around 8.0 ha of land adjacent to the existing Mainline Business Park off the B6385 Milnthorpe-Crooklands road next to the West Coast Main Line railway. This area is visually quite well contained and could accommodate a significant amount of new employment development including B8 employment uses. Major development here would need to provide for improvements to the Canal crossing at Crooklands.

Land and buildings adjacent to Dallam Saw Mill

3.71 This site is a yard with a range of disused traditional buildings which has scope to convert to employment use. The site lies within the Arnside Silverdale Area of Outstanding Natural Beauty and Dallam Park is listed by English Heritage as a Historic Park and Garden. The design of any development would need to reflect the national landscape and built heritage importance of its context. The site is also within Flood Zone 3 and a flood risk assessment would be required.

Greenspaces and Green Gaps

3.72 Public Open Spaces, Amenity Open Spaces and Outdoor Sports Facilities are identified in line with the method set out in Paragraph 2.62 and safeguarded by Policy LA1.10. Important open spaces include the Recreation Ground, The
3.73 Milnthorpe lies very close to the adjoining settlement of Ackenthwaite and that there is a risk of these settlements coalescing and Ackenthwaite losing its separate identity. For this reason, a Green Gap is identified separating Milnthorpe and Ackenthwaite. The existing Green Gap boundaries identified in the old South Lakeland Local Plan have been reviewed having regard to the criteria set out in Paragraph 2.58 and changes have been made to remove some areas that do not perform a visual or functional separation.

The Arnside Silverdale Area of Outstanding Natural Beauty

3.74 The Arnside Silverdale Area of Outstanding Natural Beauty is an area of national landscape importance and its special characteristics are protected by national planning policy. This protection is echoed in Core Strategy Policy CS8.2 which states that:

- development proposals should be informed by and sympathetic to the distinctive character landscape types set out in (inter alia) the AONB Management Plan and Landscape and Seascape Assessment;
- that development should protect, conserve and enhance the special quality of the environment associated with national designated areas of the...Arnside and Silverdale AONB including their settings...and the setting of and views into and from the AONB.

3.75 The special qualities of the AONB identified in the AONB Management Plan are primarily:

- the rarity and distinctiveness of its Carboniferous limestone that shows clear evidence of glacial erosion and depositional processes that led to the development of limestone pavement,
- the mosaic of contrasting landscape types present;
- the estuarine setting of the AONB, which affords dramatic views over Morecambe Bay;
- an outstanding range of internationally valued and protected wildlife resources including a variety of limestone habitats, such as lowland mixed ash woodland, species-rich lowland limestone grassland and limestone heath. Extensive areas of estuarine habitat support large populations of wildfowl and wintering wading birds and the mosses of the AONB are wetlands that support habitats representing truly natural successions;
- the intimate scale and tranquillity of the area.

3.76 Development within Areas of Outstanding Natural Beauty is normally limited to meeting needs within the AONB.

Housing Needs within the AONB

3.77 The AONB has a total population of around 7,800 of which around 2,300 live in Arnside Parish and approximately 1,500 live within parts of Beetham Parish.
within the AONB. More than half of the AONB population live in the Lancashire part. For the purpose of assessing development needs, it is assumed that development needs originating within Lancashire will be met within Lancaster District in line with the adopted Lancaster Core Strategy.

3.78 There are a number of ways of evaluating housing needs in the AONB.

3.79 The LDF area has a population of around 75,000 AONB by population represents around 5% of this. If the District’s housing target of 400 per annum were divided pro-rata by population, this would generate a total need of 20 per annum or 460 for the whole plan period of 2003-2025.

3.80 The 2009 Strategic Housing Market Assessment for rural south Kendal identified a 5 year affordable need of 1,105 dwellings for the whole rural south area. By population, the AONB represents around 15.7% of this area giving an AONB need of 173 for the period 2009-2014. If this level of need persists for the remaining LDF period (2009-2025), this would give a total need for the plan period of 555.

3.81 The 2011 Strategic Housing Market Assessment finds a much lower level of need. For the rural South excluding Milnthorpe and Kirkby Lonsdale it identifies a 5 year affordable need of 435. The AONB represents around 18.54% of the population of this area giving a total of 81 for the period 2011-16. If this level of need persisted over the whole plan period, this would generate a total affordable need of 225. This relates only to affordable need.

3.82 The 2009 Arnside Housing Needs Study found a total of 27 households in need of affordable housing for the period 2009-2014. Assuming this level continues over the strategy period, this gives a total Arnside need of 86. The Beetham study found a total of 20 households in affordable need for the period 2007-2012. Adjusting the Beetham figure to 17 to account for parts of the Parish outside the AONB and assuming the level continues over the LDF period, this gives a total need of 61 giving a total AONB affordable need of 147. This figure will increase significantly if an allowance is made for market housing to enable the delivery of the affordable element. If affordable housing is delivered at 35% of market schemes this would require a further 273 market homes totalling 420.

3.83 Thus depending on the method used, housing need within the SLDC part of the AONB, need across the whole plan period is 2-400 dwellings depending on the assumptions made about market housing.

3.84 This is exacerbated by very low rates of housing delivery. Since 2003 there have been 25 completions in Arnside and 5 in Storth/Sandside. A further 16 are expected from existing permissions and 11 on small sites.
Employment Land Needs in the Area of Outstanding Natural Beauty

3.85 Current methodologies for establishing employment land needs are not applicable at a level at which they can be applied to an area as small as the South Lakeland portion of the Arnside Silverdale AONB. The Core Strategy identifies a need for 30 ha of local employment land across the LDF area. If this is divided according to population (around 5%), this would indicate a need for 1.5 ha. Again employment land needs must be tempered against the environmental capacity of the area.

The Approach to identifying sites in the AONB

3.86 It is clear that the environmental constraints within the AONB are such that it cannot meet housing needs on this scale and effectively these will be met by communities elsewhere in rural South Lakeland. Nonetheless, through the allocations process, SLDC has sought to identify some sites within the AONB so that some needs can be met locally. The following principles have been used:

- The concentration within existing settlements, particularly those identified as Local Service Centres in the Core Strategy which offer the greatest range of local services;
- The use of previously used sites where possible;
- The concentration of development within existing development boundaries and the avoidance of proposals which would extend existing settlements;
- A focus on sites which are visually contained by topography, woodland and existing properties and do not impact on wider views;
- Avoidance of areas of flood risk;
- Avoidance of areas which affect the special characteristics of the AONB as identified in Para 3.80 above;
- Sites where development can contribute to meeting identified community needs.

Land Allocations in the Arnside Silverdale Area of Outstanding Natural Beauty

3.87 The following land allocations are proposed within the Arnside/Silverdale Area of Outstanding Natural Beauty:

**Housing Allocations**

- LAND AT STATION ROAD, ARNSIDE (17 dwellings)
- LAND AT HOLLINS LANE, ARNSIDE (34 dwellings)
- LAND AT REDHILLS ROAD, ARNSIDE (30 dwellings)
- LAND AT QUARRY LANE, STORTH (31 dwellings)

**Employment and Mixed-use Allocations**

- LAND AT SANDSIDE ROAD, ARNSIDE (0.66 ha including 0.2 ha of employment)
- LAND AT QUARRY LANE, SANDSIDE (1.26 ha)
- LAND AND BUILDINGS ADJACENT TO DALLAM TIMBER YARD (0.38 ha)

3.88 Total allocations within the AONB are land for 112 dwellings and 1.84 ha of employment land between now and 2025. In addition, some employment and housing needs will be met through development on small sites and development within small villages and hamlets.

** Arnside **

3.89 Arnside is a large village benefiting from a wide range of local facilities and good rail links to Lancaster and Furness. It is also a significant visitor destination, centred on its Victorian seafront, the partly wooded limestone hills and coastline behind and guided walks across Morecambe Bay. It is the largest settlement and main centre for the Arnside Silverdale Area of Outstanding Natural Beauty. The parish had a population of around 2,300 at the 2001 census and has a particularly high proportion of retired people.

3.90 Key issues affecting development in Arnside are:

- its setting and role within a landscape of national importance;
- the importance of woodland and large greenspaces within and around the village to its character – particularly the Recreation Ground, the open hillside behind Black Dyke Road and Ash Meadow Woodlands;
- a shortage of publicly accessible open space;
- the impacts on the Kent Estuary – part of the Morecambe Bay complex of international nature conservation sites;
- topographic issues – the village occupies a steep rocky limestone hillside;
- the susceptibility of low lying areas to the northeast to flooding and the need to protect important areas such as its wooded surroundings;
- The need to sustain local facilities and public transport.

3.91 Community ambitions include the provision of a car park to address the issues of visitor parking and commuter parking at the railway station, the provision of affordable housing, the safeguarding and enhancement of the village’s open spaces and the provision of a multi-functional community building.

3.92 Within Arnside, it is proposed that most development needs be accommodated on infill and rounding off sites within the existing development boundaries where needs can be met with minimal impact on landscape quality. The only location suitable for employment development is the site to the north of the station that could potentially provide both employment units and car parking. There may also be scope to provide car parking south of the station, linked to the removal of some on-street spaces.

** Housing Allocation at Station Road, Arnside **

3.93 This 0.77 ha site is close to Arnside Station and one of very few sites in Arnside that is connected to the village centre by a level walk. Arnside Station
has no car park at the present time. Station Road has a narrow and intermittent footway and on-street parking in this area and the need for a car park is raised by the local community, the Parish Plan and the AONB Management Plan as a key community need. The opportunity exists to create a small sustainable housing development and enable the delivery of a car park to alleviate some of the on street parking issues. The level linkages make this site particularly suitable for housing for people with limited mobility. Development of this site should incorporate both residential development and a public car park for station users. The site is highly visible and located at a main entrance to the village. The quality of buildings and landscaping treatment must reflect this high profile location in an area of national landscape importance.

Housing Allocation at Hollins Lane, Arnside

3.94 This 1.08 ha site is a field behind houses on Hollins Lane within a residential area. The site is open to a short length of Hollins Lane but is otherwise bounded by the rear gardens of surrounding properties. There are a number of mature trees around the edge of the site. Key issues for this site include ensuring appropriate access arrangements, incorporating planting/landscaping within new development and delivering public open space as part of the development.

Housing Allocation at Redhills Road, Arnside

3.95 This 1.47 ha site lies between existing housing on Redhills Road and the steeply rising wooded slopes rising towards Arnside Knott. It is open to a short section of Redhills Road. A public footpath runs along the southern edge of the site. Key issues for this site include a landscape framework which reflects and reinforces the importance of the woodland and footpath, achieving suitable access arrangements, the retention of existing trees around boundaries and to the north west corner of site and the incorporation of additional planting and landscaping within new development. It is estimated that this site could accommodate around 30 dwellings.

Mixed Use Allocation, Sandside Road, Arnside

3.96 This 0.66 ha site, formerly used as railway sidings offers the potential to accommodate some employment development and may also have potential to accommodate additional station parking. It lies north of the Furness railway line in a low lying flood plain. It is separated from the Morecambe Bay Natura 2000 site by the embankment which formerly carried the Arnside-Hincaster Junction railway line. A stream runs along the periphery of the site and parts of the site are wooded. Development should safeguard wooded areas and watercourses and floor levels will have to reflect the risk of flooding.
POLICY LA2.12: MIXED USE ALLOCATION AT SANDSIDE ROAD, ARNSIDE

Purpose:
To make provision for new employment and car parking provision in Arnside.

0.66 Ha OF LAND AT SANDSIDE ROAD, ARNSIDE (ref MN20) AS SHOWN ON THE PROPOSALS MAP IS ALLOCATED FOR MIXED EMPLOYMENT (0.2 Ha) and CAR PARKING.

Implementation
SLDC to prepare Development Brief. Development Management process
Monitoring
Through Core Strategy monitoring framework

Storth and Sandside

3.97 Storth and Sandside are two coastal settlements lying between the larger villages of Arnside and Milnthorpe. They are situated within the Arnside/Silverdale Area of Outstanding Natural Beauty between steep limestone hills and the Kent Estuary. As well as an attractive waterfront, Sandside has a significant employment element with Sandside quarry, a supplier of building materials and a small industrial estate.

3.98 Key issues affecting development in Storth and Sandside are:

- their setting and role within a landscape of national importance;
- the importance of surrounding fields and woodland;
- the impacts on the Kent Estuary, which is part of the Morecambe Bay complex of international nature conservation sites;
- the susceptibility of low lying areas adjoining the Kent Estuary to flooding;
- the need to sustain local facilities and public transport.

3.99 Community concerns are: potential school closures and the loss of key facilities; poor mobile phone reception balanced with concern at the impact of new masts; the need for low cost housing for young people and housing to meet the needs of the elderly; the need for youth facilities; and the need for better public transport.

Land South of Quarry Lane

3.100 It is proposed to allocate two sites in Storth/Sandside south of Quarry Lane one for residential use at the Storth end and one for employment at the Sandside end. The 1.58 ha residential site can accommodate around 30 dwellings and the employment site can deliver around 1.26 ha of employment land. Key issues are resolving the access issues associated with Quarry Lane and achieving a satisfactory standard of landscaping and boundary treatment. The potential also exists to develop linkages with the former Arnside-
Hincaster railway line. These sites will require the preparation of a joint Development Brief to provide more detailed assessment and, in particular, to address the complexities involved in achieving appropriate access to the sites.

Rural Kendal - Local Service Centres.

Policy Context

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

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

3.102 The Core Strategy (Policy CS5) sets the overall context for development in the Local Service Centres and seeks to make provision for small-scale housing development there. The need for new housing in Local Service Centres is set out in Table 1 above. After deducting completions since 2003 and expected contributions from existing planning consents and identified small sites and the sites for 112 dwellings identified in the Arnside Silverdale Area of Outstanding Natural Beauty there is a need for 682 new dwellings of which 262 will be needed by 2017, and a further 262 by 2022. At least 35% of new homes should meet identified needs for affordable housing and, of these, up to 55% should be social rented. This housing ambition has been apportioned between settlements using the criteria set out in Paragraph 2.16 above.

Burneside

3.103 Burneside is a large village on the River Kent north of Kendal with a population of around 1,500. It is a working community which has grown around the long established James Cropper Plc paper mill. Outside the village core, is predominantly 20th century. It has local shops, a pub, primary school and a railway station. A key characteristic is a high proportion of rented dwellings. Although not a major visitor centre, it has some visitor accommodation and also lies on the Dales Way long distance footpath.

3.104 Key issues affecting development in Burneside are:

- The need to avoid development in flood risk areas associated with the River Kent;
The international nature conservation importance of the River Kent;
- The need for additional sewerage capacity and the need for upgrading of the sewerage network before development can take place;
- The need to maintain the separate identities of Burneside and Kendal;
- The need to enable James Cropper Plc to expand if necessary;
- High landscape quality especially west of the railway;
- The need to address shortfalls in open space particularly in the northeast (amenity greenspace) and south of the village (amenity greenspace and children’s play area);
- The need to safeguard the Scheduled Ancient Monument and Grade II* Listed Buildings at Burneside Hall and their settings;
- The need to sustain local facilities and public transport.

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

3.106 The following sites are allocated in Burneside:

**Housing Allocations**
- LAND ADJACENT TO HALL PARK (70 dwellings)
- LAND OPPOSITE HOLME HOUSES (23 dwellings)

**Employment and Mixed-use Allocations**
- LAND ADJACENT TO CROPPER’S PAPER MILL (1.2 Ha)

**Formal Outdoor Sports Facilities Allocations**
- LAND SOUTH OF BURNESIDE FOOTBALL CLUB (2.5 Ha)

**Land adjacent to Hall Park**

3.107 3.68 ha of land are allocated adjacent to the existing estate at Hall Park. This site is close to the centre of the village including the village shop, station, pub and school as well as to Cropper’s paper mill. The site adjoins a prominent large drumlin known as Burneside Heads and its lower slopes contain a number of trees. The important heritage buildings at Burneside Hall are close to the existing Hall Park estate. Key issues the landscape treatment of the treed area and the lower slopes of Burneside Heads, the need for screening of the west boundary, potential need to mitigate visual impact of the development and access arrangements on Burneside Hall, the need for Sustainable Drainage systems and the need to avoid development close to the River Sprint both because of flood risk and because of potential impacts on the River Kent and tributaries Special Area of Conservation. There will also be a need for well lit pedestrian links to the village centre.

3.108 Burneside Tennis Club has an aspiration to develop enhanced recreation facilities elsewhere in the village. The site is currently held in trust and contains tennis courts and a football pitch. The relocation of the tennis club and football pitch could deliver improved replacement sports facilities elsewhere in the village and create a 0.85 ha site at the north west end of the
village which could accommodate 23 homes. The key issue for this site is ensuring that replacement facilities of equivalent or better standard are provided on an alternative site in an appropriate location. Other issues include achieving a satisfactory relationship with the adjacent railway line in terms of appearance and noise and enhancing the biodiversity value of the railway boundary and the need for a lit footway into the village.

**Land adjacent to Cropper’s Paper Mill**

3.109 1.2 ha is allocated for the future expansion of the Cropper’s works. Key issues for future expansion of the paper mill include the biodiversity value of hedgerows and trees, perimeter landscaping, the need to address surface water flooding issues and sustainable drainage, the need for a transport assessment and travel plan and the alignment of the Dales Way National Trail which crosses the site as well as the potential impact of buildings in this area on Burneside Hall Scheduled Ancient Monument.

**Land south of Burneside Football Club**

3.110 2.5 ha are allocated for formal outdoor sports facilities (football pitch and tennis court). The allocation will compensate for the loss of the existing outdoor sports facilities as a result of the proposed allocation of site M38M. The allocation offers an opportunity for the delivery of qualitative and quantitative improvements to the current supply of outdoor sports facilities within the village. The site relates well to the existing Burneside Cricket Club and Football Club facilities. Some improvements may be needed to the local highways network in order to achieve satisfactory pedestrian access to the site.

**POLICY LA2.13: FORMAL OUTDOOR SPORTS FACILITIES SITE, SOUTH OF BURNESIDE FOOTBALL CLUB, BURNESIDE**

*Purpose:*
To make provision for new outdoor sports facilities to meet local open space and recreation needs and to compensate for loss of current facilities on site M38M.

**2.5 Ha OF LAND SOUTH OF BURNESIDE FOOTBALL CLUB, BURNESIDE (ref ON47#) AS SHOWN ON THE PROPOSALS MAP IS ALLOCATED FOR THE PROVISION OF NEW FORMAL OUTDOOR SPORTS FACILITIES.**

*Implementation*
Burneside Parish Council and local community/sports groups

*Monitoring*
Through Core Strategy monitoring framework.

**Green Gap**

3.111 No changes are proposed to the Burneside boundary of the Kendal-Burneside Green Gap.
Burton in Kendal

3.112 Burton in Kendal is a historic village half way between Kendal and Lancaster with a Conservation Area containing many 18th century buildings at its core. It has 33 listed buildings in all. It expanded significantly in the 20th Century and has a population of around 1,400. It has a village shop, butcher, pub and primary school. Key employers are the nearby motorway service station, Holme Park Quarry and the cluster of businesses at Holme Mills industrial estate.

3.113 Key issues affecting development in Burton are:
- The need to preserve and enhance the character of the historic village core;
- The need to protect the quality of the surrounding landscape especially Dalton Hall and its grounds and the slopes rising to Hutton Roof Crag;
- The need to manage the noise impacts associated with the M6;
- The need to sustain local facilities and public transport.

3.114 Community ambitions in Burton in Kendal include better bus links and links to Oxenholme station and Westmorland General Hospital in particular and the need to encourage better utilisation of the Recreation Ground and more activities for young people. The community has also identified a need for low cost housing and housing for the elderly.

3.115 Within Burton, development in Burton should the historic form of the village, protect the character of the Conservation Area, minimise impact on the surrounding landscape, avoid placing future residents in locations affected by motorway noise, and maintain a compact form, ensuring that future residents are within walking distance of key facilities.

3.116 The following allocations are proposed in Burton in Kendal:

*Housing Allocations*
- LAND EAST OF BOON TOWN (23 dwellings)
- LAND EAST OF HUTTON CLOSE (31 dwellings)

*Mixed-use Allocation*
- LAND AT GREEN DRAGON FARM (92 dwellings and 0.75 ha of employment land.

*Land at Boon Town*

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

Land East of Hutton Close

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

Land at Green Dragon Farm

3.119 This 3.56 ha site could accommodate up to 92 dwellings and 0.75 ha of employment. The site lies on rising ground west of Main Street and contains a complex of farm buildings with a core of late Eighteenth Century buildings surrounded by more modern additions. The site includes a number of fields bounded by hedges. The impact of development on the Conservation Area will require very careful management and a detailed mitigation strategy. This one of the few parts of the village that retains its medieval morphology. A development brief will be essential to ensure that development achieves a satisfactory relationship with the Conservation Area. The site is capable of being accessed from Tarn Lane. It is estimated that 50 dwellings will be delivered in Phase 2 (2017-22) and 42 in Phase 3 (2022-25).
POLICY LA2.13: MIXED USE ALLOCATION AT GREEN DRAGON FARM, BURTON IN KENDAL

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

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

4.37HA (GROSS) OF LAND AT GREEN DRAGON FARM, BURTON IN KENDAL (ref MN26#) AS SHOWN ON THE PROPOSALS MAP IS ALLOCATED FOR MIXED HOUSING (Estimated capacity 92) AND B1 AND B2 EMPLOYMENT DEVELOPMENT (0.75ha):

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

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

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

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

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

Endmoor

3.120 Endmoor is a village southeast of Kendal. Preston Richard Parish, of which it is part, has a population of around 1,300. Growing around a former gunpowder works, it expanded during the 20th Century and has a village shop, bakery, pub, post office and primary school. Key employers are the nearby service station and hotel at Crooklands, Gatebeck Holiday Park and Gatebeck Industrial Estate. The village stands on a shelf which falls abruptly towards the valley of Peasey Beck.
3.121 Key issues affecting development in Endmoor are:
- The need to sustain local facilities and public transport;
- The need to avoid areas susceptible to flooding, particularly the valley of Peasey Beck;
- The capacity of the sewage system – investment in the sewage works is necessary to accommodate additional development in Endmoor;
- The need to address shortfalls in access to public open space and children’s play areas, particularly in the south of the village;
- The need for a more satisfactory edge to the village particularly to the north;
- The need to safeguard the character of the surrounding landscape.

3.122 The following sites are allocated in Endmoor

**Housing Allocations**
- LAND NORTH OF SYCAMORE DRIVE (100 dwellings)
- LAND SOUTH OF BOWLING GREEN (25 dwellings)

**Employment Allocations**
- LAND AT GATEBECK (3.13 ha)

Land north of Sycamore Close, Endmoor

3.123 This site at the northern end of the village will soften what is currently an abrupt urban edge. This site is proposed for residential and community use. Given its size and proposed mixed use potential, it would require a Development Brief. The key issue to be addressed is the need to provide a form of boundary treatment along the northern edge to minimise visual impact from the north and A65, by means of open space and landscaping. The provision of a public footpath/cycle link from site to Gatebeck Road should also be provided, if practicable. Community facilities could be incorporated within the development scheme where required. Development in Endmoor is currently constrained by the capacity of the Waste Water Treatment Works and development of this site is unlikely to take place until Phase 2 of the DPD (2017-22).
POLICY LA2.14: LAND NORTH OF SYCAMORE DRIVE, ENDMOOR

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

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

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

- A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK INCORPORATING OPEN SPACE, STRONG LANDSCAPING AND TREE PLANTING ALONG THE NORTHERN BOUNDARY AND THE RETENTION OF HEDGEROWS AND TREES;
- SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN;
- THE RETENTION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY ACROSS THE SITE AND THE PROVISION OF PEDESTRIAN AND CYCLE LINKS TO THE MAIN ROAD AND ADJOINING HOUSING AREAS.

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

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

Land south of Bowling Green

3.124 This small site is located to the southeast of the village and hidden in view from the main road. The 1 ha site could accommodate around 25 dwellings. Key issues include a possible need for improvements to the narrow Dove Nest Lane, the need for screening of the eastern and southern boundaries and the need to retain existing trees and hedgerows.

Employment Sites around Endmoor

3.125 Endmoor is well located for the M6. A 3 ha site, north of Gatebeck Lane, adjacent to Gatebeck Industrial Estate, offers the opportunity for additional employment development. Visual impacts will be important and the site offers the opportunity to incorporate extensive landscaping to the south to screen the site from the village and Gatebeck Lane. The site will require the preparation of a Development Brief to provide more detailed assessment and guidance on access, landscaping, flood risk, biodiversity and the remaining structures associated with the site’s previous use.
Holme

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

3.127 Key issues affecting development in Holme are:

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

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

3.129 The following sites are allocated in Holme:

Housing Allocations
- LAND EAST OF MILNTHORPE ROAD (49 dwellings)
- LAND WEST OF BURTON ROAD (59 dwellings)

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

Milnthorpe Road Housing Site

3.130 The local community has a long standing aspiration for an area of public open space in the Pear Tree Park area. Development of adjacent land for housing offers the opportunity to deliver a significant public open space to serve the village, new and recently completed housing in the area. The site is crossed by an electricity transmission line which must be safeguarded and there are a number of mature trees. Because of the complexity of the site and the opportunity for community involvement, there is a need for a Development Brief for this site. It is estimated that this 3.63 ha site could accommodate around 73 dwellings.
POLICY LA2.15: HOUSING SITE AT MILNTHORPE ROAD, HOLME

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

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

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

- A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK DELIVERING ABOUT 25% OF THE EASTERN END SITE AS INFORMAL PUBLIC OPEN SPACE, PROTECTION OF TREES, HEDGEROWS AND ORCHARDS AND THE AVOIDANCE OF DEVELOPMENT CLOSE TO POWER LINES;

- SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND THE PROVISION OF A PEDESTRIAN LINK TO THE CENTRE OF THE VILLAGE;

- SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT AND SCHEME TO DEAL WITH SURFACE WATER FLOODING.

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

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

Land west of Burton Road

3.131 This 1.8 ha site could accommodate around 59 dwellings. Development here would require a Transport Statement and junctions made up to adoptable standards. Potential visibility issues. Cumbria County Council (Officer Comments November 2011). A short section of the site adjoins the Lancaster Canal and the canal frontage should be incorporated as an amenity area / and public open space. Hedgerows and trees should be retained.

Holme Employment Sites

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

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

3.134 Key issues affecting development in Levens are:

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

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

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

3.137 The following sites are allocated in Levens;

**Housing Allocations**

- LAND EAST OF GREENGATE CRESCENT (50 dwellings)
- FORMER POULTRY SHEDS, BRIGSTEER ROAD (23 dwellings)

**Community Allocations**

- LAND AT LOWGATE

Land East of Greengate Crescent

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

3.139 Despite its remoteness from the village centre, there is strong community support for the development of this 0.84 ha farm site on the edge of the village. It has an estimated capacity of 23 dwellings. Key issues include the need for the removal of all derelict buildings from the site (including those outside the site itself) the retention of woodlands, investigation of potential contamination and a design/safety audit to ensure that the site could be safely accessed.

Community Uses

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

| POLICY LA2.16: COMMUNITY USE SITE, LOWGATE, LEVENS |
| Purpose: |
| To make provision for additional community facilities. |
| LAND AT LOWGATE, LEVENS (ref RN125) IS ALLOCATED FOR COMMUNITY USES. |
| Implementation |
| Levens Parish Council |
| Monitoring |
| Through Core Strategy monitoring framework. |

Natland

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

Land west of Sedgwick Road, Natland

3.142 A single housing allocation is proposed west of Sedgwick Road, Natland. This 1.05 ha site can accommodate 28 dwellings. Key considerations include the retention of the hedgerow bounding the site and landscaping to avoid impacts on wider views.

Oxenholme

3.143 Oxenholme is a former railway village, close to Kendal and containing Kendal’s main line railway station, with a population of around 1,000. The
older part of the village consists predominantly of Victorian redbrick terraced houses. More recent development has extended north towards the station. Facilities include a local shop/post office, a petrol station and a pub. The main employment opportunities are in nearby Kendal and Kendal and Westmorland Hospital and at the Station.

3.144 Key issues affecting development in Oxenholme are:

- The need to avoid coalescence with Natland and Kendal;
- The need to avoid unacceptable exposure to noise from the West Coast Main Line;
- The need to avoid localised flooding issues;
- The impact of development on views from The Helm;
- The need to sustain local facilities and public transport.

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

- LAND E OF BURTON RD (24 dwellings)
- LAND SOUTH OF FELL CLOSE (61 dwellings)

3.146 A business park is allocated on Burton Road (see Paragraph 3.36). Green Gaps are identified separating Oxenholme from Kendal and from Natland.

Land East of Burton Road

3.147 This 0.88 ha site can accommodate around 24 dwellings. Key issues include the achievement of a satisfactory landscape interface with open countryside rising to the Helm behind and effective surface water management to address poor drainage, run off from the helm and infiltration into sewer networks and opportunities for enhancing areas of biodiversity.

Land South of Fell Close

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

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

- Eastern Area Strategy (Policy CS5), Landscape and Settlement Character (CS8.2) and Historic Environment (CS8.6);
- Sustainable Development (CS1.1), Construction, Energy Efficiency and Renewable Energy (CS7.7 and 8.7), Flood Risk (CS8.8) and Biodiversity (CS8.4);
- Dwelling Mix and Type (CS6.2), Affordable Housing (CS6.3), Design (CS8.10) and Efficient Use of Land and Buildings (CS6.6);
- Green Infrastructure (CS8.1) and Recreation (CS8.3a-b);
- (CS 8.10) Design;
- Social and Community Infrastructure (CS9.1), Developer Contributions (CS9.2) and Transport (CS10.2).

**Small Centres and Countryside**

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

An exceptional allocation is made at land opposite the Wheatsheaf in Brigsteer where the local Community Land Trust supported by Helsington Parish Council is bringing forward proposals to develop the site for 7 dwellings. Although this proposal was developed ahead of neighbourhood planning powers, it is considered that the degree of community involvement and support for this proposal and the intention to seek a high proportion of affordable dwellings, justify its inclusion as a land allocation. Key issues include mitigating impacts on biodiversity – the site includes areas of semi-natural woodland, and the achievement of suitable highway design arrangements.
Section 4  Land Allocations – Grange-over-Sands and surrounding area

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

- **Very high landscape quality** adjoining the Lake District National Park and containing attractive partially wooded limestone hills such as Hampsfell, the Cartmel Valley, coastal flatlands and the rocky promontory of Humphrey Head;
- **Natural Heritage** including the internationally important nature conservation sites of Morecambe Bay and the Roudsea Wood and Mosses Special Area of Conservation;
- **Built Heritage** – Conservation Areas covering the Victorian resort of Grange-over-Sands and the monastic mediaeval village of Cartmel, the historic park and gardens of Holker Hall, the Grade I listed Cartmel Priory, Grade II listed Kirkhead Summerhouse and limekiln and 5 Scheduled Ancient Monuments including Wraysholme Tower, Frith Hall and Kirkhead Cave near Humphrey Head;
- **Local Transport Network** – The completion of the High Newton Bypass has improved connections to the Cartmel area and the area has good rail connections with Lancaster, Ulverston and Barrow. Grange also has good bus connections with Kendal and Barrow. Elsewhere in the peninsula however the road network in the peninsula is constrained in places, notably in Allithwaite and Flookburgh;
- **Areas of flood risk** including along the Coastal plains adjoining the Kent and Levens Estuaries and Morecambe Bay including areas identified for Managed Retreat in the Shoreline Management Plan as well as areas at risk of river flooding in the Cartmel valley.
Grange-over-Sands and Kents Bank

THE VISION (SOUTH LAKELAND CORE STRATEGY)

In 2025, Grange-over-Sands will:

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

Policy Context

4.2 Grange-over-Sands is identified as a Key Service Centre along with Kirkby Lonsdale and Milnthorpe. The town has a population of around 4,000. The Core Strategy (Policy CS4) sets the overall context for development in Grange-over-Sands. This seeks to make provision for moderate housing development and employment development, regenerate the Berners site,
improve public transport, re-instate footbridges and protect the network of Green Infrastructure as well as promoting the vitality of Grange town Centre and promoting tourism. The need for new housing in Grange-over-Sands is set out in Table 1 above. After deducting completions since 2003, expected contributions from existing planning consents and identified small sites, there is a need for 497 new dwellings of which 191 will be needed by 2017 and a further 191 by 2022. At least 35% of new homes should meet identified needs for affordable housing and, of these, up to 55% should be social rented.

4.3 The Core Strategy also identifies a need for the allocation of 9 ha of land for employment uses in Local Service Centres to meet general employment needs. This document assumes that 3 ha will be delivered in Grange-over-Sands.

4.4 Douglas Wheeler Associates prepared a Regeneration Study for Grange-over-Sands in 2007. This carried out a detailed assessment of Grange as a Key Service Centre that formed the basis of Core Strategy policies for the town. The study also examined a number of options for the development of key regeneration opportunities within the town.

Local Factors influencing the location of development

4.5 Key local factors influencing the location of new development in Grange-over-Sands are:

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

Development Boundary and overall Development Strategy

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

**Grange-over-Sands Town Centre**

4.7 Grange-over-Sands is the main service centre for both the Cartmel Peninsula and a significant area to the north in the Lake District National Park. It provides shopping, primary education, employment, medical and professional services as well as being an important coastal heritage resort for visitors to Morecambe Bay. Its shopping offer is characterised by a good range of traditional shops and will be strengthened following the grant of planning permission for a small Booths supermarket. Core Strategy Policy CS7.5 states that sustainable shopping and other town centre development of an appropriate scale will be supported, provided that it respects the character of the centre and assists in maintaining the existing shopping function. The town centre boundary is strongly linear and runs from Hadwin’s car showroom (the site of the proposed Booths store), along Main Street and Kents Bank Road as far as Devonshire Place. The central section is proposed as the Primary retail area and contains the Primary retail frontages.

**Housing and Mixed-Use sites**

4.8 Having regard to the overall development strategy outlined in Paragraph 3.62 above, the general site selection criteria set out in Paragraph 2.23, and the considerations specific to Grange-over-Sands set out in Paragraph 3.61, the following sites are allocated in Grange-over-Sands:

4.9 A significant portion of housing needs in Grange will be met on two major mixed-use sites. These are:

- LAND AT BERNER’S POOL (103 dwellings)
- LAND SOUTH OF ALLITHWAITE ROAD (202 dwellings)
- GUIDE’S LOT (17 dwellings)

4.10 The following sites are allocated for housing in Grange-over-Sands:

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

**Berners Pool**

4.11 The Berners site incorporating the pool, lido and car park at the centre of the Promenade is the key regeneration priority in Grange-over-Sands. The site is being regenerated to create a cluster of facilities and attractions including commercial uses, an integrated health centre and residential and business space. The Council is seeking to regenerate this site on a partnership basis involving local businesses, house-builders, extra care home providers and a
local medical practise. The site includes a former Lido which has recently been listed. It is estimated that 50 dwellings will be delivered in Phase 2 (2017-2022) and 53 in Phase 3 (2022-25).

### POLICY LA3.1: MIXED USE ALLOCATION AT BERNERS POOL, GRANGE-over-SANDS

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

2.22 Ha OF LAND AT BERNER’S POOL, GRANGE-over-SANDS IS ALLOCATED FOR HOUSING (Estimated capacity 103 dwellings), INCLUDING EXTRA CARE HOUSING (60 units), HEALTH CARE (D1) and EMPLOYMENT (B1) AND LEISURE DEVELOPMENT (0.35ha).

**Implementation**
To be led by local partnership through Development Management process

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

Land South of Allithwaite Road

4.12 The second major allocation is a large site on Allithwaite Road west of Kents Bank. This is the only large site available in Grange-over-Sands and can accommodate both housing and employment needs. The site is topographically complex and significant in landscape terms. Development will require highly sensitive design to ensure that separation is retained between Kents Bank and Allithwaite, that landscape impacts are minimised and important site features conserved and that the development represents an organic and sympathetic extension to the town. The Promenade footpath offers the opportunity to provide improved pedestrian and cycle access to the Town Centre. A development brief will be essential to ensure that a high quality sustainable development is achieved.

4.13 It is estimated that 102 dwellings will be delivered in Phase 2 (2017-22) and 100 in Phase 3 (2022-25).
POLICY LA3.2: MIXED USE ALLOCATION AT LAND SOUTH OF ALLITHWAITE ROAD, KENT’S BANK, GRANGE-over-SANDS

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

11.25 Ha OF LAND AT SOUTH OF ALLITHWAITE, ROAD KENT’S BANK (ref MN26#) AS SHOWN ON THE PROPOSALS MAP IS ALLOCATED FOR MIXED HOUSING (Estimated capacity 202) AND B1 AND B2 EMPLOYMENT DEVELOPMENT (1.5 ha).

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

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

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

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

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

Guide’s Lot, Allithwaite Road

4.14 This 1.26 ha site, part of which is currently occupied by a waste disposal facility, offers the opportunity to accommodate at least 17 dwellings and 0.63 ha of employment land in a visually contained location. The site contains significant areas of woodland and adjoins the important Wart Barrow Site of Special Scientific Interest. Key issues include the investigation of contamination associated with the previous waste uses on the site, achieving appropriate access arrangements and ensuring the proximity to the adjacent Site of Special Scientific Interest is taken into account through the retention of
existing trees and the incorporation of new planting and a buffer strip. There is also a small area of limestone pavement on the western edge of the site which should be protected. It is estimated that the development of this site will take place in Phase 2 (2017-2022).

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

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

**1.26 Ha OF LAND AT GUIDE’S LOT, GRANGE-over-SANDS ALLOCATED FOR HOUSING (Estimated Capacity 17 dwellings) and EMPLOYMENT (B1) (0.63 ha):**

AS WELL AS OTHER CORE STRATEGY POLICY REQUIREMENTS, DEVELOPMENT MUST ENSURE THAT AN APPROPRIATELY PLANTED BUFFER STRIP IS RETAINED ADJACENT TO THE WART BARROW SITE OF SPECIAL SCIENTIFIC INTEREST.

**Implementation**
through Development Management process

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

**Land opposite Little Fell Gate Farm**

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

**Land west of Cardrona Road**

4.16 This 1 ha site can accommodate around 28 dwellings. This field also adjoins Wart Barrow Site of Special Scientific Interest. The key issue is the need to take the proximity to the adjacent SSSI must be taken into account. There is a need to incorporate new planting including the provision of protected site buffer and the extension of woodland to north to act as wildlife corridor/screening for existing properties.

**Land north of Carter Road**

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

4.18 This 1.83 ha site comprises a field sloping from Kents Bank Road down to the Furness railway line and can accommodate around 66 units. The site adjoins playing fields to the south west and pedestrian access through to the existing open space should be provided as part of the development.

Greenspaces and Open Spaces

4.19 Public Open Spaces, Amenity Open Spaces and Outdoor Sports Facilities are identified in line with the method set out in Paragraph 2.62. Important open spaces include Park Road Gardens, the Promenade and Yewbarrow Wood. Kents Bank lies very close to the neighbouring settlement of Allithwaite and development at Allithwaite Road will mean some risk of these settlements coalescing and losing their separate identity. For this reason, a Green Gap is proposed separating Kents Bank and Allithwaite.

Allithwaite, Cark/Flookburgh and Cartmel

Policy Context

4.20 Within Allithwaite, Cark/Flookburgh and Cartmel, the three local Service centres in the Cartmel peninsula Core Strategy Policy CS4 seeks to make provision for small-scale housing development. The need for new housing in these villages is set out in Table 1 above. After deducting completions since 2003, expected contributions from existing planning consents and identified small sites, there is an indicative need for 171 new dwellings of which 66 will be needed by 2017 and a further 66 by 2022. At least 35% of new homes should meet identified needs for affordable housing and, of these, up to 55% should be social rented.

Allithwaite

4.21 Allithwaite is a village close to Grange-over-Sands with a population of around 700. The village contains a prominent hill top church and is built around a steep sided valley. A triangle of land in the southern part of the village forms an important greenspace and landscape feature. It is interspersed with working farms to the south, while more recent development spreads out along surrounding roads interspersed with large fields. Listed buildings include Barn Hey Farm House and Cottage, Allithwaite Lodge, part of Boarbank Farm (south side) and the Church and school. It has a post office and convenience store, a charity shop, primary school, two pubs and an active community centre.

4.22 Key issues affecting development in Allithwaite:

- The distinctive character and topography of the village;
• The need to mitigate the impacts of unsympathetic 20th century development;
• The importance of greenspaces within the village to its character;
• The need to sustain local facilities and public transport;
• The need to avoid coalescence with Kents Bank/Grange;
The need to provide improvements which both allow and facilitate active travel within the village.

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

Land south of Green Lane

4.24 This 0.8 ha site can accommodate around 22 dwellings. Key issues here are the need to include open space to act as ‘village green’ and to retain the open view to Listed church as well as making provision at the eastern end to fulfil an imminent need to extend the graveyard.

Land south of Bank Field

4.25 This 0.35 ha site behind the large house of Bank Field can accommodate around 9 dwellings. Key issues include ensuring appropriate access arrangements, traffic management measures to ensure greater traffic and pedestrian safety, particularly on and around Holme Lane, measures to facilitate safe active travel within the village, retaining trees and hedges at the edge of the site and ensuring that housing styles respect that of existing properties.

Land to the rear of Barn Hey

4.26 This 1.1 ha site offers a significant opportunity to improve what is currently an unsatisfactory entrance to the village from Flookburgh. ‘Barn Hey’ is a listed building and this portion of the B5277 Flookburgh Road is narrow and difficult for both vehicles and pedestrians. It can accommodate around 30 dwellings. Key issues include the need for access to be achieved off Locker Lane rather than Flookburgh Road, careful consideration to be given to the setting of ‘Barn Hey’, the development of better pedestrian access into the village to facilitate safe active travel traffic management measures on Flookburgh Road and in particular, improvements to The Narrows, and the need to create an attractive entrance to the village using a style and layout of development that respects the amenity of existing properties and the setting of listed ‘Barn Hey’.

Land north of Jack Hill

4.27 These two small sites totalling 0.5 ha can together accommodate around 21 dwellings. Key issues include access arrangements, local traffic management to facilitate safe active travel within the village and to ensure greater traffic
and pedestrian safety, particularly on and around Holme Lane and the need for housing to be of a style that respects that of existing properties. The sites will each require a single access point.

**Land to the rear of Almond Bank**

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

**Land west of Bracken Edge**

4.29 This 0.34 ha site can accommodate around 10 dwellings.

**Cartmel**

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

4.31 Key issues affecting development in Cartmel include:

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

**Land at Haggs Lane**

4.32 A site is allocated in Cartmel on the south side of Haggs Lane adjoining the Cartmel Conservation Area. The site is screened on the east and south sides by Hesketh Wood and is adjacent the Secondary School. This 1.43 ha site can accommodate around 39 dwellings. Key issues are addressing access
constraints, ensuring appropriate access arrangements, potentially using two access points including provision for improved pedestrian access to village centre, incorporating around 1/3 of site as a buffer vegetation and open space buffer to protect the biodiversity interest of Hesketh Wood and the need to ensure that the scale and design of new development protects and enhances the Conservation Area and it’s setting. Cartmel’s proximity to the Lake District National Park and role as a key visitor destination must also be borne carefully in mind. New development should reflect the well-established character of Cartmel, avoiding the ‘feel’ of a large estate.

**Cartmel Stables**

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

**Cark and Flookburgh**

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

4.35 Key issues affecting development in the Cark and Flookburgh areas are:

- The need to avoid development in areas at risk of flooding in the coastal flats and in the River Eea flood plain;
- The need to provide for employment;
- The need to sustain local facilities and public transport;
- The need to maintain the built heritage of the two villages and the setting of Cark Hall, Holker Hall and Applebury Hill;
- The need to maintain the separate identities of the two villages.
4.36 Three small allocations are proposed on infill and rounding off sites in Flookburgh.

Land East of Winder Lane

4.37 This 0.56 ha site is capable of accommodating around 17 dwellings. Ensuring appropriate access arrangements is key issue on this site. There is also a need to incorporate and reinforce existing trees and hedges within a landscape structure.

Land East of Manorside

4.38 This 1.11 ha site is capable of accommodating around 30 dwellings. The key issue is securing appropriate access arrangements including contributing to improved pedestrian access to village centre. A small part of this site is subject to flood risk and should be incorporated within the landscape framework. There is also a local drainage capacity issue.

Land North of Allithwaite Road

4.39 This 0.9 ha site can accommodate around 24 dwellings. Key issues are ensuring appropriate access arrangements including contributing to improved pedestrian access to the village centre.
Section 5  Land Allocations – Ulverston and Furness

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

- **Very high landscape quality** including the setting of the southern part of the Lake District National Park and attractive rolling topography throughout as well as the attractive limestone landscape of the Birkkrigg area;

- **Areas at risk of flooding** – in particular the east side of Ulverston and around Levy, Dragley and Newlands Becks, the coastal flatlands along the Levens and Duddon Estuaries and Morecambe Bay Coast as well as along the River Crake and Urswick Beck;

- **Natural Heritage** including the internationally important nature conservation sites of Morecambe Bay, the Duddon Estuary, the Duddon Mosses Natura 2000 sites and the extensive Kirkby Moor SSSI;

- **Built Heritage** – long established towns and villages with well defined character and form including Conservation Areas at Ulverston, Newlands and Broughton-in-Furness, Grade I listed buildings at Gleaston Castle, Urswick Church and Kirkby Hall and 20 Scheduled Ancient Monuments;

- Very little developable **previously used land** available for development.
THE VISION (SOUTH LAKELAND CORE STRATEGY)

In 2025, Ulverston will:

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

Ulverston

Policy Context

5.2 Key issues in Ulverston include the need to strengthen the economic base, including the regeneration of the Ulverston Canal, to regenerate the town, to develop new housing and address affordability issues. Core Strategy Policy CS3.1 seeks to direct 20% of new dwellings and employment floor space to the Ulverston area. The housing ambition amounts to 80 dwellings per year, making a total of 1,760 between 2003 and 2025. The Strategy seeks to phase
more development to later years to support regeneration in Barrow in Furness.

5.3 The need for new housing in Ulverston is set out in Table 1 above. After deducting completions since 2003, expected contributions from existing planning consents and identified small sites, there is a need for 1193 new dwellings of which 340 will be needed by 2017 and a further 638 by 2022. At least 35% of new homes should meet identified needs for affordable housing and, of these, up to 60% should be social rented.

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

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

Local Factors influencing the location of development

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

- The high quality of the landscape north of the town including Hoad Hill and the Sir John Barrow Monument;
- The large areas at risk of coastal and river flooding east of the town;
- The A590 Trunk Road which runs through the centre of the town;
- Avoiding coalescence between Ulverston and Swarthmoor and maintaining the separate identities of these settlements;
- Safeguarding and enhancing the Morecambe Bay Natura 2000 site—an internationally important habitat;
- Preserving and enhancing Ulverston’s built heritage including the Ulverston Conservation Area, 147 Listed Buildings including the Grade II* listed Barrow Monument, the Church of St Mary, Conishead Priory and Swarthmoor Hall;
- Maintaining and enhancing parks, sports facilities and recreational open spaces including the Lightburn and Ford parks, the natural and semi-natural greenspace of Hoad Hill, amenity greenspaces, children’s play areas at Croftlands, Lightburn and Mill Dam and allotments at Tankfield, Priory Road, Ellers Road and Dragley Beck;
- Enhancing the vitality and viability of Ulverston Town Centre for shopping, leisure, arts, culture, tourism and employment;
The community aspirations to restore the Ulverston Canal and regenerate the Canal Head area.

5.7 A Transport Study has been undertaken to assess the impact of the proposed allocations in Ulverston and Swarthmoor for the A590 and the local highway network. This Study has been undertaken in liaison with Cumbria County Council Highways Authority and the Highways Agency. The findings of the study have been taken into account in the proposed allocations for Ulverston and Swarthmoor.

Development Boundary and overall Development Strategy

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

Ulverston Town Centre

5.8 Ulverston Town Centre is the economic, social, cultural and transport hub of the western part of the District as well as being an important conservation area. As the most sustainable location in the western part of the District, it is also the preferred location for activities that attract a lot of people such as shops, offices, commercial leisure and tourism and cultural facilities. Core Strategy Policy CS7.5 supports convenience and comparison goods provision, of an appropriate scale, which aids the viability and vitality of the town centre. The Town Centre is bounded by the A590 County Road and Brewery Street and includes Fountain Street, Mill Street, Upper Brook Street and Queen Street. This area contains the main shopping streets as well as office, leisure and other town centre uses and will continue to be the preferred location for these. The Primary Shopping Area, (the preferred location for retail uses) comprises King Street, Market Street, New Market Street and Queen Street north of the Town Hall. Market Street and New Market Street contain the Primary Retail Frontages. These are the most important shopping streets and it is important for the vitality of the town that these remain in predominantly retail use. Elsewhere, a number of secondary frontages are proposed which would have a more diverse mix of uses.

5.9 There is a current application for a new supermarket on the edge of Ulverston Town Centre on the former Hartley’s Brewery.
Housing sites

5.10 Following the development ambitions set out in the Core Strategy, the overall development strategy outlined in Paragraph 5.7 above, the general site selection criteria set out in Paragraph 2.23, and the considerations specific to Ulverston set out in Paragraph 5.6, the following sites are allocated in Ulverston:

- NORTH URSWICK ROAD (48 dwellings)
- STONE CROSS MANSION (50 dwellings)
- CROFTLANDS East – GASCOW FARM (438 dwellings)
- CROFTLANDS West – NOOK FARM (309 dwellings)
- WEST END FARM (97 dwellings)
- WEST END NURSERY (92 dwellings)
- LAND NORTH OF WATERY LANE (18 dwellings)
- SOUTH LUND FARM (90 dwellings)
- MORECAMBE ROAD SCRAPYARD (12 dwellings)
- STOCKBRIDGE LANE (7 dwellings)

5.11 Some housing is also proposed as part of the mixed use allocation at Ulverston Canal Head.

North Urswick Road

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

Stone Cross Mansion

5.13 Stone Cross Mansion is a Grade II listed mansion house in landscaped grounds built in 1874 and used latterly as a Special School and as a company Headquarters for the Marl company. It has been unused since 2004 and has significant high Victorian Gothic interior. The primary aim of any development proposal on this site is to secure the future of this important Listed Building and its setting. The site lies within Ulverston Conservation Area. Development on this site is restricted to enabling development only to secure a sustainable future for the mansion. Any buildings would be clustered by the entrance lodge or possibly to the east of the house in a hollow by the boundary wall. The scope for development is limited by the need to safeguard strategic views to and from the house and from outside the site towards the house.
### POLICY 5.1: STONE CROSS MANSION

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

**Development at Stone Cross Mansion** will be restricted to enabling development to secure the future of the Mansion. Development will only be permitted where it does not have a harmful impact on important views to and from the mansion and from outside the site towards the Mansion.

Development will only permitted subject to the submission and approval of a detailed design mitigation strategy to ensure that heritage assets are not adversely affected, and the setting of the mansion protected.

**Implementation**
Development Management Process informed by SLDC Conservation Officer

**Monitoring**
Core Strategy Monitoring Framework

---

**Stockbridge Lane**

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

**Croftlands**

5.15 Most of Ulverston’s housing development needs will be met in two large sites south of Croftlands. A development brief will be prepared to master plan and co-ordinate the development of this important area.

**Croftlands East - Gascow Farm**

5.16 At 26.67 ha this is one of the largest allocations in the District and could accommodate around 438 dwellings on the southern edge of Ulverston between the A5087 Coastal Road and Mountbarrow Road which leads to Birkriigg Common and Scales. The site comprises Gascow Farm and a series of fields running west towards Mountbarrow Road. To the north, the site adjoins Bardsea Leisure Park – a successful caravan site which occupies a former quarry with wooded edges – and the edge of the existing Croftlands housing estate. The eastern edge of the site is the hedge adjoining the public footpath from The Grange to Parkhead Road. The southern edge of the site adjoins open countryside and is visible from Red Lane and Priory Road. The site will also appear in longer views from the Birkriigg Common area. A public footpath runs through Gascow Farm and along most of the southern edge of the site.
the site and there is a pond at the edge of the site close to Middle Mount Barrow pond. At its western end, the site adjoins an area of smallholdings around Primrose Hill and a row of houses on Priory Road. The site slopes upwards from east to west levelling out towards The Grange. Apart from boundary hedges, the main site features are a small woodland in the centre of the site, the buildings of Gascow Farm and some mature trees along Priory Road and along the driveway to Gascow Farm. The site has complex drainage issues and is also crossed by an aqueduct which runs the whole length of the site from east to west.

5.17 Surface water drainage is a fundamental issue and a sound strategic solution across all Croftlands sites is required addressing culvert capacities, attenuation areas and surface water management through careful site layout. The whole development must be phased to allow suitable surface water drainage infrastructure to be installed for catchment and ensure that increased flooding is not encountered downstream. Any phased development should ensure that no development blocks potential flow routes, which would affect future phases. Sustainable Drainage is essential apart from in areas adjacent to the Leisure Park in case of hydraulic connectivity to the site below. Development should be oriented to minimise surface water run off. Compliance with Preliminary rainfall runoff management for developments should be to (EA/ DEFRA W5-074-A) standard.

5.18 The triangle of land bounded by the western edge of Bardsea Leisure Park and parallel hedge, the wood and tree group, the Middle Mount Barrow pond and the southern site boundary should be retained as public open space and surface water management schemes and an identified flowpath accommodated as a green corridor. The triangle should form the basis of the green infrastructure network which should include corridors connecting adjacent sites and the Croftlands area, pedestrian and cycle links and connections through and off the site, the retention of the existing woodland, the line of the aqueduct, hedges on the southern and western boundary and public footpaths and a landscape and open space / landscaped buffer to the quarry edge.

5.19 There is a requirement to safeguard the landscape setting of the entrance to Bardsea Leisure Park, maintaining the rural aspect through appropriate design and landscape use.

5.20 Other issues include the need to shape new development into distinct neighbourhoods, the need for new community facilities and the need for highway and transport networks to reflect potential linkages with other sites. The site also offers opportunities to make the most of opportunities for passive solar gain and energy efficiency and micro-renewable measures.
Croftlands West – Nook Farm

5.21 The other Croftlands site, includes land at Nook Farm adjacent to Urswick Road and extends to the first field on the other side of Mountbarrow Road. These 17.7 ha can accommodate around 309 dwellings. The site comprises a number of variously sized fields south of the existing Croftlands Estate. Part of the site is occupied by a small private Golf Driving Range. The rest is in agricultural use. To the north, it is bounded by the Lancastrian Hotel and Mountbarrow Service Station and residential properties along West Hills Drive. Part of the site is currently utilised by farm buildings at Nook farm however residential developments, including the listed farmhouse is excluded from the site. To the west the site is bounded by Urswick Road and the Ulverston-Swarthmoor Green Gap beyond. To the south, the site is bounded by open fields and is visible from Red Lane. Two dwellings, Conian and the Nook, adjoin the southern boundary of the site east of Mountbarrow Road.

5.22 Key site features are Mountbarrow Road which crosses the site from north to south and a number of field boundary hedges. A track running from Mountbarrow Road to Nook Farm is a public footpath. The site occupies a shallow valley and a watercourse runs across the site from east to west. There are some mature trees on the Urswick Road frontage. There are various buildings associated with the golf driving range.

5.23 Surface water management is a key issue. There is a need for a sound strategic solution across all south Ulverston sites, addressing culvert capacities, attenuation areas and surface water management through careful site layout. The whole development area should be phased to allow suitable surface water drainage infrastructure to be installed for catchment and ensure that increased flooding is not encountered downstream. The sites on either side of Mountbarrow Road should be developed as a whole to ensure that an effective drainage scheme resolves existing surface water flooding issues being experienced by adjacent properties and ensure that increased flooding is not encountered downstream. Sustainable drainage systems should be used. Compliance with Preliminary rainfall runoff management for developments should be to (EA/DEFRA W5-074-A) standard.

5.24 Other considerations include mitigating potential impacts on the setting of the listed farmhouse at Nook Farm, green infrastructure and green corridors, pedestrian and cycle links, the need to retain and enhance the public footpath, the need for strong landscaping along the southern boundary of the site, the need to shape new development into distinct neighbourhoods, the need for new community facilities and the need for highway and transport networks to reflect potential linkages with other sites. The site offers opportunities for passive solar gain and energy efficiency and micro-renewable measures.
POLICY 5.2: LAND AT CROFTLANDS: GASCOW FARM, CROFTLANDS EAST, AND CROFTLANDS WEST/NOOK FARM

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

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

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

A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK WHICH

- SAFEGUARDS THE TRIANGLE OF LAND ADJACENT TO THE WEST END OF BARDSEA LEISURE PARK, FOR SURFACE WATER MANAGEMENT AND PUBLIC OPEN SPACE: AND

- PROVIDE EFFECTIVES SCREENING AND LANDSCAPE BUFFERS INCLUDING OPEN SPACE AROUND THE COMPLETE QUARRY EDGE, AND SCREENING TO THE SOUTHERN BOUNDARY OF THE SITE: AND

- RETAINS AND SAFEGUARDS TREES AND HEDGEROWS, SCREENS THE ADJACENT QUARRY EDGE AND THE LISTED NOOK FARM SAFEGUARDS THE AQUADUCT: AND

- SAFEGUARDS THE RURAL LANDSCAPE SETTING OF THE ENTRANCE TO BARDSEA LEISURE PARK AT GASCOW FARM: AND

- AND PROVIDES GREEN CORRIDORS CONNECTING DEVELOPMENT SITES, ADJACENT RESIDENTIAL AREAS AND OPEN COUNTRYSIDE; AND

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

- INCORPORATE A SOUND STRATEGIC SOLUTION ACROSS ALL CROFTLANDS SITES ADDRESSING CULVERT CAPACITIES, ATTENUATION AREAS AND SURFACE WATER MANAGEMENT THROUGH CAREFUL SITE LAYOUT: AND

- PHASE THE WHOLE DEVELOPMENT MUST BE PHASED TO ALLOW SUITABLE SURFACE WATER DRAINAGE INFRASTRUCTURE TO BE INSTALLED FOR CATCHMENT: AND

- ENSURE THAT INCREASED FLOODING IS NOT
ENCOUNTERED DOWNSTREAM AND

- ENSURE IN RELATION TO PHASED DEVELOPMENT AT GASCOW FARM THAT ANY DRAINAGE SOLUTIONS ARE LARGE ENOUGH TO PROVIDE FOR THE HYDRAULIC CONNECTIVITY OF THE CROFTLANDS ESTATE TO THE WEST AND MUST NOT BLOCK POTENTIAL FLOW ROUTES.

- ENSURE THAT THE FIELDS DESCRIBED AS R126M, R691ULV AND WESTERN FIELD OF R242 ARE DEVELOPED AS A WHOLE TO ENSURE THAT AN EFFECTIVE DRAINAGE SCHEME IS INSTALLED FOR DEVELOPMENT AT ULVERSTON WEST.

SUBMISSION AND APPROVAL OF TRANSPORT ASSESSMENTS AND TRAVEL PLANS; AND

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

**Implementation**
SLDC to prepare Development Brief. Development Management Process

**Monitoring**
Core Strategy Monitoring Framework

---

**Land at West End Farm**

5.25 This 4.31 ha site is capable of accommodating around 97 dwellings. The site is located on the corner of Priory Road and West End Lane opposite Ulverston’s Leisure Centre. The site is level and currently in agricultural use. It comprises a small group of farm buildings and a large field. Its boundaries are a stone wall to Priory Road and a hedge along West End Lane and to the rear of the site. There are sporadic trees around the edge of the site. Although the site is not identified by the Environment Agency as lying within an area of flood risk, immediately adjoining fields are. West End Road is currently a narrow lane with no footway. A Transport Statement will be required and some off site work including making roads up to adoptable standard and providing footways will be required. The scope for developing this site in conjunction with the adjacent site at West End Nursery should be considered. The site also lies opposite Ulverston cemetery and a sympathetic design treatment along Priory Road is important. Within the cemetery, the listed Wilson’s monument is close to the site boundary and attention to its setting will be necessary.

**Land at West End Nurseries**

5.26 This 4.11 ha site can accommodate around 92 dwellings. It is located on West End Road and consists of West End Nurseries – a complex of polytunnels, plantations and shelter belts and two adjacent fields. Part of the site is identified as being at risk of flooding and this portion of the site should not be developed. Key issues include submission of a transport assessment
and flood risk assessment and any necessary works to West End Lane. There are views of the Hoad Monument from this site.

**Land north of Watery Lane**

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

**Land at South Lund Farm**

5.28 This 4 ha site is an extension to the now completed allocation at Lund Farm and can accommodate around 90 dwellings. The site has the form of a low hill raising it above adjoining fields, many of which are at risk of flooding. It is currently screened from North Lonsdale Road by existing frontage properties and trees and shrubs. The site is bounded by hedges in varying states of repair. Its slight elevation gives it a prominence from the Outcast/Low Mill area and the Ropewalk path. The site also has views to the Hoad monument. An aqueduct runs along the western edge of the site.

5.29 The key issue for the development of this site is drainage and flooding. All development should be located in Flood Zone 1 and have green spaces towards the flood zones. Surface water should be dealt with via SUDS if ground conditions allow. Surface water run-off should be is picked up and stored within the site up to a 1 in 100 year plus climate change event. Any discharge to Lund Beck should be attenuated to Greenfield run-off or better and an open channel should be considered rather than culvert from any attenuation for conveying water to Town/Lund Beck.

5.30 Special consideration should be given to eastern part of the site if surface water flows towards North Lonsdale Road. Applicant should seek to ensure that the culvert under the Rope Walk footpath at ‘Donkey Field’ is upgraded to reduce the impact/incidence of flooding from Dragley Beck A Flood Risk assessment is essential and needs to demonstrate no increase in flood risk downstream. Any new access needs to ensure that flood routes are not altered which would increase flood risk elsewhere and also ensure no loss of storage capacity in the flood plain. Footway/cycleway links to be provided to Sandside Road.

**Morecambe Road Scrapyard**

5.31 The scrapyard on Morecambe Road could yield around 12 dwellings. The site comprises some Nineteenth Century industrial buildings and a scrapyard behind. There are allotments behind the site and opposite it and removal of the scrap metal would bring significant environmental benefits. Key issues
include the investigation and treatment of any potential contamination arising out of its use as a scrapyard and earlier use as a gas works.

Existing Employment Areas

5.32 South Lakeland has a shortage of available employment land and premises. Ulverston is a key employment location. This means that the ‘churn’ of employment within existing industrial areas, will accommodate significant elements of the town’s needs. Employment areas have been analysed using the criteria set out in Paragraph 2.41 and existing employment areas have been safeguarded.

Employment Allocations

5.33 The Core Strategy identifies a need for a Strategic Employment site of 6 ha and a Business Park site of 6 ha to accommodate business and knowledge-based industry. Having applied the criteria set out in Paragraphs 2.45 to 2.53 and the local considerations relating to Ulverston set out in Paragraph 5.6, a Strategic Employment Site is proposed for allocation on land adjacent to Ulverston Canal Head and a Business Park at Lightburn Rd.

Canal Head Strategic Employment Site

5.34 This 6.43 ha site at Canal Head, adjacent to the E H Booths store was identified as a potential Business Park site in the informal Ulverston Head Master Plan which is taken forward through Core Strategy Policy CS3.2 which sets out a strategic development framework for the regeneration of this area. The site is bounded by the embankment carrying the Furness Railway Line to the south east, the Ulverston Canal to the south, by E H Booths Supermarket and the Lakes Glass Centre, glass factory and by residential properties along Next Ness Lane to the north and by open countryside to the east. The Barrow Monument on Hoad Hill features strongly in views from the site and conversely, the site is prominent in views from the Monument.

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

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

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

- the need for a Transport Assessment & Travel plan and potential need for new pedestrian links including the enhancement of existing footpaths;
- the need for green infrastructure and landscape mitigation including landscape screening pedestrian and cycle infrastructure and green infrastructure to Next Ness Lane;
- the need for a water management plan and Sustainable Drainage (SUDS) to address tidal and surface water flooding, Fluvial / Tidal Flooding - Site E30 / M26 - Compliance with Preliminary rainfall runoff management for developments (EA/ DEFRA W5-074-A) required;
- the need for floor levels to be raised by a minimum of 800 mm and the need to mitigate whilst making use of the potential of the canal to alleviate existing flooding issues in the area whilst addressing Habitat Regulations issues relating to connectivity with Morecambe Bay;
- the need to safeguard the biodiversity of the site including canal water quality, trees and hedgerows;
- contamination – although there is no record of non-agricultural uses on the site, nearby areas at Canal Head and along Newland Road have a history of industrial and motor related use;
- Heritage – The site has the potential to have an impact on views from the Sir John Barrow Monument and attention will need to be paid to building height.

5.38 Because of the complexity of this site and the need for development to be co-ordinated with the regeneration of the Canal Head area, a Development Brief will be prepared which will cover both sites. (See Policy 5.3 below).

**Lightburn Business Park**

5.39 A 3.1 site is identified for a business park between the A590 (T) Lightburn Road and the Furness Railway line. This is a natural extension of the existing employment areas at Lightburn and Daltongate and is in a sustainable location relatively close to the town centre. The undulating site slopes gently downhill from east to west. Key site features are a group of farm buildings adjoining Lightburn Road, a stone wall fronting the site, a number of hedges and trees and a significant area of woodland on and adjoining the rail embankment to the rear of the site. A row of terraced houses, known as Beehive Cottages adjoins the western end of the site. On the opposite side of Lightburn Road is Hillfoot Garden Centre. An aqueduct runs along Lightburn Road at this point.

5.40 Key issues affecting this site are the need for a new access onto the A590, the need for sewerage, the landscaping of this sensitive site at the approach to the town, the need to protect important trees and hedges, the need for
green infrastructure, the need to safeguard the residential amenity of Beehive Cottages and the need to safeguard access to the aqueduct. Care will need to be undertaken with the siting of any SUDS (Sustainable Urban Drainage Scheme) if sited at the western end of the site. If storage ponds are located at the western end of the site near to Beehive Cottages they may need to be lined. Any submitted planning application should further investigate the need for such measures and take such technical guidance into account.

Other allocations

5.41 Other sites proposed as local employment sites are the remaining plot at Low Mill.

The GSK site

5.42 A very large employment site of 22.26 ha is occupied by GlaxoSmithKline. The site is a pharmaceutical manufacturing plant and is a global centre of excellence for the manufacture of sterile and oral Active Pharmaceutical Ingredients. This site is one of four currently being considered by GSK as potential locations for a major new biopharmaceutical plant. This site is currently safeguarded as an existing employment area. In the event of Ulverston being selected, the Council is committed to preparing a Local Development Order to facilitate this major development.

Canal Head Mixed Use site

5.43 The areas of land and buildings at Ulverston Canal Head, grouped around the basin at the head of the Ulverston Canal make up are a key site at the entrance to the town below Hoad Hill and the Sir John Barrow Monument. The site is bounded by the proposed Canal Head Business Park, the E H Booth Supermarket and mainly residential properties on the opposite side of the A590 (T) Canal Street and North Lonsdale Road. The important listed Sunderland Terrace adjoins the western corner of the site.

5.44 The key site feature is the Canal Head and basin. The Canal is a substantial body of water being 20m wide and 4.6m deep. It has wooded banks. A substantial tarmac towpath which is also a public footpath runs along the north side. Around it are grouped a level field with hedged boundaries, B Williamson Scrap Yard, a cleared site adjoining the head of the Canal, Lakeland Aggregates building supply compound, Ulverston’s Auction Mart and various un-used and under used areas of hard-standing.

5.45 The site is the central element of the Canal Head and Corridor Regeneration Opportunity Area. A site of 3.93 ha (gross) at Canal Head is allocated for residential, heritage, leisure and tourism uses in line with the advisory Canal Head Master Plan, with the overall objective of regenerating the Canal basin and corridor. Development here will be closely related to the adjacent Strategic Employment Site and a Development Brief will be required.
POLICY 5.3: MIXED USE ALLOCATION, ULVERSTON CANAL HEAD

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

LAND AT ULVERSTON CANAL HEAD (ref M28) IS ALLOCATED FOR A MIX OF HOUSING (estimated capacity 86 dwellings), HERITAGE, LEISURE AND TOURISM DEVELOPMENT (2 ha):

<table>
<thead>
<tr>
<th>Area (Ha) gross</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>1.93 Ha</td>
</tr>
<tr>
<td>Heritage, Leisure and Tourism</td>
<td>2.00 Ha</td>
</tr>
</tbody>
</table>

Implementation
By Development Industry Development Management process

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

POLICY 5.4: LAND AT ULVERSTON CANAL HEAD – DEVELOPMENT BRIEF

Purpose:
To ensure that development reflects the Community’s aspirations for a high quality approach to Ulverston, manages key environmental impacts effectively, manages flood risk and surface water effectively has a positive impact on the surrounding area and its infrastructure, and conserves important site features.

A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF THE TWO SITES AT CANAL HEAD, ULVERSTON.

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

STRATEGIC EMPLOYMENT SITE- CANAL HEAD

THE SUBMISSION AND APPROVAL OF A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK TO INCORPORATE SIGNIFICANT STRUCTURAL LANDSCAPING INCLUDING SCREENING FROM OUBAS HILL, SCREENING OF THE GAS FACILITY, THE RETENTION AND REINFORCEMENT OF EXISTING FOOTPATHS AND ANY NECESSARY MEASURES TO ADDRESS BIODIVERSITY IMPACTS; AND

THE SAFEGUARDING OF THE GAS PIPELINE WHICH CROSSES THE SITE; AND

THE SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT AND THE IMPLEMENTATION OF ANY NECESSARY
MITIGATION MEASURES INCLUDING RAISED FLOOR LEVELS;
AND
THE PROVISION OF MITIGATION MEASURES TO OFFSET ANY
POTENTIAL ADVERSE IMPACT ON THE HIGHWAYS
NETWORK; AND
THE RETENTION OF EXISTING PUBLIC FOOTPATHS AND
PERMISSIVE PRIVATE RIGHTS OF WAY;
MIXED USE SITE – CANAL HEAD
THE ACHIEVEMENT OF A STRONG ‘SENSE OF PLACE’ WITH A
HIGH STANDARD OF DESIGN AND PUBLIC REALM REFLECTING
THE WATERSIDE LOCATION AND THE SITE’S ROLE AS A
‘GATEWAY ‘TO ULVERSTON; AND
THE PROVISION OF A SYMPATHETIC SETTING FOR GRADE II
LISTED BUILDINGS AT SUNDERLAND TERRACE; AND
THE OPENING UP OF VIEWS TO THE CANAL AND BASIN,
ESPECIALLY FROM THE A590(T) AND PROVIDE SAFER
ACCESS; AND
THE RETENTION AND IMPROVEMENT OF THE CANAL AS A
PUBLIC AMENITY INCORPORATING PEDESTRIAN ROUTES
AROUND CANAL HEAD, PUBLIC FOOTPATHS AND ACCESS TO
THE CANAL SIDE; AND
THE PROVISION OF STRONG PEDESTRIAN AND CYCLE
CONNECTIVITY BETWEEN THE DIFFERENT PARTS OF THE
CANAL HEAD SITE, THE STRATEGIC EMPLOYMENT SITE, THE
REST OF THE CANAL CORRIDOR AND THE TOWN CENTRE; AND
THE PROVISION OF ANY NECESSARY FLOOD RISK MITIGATION /
ATTENUATION MEASURES INCLUDING RAISED FLOOR LEVELS
AND MITIGATION / ATTENUATION MEASURES TO ENSURE
EXISTING SURFACE WATER DRAINAGE ISSUES ARE
SATISFACTORILY ADDRESSED PRIOR TO ANY
DEVELOPMENT; AND
THE PROVISION OF MITIGATION MEASURES TO OFFSET IMPACT
TO THE EXISTING HIGHWAYS NETWORK; AND
THE MITIGATION OF ANY BIODIVERSITY IMPACTS; AND
ANY NECESSARY WORKS REQUIRED TO THE CANAL ITSELF
AND ARRANGEMENTS FOR MAINTENANCE; AND
A SCHEME FOR CANAL SIDE LANDSCAPING.

Implementation
SLDC to prepare Development Briefs – Implementation through Development Management process
Monitoring
Through Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.
Greenspaces and Open Spaces

5.46 Public Open Spaces, Amenity Open Spaces and Outdoor Sports Facilities are identified in line with the method set out in Paragraph 2.62. The Open Space study identifies the following open spaces as particularly important:

- The major parks at Ford and Lightburn;
- Natural and semi-natural open space at Hoad Hill;
- Allotments at Tankfield, Priory Road, Ellers Road and Dragley Beck;
- Children’s play areas at Croftlands, Lightburn and Mill Dam.

5.47 Core Strategy Policy CS2 states that the Council will designate Green Gaps as required to prevent the coalescence of settlements. West of Ulverston, there is a need to ensure that surrounding communities do not lose their distinctive identities. For this reason a Green Gap is proposed between Ulverston and Swarthmoor.

Furness - Local Service Centres

Policy Context

5.48 The Core Strategy identifies "Broughton-in-Furness, Great and Little Urswick, Greenodd/Penny Bridge and Kirkby-in-Furness as Local Service Centres. Core Strategy Policy CS4 seeks to make provision for small-scale housing development in Local Service Centres. The need for new housing in these settlements is set out in Table 1 above. After deducting completions since 2003, expected contributions from existing planning consents and identified small sites, there is a need for 318 new dwellings of which 122 will be needed by 2017 and 123 by 2022. At least 35% of new homes (around 616 units) should meet identified needs for affordable housing and, of these, up to 60% or should be social rented.

Broughton- in-Furness

5.49 Broughton-in-Furness is a small historic market town with a population of around 550. It is an important service centre for an extensive rural hinterland and is also the most westerly settlement in South Lakeland. It therefore has strong spatial linkages with Millom, the Duddon Valley and the West Coast. Most of the village lies within the Lake District National Park but the area east of the old railway line and south of Kepplewray Hill is within South Lakeland’s area of responsibility for planning. Local services include doctors, dentist, primary school, post office, cafes and restaurant, tourist information, public houses, village bakery, butchers and grocers, filling station and garden centre as well as financial services.

\[\text{The South Lakeland Local Development Framework covers only part of Broughton-in-Furness. Most of the village lies within the Lake District National Park.}\]
5.50 Key issues affecting development in Broughton-in-Furness are:

- The need to safeguard the landscape quality and setting of the Lake District National Park;
- The need to protect and enhance the Conservation Area;
- Limited opportunities for housing and employment development in the rest of the village within the National Park;
- The visual importance of the rising slopes of Eccle Riggs Bank;
- The need to sustain local facilities and public transport.

5.51 Community concerns include a wish for more car parking and improved highway links across the Duddon estuary.

**Housing Site, Foxfield Road**

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

5.53 Employment Site, Foxfield Road.

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

**Great and Little Urswick**

5.55 These two linked villages and surrounding Parish have a population of around 1,400 occupying a valley running down to Morecambe Bay. Their best-known feature is Urswick Tarn. Birkrigg Common to the east is an attractive walking area as well as containing prehistoric remains and a limestone pavement. There are more prehistoric remains north and west of the villages including a fort, settlement and burial chamber. Little Urswick is dominated by the Grade I listed St Mary and St Michael’s Church.

5.56 The villages have facilities including a school, two pubs and a garage. Employment opportunities in the vicinity are Stainton Quarry and a small industrial estate at Bardsea.

5.57 Key issues affecting development in Great and Little Urswick are:

- The need to be sympathetic to the surrounding landscape and the character of the two villages;
- The need to maintain the separate identity of the two villages;
The need for affordable housing for young people;
- The need to avoid development in areas at risk of flooding along Urswick Beck and around the Tarn;
- The need to protect and enhance the surroundings of key listed buildings including the church;
- The need to sustain local facilities and public transport.

5.58 Community concerns include the need for affordable housing for young people, the need to preserve the traditional character and local heritage, speeding vehicles, road flooding, the provision of litter bins, the need for more trees, poor quality and cluttered signage, parking, social activities for young adults, better access to the tarn and maintenance of a village green feel.

Housing Allocation - Land at Mid Town Farm, Little Urswick

5.59 A site is allocated for development incorporating Mid Town Farm and land to the rear of it in Little Urswick. This 1.46 ha site could accommodate around 27 dwellings. It comprises the farm complex which comprises some older farm buildings with a number of more recent sheds. A public footpath crosses the site north to south along the existing edge of the village. A second path runs west-east across the site linking through to Travellers Rest cottage. The second path forms part of the Cistercian Way footpath. The fields are separated by mature hedges. Key issues for the development of this site include the retention of the traditional buildings, the retention where possible of hedge lines, the retention and enhancement of the footpaths the need for sustainable drainage and the need to incorporate foraging habitat for bats into the landscape framework and vehicular access to the site being to Park Garth.

Community Use Site, Church Road

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

| POLICY LA5.5: COMMUNITY USE SITE, CHURCH ROAD, BETWEEN GREAT AND LITTLE URSWICK |
| Purpose: |
| To make provision for additional community facilities to meet local open space and recreation needs. |

LAND AT CHURCH ROAD, LITTLE URSWICK (ref RN109) IS ALLOCATED FOR COMMUNITY USES

Implementation
Great Urswick Parish Council
Monitoring
Through Core Strategy monitoring framework.
5.61 A Green Gap is identified to maintain the separate identities of Great and Little Urswick.

**Greenodd/Penny Bridge**

5.62 Greenodd and Penny Bridge, together with smaller settlements in the Parish, have a population of around 900. They occupy an important site at the gateway to the Southern Lake District. The two villages occupy a steep hillside and the lower part adjoining the River Crake is predominantly industrial in character. Greenodd is just off the main A590 and has good transport and road links. The villages are close to the Lake District National Park. Local services include a doctor’s surgery, post office, public house, primary school, bakery, filling station, fish and chip shop, primary school and community centre.

5.63 Key issues affecting development in Greenodd and Penny Bridge include:

- The need to sustain local facilities and public transport;
- The need to ensure positive impacts on the Lake District National Park;
- The need to avoid development in areas at risk of flooding along the River Crake;
- The need to protect the quality of the surrounding landscape;
- The need to ensure that any new development is sympathetic in scale and character.

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

**Land at Oak Vale**

5.65 Only one small site is proposed for housing development in Greenodd – an infill site behind the Vicarage at Oak Vale. This 0.77 ha site could accommodate around 22 dwellings. This site lies opposite a previous development of 13 dwellings at Elliswood, fronting onto the street. Mature trees border two sides shielding the church and existing dwellings on R291. Development would constitute rounding off and would be well located in relation to existing services and facilities. The site is located on an existing hill, sloping north/south and is a large green field which currently separates the church and existing dwellings.

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

**Kirkby in Furness (including Sandside and Beckside)**

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

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

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

### Land at Four Lane Ends

5.70 A small infill plot at Four Lane Ends could accommodate around 11 dwellings at the centre of the village.

### Land adjacent to Burlington Church of England School

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

### Swarthmoor

5.72 Swarthmoor is a predominantly 20th century settlement with a population of around 1,050. It lies close to Ulverston on the A590 and has good road and public transport links. It has a public house, garage and community hall. It is separated from Southern Ulverston by an important Green Gap. Community concerns include the need for activities for the young and more greenspace.

5.73 Two sites are proposed for allocation, both north of the A590. These could potentially provide the opportunity for new open space and recreational areas.

### Land at Cross-a-Moor

5.74 This 8.26 ha site can accommodate around 126 dwellings. Site Visit – The site is flat and backs onto existing housing which fronts the A590. The site is currently grazing land with open aspects on three sides. Visual impact on surrounding areas would be limited as part development has the potential to blend into the existing pattern of development. The site is close to Pennington Church of England School. Access could be onto to Cross a Moor Lane, which leads onto an existing junction with the A590 and or through the site, creating a new access. Development has the potential to maximize solar gain. Development could be concentrated on the southern end of the fields to limit visual impacts on existing housing. Because of the scale of this site relative to the settlement, it is proposed that development be guided by a Development Brief. There is a requirement for a travel plan and transport assessment.
POLICY 5.6: LAND AT CROSS-a-MOOR, SWARTHMOOR.

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

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

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

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

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

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

Land adjacent to Kingsley Avenue, Swarthmoor

5.75 This 1.31 ha site could accommodate around 35 dwellings. It has an existing access and an enclosed nature. The northern boundary has an existing high natural hedgerow defining it, while the gentle slope of the land to the west could help limit the impact on views from the smaller distant hamlets. Access onto the A590 would be through an existing junction. The site has potential to follow the existing street pattern. No issues have been identified in terms of flooding or infrastructure capacity.
APPENDIX 1 - PROPOSAL MAP
AND SETTLEMENT INSET MAPS
APPENDIX 2 - CORE STRATEGY VISION
South Lakeland tomorrow...

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

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

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

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

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

There has been considerable progress towards achieving a balanced housing market. There is a range of good quality housing that people can afford. It offers choice and meets the requirements of all sectors of the community, including smaller dwellings for first-time buyers, family housing and housing for older people and people with special needs.
The district offers a superb high quality natural and built environment and is a prized location to live in, work in and visit. The character of the district remains essentially rural, with towns and villages set in attractive countryside, including that of the Arnside and Silverdale Area of Outstanding Natural Beauty and the adjoining Lake District and Yorkshire Dales National Parks. The special qualities of the Arnside and Silverdale AONB have been conserved and enhanced. Towns and villages have been kept distinct from one another by protecting important green gaps. The historic environment has been protected from harmful change, including listed buildings, buildings of local importance, conservation areas, scheduled ancient monuments and historic parks and gardens.

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

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

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

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

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

... although these settlements have grown, there is a network of greenspaces maintained within them providing a link with the wider countryside. The centres are easily accessible by car, bus, cycle, foot and where relevant, rail...
APPENDIX 3 - SCHEDULE OF SUPERSEDED POLICIES
1. The existing development plan covering South Lakeland District outside the two national parks consists of:

   - The South Lakeland Core Strategy – Adopted October 2010;
   - [The South Lakeland Land Allocations Development Plan Document – Adopted --------------]
   - the South Lakeland Local Plan - Adopted, September 1997;
   - the South Lakeland Local Plan Alteration – Adopted March 2006;
   - the North West Regional Spatial Strategy (adopted September 2008) and some saved Cumbria Joint Structure Plan policies – (due to be abolished following commencement of the Localism Act).

2. The Local Plan covers the period up to 2006. This represents the end date for housing and industrial allocations contained in the Plan. The Plan’s other policies have a general validity, which extend beyond 2006.

3. Under the 2004 Planning and Compulsory Purchase Act, Local Plan policies adopted when the Act came into force in September 2004 were automatically saved for three years, or, if adopted after September 2004, saved for three years from the date of adoption. On this basis, South Lakeland Local Plan policies were automatically saved for an initial three years as follows:

   - Policies adopted in September 1997 were saved until September 2007;
   - Altered policies adopted in March 2006 were saved until March 2009.

4. As these policies approached their expiry date, the Secretary of State confirmed, following a request from the District Council, that:

   - All saved Local Plan policies which had been adopted in 1997 were extended beyond September 2007, except for policies R3, C4, C17 and Tr6;
   - All saved Local Plan Alteration policies were extended beyond March 2009.

5. The tables overleaf set out those saved and extended Local Plan and Alteration policies which are replaced by Core Strategy and Land Allocations DPD policies.
### Saved and extended Local Plan Policy (Altered policies in italics)

<table>
<thead>
<tr>
<th>Status</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Superseded by Core Strategy policies CS 1.1 and CS1.2</td>
<td>CS 1.2 and supporting text explains how Service Centres are identified in the Core Strategy. CS1.1 sets out the sustainable development principles to govern future development</td>
</tr>
</tbody>
</table>

### Housing

**H1 Provision of Housing Land**

**Superseded** by Core Strategy policies CS 1.1 and CS1.2

**AS 1.2** and supporting text explains how Service Centres are identified in the Core Strategy. **CS1.1** sets out the sustainable development principles to govern future development.

**H2 Sites allocated for new residential development**

<table>
<thead>
<tr>
<th>Status</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implemented</td>
<td>[to be] Superseded by Land Allocations DPD Policy LA1.3</td>
</tr>
</tbody>
</table>

<p>| Church Road, Allithwaite                   | Implemented                                                                 |
| Carling Steps, Burneside                  | De-allocated 2006                                                           |
| Morewood Drive, Burton                     | Implemented                                                                 |
| Land off A65. Endmoor                      | Implemented                                                                 |
| Green Lane, Flookburgh                     | Implemented                                                                 |
| Graythwaite Manor, Grange                  | Implemented                                                                 |
| Grange Fell Road, Grange                   | De-allocated 2006                                                           |
| Berry Bank, Grange                         | De-allocated 2006                                                           |
| Cart Lane, Grange                          | Unimplemented                                                               |
| Church Road, Great Urswick                 | Implemented                                                                 |
| Paddock Lodge, Holme                       | Implemented                                                                 |
| Brigsteer Road, Kendal                     | Implemented                                                                 |
| Chiltern Reach, Valley Drive, Kendal       | Implemented                                                                 |
| Kirkbie Kendal Lower School, Kendal        | Implemented                                                                 |
| North Sandylands, Kendal                   | De-allocated 2006                                                           |
| North East Sandylands, Kendal              | De-allocated 2006                                                           |
| Oxenholme Road, Kendal                     | Implemented                                                                 |
| Roundhill School, Kendal                   | Unimplemented                                                               |
| Sparrowmire, Kendal                        | Implemented                                                                 |
| Union Street, Kendal                       | Unimplemented                                                               |
| South West Kirkby Lonsdale                 | Partially Implemented                                                       |
| Lowgate, Levens                            | Implemented                                                                 |
| Post Office Row, Little Urswick            | Implemented                                                                 |
| Grisleymires Lane, Milnthorpe              | Implemented                                                                 |
| Ackenthwaite Road, Milnthorpe              | Implemented                                                                 |
| Natland Road (north), Natland              | Implemented                                                                 |
| Robby Lea Drive, Natland                   | Implemented                                                                 |
| Middleshaw Bridge, Old Hutton              | Unimplemented                                                               |
| North Stainton Farm, Stainton              | Unimplemented                                                               |
| Ulverston Road, Swarthmoor                 | Implemented                                                                 |
| Daltongate Car Park, Ulverston             | De-allocated 2006                                                           |
| Daltongate/Queen Street, Ulverston         | Implemented                                                                 |</p>
<table>
<thead>
<tr>
<th>Saved and extended Local Plan Policy (Altered policies in italics)</th>
<th>Status</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kings Road, Ulverston</td>
<td>Partially Implemented</td>
<td>CS1.1 sets out sustainable development principles, CS1.2 sets out the Development Strategy for the District and CS6.1 sets out the approach to meeting housing requirements. Together these provide an updated basis for allocating housing sites and the consideration of proposals on unallocated sites. The phasing of development on major sites will be addressed in the Land Allocations document.</td>
</tr>
<tr>
<td>Lund Farm, Ulverston</td>
<td>Implemented</td>
<td></td>
</tr>
<tr>
<td>Union Lane, Ulverston</td>
<td>Permission Granted</td>
<td></td>
</tr>
<tr>
<td>Urswick Road, Ulverston</td>
<td>Implemented</td>
<td></td>
</tr>
<tr>
<td>Winton House Phase 2, Ulverston</td>
<td>Unimplemented</td>
<td></td>
</tr>
<tr>
<td>H3 Phasing of Development on sites allocated for residential use (North Sandylands and Lund Farm) replaced in 2006 by H3 Priorities for site location</td>
<td>Superseded by Core Strategy policies CS 1.1, CS1.2 and CS6.1</td>
<td>CS1.1 sets out sustainable development principles, CS1.2 sets out the Development Strategy for the District and CS6.1 sets out the approach to meeting housing requirements. Together these provide an updated basis for allocating housing sites and the consideration of proposals on unallocated sites. The phasing of development on major sites will be addressed in the Land Allocations document.</td>
</tr>
<tr>
<td>H4 Small scale Housing Development in Kendal and Ulverston</td>
<td>superseded by Allocations DPD</td>
<td>Superseded by Land Allocations DPD</td>
</tr>
<tr>
<td>H5 Settlements suitable for growth</td>
<td>Partially superseded by Core Strategy Policy CS1.2 Development Boundaries [to be] superseded by Land Allocations DPD</td>
<td>CS1.2 sets out a settlement hierarchy and related levels of development. Development Boundaries of Principal, Key and Local Service Centres [to be] superseded by Land Allocations DPD Policy LA1.1. Development boundaries of small villages and hamlets superseded by Core Strategy Policy CS1.2</td>
</tr>
<tr>
<td>H6 Development outside settlements suitable for growth</td>
<td>Superseded by Core Strategy Policy CS1.2</td>
<td>CS1.2 sets out the approach to development in areas outside identified Service Centres</td>
</tr>
<tr>
<td>H7 Housing for local need</td>
<td>Superseded by Core Strategy Policy CS6.4</td>
<td>CS6.4 sets out criteria for the consideration of affordable housing on exceptions sites.</td>
</tr>
<tr>
<td>H8 Affordable housing</td>
<td>Superseded by Core Strategy Policy CS6.3</td>
<td>CS6.3 sets out general policy requirements for affordable housing</td>
</tr>
<tr>
<td>H8a Construction and adaptation of dwellings for people with special needs</td>
<td>Superseded by Core Strategy Policy CS 6.2</td>
<td>CS6.2 sets out policy in regard to providing dwellings suitable for the elderly, infirm and disabled</td>
</tr>
<tr>
<td>H9 Agricultural and Forestry Dwellings in the Countryside</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>Saved and extended Local Plan Policy (Altered policies in italics)</td>
<td>Status</td>
<td>Explanation</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>H10 Removal of Occupancy Conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H11 Conversion of buildings within Development Boundaries</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H12 Conversion of buildings outside Development Boundaries</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H13 Conversion of Village Shops</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H14 Dwellings Constructed from Temporary Materials</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Employment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>E1 Land Allocated for Business Parks</strong></td>
<td>To be superseded by Land Allocations DPD and Canal Head AAP</td>
<td>Business Park allocations outside Canal Head area [to be] superseded by Land Allocations DPD Policy LA 1.6</td>
</tr>
<tr>
<td><strong>Shenstone</strong></td>
<td>Unimplemented</td>
<td>Parkside Road allocation to be reviewed through Canal Head Area Action Plan</td>
</tr>
<tr>
<td><strong>Parkside Road</strong></td>
<td>Implemented</td>
<td></td>
</tr>
<tr>
<td><strong>E2 Land Allocated for Strategic Employment Uses (south-east of Milnthorpe station)</strong></td>
<td>[To be] superseded by Land Allocations DPD</td>
<td>Employment allocations [to be] superseded by Land Allocations DPD Policy LA 1.6-8</td>
</tr>
<tr>
<td><strong>Shap Road, Kendal</strong></td>
<td>Implemented</td>
<td></td>
</tr>
<tr>
<td><strong>Low Mill Tannery, Ulverston</strong></td>
<td>Implemented</td>
<td></td>
</tr>
<tr>
<td><strong>West End Lane, Ulverston</strong></td>
<td>Unimplemented</td>
<td></td>
</tr>
<tr>
<td><strong>Fall Beck, Gatebeck</strong></td>
<td>Unimplemented</td>
<td></td>
</tr>
<tr>
<td><strong>Crakeside, Greenodd</strong></td>
<td>Unimplemented</td>
<td></td>
</tr>
<tr>
<td><strong>Allithwaite Road, Grange-over-Sands</strong></td>
<td>Unimplemented</td>
<td></td>
</tr>
<tr>
<td><strong>Kirkby Motors, Kirkby Lonsdale</strong></td>
<td>Implemented</td>
<td></td>
</tr>
<tr>
<td><strong>Tram Lane, Kirkby Lonsdale</strong></td>
<td>Implemented</td>
<td></td>
</tr>
<tr>
<td><strong>Grisleymires Lane, Milnthorpe</strong></td>
<td>Implemented</td>
<td></td>
</tr>
<tr>
<td><strong>Quarry Lane, Storth</strong></td>
<td>Unimplemented</td>
<td></td>
</tr>
<tr>
<td>Saved and extended Local Plan Policy</td>
<td>Status</td>
<td>Explanation</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td><strong>(Altered policies in italics)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E4 New Development and Extensions to Property</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>E5 Redevelopment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E6 Loss of Employment Sites and Premises</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E7 New employment development in rural areas</td>
<td>Superseded by Core Strategy Policy CS7.4</td>
<td>CS7.4 sets the approach to employment development in rural areas;</td>
</tr>
<tr>
<td>E8 Conversion and re-use of buildings (for employment purposes)</td>
<td>Superseded by Core Strategy Policy CS7.4</td>
<td>CS7.4 sets the approach to building conversions for employment use in rural areas;</td>
</tr>
<tr>
<td>E9 Homeworking</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>E10 Farm Diversification</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
</tbody>
</table>

### Retail

<table>
<thead>
<tr>
<th>Retail</th>
<th>Status</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R1 Retail Development, Kendal Town Centre</strong></td>
<td>To be superseded by Land Allocations DPD and future Development Management DPD</td>
<td>Town Centre and Primary Shopping Area boundary [to be] superseded by Land Allocations DPD Policy LA1.2 Policy criteria to be superseded by future Development Management DPD</td>
</tr>
<tr>
<td>R1A Retail Allocation, Kendal Town Centre</td>
<td>Implemented</td>
<td></td>
</tr>
<tr>
<td><strong>R2 Retail Development outside Kendal Town Centre</strong></td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td><strong>R3 New Retail Development, Ulverston Town Centre</strong></td>
<td>NOT SAVED BY SECRETARY OF STATE</td>
<td></td>
</tr>
<tr>
<td><strong>R4 Conversion and Extension of Retail Premises, Ulverston Town Centre</strong></td>
<td>To be superseded by future Development Management DPD</td>
<td>Town Centre and Primary Shopping Area boundary [to be] superseded by Land Allocations DPD Policy LA1.2 Policy criteria to be superseded by future Development Management DPD</td>
</tr>
<tr>
<td>Saved and extended Local Plan Policy (Altered policies in italics)</td>
<td>Status</td>
<td>Explanation</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>R5 Retail Development outside Ulverston Town Centre</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>R6 Retail Development in minor shopping centres</td>
<td>Superseded by Core Strategy Policy CS7.5: Town Centre and Retail Strategy</td>
<td>CS7.5 sets out criteria to assess retail proposals in minor shopping centres</td>
</tr>
<tr>
<td>R7 Retail Development outside shopping centres</td>
<td>To be superseded by Land Allocations DPD and future Development Management DPD</td>
<td>Town Centre, Primary and Secondary Shopping Area boundaries [to be] superseded by Land Allocations DPD Policy LA1.2</td>
</tr>
<tr>
<td>R8 Protection of Retail Frontages in the Primary Shopping Areas of Kendal and Ulverston Town Centres</td>
<td></td>
<td>Policy criteria to be superseded by future Development Management DPD</td>
</tr>
<tr>
<td>R9 Non-Retail Uses In Minor Shopping Areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R10 Hot Food Takeaways In Primary Shopping Areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R11 Hot Food Takeaways In Secondary Shopping Areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R12 Hot Food Takeaways In Residential Areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R13 Amusement Centres</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tourism</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T1 Hotel development within development boundaries</td>
<td>Superseded by Core Strategy Policy CS7.6</td>
<td>CS7.6 sets out approach to tourism development</td>
</tr>
<tr>
<td>T2 Conversion of Buildings to Hotels And Serviced Accommodation</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>T2a Retention of Holiday Accommodation In Grange-over-Sands</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T3 Self-catering accommodation within development boundaries</td>
<td>Superseded by Core Strategy Policy CS7.6</td>
<td>CS7.6 sets out approach to tourism development</td>
</tr>
<tr>
<td>T4 Self-catering accommodation outside development boundaries</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>T5 Caravan Site Development within the Arnside-Silverdale AONB</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saved and extended Local Plan Policy (Altered policies in italics)</td>
<td>Status</td>
<td>Explanation</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td><strong>T5 Caravan Site Development outside the Arnside-Silverdale AONB</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>T7 Extensions to Caravan Park Developments' Open Season</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>T8 Tented Camping Sites</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>T9 Camping Barns</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>T10 Visitor facilities and attractions</strong></td>
<td>Superseded by Core Strategy Policies CS1.2, and CS7.6</td>
<td>Policy CS1.2 sets the strategic framework for new visitor facilities and attractions. Policy CS7.6 sets out detailed approach to tourism development</td>
</tr>
</tbody>
</table>

**Environment and Conservation**

<table>
<thead>
<tr>
<th>C1 Arnside-Silverdale Area of Outstanding Natural Beauty</th>
<th>Superseded by Core Strategy Policies CS5, and CS8.2</th>
<th>Policy CS8.2 sets out the approach to protecting and enhancing landscape and settlement character, including provisions for the AONB. Policy CS5 sets out the vision and objectives for the rural south of the District.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>C2 “Green gaps”</strong></td>
<td>Partially superseded by Core Strategy policy Core Strategy CS8.2. Green gap allocations reviewed through Land Allocations DPD</td>
<td>Policy CS8.2 sets out the approach to protecting and enhancing landscape and settlement character. Location and extent of Green gaps superseded by Land Allocations DPD Policy LA1.9</td>
</tr>
<tr>
<td><strong>C3 Agricultural Land</strong></td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td><strong>C4 Farm Holdings</strong></td>
<td>NOT SAVED BY SECRETARY OF STATE</td>
<td></td>
</tr>
<tr>
<td><strong>C5 External Lighting</strong></td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td><strong>C6 Sites of International Nature Conservation Importance</strong></td>
<td>Superseded by Core Strategy Policy CS8.4</td>
<td>CS8.4 sets out policy for biodiversity and geodiversity and effect on regional or local sites</td>
</tr>
<tr>
<td><strong>C7 National Sites</strong></td>
<td>Superseded by Core Strategy Policy CS8.2</td>
<td>CS8.2 sets out policy for protecting and enhancing of landscape and</td>
</tr>
<tr>
<td>Saved and extended Local Plan Policy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Altered policies in italics)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Status</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Explanation</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Importance</th>
<th>Superceded by Core Strategy Policy CS8.4</th>
</tr>
</thead>
<tbody>
<tr>
<td>settlement character</td>
<td>CS8.4 sets out policy for biodiversity and geodiversity and effect on regional or local sites</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C10 Protected species</th>
<th>Superseded by Core Strategy Policy CS8.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C11 Tree Preservation Orders</th>
<th>CS8.5 establishes the approach towards coastal areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C12 Coastal development</th>
<th>Superseded by Core Strategy Policy CS8.5</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS8.5 sets out the approach towards coastal areas</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>C13 Buildings of historic interest</th>
<th>Superseded by Core Strategy Policy CS8.6</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS8.6 sets out the approach towards the historic environment</td>
<td></td>
</tr>
</tbody>
</table>

| C14 “Heritage” properties viewed by the public | |
|-----------------------------------------------| |

| C15 Listed Buildings and their Settings | |
|----------------------------------------| |

| C16 Control of Development affecting Conservation Areas | |
|-------------------------------------------------------| |

<table>
<thead>
<tr>
<th>C17 Article 4 Directions</th>
<th>NOT SAVED BY SECRETARY OF STATE</th>
</tr>
</thead>
</table>

| C18 Satellite Dishes | |
|----------------------| |

| C19 Sites of Archaeological Interest | |
|-------------------------------------| |

| C20 Historic Landscapes | |
|------------------------| |

| C21 Derelict Land | |
|------------------| |

<table>
<thead>
<tr>
<th>C22 Flood risk</th>
<th>Superseded by Core Strategy Policy CS8.8</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS8.8 sets out a policy framework for flood risk</td>
<td></td>
</tr>
</tbody>
</table>

| C23 Tidal and River Defences | |
|-------------------------------| |

| C24 Watercourses and Coastal Margins | |
|--------------------------------------| |

<table>
<thead>
<tr>
<th>C25 Renewable energy</th>
<th>Superseded by Core Strategy Policy CS8.7</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS8.7 sets out a policy framework for renewable energy</td>
<td></td>
</tr>
</tbody>
</table>

| C26 Wind Energy | |
|-----------------| |

* C27 missed due to numbering error |

| C28 Hydro Electricity | |
|-----------------------| |

| C29 Slurry | |
|------------| |

<p>| C30 Solar Power | |
|----------------| |</p>
<table>
<thead>
<tr>
<th>Saved and extended Local Plan Policy</th>
<th>Status</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Altered policies in italics)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C31 Cumulative Impact of Renewable Energy projects</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Leisure and Recreation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L1 Playing fields and recreational facilities</td>
<td><strong>Superseded by</strong> Policy Framework set out in Core Strategy Policies CS8.3a, CS8.3b</td>
<td>CS8.3a and CS8.3b sets out a policy framework for open space, sport and recreation facilities</td>
</tr>
<tr>
<td>L2 Allotments</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L3 Provision of new facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L4 New Leisure Schemes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Between Kendal Leisure Centre and Parkside Road, Kendal</td>
<td>Implemented</td>
<td>Leisure allocations reviewed through Land Allocations DPD</td>
</tr>
<tr>
<td>East of Appleby Road, Kendal</td>
<td>Unimplemented</td>
<td></td>
</tr>
<tr>
<td>North of Mayfield Avenue, Holme</td>
<td>Unimplemented</td>
<td></td>
</tr>
<tr>
<td>L5 Village Halls</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L6 Golf Courses and Driving Ranges within the AONB</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L7 Golf Courses and Driving Ranges elsewhere.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L8 Provision of Club Houses and Car Parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L9 Equestrian Development</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L10 Rights of Way</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L11 Disused Railway Lines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L12 Lancaster Canal</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transport</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tr1 Development likely to impact on trunk roads</td>
<td><strong>Superseded by</strong> Core Strategy Policies CS10.1, and CS10.2</td>
<td>CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>Tr2 Safeguarding Land for Transport Infrastructure Improvements</td>
<td>Review need for transport reservations through Land Allocations DPD and Canal Head AAP</td>
<td>No reservations at present time Need for reservations in the Canal Head Area to be reviewed through Canal Head Area Action Plan</td>
</tr>
<tr>
<td>Tr3 Traffic management</td>
<td><strong>Superseded by</strong> Core Strategy Policies CS10.1, and CS10.2</td>
<td>CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>Tr4 Traffic calming</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tr5 Town Centre Car</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saved and extended Local Plan Policy (Altered policies in italics)</td>
<td>Status</td>
<td>Explanation</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td>--------</td>
<td>-------------</td>
</tr>
<tr>
<td>Parking</td>
<td>future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>Tr6 Car Park, Kirkby Lonsdale</td>
<td>NOT SAVED BY SECRETARY OF STATE</td>
<td></td>
</tr>
<tr>
<td>Tr7 Opportunities for pedestrians</td>
<td>Superseded by Core Strategy Policies CS10.1, and CS10.2</td>
<td>CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>Tr8 Opportunities for cyclists</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>Tr9 Better ways to School</td>
<td>Superseded by Core Strategy Policies CS10.1, and CS10.2</td>
<td>CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>Tr10 Travel plans</td>
<td>Superseded by Core Strategy Policies CS10.1, and CS10.2</td>
<td>CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>Standards for New Development</td>
<td>Open Spaces to be identified in Land Allocations document. Policy approach to be set out in Development Management DPD</td>
<td>Superseded by Land Allocations DPD Policies LA1.10-1.11</td>
</tr>
<tr>
<td>S1 Planning obligations and planning briefs</td>
<td>Superseded by Core Strategy Policy CS9.2</td>
<td>CS9.2 covers developer contributions</td>
</tr>
<tr>
<td>S2 South Lakeland Design Code</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>S3 Landscaping</td>
<td>Superseded by Core Strategy Policies CS8.3a, CS8.3b</td>
<td>CS8.3a and CS8.3b sets out a policy framework for open space, sport and recreation facilities</td>
</tr>
<tr>
<td>S4 Important Open Space</td>
<td>Superseded by Core Strategy Policy CS10.1, CS10.2</td>
<td>CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>S5 Open space</td>
<td>Superseded by Core Strategy Policies CS8.3a, CS8.3b</td>
<td>CS8.3a and CS8.3b sets out a policy framework for open space, sport and recreation facilities</td>
</tr>
<tr>
<td>S6 Children’s play space</td>
<td>Superseded by Core Strategy Policy CS10.1, CS10.2</td>
<td>CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>S7 Road provision and design</td>
<td>Superseded by Core Strategy Policy CS10.1, CS10.2</td>
<td>CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>S8 Footpath provision and design</td>
<td>Superseded by Core Strategy Policy CS10.1, CS10.2</td>
<td>CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>S9 Cycleways</td>
<td>Superseded by Core Strategy Policy CS10.1, CS10.2</td>
<td>CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>S10 Parking Provision in new Development</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>S11 Provision for disabled</td>
<td>Superseded by Core Strategy Policies CS10.1, and CS10.2</td>
<td>CS10.1 and CS10.2 set out a strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>Saved and extended Local Plan Policy (Altered policies in italics)</td>
<td>Status</td>
<td>Explanation</td>
</tr>
<tr>
<td>---------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>people</td>
<td>Strategy Policy CS10.1, CS10.2</td>
<td>strategic framework for improving accessibility and managing the transport impact of new development</td>
</tr>
<tr>
<td>S12 Crime and Design</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>S13 Security Measures in Town Centres</td>
<td>Superseded by Core Strategy Policy CS8.7</td>
<td>CS8.7 sets out a policy framework for renewable energy</td>
</tr>
<tr>
<td>S14 Shop Fronts</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>S15 External Blinds</td>
<td>Implemented</td>
<td></td>
</tr>
<tr>
<td>S16 External Cashpoint Machines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S17 Energy conservation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S18 Trees Close to Buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S19 Percent for Art</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S20 Control over Advertisements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S21 Areas of Special Control of Advertisements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S22 Advance Directional Signs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S23 Agricultural Buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S24 Temporary Buildings</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S25 Kirkbie Kendal Lower School</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S26 Sewage Treatment and Disposal</td>
<td>To be superseded by future Development Management DPD</td>
<td></td>
</tr>
<tr>
<td>S27 Overhead Lines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S28 Telecommunication Masts and Equipment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S29 Waste Recycling Facilities</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
APPENDIX 4 - HOUSING TRAJECTORY
Notes:
Actual completions (net) – as reported in Housing Position Report 2011
Projected completions (net) – figure derived from Extant permissions and SHLAA
small sites (annualised for 5 years 2011 to 2016) and Allocations (annualised
2012/17, 2017/22 and 2022/25). Refer to Tables 1A & 1B
APPENDIX 5 - PROPOSED NATIONAL PARK EXTENSIONS
Proposed National Park Extensions

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

Natural England is currently inviting representations (whether to object, support or suggest amendments) directly to the Secretary of State by 16 March 2012 by writing to Department for Environment, Food and Rural Affairs, Protected Landscapes Team, Zone 1/09, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6EB, e-mail: nwvariationorders@defra.gsi.gov.uk.

Please see Natural England’s consultation page for more details.

For more information please see the Natural England website at


An overview map of the changes to the Lake District and Yorkshire Dales National Parks are appended. For more detailed maps of the boundary changes please see the Natural England web page:

Lakes to Dales Landscape Designation Project

September 2011
APPENDIX 6 - GLOSSARY
Adoption - The final confirmation of a development plan or Local Development Document status by a Local Planning Authority (LPA).

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

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

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

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

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

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


Area Action Plan (AAP) - A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).

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

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

B1b) research and development and

B1c) light industry. the B2 use class covers general industry and the B8 use class covers storage and distribution.

Brownfield Land (previously-developed land) - Land which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated
fixed surface infrastructure. The definition covers the curtilage of the developed land. Previously-developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through planning condition or legal agreement. Domestic gardens are not classified as previously developed land.

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

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

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

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

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

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

**Development Plan** - A document setting out the Local Planning Authority's policies and proposals for the development and use of land and buildings in the authority's area. It includes Regional Spatial Strategies and Development Plan Documents prepared under the Planning & Compulsory Purchase Act 2004.

**Development Plan Documents (DPDs)** - Development Plan Documents are prepared by Local Planning Authorities and outline the key development goals of the Local Development Framework. Development Plan Documents include the Core Strategy, Site-Specific Allocations of Land and, where needed, Area Action Plans. There will also be an adopted Proposals Map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs. All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the Inspector's binding report. Once adopted, Development Control decisions must be made in accordance with them unless material considerations indicate otherwise. DPDs form an essential part of the Local Development Framework.

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

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

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

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

**Independent Examination** - The process by which a planning inspector may publicly examine a Development Plan Document (DPD) or a Statement of Community Involvement (SCI) before issuing a binding report. The findings set out in the report are binding upon the Local Planning Authority that produced the DPD or SCI.

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

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

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

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

**Local Development Framework (LDF)** - A portfolio of documents that will be used to make decisions on proposed development determining where and what new development will be permitted in the district. The portfolio will be made up of Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.

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

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

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

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

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

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

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

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

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

**Planning & Compulsory Purchase Act 2004** - The Act updated elements of the 1990 Town & Country Planning Act and introduced:
- A statutory system for regional planning
- A new system for local planning (the LDF)
- Reforms to the development control and compulsory purchase and compensation systems
- Removal of crown immunity from planning controls.

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

**Planning Portal** - A national website provided by the government for members of the public. Local Planning Authorities and planning consultants. The Planning Portal features a wide range of information and services on planning ([www.planningportal.gov.uk](http://www.planningportal.gov.uk))

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Sustainable Community Strategy (SCS)** - The SCS sets the overall strategic direction and long term vision for the economic, social and environmental well being of an area, taking account of five sustainability principles:
- Living within environmental limits
- A strong, healthy and just society
- Achieving a sustainable economy
- Promoting good governance
- Using sound science responsibly

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

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

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