

South Lakeland District Council  
Angle Yard Highgate Kendal.

5 September 2013

Dear ~~Sir~~ ~~Simon~~ ~~Berry~~ Ref LAND

SOUTH LAKE LAND DISTRICT COUNCIL RECEIVED - 5 SEP 2013 RECEPTION	2012-13
--	---------

Further from June 2013 Inspector ~~Rushley~~ has produced documents for further consultation and I herewith write my comments on same with regards to places mentioned enclosed. ~~restricted~~ <sup>anyway</sup> Due partly to lack of time as well as the fact that I am sure that many people will also be relying for your knowledge on their particular interests. I do though reserve the right to comment further if need be after this letter. ~~Due to these factors such as time having had workman etc.~~ <sup>making way</sup> I have concentrated upon Kendal National (see map) and Milnthorpe generally. ~~Further have included comments on enclosed other forms.~~ May I hope this is all in order.

Yours faithfully

~~Please excuse scribble~~  
~~Done at the 'last moment'~~  
My Reference number

D Morgan (Sls)

SOUTH LAKE LAND DISTRICT COUNCIL RECEIVED - 5 SEP 2013 RECEPTION
--

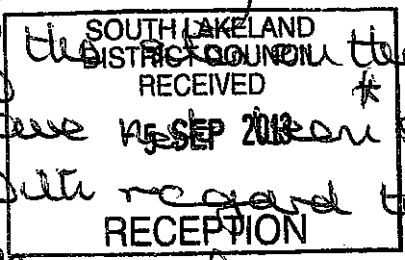
PS. Any further consultation National Rail Trust  
Please could you tell me position on this?  
R108M & R584P

HAND ENQUIRY

SEPTEMBER 2013 South Lakeland D.C.

Generally I was and still am that incredibly

of the SOUTH LAKELAND DISTRICT COUNCIL the entrances to Kendal in particular have never starred. = Exception (nice) design with regard to that I mentioned New Submission Refer to the newly signed sign at the entrance

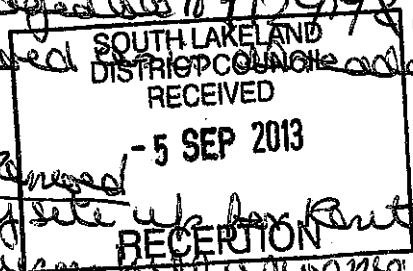


1. My old favourite in the Triangle below The West Coast Main Railway line - first view of Kendal across to Castle with sweep of hills cradling Kendal M2M - mod AS HAS Pavement not present not been AS HAS BEEN BEFORE IMPORTANT SITE TO MANY VISITORS = ? so possible misprint AS WELL AS LOCAL Also gas? + water entrance grassy Other sites came on development locks concerned about National Mills Beck Farm fields off Sedgwick Road R97M-mod 8 Post NW 34 # - mod

Query: If this occurs off Sedgwick Road Project re-watered (re-cleaned) LARGE SITE east River Kendal But in both Inquiries Heavily Discussed Canal What about route of used put into doubt any schemes for that as envisaged for "Kendall Futures" Several from the HAND ENQUIRY and so beated CORE 2025 June 2013 could be possible best bridge up and ever should be considered AT THIS STAGE otherwise Kendal onward into Kendal from by National Mills to north this expense would have to be carried by the Canal Re-opening At South of Kendal Approaches / hemispherical "M4KM" At present a lovely approach matured and green. FIRST SIGHT from off fast Motorway link nationwide and international by road travel. UNWANTED Join Possibility Have NO USE ALLOWED from next fields Shoggy Wood was always Southern Boundary E4MS same BUT with so many empty which cover some suggested use - why not HEAVY BONDAD Screening AGREED and to be done.

Sorry left R103M-mod ABOVE CLIFFS top of Vicarage Park extension Please could architect/environmental be involved for LANE Very old. Design incorporates "new walk" wide via

I feel other said well and knowledgeable PN 10948 R143  
So am sure that can be considered only know  
Glad Stated.



E33 Some of these older units by site up for Rent.  
Future development have not higher as a maximum  
were working (north and west of present on left of entry to  
= please see of "camouflage" materials/colors use possible  
to reduce visibility. Would this be possible if ever began  
put up for development

VERY DISAPPOINTED northern entrance to Randed  
This was one of the sites I suggested if put forward for us  
should have Policy for locals Self Build - extended of  
family already on Hill Quattro or other estates who are Texas  
"MAN" (Pole) so could possibly form a Co-operative Build  
which could be merged (colour/materials used) and dropped into  
Landscapes - by partly dug out basements which could be  
workshops, insurance agreed stock and vehicle safe storage  
Green roads into and through sites which would be track out  
Coloured and gravel (grass-beds) encouraged. Nat. Pennine Policy  
Even if this is not set aside for "locals" as suggested  
above ALL R44 Especially RN169M & RN299 should, hope  
reflect this kind of "in the landscape" look Glad been amended ★

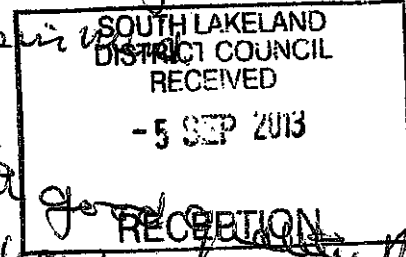
CAN NOT see some entrance below Kentrigg Hill R170 mod  
Bunerside Road there is fast downhill and bends from Bunerside  
Sorry no path along side railway unless suggested, even out  
next door is seen on that way from there but consider with that  
Mentioned in typed copy page 11. National Parks Expansion  
which like you enjoyed or at least found  
interesting!

Could there be some improvement on the railway connection with  
I'm not sure of estates R121M-mod CH50 & RN302#  
West Castle Green lane? (across fields below West Sadburgh Road)  
There seems difficulties explained in Inquiry Is the tag about only  
development north of the wall a legal requirement.  
Also road access did not seem easy as a requirement



LAND INQUIRY South Lakeland District Council  
Mildenhall  
Further Consideration for September 2013

I took in what has been said M9M1 - mod slight change  
No affect really access. As said  
Still consider M9M2 - mod - though removed should be under access  
in case rethought in future. Don't close the gate so all access  
or other possible allowed with future use in



RISIM Southern approach. A  
spacing between houses (as slues north entrance East Moor)  
should be watch for. Design using different sizes/heights/types  
My personal distaste was going up the green hill to east  
behind houses on A6.  
One reason I queried BROAD LANDS. But possible an careful  
ie larger rubber spacing designed / good quality materials would be  
possible - locally accepted (if agree)

E13M mod well. "If works ---" another bridge over (near  
off the A6 50 would be GREAT  
for many reasons including Westmorland County Shows  
and --- freely dressing under field entrance Railway?  
Can you to hamlet (Widbalt!!) Even? = A6 = unlikely  
But Eastern approach improvement for Mildenhall and reasons  
ever - would greatly improve matter for everyone  
Ever considered Special Bridge Investment 'Bank'?  
Unlikely Government Funds.

Still think P157M - mod too close to moment tower  
land area / development.  
West and South need to be A1 inside Special Plan  
with Lancaster City and Other Joint Partnership.

3 LAND Inquiry September 2013  
South Lakeland District Inquiry Additional comments

Will Darnley Valley Drive to allow access to  
enrichment along under hill.  
R107M & R150M Oxenhouse Farm fields above railway line  
USABLE - glad started. Could more eastward buildings be  
either sunken into ground and/or single storied  
footpath from Kendall Park Estate as suggest could it be as  
part of development savings area as a (even if narrowish)  
line "park" pathway actually alongside railway - good/exc  
for walkers - with dogs!



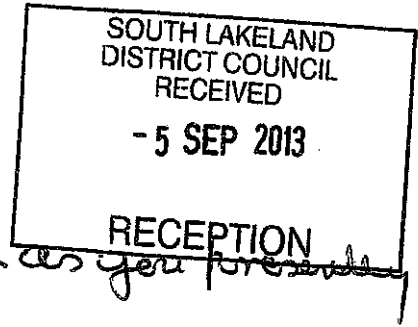
GREEN SPACE  
Oxenhouse Road.  
Broken Results Inquiry = ? R1133M & R1301M  
Removed from plans?

While writing about Kendall Town area  
Completely opposed ~~to~~ BROAD LANDS  
off Burton Road ALSO Helme Lodge (by)  
Nalland Mill Back Farm Fields.  
red circle =  
development  
possible future

BUT would like to see DEVELOPMENT behind  
Morrisons Supermarket.  
FOR OVER AGE-Upper limit  
55 years max. plus may be handicapped  
On Bus Routes. > leading to  
Could be GREEN DEVELOPMENT  
ie No owner vehicles only Service  
excluding disabled vehicles / electric. Would be a good site  
opposite Queen Katherine School - as it happens - may write  
trans-future

Sharp Road E23# If needed. Quality as next door looked for  
Should consider though ie Lakeland (Plastic) design  
on Flood Plain - Environmental considerations? (included)

LAND Inquiry Further Consultation September 2013  
South Lakeland District Council



Endmoor

I do not like Sycamore Close look as you present  
approach Endmoor.  
Glad SDC has started M41 H-mod and Linkster picked  
up Pedestrian already there. Urban Speed is fast in area.  
Advance warning from "Half Penny Junction" warned jnc/space

Gatebeck No response use of Kennel Field for Housing  
after housing on lane. With EN20 & EN33# could help on  
improving width. Not just from Gatebeck Road from Oxenhouse  
village

Possibly under consider another time ?! As Pony Bridge Field  
(Cumbria) Council "have"  
Cartmell & Farns <sup>At present</sup> hearing for Parish Councils  
and others who have been involved. But reserve rights.  
As the same could be said about others not mention here  
to enhance of needed.

You have seen my written submission given with lists as  
agreed with Linkster Boleby on villages which could take  
more housing sense Government has relaxed rooms.  
One have mentioned was the <sup>ext</sup>ten house leaves RN121H-MOQ  
In the same style - wooden look - on stilts - Postle Road A630  
Edge of Oxenhouse Boundary  
Both though small would attract premium for quiet nature/countryside  
This has not be readjust. sorry about some people. <sup>lowers</sup>

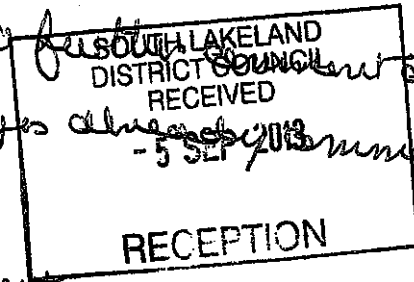
Inquiry held Oxenhouse Road Kendall RN133MB RN 301M  
Would it be possible to be advise further How please.

# LAND INQUIRY

Further Consultation  
September 2013

South Lakeland District Council

Overston already written. No further comment at present  
Fens in General areas / villages already commented  
Thurs Boundary Bank



Other town and villages not mentioned here I have left  
for people closer to the area who have already written or  
spoken. I reserve any rights to comment further if need.  
I notice nothing really said about East of the River here  
in the Insulation Notes.

Possible because of the National Parks Extension Inquiry  
also at the same time during June 2013.

## Bembridge

Appreciate Crookes - use of Main Entrance E321

leave to Cambridgeshire County Council Highways R489M - difficult  
Wonder about flooding to be incorporated in Design. Pavement  
considered by Insulation

Sony OH 47# passed apparently. Existing footpath is lane?  
Is it suitable for extra traffic.

## Natland R62

Glad Insulation Review has made several mention of FOOTPATH  
in the fields side to protect people walking along very busy  
Sedgwick Road. This certainly needs protection and I hope  
when any development takes place good covers taken for  
access onto the site with regard to this pavement.

\* Further into Village - extension - possible? At least to Green  
= Developer consultation? At least along western side to junction  
Helme Lane (post side of church to south of Green)  
Would allow "clear sight" possible.

Plus \*? Bus Stop + shelter  
on Sedgwick Road southern edge

Extra traffic.  
= Case of approach  
Post Office / Shop  
Church



Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM072U	Policy LA1.3 and Policies Map	Amend boundary of site R62 Land West of Sedgwick Road - delete pedestrian footway that runs along the eastern part of the site from site allocation and hedgerow.	Correction: (See letter) R62 Confirm Pavement on West side of site boundary
MM072U	POLICY LA1.8 and Policies Map	Delete proposed allocation site E33 Land at Boundary Bank	Consequential change - site deleted letter (part not really deleted) so included - for future

3<sup>o</sup> September 2013

AND INQUIRY Oct/Nov. 2012 + June +  
2013  
Re: SDC Reception Wednesday 4<sup>th</sup> September  
Just happened to check Reply Form 5<sup>th</sup>

Maybe the sewerage could be cleared in the future (as I typed from the copy based on the photocopies of National Parks Extension handed in at Castle Green 16 June 2013 that as requested I read out to you during the Piquety at Kendall Town Hall June 2013 for SIDE LAND ALLOCATION (page 4) different utilities have different work rates and these problems have been known for many years. Yours Faithfully,



Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM097	Para 5.74	<u>Land at off Cross-a-Moor</u>  This 8.26 8.02 ha site can accommodate around 426 161 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 the 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.	Consequential change - site not taken  <div style="border: 1px solid black; padding: 5px; text-align: center;">SOUTH LAKELAND DISTRICT COUNCIL RECEIVED  - 5 SEP 2013  RECEPTION</div>
MM098	Para 5.75	<u>Land adjacent to Kingsley Avenue, Swarthmoor</u>  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.	Consequential change - site deleted  <i>Could questionably be released however to avoid housing elsewhere</i>
MM072U	Policies Map	Amend development plan boundary to incorporate site RN193 in Ulverston	Confirmation site can be suitably accessed and could have some development potential
MM072U	Policy LA1.3 and Policies Map	Delete proposed allocation site RN684 SWM Adjacent to Kingsley Avenue.	Consequential change - site deleted
MM072U	Policy LA1.3 and Policies Map	Delete small area of land comprising part of site R121M-mod Land East of Castle Green Road from proposed allocation.	Land confirmed not available for development  <i>Edwin Pineapple Kingsley Moor Sharncliffe</i>

TO Luskerton Brewery

see contracts of time I have written additional notes alongside as per  
Ex061U - Further Main Modifications proposed during SLDC Land Allocations Examination Hearings June 2013. Also reflected in the DPD dated 18 July Edition of the Plan

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM073	Policy LA1.3	RN684 SWM SWARTHMOOR ADJACENT TO KINGSLEY AVENUE 1.31 35	Site deleted from allocation - considered unsuitable and highways safety grounds
MM074	Policy LA1.3	SWARTHMOOR OFF CROSS-a-MOOR 8.02 35 36 126 90	Correction - site considered to have greater yield capacity, based on approx 70% developable area only dwellings per hectare, previous estimate based on 45% net developable area, change agreed with Story Homes at hearing session. Amendment to phasing to reflect deliverability status
MM075	Para 2.36a	<p><u>Self Build Housing</u></p> <p>Self build housing is an increasingly popular way for people to meet their housing needs and is encouraged in the National Planning Policy Framework. Self build includes a variety of types of development from individuals constructing their own homes to communities project managing small developments. The Council is supportive of self build projects. Many self build projects will be relatively small in scale and suitable for infill and rounding off sites which are too small to be allocated. Specific allocations which may include a self build element are the Community Land Trust site opposite the Wheatshaf at Brigsteer and land south of Stockbridge Lane in Ulverston. Elsewhere development briefs for larger sites offer the opportunity to consider the incorporation of a self-build element.</p>	<p>Provide Clarification regarding how the Council will consider self build proposals</p> <p>I bring this up regarding Kendal North West Sparrowline</p> <p>As a Co-op. Trades Park to allow secure storage too would allow quick access to various security places as well as Kendal itself</p>
MM076	Para 2.36b	<p><u>Extra Care Housing</u></p> <p>South Lakeland has an ageing population and housing to meet the needs of the elderly is an essential component of the District's housing requirement. In partnership with the neighbouring district of Eden, South Lakeland has adopted an Older Persons' Housing Strategy covering the period 2012-2017. The strategy seeks to help ensure that peoples' existing homes continue to meet their needs as they grow older, to provide suitable housing related support to help older people to remain independent and to ensure that advice is easily available.</p>	<p>Provide Clarification regarding how extra care housing will be considered and delivered through the plan</p> <p>I mention this years ago for example Kendal has the new care scheme here I expect some behind the scenes work</p>

SOUTH LAKE LAND DISTRICT COUNCIL RECEIVED

5 SEP 2013

RECEPTION

Where self build housing?

169H

&

1299H

sw

1299H

could build local businesses

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
		<p>In addition, the Strategy seeks to encourage the development of a range of housing to meet the needs and aspirations of older people by encouraging homes suitable for elderly people in housing association developments, including housing for the elderly within the market and affordable components of private developments, encouraging 'Lifetime Homes' and in partnership with Cumbria County Council, bringing forward sites for extra care housing on sites where there is evidence of need and of the right specification.</p> <p>Extra Care Housing is housing designed with the needs of frailer older people in mind and with varying levels of care and support available on site. People who live in Extra Care Housing have their own self contained homes, their own front doors and a legal right to occupy the property. Extra Care Housing is also known as very sheltered housing or simply as 'housing with care'. It comes in many built forms, including blocks of flats, bungalow estates and retirement villages. Extra Care housing provides one of the best opportunities for people with care needs to remain living independently rather than to move to a Residential Care Home. There is significant need for more homes of this type.</p> <p>A number of extra care and other older persons' schemes have come forward in recent years. Major housing association extra care housing developments of 37 and 40 affordable homes were completed at Rydal Road, Kendal in 2008 and Lound Place, Kendal in 2012. The Lound Place homes were developed without any public subsidy due to an agreement between a private developer and the Council to provide their affordable housing requirement for the nearby K-Village scheme off-site on land in their ownership. Other specific older persons' housing association schemes were completed at Gowan Lea, Burneside (new-build bungalows and remodelling of an existing sheltered housing scheme) and Whinfell Drive, Kendal (new-build bungalows).</p> <p>A major private sector sheltered housing scheme is currently under construction at Kirkby Lonsdale. Other current housing developments for elderly people include a housing association development of independent bungalows at Nobles Rest, Kendal as well as several other general needs schemes which include a small number of bungalows for older people. Plans are also being developed for a new extra care housing scheme in Ulverston.</p> <p>Affordable extra care housing can be an appropriate component of the affordable housing provided in association with new development. On planning applications of more than 60 dwellings, Cumbria County Council will consider the need for new extra care provision as part of the scheme and may request affordable provision, having regard to the existing level of provision in the area and the appropriateness of the site. Market extra care schemes will be expected to comply with the Council's affordable housing policy. The Council recognises that the inclusion of affordable housing within a market extra care scheme can give rise to management difficulties and will look favourably on off site provision or a financial contribution in lieu of the above where these can be demonstrated..</p>	
MM077	Policy LA1.8	<del>E33 KENDAL LAND AT BOUNDARY BANK</del> 0.93 B1, B2	Site deleted from allocation - in light of access constraints/costs.

SOUTH LAKELAND  
DISTRICT COUNCIL  
RECEIVED

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM078	Para 3.16	<p><u>Land north of High Sparrowmire</u></p> <p>This 0.77 ha site could accommodate a small housing development accessed from Moore Field Close subject to the resolution of local drainage, sewerage and biodiversity issues. The site adjoins the Oxenholme-Windermere railway and noise impacts may need to be mitigated. Robust landscaping to the north west will be necessary to achieve a satisfactory urban edge. Hedgerows and trees should be retained. There will be a need for existing footways on Moore Field Close to be extended to serve the site.</p>	<p>Provide Clarification regarding essential access requirements</p> <p><b>RECEPTION</b></p> <p>As per past suggestion</p> <p>Glad note regarding railway taken.</p> <p>Thank you</p>
MM028 Updated	Policy LA2.2	<p><b>POLICY LA2.2 LAND NORTH OF LAUREL GARDENS:</b></p> <p><b>Purpose:</b></p> <p>To ensure that the site delivers high quality sustainable development and that landscape, transport, drainage and biodiversity impacts are effectively mitigated.</p> <p>A DEVELOPMENT BRIEF WILL BE PREPARED TO GUIDE THE DEVELOPMENT OF LAND NORTH OF LAUREL GARDENS.</p> <p>AS WELL AS OTHER CORE STRATEGY POLICY REQUIREMENTS, DEVELOPMENT MUST MAKE PROVISION FOR THE FOLLOWING:</p> <p>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;</p> <p>SUBMISSION AND APPROVAL OF A FLOOD RISK ASSESSMENT AND PROVISION FOR ON-SITE FLOOD ATTENUATION MEASURES;</p> <p>SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN. PROVISION OF PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE TO ADJOINING RESIDENTIAL AREAS AND BURNESIDE ROAD AND EXTENSION OF 30 MPH SPEED LIMIT ON BURNESIDE ROAD AS A MINIMUM ADJACENT TO THE NORTHERN EXTENT OF THE SITE;</p> <p>DEVELOPMENT OF THIS SITE CANNOT TAKE PLACE UNTIL MEASURES ARE IN PLACE TO RESOLVE PRESSURE ON THE SEWERAGE NETWORK IN NORTH KENDAL - IF AN APPLICATION FOR PLANNING PERMISSION IS BROUGHT FORWARD IN ADVANCE OF THE PHASING PROGRAMME IDENTIFIED, THE IMPACT ON THE WASTEWATER NETWORK WILL BE CONSIDERED TO ENSURE THAT THE IMPACT OF THE PROPOSAL, PLUS THE IMPACT OF ANY RELEVANT PLANNING PERMISSIONS IN EXISTENCE, IS ACCEPTABLE IN ADVANCE OF THE DELIVERY OF ANY INFRASTRUCTURE SOLUTION FOR THE WIDER NETWORK.</p>	<p>Provide Clarification regarding essential access requirements</p> <p>Should have been clearer with this site</p> <p>Can see time and effort to consider</p> <p>Will be included in SLDC reply</p>

Below  
Hedgerows

For above please high environment/screen been so well considered



Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
		<p>Implementation</p> <p>Development Brief, Development Management Process</p> <p>Monitoring</p> <p>Through Local Plan Core Strategy monitoring framework.</p> <p><b>DEVELOPMENT OF THIS SITE CANNOT TAKE PLACE UNTIL MEASURES ARE IN PLACE TO RESOLVE PRESSURE ON THE SEWERAGE NETWORK IN NORTH KENDAL - IF AN APPLICATION FOR PLANNING PERMISSION IS BROUGHT FORWARD IN ADVANCE OF THE PHASING PROGRAMME IDENTIFIED, THE IMPACT ON THE WASTEWATER NETWORK WILL BE CONSIDERED TO ENSURE THAT THE IMPACT OF THE PROPOSAL, PLUS THE IMPACT OF ANY RELEVANT PLANNING PERMISSIONS IN EXISTENCE, IS ACCEPTABLE IN ADVANCE OF THE DELIVERY OF ANY INFRASTRUCTURE SOLUTION FOR THE WIDER NETWORK.</b></p>	<p>Beneath Bevered Road has had many years of problems regarding flooding sewerage</p> <p>City acknowledged</p>

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM079	Para 3.26	<p><u>Land south of Natland Mill Beck Farm</u></p> <p>A site of 3.79 ha at Natland Mill Beck Farm is proposed for residential development with an estimated capacity of around 73 homes. This is sustainably located, close to key facilities and public transport. It adjoins the Lancaster Canal cycle route. It also has good access to the main road network and is within walking distance of Oxenholme station. For this reason, it is a sustainable location for new homes. The site is set in high quality landscape of a park-like character 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. Natland Road should be used as the main access. The opportunity may exist to access the site off from Natland Road although any means of access here must protect both the tree belt and the line of the canal.</p>	<p>Provide Clarification regarding essential access requirements</p> <div style="border: 1px solid black; padding: 5px; text-align: center;">RECEPTION</div> <p><i>Please see all plans plans under consideration</i></p> <p><i>as well as existing buildings.</i></p> <p><i>access / canal / glacial protection offered.</i></p>

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM080	Para 3.29	<p><u>Land at Stainbank Green</u></p> <p>This 10.8 ha site has a capacity of around 189 dwellings. It comprises open land used for agricultural/grazing purposes and is prominent in the local landscape but less so in the wider landscape on account of intervening topography. A belt of trees reinforces the boundary of the site with Stainbank Road and Maple Drive. A second belt runs across the site parallel with Brigsteer Road. A number of stone walls cross the site. The southeastern 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 southwestern boundaries of the site in particular. Development in this location is likely to result in a significant impact on existing traffic flows on adjacent roads and the Kendal Town Centre network. A Transport Assessment and Travel Plan will be required and it is likely that some off-site highways and transport mitigation would be required to realise this development site. The primary access to the site should be off Brigsteer Road. Green Infrastructure should be built into the development, retaining existing wildlife movement from east to west through the site and also to provide p. Pedestrian/cycle links and connectivity to adjacent residential areas and Brigsteer Road should be provided to ensure there are good sustainable access links to Kendal Town Centre. Mitigation measures may be required to ensure adequate arrangements for the disposal of surface water is are 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.</p>	<p>Provide Clarification regarding essential access requirements</p> <p><i>Sorry it has been continued. Access interesting</i></p> <p><i>Should consider to existing Old Green lane East to west would be appreciated</i></p>

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM081	Para 3.36	<p><u>Burton Road Business Park</u></p> <p>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 half-hourly Kendal town bus service route and a less frequent service between Kendal and Kirkby Lonsdale and. It is also 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 to adjacent main roads and bus stops and to the existing public right of way between Oxenholme Road and Burton Road, to the north of the site which also runs through the site. If appropriate crossing facilities cannot be provided on Burton Road, suitable alternative pedestrian access should be provided, such as a footway along the eastern side of Burton Road or alternative access points to the east of the site where possible.</p>	<p>Provide clarification regarding essential access requirements</p> <p>Glad this access has been remembered</p> <p>Disappearing act not removed</p> <p>Many places otherwise available - Barcraig</p> <p>"Members"</p> <p>Phase 2 site signifier been acknowledge here</p> <p>• Biddle way</p> <p>No eastern footpath from Oxenholme over railway</p>



Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM036 Updated	Policy LA2.9	<p><b>Draft POLICY LA2.9: STRATEGIC EMPLOYMENT AND SCIENCE/BUSINESS PARK ALLOCATIONS, KENDAL</b></p> <p><b>Purpose:</b> 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:</p> <p><u>LAND ADJACENT TO SCROGGS WOOD:</u> A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK TO INCORPORATE A SUBSTANTIAL BUFFER OF NATIVE VEGETATION OF AT LEAST 10M TO SCROGGS WOOD, BIODIVERSITY MITIGATION, COMPENSATION AND ENHANCEMENT OPPORTUNITIES ACROSS THE SITE AND SIGNIFICANT GREEN INFRASTRUCTURE RETAINED HEDGEROWS, LANDSCAPING ALONG THE PERIMETER OF THE SITE AND THE PROTECTION OF DRUMLIN CHARACTERISTICS; AVOIDANCE OF DEVELOPMENT IN THE VERY FAR EASTERN PART OF THE SITE CLOSEST TO THE RIVER KENT; USE OF SUSTAINABLE DRAINAGE SYSTEM (SUDS); SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN; PROVISION OF CYCLE AND PEDESTRIAN LINKS THROUGH THE SITE AND TOWARDS THE TOWN CENTRE INCLUDING THE NEED FOR UPGRADES TO EXISTING FOOTWAYS CONNECTING THE SITE AND THE PROTECTION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY ACROSS AND ADJACENT TO THE SITE; PROTECTION OF THE SETTINGS OF THE WATERCROOK ROMAN FORT SCHEDULED ANCIENT MONUMENT AND THE HELSINGTON LAITHES AND SNUFF MILL GRADE 2** LISTED BUILDINGS; A QUALITY OF DESIGN WHICH REFLECTS THIS VERY HIGH QUALITY GATEWAY SITE;</p> <p><u>LAND EAST OF BURTON ROAD</u> A LANDSCAPE AND GREEN INFRASTRUCTURE FRAMEWORK TO INCORPORATE SIGNIFICANT STRUCTURAL LANDSCAPING, THE PROTECTION OF THE DRUMLIN CHARACTERISTIC OF THE SITE AND LANDSCAPING WITHIN AND ALONG THE NORTHERN AND NORTHWESTERN EDGE OF THE SITE TO PROTECT THE INTEGRITY OF THE GREEN GAP; THE SAFEGUARDING OF ADJACENT GREAT CRESTED NEWT HABITAT, THE RETENTION OF HEDGEROWS AND TREES, THE REINFORCEMENT OF THE RAILWAY CORRIDOR AND THE CREATION OF HABITAT THROUGH TREE PLANTING AND WETLAND; MEASURES TO ADDRESS ANY CONTAMINATION ASSOCIATED WITH THE ADJACENT MAIN RAILWAY LINE; SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN; THE PROVISION OF PEDESTRIAN AND CYCLE LINKS THROUGH THE SITE AND TO THE ADJOINING HIGHWAY NETWORK AND STATION. PROTECTION OF EXISTING RIGHTS OF WAY THROUGH THE SITE; THE INCORPORATION OF SUSTAINABLE DRAINAGE SYSTEM (SUDS); THE RETENTION OF A 10M BUFFER ZONE EITHER SIDE OF THE THIRLMERE AQUEDUCT; A QUALITY OF DESIGN WHICH REFLECTS THE HIGH QUALITY GATEWAY LOCATION OF THE SITE.</p> <p><b>Implementation</b></p>	<p>Provide Clarification regarding essential access requirements</p> <p><i>Glad picked up. Would be interesting to see this Policy.</i></p> <p><i>On Deemster Hill New rebuilt Brown Farm might bring closer with this a much closer gap between buildings unless very carefully watched But - by sight - could look controversial</i></p> <p><i>Water ditched under new from hill stream - open lower on site - not noted</i></p>

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
		<p>Through Development Management Process.</p> <p>Monitoring</p> <p>Through Local Plan</p> <p>Core Strategy monitoring framework.</p>	<p>RECEPTION</p>
MM037 Updated	Para 3.37	<p><u>Land south of K Shoes Factory, Natland Road</u></p> <p>This site, south of the existing Natland Road employment area, could be considered a logical extension of this area. It is set within an area of open land used for agricultural/grazing purposes that extends southwards and westwards to the River Kent. It is considered a possible suitable location for local employment purposes. It is within reasonable walking and cycling distance from large parts of South Kendal and is also close to a Kendal town service bus route and is on a local bus route (Kendal to Natland). Significant structural landscaping and tree planting and robust boundary treatment along the eastern, western and southern edges of the site in particular will be needed to ensure development is sympathetic to existing landscape character and also views from Natland Road as well as protecting the setting of the Watercrock Roman Fort and civil settlement Scheduled Ancient Monument. A transport assessment and travel plan will be required with provision for improved linkages towards the town centre making use of the canal cycleway. Design should reflect the high quality gateway location of the site. There will be a need for footway connections from the site to Natland Road</p>	<p>Provide Clarification regarding essential access requirements</p> <p>as before</p>

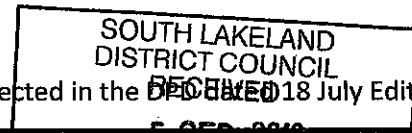
Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM082	Para 3.38	<p><del>Land at Boundary Bank and Kendal Fell Quarry and surrounding area</del></p> <p>North of Underbarrow Road is an employment area which currently comprises the now closed Kendal Fell Quarry, a small business park (the Kendal Fell Business Park), an existing domestic waste transfer facility and land proposed for allocation being considered by Cumbria County Council for additional waste uses (household waste recycling centre). Much of this the former quarry area lies within the Lake District National Park. In the published Lake District National Park Authority land allocations document, the 12 ha 13 ha 8.9 ha of the quarry site is proposed for waste disposal use management facilities. Around 3 ha of the site is identified to meet needs for waste management and treatment-related uses (this is under review through the emerging Cumbria Minerals and Waste Local Plan). The site has a developable area of around 8 ha and South Lakeland District Council's view is that there is considerable scope to accommodate additional employment development in this area, which benefits from a private access onto the A591 Kendal Bypass. South Lakeland District Council supports the development of this area for employment purposes in principle, but recognises that the Lake District National Park Authority is the local planning authority for this land. Whilst the LDNPA have also acknowledged in their allocations plan that there may be scope for other types of development to take place, no consideration has been given to the suitability of the site for other purposes. Any future proposals would be considered through their development management process, working closely with South Lakeland District Council. Cumbria County Council is currently reviewing allocations of land suggested for waste management within South Lakeland through the preparation of the Cumbria Minerals and Waste Local Plan. There is considerable scope to accommodate additional employment development in this area, which benefits from a private access onto the A595 A591 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 and landfill 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. Any scheme must be sensitively designed and sited, including making sure the height of development is of an appropriate scale.</p>	<p>Main Mod - Site E33 deleted from allocation. Clarification - update to reflect LDNPA land allocation position and emerging Cumbria Minerals and Waste Local Plan. Also additional mods.</p> <p>← other uses Kendal Fell Quarry ← Keadby Northend Park site</p>

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM083	Para 3.39	<p><u>Land at Shap Road</u></p> <p>There is an undeveloped plot on Shap Road Industrial Estate suitable for general employment uses. Possible issues are include the incorporation of biodiversity issues and the possibility of contamination from nearby existing uses. Access should be provided from the north as opposed to the use of Giltwhaiterigg Lane.</p>	Provide Clarification regarding essential access requirements
MM084	Para 3.40	<p><u>Land North of Meadowbank Business Park</u></p> <p>This 5.15 ha site north of the new Meadowbank Business Park offers a natural extension to existing employment areas in the Shap Road area. Because of limitations on the local highway network, this would only be suitable for B1 (office, research and development and light industrial) and B2 (general employment use). Key issues here are managing the impacts on the landscape throughout the site and the northern boundary in particular. The site has known surface water issues which will require mitigation. Development will also require a Transport Assessment and Travel Plan and incorporate pedestrian and cycle links to Shap Road. There will be a need for provision of a footway along west end side of the A6 connecting the site southwards towards the town centre.</p>	Provide Clarification regarding essential access requirements
MM085	Para 3.55	<p><u>Former Cedar House School</u></p> <p>This private school has now closed and represents a significant previously developed site. Key issues include the scope for incorporating existing school buildings within the development and the incorporation of existing perimeter landscaping and boundary treatment. It is estimated that this 0.87 ha site could accommodate around 20 dwellings. A second issue is achieving a safe pedestrian footway adjacent to the site. A suitable, wider footway should be provided to the east on the northern side of Kendal Road.</p>	Provide Clarification regarding essential access requirements

Please again assess  
environmental  
Consideration undertaken



Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM039 Updated	Para 3.65	<p><u>Land south and east of Milnthorpe (includes land adjacent to Firs Road)</u></p> <p>This 3.41 7 ha 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 70 155 dwellings is required to could meet development needs during the plan period. Key issues for this site include mitigating landscape impacts, particularly around the frontage of the site with the A6 where it both forms the entry point to the village and 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 group of trees in the centre of the site and there is a need for a high quality approach to landscaping in this area as well as sensitively designed access arrangements. 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. The Urban speed limit (30-40mph) should be extended past the site access, in order to help ensure safe access to the site and present a gateway into Milnthorpe.</p>	<p>Provide Clarification regarding essential access requirements</p> <p><i>See letter</i></p> <p><i>Agreed part of hill</i></p> <p><i>Quality also mentioned</i></p>
MM086	Para 3.70	<p><u>Land at Mainline Business Park</u></p> <p>There is a significant area of, around 8.9 8.07 ha of land adjacent to the existing Mainline Business Park off the B6385 Milnthorpe-Crooklands road next to the West Coast Main Line railway. This area is visually quite well contained and could accommodate a significant amount of new employment development including B8 employment uses. Major development here would need to provide for improvements to the canal crossing at Crooklands or a more direct access to the A590. This site is in a rural location and landscaping will be required, both to new employment development and any new access road. The potential visual impacts from Farleton Knott will also have to be considered in the selection of facing and roofing materials.</p>	<p>Provide Clarification regarding essential access requirements</p> <p><i>As per letter</i></p> <p><i>Could well be a good development if problems access</i></p> <p><i>Site</i></p> <p><i>Resolved</i></p> <p><i>Could help village too</i></p>



Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM042 Updated	Para 3.107	<p><u>Land adjacent to Hall Park</u></p> <p>3.68 ha of land are allocated adjacent to the existing estate at Hall Park. This site is close to the centre of the village including the village shop, station, pub and school as well as to Cropper's paper mill. The site adjoins a prominent large drumlin known as Burneside Heads and its lower slopes contain a number of trees. The important heritage buildings at Burneside Hall are close to the existing Hall Park estate. Key issues are: the landscape treatment of the treed area and the lower slopes of Burneside Heads; the need for screening of the west boundary; the potential need to mitigate the visual impact of the development and access arrangements on Burneside Hall; the need for Sustainable Drainage systems; and the need to avoid development close to the River Sprint both because of flood risk and because of potential impacts on the River Kent and Tributaries Special Area of Conservation. There will also be a need for well lit pedestrian links to the village centre. If access is provided via Hall Park Road, there will be a need for existing footways to be extended to serve the site.</p> <p>Development will not be permitted in those parts of the site which fall within Flood Risk Zones 2, 3a and 3b unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere.</p>	<p>Provide Clarification regarding internal access requirements</p> <p><i>as per letter</i></p>

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM043 Updated	Para 3.108	<p><b>Village Recreation (Willink) Field and tennis courts</b></p> <p>Burnside Tennis Club has an aspiration to develop enhanced recreation facilities elsewhere in the village. The Village Recreation site is currently held in trust and contains tennis courts and a football pitch. The relocation of the Burnside 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 and made available and ready for use on an alternative site in an appropriate location. Other issues include achieving a satisfactory relationship with the adjacent railway line in terms of appearance and noise and enhancing the biodiversity value of the railway boundary and the need for a lit footway into the village. Appropriate pedestrian access to the site will be provided, either directly from Winter Lane or accompanying a new access point on Sharps Lane should this be proposed. No development on this site will be permitted before an appropriate site is provided and brought into use for tennis court, football pitch and recreational area. These facilities will either be provided on the identified site on land south of Burnside Football Club or to another equivalent site following further review.</p>	<p>Provide Clarification - response to Burnside Tennis Club updated main mods consultation response and Sport England updated main mods consultation response.</p> <p>Provide clarification regarding essential access requirements.</p> <p><i>See letter</i></p>
MM044 Updated	Para 3.109	<p><b>Land adjacent to Cropper's Paper Mill</b></p> <p>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 Burnside Hall Scheduled Ancient Monument. Access to the site should be via the existing main entrance serving the Paper Mill and not from Hall Road. Development will not be permitted in that part of the site which falls within Flood Risk Zone 2 unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere.</p>	<p>Provide Clarification regarding essential access requirements</p> <p><i>See letter</i></p>

SOUTH LAKELAND DISTRICT COUNCIL

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM045 Updated	Policy LA2.13	<p>POLICY LA2.13: FORMAL OUTDOOR SPORTS FACILITIES SITE, SOUTH OF BURNESIDE FOOTBALL CLUB, BURNESIDE</p> <p>Purpose:</p> <p>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 <del>M38M</del> at the Village Recreation (Willink) Field and tennis courts.</p> <p>2.5 Ha OF LAND SOUTH OF BURNESIDE FOOTBALL CLUB, BURNESIDE (ref ON47#) AS SHOWN ON THE PROPOSALS POLICIES MAP IS ALLOCATED FOR THE PROVISION OF NEW FORMAL OUTDOOR SPORTS FACILITIES. THE NEW FACILITIES WILL BE OF A SCALE EQUIVALENT OR BETTER IN QUANTITY OR QUALITY TERMS THAN THOSE IT REPLACES.</p> <p>IF AN EQUIVALENT SUITABLE REPLACEMENT SITE CAN BE FOUND, THIS ALLOCATION WILL BE REVIEWED IN THE FUTURE. <i>Implementation</i></p> <p><i>Burneside Parish Council and local community/sports groups</i></p> <p><i>Monitoring</i></p> <p><i>Through Local Plan Core Strategy monitoring framework</i></p>	<p>Provide clarification - response to Sport England updated main modifications response:</p> <p><b>RECEPTION</b></p> <p><i>Sorry have a temporary existing facilities in site of Theats</i></p> <p><i>Sorry open west development.</i></p> <p><i>Understand temptation new facilities</i></p> <p><i>Does this include (above - Sports England help for football?)</i></p>



Ex061U - Further Main Modifications proposed during SLDC Land Allocations Examination Hearings June 2013. Also reflected in the DPD dated 18 July Edition

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM087	Para 3.118	<p><u>Land East of Hutton Close</u></p> <p>This 1.09 ha site is currently bounded by existing development on three sides. It could accommodate around 31 dwellings—it and is located on a slope at the northern entrance to the village. The south eastern corner of the site adjoins a public bridleway connecting to Vicarage Lane. There is also a very narrow alley running through to Main Street. Key issues for the development of this site include the need for good site layout, design and landscaping to minimize the impact on views from adjoining properties and the impact on longer distance views of development on the higher southern part of the site and the need for a pedestrian access to the village possibly via the bridleway. There is also scope to safeguard the biodiversity of the site by retaining hedgerows and trees and retaining woodland within the development. There is a need to widen the existing access road into Church Bank Gardens to ensure it is an acceptable width along its length.</p>	<p>Provide Clarification regarding essential access requirements</p> <p><i>Not commented</i></p>

SOUTH LAKELAND  
DISTRICT COUNCIL  
RECEIVED

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM049 Updated	Para 3.125	<p><u>Employment Sites around Endmoor</u></p> <p>Endmoor is well located for the M6. A 3-ha 3.13 ha site, north of Gatebeck Lane, adjacent to Gatebeck Industrial Estate, offers the opportunity for additional employment development. Visual impacts will be important and the site offers the opportunity to incorporate extensive landscaping to the south to screen the site from the village and Gatebeck Lane. The site will require the preparation of a Development Brief to provide more detailed assessment and guidance on careful consideration of access, landscaping, flood risk, biodiversity and the remaining structures associated with the site's previous use. Measures should be put in place to ensure that there is no adverse impact on the water quality and flow of Peasey Beck during construction, use and during on-going maintenance of any development. Development will not be permitted in those parts of the site that fall within Flood Risk Zones 2 and 3a unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere. Access to the site should be staggered with the existing T junction of Gatebeck Road and Gatebeck Lane. Freight vehicles associated with the site should use Gatebeck Lane and not approach the site via Gatebeck Road through the village</p>	<p>Provide Clarification regarding access requirements</p> <p><b>RECEPTION</b></p> <p>See letter Highways any improvement possible?</p> <p>- This seems revers of other documentation? (A=COM)</p>

(Letter based upon  
as received prior  
to this - why  
incorporate these notes  
as an additional add.

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM088	Policy LA2.15	<p>POLICY LA2.1415: LAND NORTH OF SYCAMORE DRIVE-CLOSE, ENDMOOR</p> <p>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.</p> <p>SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN; THE RETENTION AND ENHANCEMENT OF PUBLIC RIGHTS OF WAY ACROSS THE SITE AND THE PROVISION OF PEDESTRIAN AND CYCLE LINKS TO THE MAIN ROAD AND ADJOINING HOUSING AREAS AND THE EXTENSION OF THE URBAN SPEED LIMIT (30-40MPH) ON THE A65 PAST THE SITE AND ASSOCIATED GATEWAY TREATMENT.</p> <p>Implementation SLDC to prepare Development Brief. Implementation by Development Industry and Social Housing Providers through Development Management process.</p> <p>Monitoring Through Local Plan Core Strategy monitoring framework - Net additional dwellings by settlement, gross affordable housing completions.</p>	<p>Provide Clarification regarding essential access requirements</p> <p><i>Glad this 'look' provided as (so far better)</i></p> <p><i>← Could this be "Bounded" to be seen this will actually take place?</i></p>

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM089	Para 3.131	<p><u>Land west of Burton Road</u></p> <p>This <del>1.8</del> 2.63 ha site could accommodate around 59 dwellings. Development here would require a Transport Statement, and junctions made up to adoptable standards and an access solution achieved which addresses 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. A footway will be required along Mount Pleasant from the site access through to Burton Road</p>	<p>Provide Clarification regarding essential access requirements</p> <p><b>RECEPTION</b></p> <p><i>Sony amended</i></p> <p><i>See letter</i></p>
MM090	Para 3.142	<p><u>Land west of Sedgwick Road, Natland</u></p> <p>A single housing allocation is proposed west of Sedgwick Road, Natland. This 1.05 ha site can accommodate around 28 dwellings. Key considerations include the retention of the hedgerow bounding the site and landscaping to avoid impacts on wider views. There will be a need to maintain the existing footway along Sedgwick Road adjoining the eastern boundary of site.</p>	<p>Provide Clarification regarding essential access requirements</p> <p><i>Glad footpath mentioned</i></p> <p><i>Suggester (See letter)</i></p> <p><i>South village bus stop?</i></p>
MM091	Para 3.147	<p><u>Land East of Burton Road</u></p> <p>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. There will be a need for the existing footway on the eastern side of A65 to be widened from the north along the boundary of the site to provide access into the site.</p>	<p>Provide Clarification regarding essential access requirements</p> <p><i>Appreciated thought</i></p> <p><i>Could be difficult but not extent</i></p>

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM092		<p><u>Land south of Green Lane</u></p> <p>This 0.8 ha site can accommodate around 22 dwellings. Key issues here are the need to include open space to act as a 'village green' and to retain the open view to the Listed church and school as well as making provision at the eastern end to fulfil an imminent need to extend the graveyard. There will be a need for a footway to be provided along Green Lane where possible to provide linkage with existing footways in the village.</p>	Provide Clarification regarding essential access requirements
MM093	Para 4.24 Para 4.25	<p><u>Land rear south of Bankfield</u></p> <p>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 those of existing properties. Appropriate junction configuration will need to be achieved in conjunction with access arrangements for the site(s) north of Jack Hill.</p>	Provide Clarification regarding essential access requirements

not Commented

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM057 Updated	Para 4.26	<p><u>Land to the rear of Barn Hey</u></p> <p>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; giving careful consideration to be given to the setting of 'Barn Hey'; the development of better pedestrian access into the village, including the creation of a direct pedestrian route to the centre of the village; 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'. There will be a need for Locker Lane to be widened along the extent of site boundary as far as the site access point.</p>	<p>Provide Clarification regarding essential access requirements</p> <div style="border: 1px solid black; padding: 10px; text-align: center;"> <p>SOUTH LAKELAND DISTRICT COUNCIL RECEIVED</p> <p>- 5 SEP 2013</p> <p>RECEPTION</p> </div>
MM094	Para 4.27	<p><u>Land north of Jack Hill</u></p> <p>These two small sites totalling 0.5126 0.98 ha can together accommodate around 34-27 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. Appropriate junction configuration will need to be achieved in conjunction with access arrangements for the site land rear of Bankfield.</p>	<p>Provide Clarification regarding essential access requirements</p>

*Much discussion by others so have left  
for their views. No community off road at present  
Q.*

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM058 Updated	Para 4.38	<p><u>Land East of Manorside</u></p> <p>This 1.11 ha site is capable of accommodating around 30 dwellings. The key issue is securing appropriate access arrangements including contributing to improved pedestrian access to village centre. Suitable pedestrian access should be provided to the site to connect with existing footway infrastructure. A small part of this site is subject to flood risk. Development will not be permitted in that part of the site which falls within Flood Risk Zone 2 unless the developer can demonstrate through an acceptable Flood Risk Assessment that it would not be at an unacceptable risk of flooding or increase flood risk elsewhere. Any resulting undeveloped land should be incorporated within the landscape framework. There is also a local drainage capacity issue.</p>	Provide Clarification regarding essential access requirements
MM095	Para 5.70	<p><u>Land at Four Lane Ends</u></p> <p>A small infill plot at Four Lane Ends could accommodate around 11 dwellings at the centre of the village. A footway will need to be provided along the site's northern boundary.</p>	Provide Clarification regarding essential access requirements
MM096	Para 5.71	<p><u>Land adjacent to Burlington Church of England School</u></p> <p>This 1.52 ha site could accommodate around 41 dwellings. Key issues include the constraints posed by the need to provide spacing for an electricity transmission line and the need to achieve a satisfactory standard of development at the entrance to the village. Pedestrian connections from the site to the village should be provided.</p>	Provide Clarification regarding essential access requirements

*Not commented*



# Technical Note

SOUTH LAKELAND  
DISTRICT COUNCIL  
RECEIVED

- 5 SEP 2013

AECOM

Settlement and site reference	AECOM further comments – clarification essential and desirable access requirements where necessary	SLDC suggested proposed modifications
M11M – Mod, Ulverston LAND AT LIGHTBURN ROAD	<p>The layout of a proposed access into the site would be determined in collaboration between the developer, the Highways Agency and Cumbria County Council. We believe however that a solution is achievable, making the site deliverable in terms of access. It is advisable that a signalised junction access option is considered as part of this process.</p> <p>It would be desirable if the site access was developed to demonstrate consideration of future access into development site RN250# to ensure that this site remains deliverable and isn't compromised by any junction modifications. Likewise, access to RN250# should not compromise the ability to deliver M11M-mod.</p>	No modifications required
M26, Ulverston (Note E30 not proposed for allocation now for strategic employment, although M26 is still proposed for allocation) LAND AT CANAL HEAD	<p>If a developer can demonstrate suitable access to serve the site, no further comments are necessary.</p> <p>The council should satisfy themselves that the presented access plans enable the site to be safely accessed and that provisions for pedestrians and cyclists are in place where possible.</p>	None – the site has planning permission and work is due to start in July 2013.

AND INQUIRY SDC  
JULY/NOV 2012 JUNE 2013  
Additional forking  
- in response to Lushington

RECEPTION  
S. J. Lushington 2013  
R1 Carney plan 1-2-012 Northfield

## Appendix A

### Manual for Streets (DfT, Communities and Local Government, 2007)

#### ***Pedestrians***

6.3.6 Walkable neighbourhoods should be on an appropriate scale, as advised in **Chapter 4**. Pedestrian routes need to be direct and match desire lines as closely as possible. Permeable networks help minimise walking distances.

6.3.7 Pedestrian networks need to connect with one another. Where these networks are separated by heavily-trafficked roads, appropriate surface level crossings should be provided where practical. Footbridges and subways should be avoided unless local topography or other conditions make them necessary.

6.3.22 There is no maximum width for footways. In lightly used streets (such as those with a purely residential function), the minimum unobstructed width for pedestrians should generally be 2m. Additional width should be considered between the footway and a heavily used carriageway, or adjacent to gathering places, such as schools and shops.

#### ***Street Dimensions***

7.2.2 Carriageway widths should be appropriate for the particular context and uses of the street. Key factors to take into account include:

- the volume of vehicular traffic and pedestrian activity;
- the traffic composition;
- the demarcation, if any, between carriageway and footway (e.g. kerb, street furniture or trees and planting);
- whether parking is to take place in the carriageway and, if so, its distribution, arrangement, the frequency of occupation, and the likely level of parking enforcement (if any);
- the design speed (recommended to be 20 mph or less in residential areas);
- the curvature of the street (bends require greater width to accommodate the swept path of larger vehicles); and
- any intention to include one-way streets, or short stretches of single lane working in two-way streets.

#### ***Spacing of Junctions***

7.3.17 The spacing of junctions should be determined by the type and size of urban blocks appropriate for the development. Block size should be based on the need for permeability, and generally tends to become smaller as density and pedestrian activity increases.

#### ***Obstacles to visibility***

7.8.5 Parking in visibility spays in the built up area is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay, however, in some circumstances, where speeds are low, some encroachment may be acceptable.