

South Lakeland District Council
Angle Fard Highgate Kendal.

5 September 2013

Dear Councillor Buckley Ref 1 AND

SOUTH LAKELAND DISTRICT COUNCIL RECEIVED

2012-13

- 5 SEP 2013

RECEPTION

Further from June 2013 Inspector Buckley has produced documents for further consultation and I therefore write my comments on same with regards to places mentioned enclosed refuted due partly to lack of time as well as the fact that I am aware 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 these factors such as time hearing had (workman etc., I have concentrated upon Kendal ^{not for me}, (for map) and Milnthorpe generally. Further I have added comments on enclosed other forms. May I hope this is all in order.

Yours faithfully

D. Morgan (D)

SOUTH LAKELAND DISTRICT COUNCIL RECEIVED

- 5 SEP 2013

RECEPTION

PS. Any further consideration Kellomall Rerell Threlkell
Please could you tell me position on the? R108M & R584?

LAND ENQUIRY SEPTEMBER 2013 Scotts Lakeland D.C.

Response Greater Manchester

Bromley I was and still am that money

SOUTH LAKELAND DISTRICT COUNCIL
RECEIVED *
RECEPTION

of the entrances to Kendal in particular have been stoned. = Exception (nice) design

With regard to that I mentioned ^{New Submission} Please refer to the new linked sky region ^{noted below Extremes}

1. My old favorite in the Triangle below The West Coast Main Railway line - first view of Kendal across to Castle with sweep of hills circling Kendal M2M - mod AS HAS & Pavement not present written over A160 Burton Road/now bridge ^{Not possible} has been before IMPORTANT SITE TO MANY VISITORS = ? so possible misprint AS WELL AS LOCAL Note: Burrow Dunes site Other sites come on development terms showing entrance greenery concerned about National Mill Bank Farm leads off Sedgwick Road R974-mod & past NN34#-mod

Query: If this access off Sedgwick Road what about route of Canal Project re-entered (re-opened) as envisaged for "Kendal Pictures" east River Kendal Below Kendal Castle Hill

Would perhaps doubt any schemes for that LARGE SITE separate from the LAND ENQUIRY and so treated CORE 2025] But in both Inquiries some suggestion June 2013 could be possible belt bridge up and over should be considered AT THIS STAGE otherwise to carry the Kendal onward into Kendal from by National Scotts to north this expense would have to be carried by the Canal Re-opening

At South of Kendal Approaches / Kemsley "M4 KM" At present a lonely approach muted and green, FIRST SIGHT from off fast Motorway link nationwide and international by road travel.

UNWANTED Join Possibility however Hesleyton? Farm just south of Skoggs Wood was always Southern Scenecay E44N scheme helped to BUT with so many empty lots, whichever some suggested else - why as HEAVY ROAD Screening AGREED and to bedrock. (unlike)

Sorry left R1034-mod ABOVE CLIFFS top of Vicarage Park extension Please could Archaeologist / Environmental be involved for LANE very old. Design incorporates "new walk" wide wide

Land Inquiry South Lakeland D.C. September 2013 Kestrel

I feel others said well and knowledged all P.D.G.Y.P R143
so am sure that can be considered

~~SOUTH LAKELAND
DISTRICT COUNCIL~~
RECEIVED

- 5 SEP 2013

Inhaltsregister

~~RECEPTION~~

E 33 Some of these older units best set up for R&R.
future development hope not higher ~~RECEPTION~~
were working (North and West of present or left of entry b
= Please see if "camouflage" materials/colors less possible
to reduce visibility. Would this be possible if new bags
JERRY DISAPPOINTED North put up for development

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 Head Gaitor or other estates who are Tenants
"MAN" (Parks) so could possibly form a Co-operative Builders
which could be merged (Colours / materials used) and dropped into
Landscape - by partly dug out basements which could be
workshops, insurance agreed stock and vehicles self storing
"Green roads into and through sites which would be trackable,
Coloured and Growth (grass - lawns) encouraged. Nat. Planning Policy
Even if this is not set aside for "locals" as suggested
above ALL R44 Eskmeally RN1694 & RN299# should, however,
reflect this kind of "in the landscape" look Glad been amended ~~✓~~

can NOT see save entrance below Kentrigg Hill R170+
Buneride Road there is fast downhill and levels from Buneride
Sawey no path alongside railway unless suggested, seen onto
next door is seen on that way from there but consider until
Mentioned in typical copy page 111. National Parks Expansion
Cardiff ^{as submitted}

I'm not sure of states R121H-mod C450 & RN302#
West Castle Green lane? (across fields below/west Seabegh Road)
There seems difficulties explained in Inquiry Is the tag development
development North of the wall a legal requirement.
Also road access did not seem easy. Protection from different

Ref.

LAND INQUIRY South Lakeland District Council

Milnthorpe

Fuller Consideration for September 2013

I took in what has been said M9M1-mod slight change
Still consider M9M2-mod - though removed should be under advice
in case rethought in future. Don't close the gate so all access
or other possible allowed with future use in mind

RISIM Southern approach. A good RECEPTION NOT minor
spacing between kerney (as does north entrance Crickhowell)
should be watched for. Design using different sizes/heights/types
behind houses on A6.
One reason I Quoted BROAD hands. BUT possible an careful
possible - locally sourced/good quality materials would be
£13M mod well. "If works ---"

for many reasons another bridge over (and
end --- off the A650 would be GREAT
canyon to hamlet (Biblott.!!) Even? = A6=unlikely
ever - would greatly improve for Milnthorpe and reasons
Ever considered Special Bridge Investment 'Bank'?
only a possible hook back east?
Likely Government funds.

Still think PINS7M-mod too close to moment tower
landscaping/development.
West and South new to be Inside Special Plan
with Lancaster City and Others Joint Partnership.

LAND Inquiry

September 2013

South Lakeland District Inquiry Additional Committee

Well Lane Valley Drove to other ~~existing~~ NOT start to
environment along under hill.

SOUTH LAKELAND DISTRICT COUNCIL

RECEIVED

- 5 SEP 2013

Access told query on roads >
~~RECEPTION~~ other roads?

R1074 & R1040 Oxenkoome Farm fields above railway line
USABLE - grass stems. Could more eastward buildings be
either seenken into ground and/or single storied
footfall from Kendal Park Estate as suggest could it be as
part of development savings around as a (even if Kawarsh)
for Walkers - visitors!

Green Space

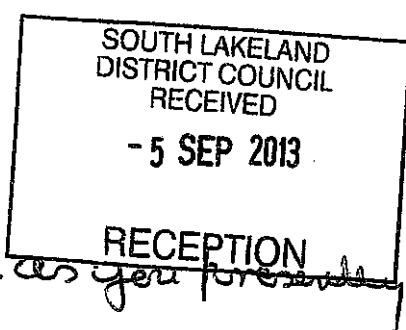
Boton Results Inquiry = ? RN1334 &
Oxenkoome Road. Removed from Plans? RN3014

While writing about Kendal Town area
Completely opposite ~~junction~~ BROAD LANDS red circle =
off Botton Road A680 Helme Lodge (by) development
Nalland Mill Beck Farm Fields. possible future

BUT would like to see DEVELOPMENT behind
Morrisons Supermarket 1) Easy foot / cycle/ car/cab on flat
FOR OVER Age Upper limit 2) Site slopes/ramp for easy walking
55 years plus. this may be handicapped Blocks of Wardens Housing - new
On Bus Routes. > leading to connection road/rail/air national
Could be Green DEVELOPMENT (within 100%) International //
ie No car or vehicles only Service SDC Older Persons Housing
excluding disabled vehicles / electric. Would be a good site
Opposite Queen Katherina School - as it helps - may enter
Shop Road E23# If needed Quality as next door looked for
Should consider through + Extra Care Housing
on flood Plain - Environmental considerations? (included)

Shops Road E23# If needed Quality as next door looked for
Should consider through ie Lakeland (Plastic) design
on flood Plain - Environmental considerations? (included)

LAND INQUIRY Full Consultation September 2013
South Lakeland District Council



Einsmoor

I do not like Sycombe Close locks as you ~~presently~~ approach Einsmoor.
Cllrd SLDC has started M41 H-mod and Linkster picked up Podstrier already there. Urban Speed is fast in area.

Gatebeck No resistance use of Kernel Field for Housing after housing on here. With EN20 & EN33# could help or improving width. Not just from Gatebeck Road from Alderh Village

Possible under consider another time? As Pony Bridge Field (Cedars) could have and others who have been involved. But reserve rights. to resistance if needed.

You have seen my written submission given with lists as agreed with Linkster Bally on villages which could take more housing since Government has relaxed norms.

One those mentioned was the other house levels RN121H-009

In the same style - wooden lock-on stilts - Costesteads Also

Both though small could attract tourism for quiet nature/tourism

This has not be readjust. seem about same people.

Inquiry held Oxenholme Road Kendal RN133M3 RN301M
Would it be possible to reassess position now please.

LAND INQUIRY

Feather Consultation
September 2013

Scarth Limestone District Council

Ulverston already written. No further letters sent/present
fathers in general areas/villages along boundary committed
thus Boundary Back

Other towns 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 believe nothing really said about East of the River here
in the Linklater Notes.

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

Brimside

Appreciate Growlers - use of Main Entrance E321

Leave to Cumbria County Council Highways R4894 - difficult
Wonder about flooding to be incorporated into Design. Pavement

Sorry OH 47# passed apparently. Considered by Linklater
Is it suitable for extra traffic.

Nalland R62

Glad Linklater has made special mention of Footpath
in this fields side to protect people walking along very busy
Sedgegwick Road. This certainly needs protection and I hope
when any development takes place good care is taken for
access onto the site with regard to this pavement.

- feather into Village - extension - possible? At least to Green
Helm Lane (post side of church to south of Green)
Would allow "clear sight" possible.

Plus +? Bus Stop + shelter

Sedgegwick Road Southern edge

WITHIN LAKELAND
DISTRICT COUNCIL
RECEIVED
- 5 SEP 2013

RECEPTION

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

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
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 notes) R62 Grifern 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 realigned deleted) so in cleared - for further

By Star chart
horizon
Ref.: B170 [see notes]

Finsterer Berkeley

3° September 2013

My apologize have to make these rough notes to the side
of these notes. I hope the above will be acceptable.
Unfortunately I was involved with workman and other things
I would just like to add my appreciate of the care
you have taken to about this Countyside by the
attention to flooding and the screening issues of
many of these sites. Your appreciate about this was lovely.

Maybe the sewerage will be cleared in the future (as I typed from the copy based on the photocopy National Parks Extension handed in at Castle Green 6 June 2013 that as requested I read out to you during the Inquiry at Kendal Town Hall June 2013 for SITE LAND ALLOCATION (page) different utilities have different work rates and these problems have been known for many years. Yours faithfully,

And Inquiry Act/Ros. 2012 + June 1

SOS
25 SDC Recd from Alexander H. September
state has been to check Reply to names S.
24

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
MM097	Para 5.74	<p><u>Land at off Cross-a-Moor</u></p> <p>This 8.26 8.02 ha site can accommodate around 126 161 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 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.</p>	Consequential change - land increased SOUTH LAKELAND DISTRICT COUNCIL RECEIVED - 5 SEP 2013 RECEPTION
MM098	Para 5.75	<p><u>Land adjacent to Kingsley Avenue, Swarthmoor</u></p> <p>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.</p>	Consequential change - site deleted <i>could questionable would release known to find 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 <i>not available</i>
MM072U	Policy LA1.3 and Policies Map	Delete proposed allocation site RN684 SWM Adjacent to Kingsley Avenue.	Consequential change- site deleted <i>not available</i>
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>not available</i>

LOM

To Liskester Berkeley
 Due to constraints of time I have written a detailed Notes along with an addendum
 See to contracts of time I have written a detailed Notes along with an addendum

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

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 <small>considered unsuitable for highways safety grounds</small> SOUTH LAKELAND DISTRICT COUNCIL RECEIVED
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 at 5 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 5 SEP 2013 RECEPTION
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 Wheatsheaf at Brigsteer and land south of Stockbridge Lane in Ulverston. Elsewhere development briefs for larger sites offer the opportunity to consider the incorporation of a self-build element.</p>	Provide Clarification regarding how the Council will consider self-build proposals <i>I briefly discuss regards Kendal North West Steenvoorwerke</i>
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 people's 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>	Provide Clarification regarding how extra-care housing will be considered and delivered through the plan <i>I mentioned the year ago for around half the year the neighbouring Eden also developed here I suggest some believe monitors seek market</i>

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
	<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	E33 KENDAL LAND AT BOUNDARY BANK 0.93 B1, B2	Site deleted from allocation - in light of access constraints/costs

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 0.76-0.77 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>RECEPTION As per First suggestion <i>Glad note regarding sewerage taken.</i> <i>Thank you</i></p>
MM028 Updated	Policy LA2.2	<p>POLICY LA2.2 LAND NORTH OF LAUREL GARDENS:</p> <p>Purpose:</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 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><i>Good news about drainage with the site</i> <i>Concern time and effort to complete</i> <i>Will be addressed in SLDC review</i></p>

*See also
Kendal*

*For above please high crestment / screen
beam so well considered*

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
		<p><i>Implementation</i></p> <p><i>Development Brief, Development Management Process</i></p> <p><i>Monitoring</i></p> <p><i>Through Local Plan Core Strategy monitoring framework.</i></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>Beveridge Beveridge Road has had many years of problems regarding flooding sewerage</p> <p>Closed acknowledgement</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> <p>RECEPTION</p> <p>Please do all from please vendor consider as well as existing buildings. Access / canal / road problem offered.</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 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 contaminated. Access intervention should consider to existing old green lanes East to West would be affected</i></p>

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM081	Para 3.36	<p>Burton Road Business Park</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 has 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 kept/belowed</p> <p>Disaffection not renew</p> <p>Many places otherwise available - for some of "members"</p> <p>Please set significant beachmark edge here</p> <ul style="list-style-type: none"> • Guide Way <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>Draft POLICY LA2.9: STRATEGIC EMPLOYMENT AND SCIENCE/BUSINESS PARK ALLOCATIONS, KENDAL</p> <p>Purpose:</p> <p>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></p> <p>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;</p> <p>USE OF SUSTAINABLE DRAINAGE SYSTEM (SUDS);</p> <p>SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN;</p> <p>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;</p> <p>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></p> <p>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;</p> <p>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;</p> <p>MEASURES TO ADDRESS ANY CONTAMINATION ASSOCIATED WITH THE ADJACENT MAIN RAILWAY LINE;</p> <p>SUBMISSION AND APPROVAL OF A TRANSPORT ASSESSMENT AND TRAVEL PLAN;</p> <p>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;</p> <p>THE INCORPORATION OF SUSTAINABLE DRAINAGE SYSTEM (SUDS);</p> <p>THE RETENTION OF A 10M BUFFER ZONE EITHER SIDE OF THE THIRLMERE AQUEDUCT;</p> <p>A QUALITY OF DESIGN WHICH REFLECTS THE HIGH QUALITY GATEWAY LOCATION OF THE SITE.</p> <p><u>Implementation</u></p>	<p>Provide Clarification regarding essential access requirements</p> <p><i>Glad backstop.</i></p> <p><i>Would be interested to see this Policy.</i></p> <p><i>On Deemster Hill New rebuilt Barn Farm might bring closer with the a much closer gap between buildings unless very carefully watched. But - by sight - could look contentious.</i></p> <p><i>Water outlet elsewhere from hill stream - open River on site - no knot</i></p>

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
		<p><i>Through Development Management Process.</i></p> <p><i>Monitoring</i></p> <p><i>Through Local Plan</i></p> <p><i>Core Strategy monitoring framework.</i></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 Watercrook Roman Fort and civil settlement Scheduled Ancient Monument. A transport assessment and travel plan will be required with provision for improved linkages towards the town centre making use of the canal cycleway. Design should reflect the high quality gateway location of the site. There will be a need for footway connections from the site to Natland Road</p>	<p>Provide Clarification regarding essential access requirements</p> <p><i>Ans Letter</i></p>

Modification (Internal)	Policy/Para/Table	Proposed main modification change	Reason
MM082	Para 3.38	<p><u>Land at Boundary Bank and Kendal Fell Quarry and surrounding area</u></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 users Kendal Fell Quarry ← really heterogeneous both sites</p>

Ex061U - Further Main Modifications proposed during SLDC Land Allocations Examination Hearings June 2013. Also reflected in the DPD date RECEIVED edition

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 Gilthwaiterigg 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 retain access
environmental
consideration undertaken*

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
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>Opposed because 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 8.0 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>Ask for Letter</i></p> <p><i>Could well be a good development if planned</i></p> <p><i>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 Copper'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 essential access requirements</p> <p><i>as per letter</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
MM043 Updated	Para 3.108	<p>Village Recreation (Willink) Field and tennis courts</p> <p>Burneside 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 Burneside tennis club and football pitch could deliver improved replacement sports facilities elsewhere in the village and create a 0.85 ha site at the north west end of the village 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 Burneside Football Club or to another equivalent site following further review.</p>	<p>Provide Clarification - response to Burneside 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>Land adjacent to Cropper's Paper Mill</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 Burneside Hall Scheduled Ancient Monument. Access to the site should be via the existing main entrance serving the Paper Mill and not from Hall Road. Development will not be permitted in that part of the site 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>

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 M38M 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>RECEPTION</p> <p><i>Sorry here's developments existing facilities in spite of Tweets</i></p> <p><i>Sorry opens 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 (Internal)	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 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>

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 residential access requirements</p> <p>RECEPTION</p> <p><i>See letter Higherway duty improvement possible?</i></p> <p><i>This seems reevers of other documentation? (A=COM)</i></p>

*(letter based upon
as read 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.</p> <p>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:</p> <p>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's pointed out (in letter)</i></p> <p><i>Could this be "Banded" to be seen how will actually take place?</i></p>

SOUTH LAKELAND
DISTRICT COUNCIL
RECEIVED

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 1.8 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>RECEPTION</p> <p>Sorry amended</p> <p>See letter</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>Glad footpath remains</p> <p>as suggested (See letter)</p> <p>Sculby village bus stop?</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>Acknowledged thought</p> <p>- Could be difficult but not extent</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
MM092	Para 4.24	<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 4.25	<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 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 Considered

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 34-37 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 other views. No community officer at present
Q.

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
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

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>	<p>No modifications required</p> <p>RECEPTION</p>	
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>	<p>None – the site has planning permission and work is due to start in July 2013.</p>	

AND Inquiry SLDC
10/11/2012 Issue 2013
Additional to
in response to questions to

SJL/SJS/LS/2013
Tuesday 2nd October 2012
for 21 Canal bluer 2.0m No obstructions

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.