Phase 3b Draft Development Brief

Holme

Issues and Options Consultation Response

October 2017

Highway Considerations

General Design Guidelines

To ensure the development for the site meets the needs of residents and visitors we would welcome the following factors in any highway design regardless of the site topography

- Safe movement for all within the development
- Safe access to the site
- Low Traffic speeds
- Integration with and enhancements of the existing community
- Maintainable built environments.
- Improvement in quality of life
- Permeable layout

General Principles

Primary street layout to accommodate the following

- 20mph (maximum) target speed
- Footway width: 2000mm (both sides of carriageway)
- Carriageway width: 5500mm for up to 100 dwellings & 4800mm up to 50 dwellings
- Largest vehicle: HGV
- Direct access to dwellings served by existing roads are permissible if speeds are within a 30mph limit
- Limited on-street residential and visitor parking to be designed into the layout

Secondary street layout to be permeable leading to shared surface/Lane/courtyard.

Access to the development

Sustainable development should be permeable, and two accesses into the site would achieve this, one from Milnthorpe Road and one from Mayfield Avenue. This is a requirement in principle. The road through the development would need to be designed in a manner which promotes low speed and safe access and discourages use as a rat run (which is not thought to be a significant risk because the route would not be more attractive than existing routes for Milnthorpe to A6070 traffic).

Access from the B6384 (Milnthorpe Road), would be ideally located towards the northern boundary with visibility splays designed following speed surveys. If the 85% ile speed is shown to be less than 37mph, Manual for Streets could be used to determine actual constraints, extract shown below. If this is not possible any new junction would have to comply with the Design Manual for Roads & Bridges.

Milnthorpe Road is within a 30mph speed limit with the terminal signs sited approximately at the northern boundary abutting a 40mph limit speed limit. Gateway features should be designed to replace the 30mph terminal signs taking into consideration the existing road, footpath and verge widths and ensuring any design accommodates motorised vehicles, cyclists and pedestrians.

Road lighting along Milnthorpe Road should be extended to a point adjacent to the proposed gateway feature.

Pedestrian and Cycle Facilities

Pedestrian and cycle facilities should be constructed within the proposed residential development which would enable pedestrians from the residential development to access local facilities such as the village hall, outdoor sports facilities (cricket and football playing fields)public house, post office, shop

and the primary school as well as linking to Mayfield Avenue,Pear Tree Park and the bus stops and services. A pedestrian/cycle link to Mayfield Avenue is essential in this respect. The nearest part of the National Cycle Network and the Cumbria Strategic Cycle Network is at Beetham, (NCN6) 2.5km west of the site.

Safe sustainable means of access from the development to such facilities would be promoted within the required travel plan with the aim of supporting the creation of sustainable communities, active travel, and integration with the village.

It will not be possible to install a footway on the B6384 Milnthorpe Road due to the width of the existing carriageway.

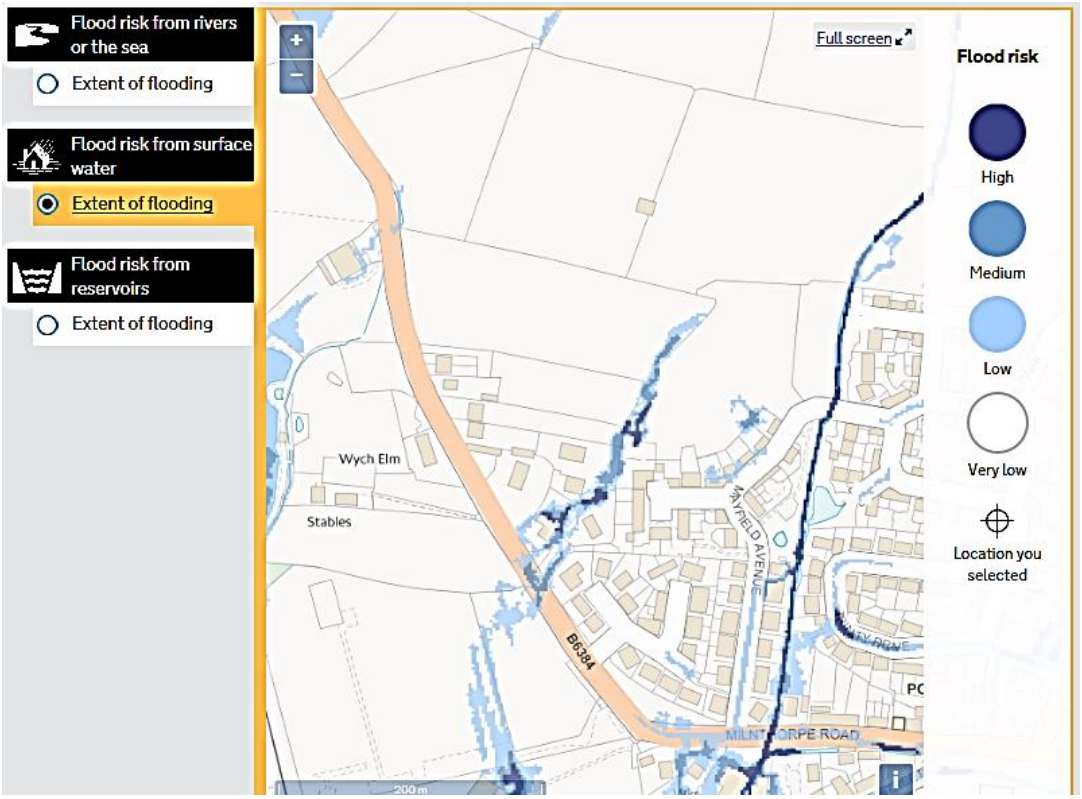
A public footpath (right of way) is situated adjacent to the northern boundary of the site and partly within it. It provides a link to the Lancaster Canal and the opportunity for links to it should be realised. Rights of way links can be pursued via Section 25 of the Highway Act 1980 which involves the entering into of an Agreement with the landowner to create/dedicate a public right of way to link up with the public footpath. Such an agreement would require Cumbria County Council Committee approval (Development Control and Regulation) as it is a potential maintenance liability and details of any works and/or conditions can be included in the wording of the agreement.

Public Transport

There is an hourly service daytime bus service through Holme running to both Lancaster and Kendal with a less frequent evening and Sunday service. There are bus stops situated on the Milnthorpe Road. It is unlikely a bus service would run into the site.

Drainage and Flood Risk

The whole of the site is within flood zone 1. However parts of the site are affected by surface water flooding as shown on the maps below. Surface water runoff must not exceed greenfield runoff rates and we would welcome rates which are less than existing to reduce the impact of flooding. A surface water management scheme would be required to demonstrate the discharge of surface water taking into account water courses south of Moss Lane. The area shown on the map below, shows existing surface water flooding in the region around the existing hedgerow which bisects the eastern field from the rest of the site. This area and the undefined ‘wetter area’ shown indicatively on SLDC’s March 2017 Issues and Constraints Map is subject to localised surface water flooding and this should be protected as an area used for the purposes of flood risk management (which could also provide amenity value and a wildlife habitat). The effect of the road link is through this area on the flood risk management function of the area should be minimised and any loss should be compensated for.



Development must be drained by SuDS which will not function if already flooded so space is likely to be needed for additional SuDS features at the low points of the site adjacent to the areas at risk of flooding. The small stream in the north western corner of the site culverted beneath Milnthorpe Road is also prone to surface water flooding.

SUDS drainage should be used throughout the development, making use of techniques such as swales, detention basins, wet lands, filtration strips and permeable paving. Infiltration should be used where feasible, although this might be difficult in places because of a high water table. Infiltration is top of the hierarchy of drainage options so the first approach should be infiltration, which needs to consider height of seasonally high water table, risk of ground instability or subsidence due to infiltration, deterioration in groundwater quality due to infiltration, effect of infiltration on groundwater levels due to infiltration with respect to groundwater flood risk. It should be noted that the site is above a Secondary Aquifer B so deep infiltration systems for the disposal of surface water should not be used. Any infiltration on this site must be shallow and spread around the site avoiding point sources of infiltration.

If infiltration is not suitable as a drainage destination then other options include utilising the existing Holme Beck watercourse to the east of the site and existing drainage infrastructure to the south west of the site (however, this is already over capacity and would require third party land involvement including a survey of the system and repairs/improvements as necessary to make up to the 1 in 100 year plus climate change standard).

The use of underground attenuation systems will only be accepted where other forms of SUDS, managing water on the surface, are not feasible.

Part of the site is already used for soakaway drainage for adjacent properties. It is thought that the existing soakaways do not function to the appropriate standard but they are the drainage destination for the adjacent properties and this must continue. The developer must consider the effect of these soakaways on the development site and the most appropriate solution is likely to be that the

developer picks up the connections into these soakaways and incorporate them into development SuDS system. It is recommended the soakaways are not built over.

We would welcome early discussions with developers to agree a suggested drainage strategy for the development. The drainage design must meet the **Non-statutory technical standards for sustainable drainage systems** to avoid causing flooding elsewhere. The surface water system in which it is proposed to discharge must be investigated to ensure it is capable of receiving existing flows plus the proposed discharge from the development with remedial action undertaken by the developer if required.

We are particularly keen to see at the pre application stage :-

- Flood Risk Assessment Statement (Checklist)
- Drainage Strategy/Statement & Sketch layout plan (Checklist)

To ensure any scheme developed has consideration to future maintenance the developer should state whether a management company for green areas and drainage is to be employed, requiring the need for a maintenance manual or an agreement (sec104) is to be agreed with United Utilities.

Education

Holme Community School is the primary catchment school that covers the area of the development. Projections based on the October 2016 pupil census show that there will not be sufficient places available in the school to accommodate the full primary pupil yield of 15 children from the development. Dallam School is the secondary school for the area and it also is forecast to have insufficient space to accommodate all of the 10 secondary aged pupils likely to be generated by the development. These figures can be subject to change and a full assessment of the area will be undertaken once a detailed planning application is submitted. Developer contributions are likely to be required to fund any shortfall.

Extra Care Housing

Currently there are no definite identified plans for Extra Care Housing in Holme. The position with regard to ECH in South Lakeland is as follows:

The County Council's Extra Care Housing and Supported Living Strategy 2016-2025 identifies a projected demand for 700 ECH units in South Lakeland district by 2025. The current supply of 200 ECH units in the district against projected demand leaves a shortfall of 500 ECH by 2025 within SLDC. The Strategy doesn't define how this demand is to be met at local level in terms of size, location and priority of need. Discussions will be held with SLDC to identify at a local level where this demand is best met.