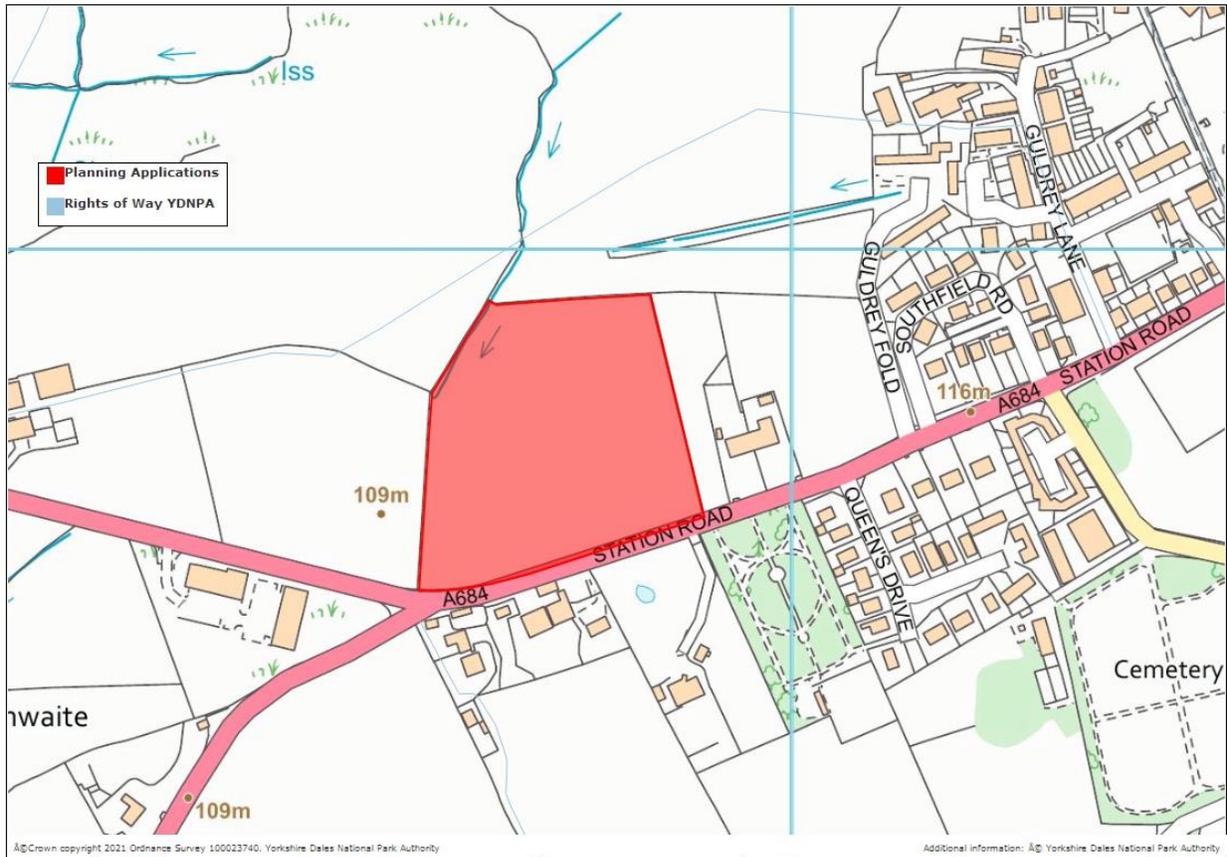


## YORKSHIRE DALES NATIONAL PARK AUTHORITY

<b>Committee:</b>	Planning	<b>Parish:</b>	Sedbergh
<b>Date:</b>	15 June 2021	<b>Officer:</b>	Katherine Wood
<b>Applicant:</b>	Broadacres Housing Association	<b>Application No:</b>	S/03/637
<b>Site Address:</b>	Land off Station Road, Sedbergh, LA10 5HJ		
<b>Proposal:</b>	Full planning permission for erection of 49 No. dwellings (15 open market, 17 affordable/social rented, 17 affordable shared ownership), external works and landscaping		



## **REASON FOR COMMITTEE CONSIDERATION**

1. This application is reported to Committee as in the opinion of the Head of Development Management it is in the best interests of the National Park Authority that the application is considered by the Committee.
2. A site visit for Members of the Planning Committee took place on 27th May 2021 and the notes of this site visit are appended. The reasons for the site visit are:
  - a. the proposal is particularly complex and;
  - b. the impact or effects of the proposed development are difficult to visualise from the plans and any supporting material including slides or photographs that form a part of the Officer presentation.

## **APPLICATION SITE**

3. The site is an undulating undeveloped field, partly enclosed by dry-stone walls, adjacent to the A684 (Station Road) to the west of Sedbergh. The site is currently accessed via a field gate to the south-western corner of the site, directly from Station Road. A mains water pipeline runs along the western edge of the site. The north-western boundary and the southern boundary adjacent to the road are dry-stone walled, the remaining boundaries are fenced. A public footpath runs near to the site to the north. To the south of the site, across Station Road, is a commercial garage and petrol filling station.

## **PROPOSAL**

4. Full planning permission for erection of 49 No. dwellings (15 open market, 17 affordable/social rented, 17 affordable shared ownership), external works and landscaping. The development results from a partnership of Broadacres Housing Association and South Lakes Housing Association. The dwellings comprise a mix of detached, semi-detached, terrace and bungalow properties, several of which front on to Station Road, and the remaining set around a large open space in the centre of the site and two side roads. The access has been amended to enter the site towards the eastern corner of the site, nearer to Sedbergh.

## **RELEVANT PLANNING HISTORY**

5. No relevant planning applications.

## **CONSULTATIONS**

6. The comments of statutory and non-statutory consultees to the plans as submitted in December 2019 are summarised below:

Area Ranger (Western Dales) - Proposed development does not affect the PROW. Comments on the potential linkage with nearby PROW.

Wildlife Conservation Officer – Comments on the application of the Defra Biodiversity Metric which results in a biodiversity net gain of 11%. This is likely to be less than would be required by the application of policy W2 of the Local Plan.

The Gardens Trust – support the buffer planting, recommend that stone quoins are used, consideration is given to restoring and managing Queen’s Garden.

Environment Agency – no comments.

Fire Officer (South Lakeland) – No objection subject to ensuring access and turning standards are met.

United Utilities Water Ltd – no objection subject to conditions relating to surface water management and foul water.

Cumbria County Council (Highways) – objected to the position of the access, the need for improved linkages into the town centre, the need for pedestrian and cycle desire lines and a shortfall in parking spaces.

Cumbria County Council (Lead Local Flood Authority) – concerns about the infilling of the larger depression exacerbating flooding and errors in the drainage strategy.

Sedbergh PC – Support in principle, concerns expressed regarding access, potential subsidence, drainage and Queen’s Gardens. See body of report for further detail.

Police – Cumbria – comments on the secured by design requirements, including boundaries, layout and lighting.

Head of Sustainable Development YDNPA – Support the proposal based on the need and mix. Comments have also been provided on the local connection criteria proposed.

SLDC Housing Strategy & Delivery – Commented on the need for the housing and they have no specific objections to the proposal. The mix should be no more than 50% shared ownership.

Trees and Woodlands – comments on the tree planting numbers and mix, the need to increase native and longer-lived species, improvements recommended for planting along boundaries and within the open space, the form of the central access road.

CEHO - South Lakeland DC - none received.

## **PUBLIC RESPONSES**

7. 12 public responses have been received to the proposal submitted in December 2019, including from Friends of the Dales, Friends of the Lake District, Cumbria Wildlife Trust and Sedbergh Community Swifts. These responses include 6 objections, 2 support with some specific concerns and 4 with advice and recommendations.

8. In summary the objections relate to:

- the building line, layout, high density and design/materials being out of character
- the position of the access, highway safety concerns and connectivity to the town

- lack of need for the houses and concerns regarding shared ownership
- subsidence
- impact on local infrastructure and services
- impact on neighbouring amenity from loss of light, overshadowing and overlooking
- loss of greenspace, lack of fencing enclosing the north-west corner
- surface water runoff.

9. Other comments and recommendations have been received including:

- securing biodiversity opportunities (including for Swifts)
- the site should be assessed against the test for major development
- the need for a lighting plan
- the need for cycle and pedestrian links.

## **ASSESSMENT**

Key Issues:

- major development
- principle of development
- impact on character and appearance of area
- impact on neighbours
- highway considerations
- public footpath
- ecology
- sustainability

### **Major development**

10. Paragraph 172 of the National Planning Policy Framework (2019) states that in National Parks:

“Planning permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:

(a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;

(b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and

(c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated.”

11. This proposal is for a large development within a sensitive landscape and gives rise to a range of issues and potential impacts. The Town and Country Planning (General Development Procedure) Order 2015 categorizes proposals into major, minor and other applications on the basis of scale and type of proposal and this proposal falls into the major category. However, that does not determine whether the proposal is ‘major development’ for the purposes of para. 172 which is a judgement for the decision maker to take.

12. It has been concluded that the environmental effects of the development are not so significant for the proposal to be considered Environmental Impact Assessment development and that the effects can be thoroughly assessed from the supporting documents submitted with the application and referred to below.

13. It is considered that the proposal is not of national significance and does not constitute major development for the purposes of para. 172. Although the proposal is of significant scale in the local context it is considered that the likely impacts on the purposes for which the area was designated as National Park can be ameliorated, limited or controlled to an extent that there would not be an overall significant adverse impact. The reasoning for this judgement is set out below.

### **Principle of development**

14. The site is approximately 2.5 hectares. Part of the site comprises the allocated site ‘West of Shaldon’ (site reference 69) that is listed in Appendix 4 of the Yorkshire Dales Local Plan (2015-2030) as a site for new housing development, with a notional capacity for 30 houses. Policy C1 of the Local Plan (2015-2030) states that on sites of 11 or more dwellings, 50% must be affordable housing or alternatively 33% affordable housing and 33% local occupancy restricted housing (as defined in Appendix 5). The remaining site is classed as a rural exceptions site in accordance with policy C2 of the Local Plan, where as an exception to other policies, small –scale affordable housing will be permitted adjacent to the development boundaries of local service centres such as Sedbergh, providing several criteria are met. These include demonstrating that there is a proven local need for affordable housing and an alternative site is not available inside the housing development boundary and that the dwellings will remain available for people with a local connection at an affordable cost in perpetuity.

15. Considering policies C1 and C2 in isolation would result in a requirement for a 50/50 split of the open market and affordable units on the allocated site and 100% affordable units on the rural exceptions site. In this case, however, the intention is to develop both parts of the field as one development, rather than dividing tenure to provide 100% affordable housing on the unallocated proportion. It is considered that mixing the tenures throughout the site would produce a more inclusive and better variety of house types throughout the site. In this instance it is therefore considered appropriate to consider the aims of both policy C1 and C2 together and ensure that the proportion of affordable to open market reflects the policy requirements across the site. In this case 31% of the entire site would be open market and 69% affordable, which results in an appropriate proportion of affordable housing across the site, given that the notional capacity given to the allocated site of 30 would support 15 open market houses (as is proposed).

16. South Lakeland District Council’s (SLDC) housing team has confirmed that there is a need for such housing. The size, type and tenure of affordable housing should be informed by the

latest Strategic Housing Market Assessment and any other evidence of need in the locality. SLDC's housing team has commented that 'We note that a report was undertaken in 2019 underpinning this proposal and as such have no specific objections'. They have commented that the data directly relates to affordable homes to let, but can also support the need for low cost home ownership. They would support a development of mixed tenure and mixed size, including mixed low cost home ownership. The SLDC guide to developers expresses that of the low cost home ownership requirement should be no more than 50% shared ownership. The proposed mix would be for 17 of the 34 affordable units being shared ownership in line with this requirement.

17. Policy C2 also requires consideration of the availability of alternative sites that might deliver the required affordable housing within development boundaries. Two separate housing studies; the YDNPA Strategic Housing Market Assessment published in 2019 and a SLDC housing study also 2019; identify a need for 84 houses over 10 years in the South Lakeland part of the National Park and 74 houses over 5 years in the Sedbergh parish respectively. The development of 34 affordable dwellings, together with other identifiable opportunities within the settlement, such as a further allocated site, would still fall significantly short of the requirement.

18. The applicants have confirmed that they will enter into a Section 106 legal agreement to provide the mechanism for securing the affordable housing in perpetuity to ensure they remain available to eligible people with a local connection at an affordable cost. The applicants have, however, proposed an addition to the local connection criteria to include those with a close family connection in the parish. They have also proposed an alternative to the parish cascade so that adjoining and concentric parishes outside of the National Park are included at an earlier point. These two points are subject to further discussion and an update will be provided to Members prior to the meeting.

#### **Impact on character and appearance of the area**

19. The proposal as originally submitted was for 50 dwellings, with a central access off Station Road. This has been amended to 49 units with the access further to the east. The site is slightly divorced from the town and the nearest dwellings range from traditional detached properties to modern bungalows. This scheme will be a large and prominent housing development positioned at the gateway into Sedbergh and the wider Westmorland Dales. As such it is essential that the development will function well and be of sufficient quality in design and appearance that it complements the local character and history of Sedbergh. The development needs to integrate visually and functionally with the wider settlement.

20. With these requirements in mind, the design and layout of the houses has been amended so that the majority of the houses adjacent to Station Road, face towards the road, albeit set back sufficiently to enable softening with trees to front gardens. Immediately adjacent to the access road, plot 1 has been designed to be a 'principal' 5-bed dwelling which faces towards the access road. The remaining site is split into two smaller side roads and a loop road around two areas of public open space. These open areas utilise two prominent natural depressions within the site and will also function as part of the sustainable drainage of the site. The majority of houses are set back from the road network and have mixed native trees to their frontages.

21. The dwellings comprise a mix of detached, semi-detached, terrace and bungalows, reflecting the mix of house types and sizes to reflect the housing requirements. The higher density housing fronts Station Road, and the development reduces in density to reflect the smaller lanes and greener areas away from the main road network of the town. The houses are designed to be

simple vernacular style houses and have been amended to simply their roof forms, reduce gable frontages and reflect the fenestration details found in the area. The materials will comprise a mix of full stone frontages, half stone-half render and fully rendered to reflect the mix of materials in the town. The application includes concrete roofing tiles however, notwithstanding this, it is proposed to add a condition regarding the roofing material to ensure that the roofing material is of an acceptable quality and reflects the wider character of the area.

22. The access road has been revised to wind through the site with changes to the surfacing materials and footpaths to create a road hierarchy. A water main runs through the western edge of the site and carries a 3m easement either side. This part of the site cannot be developed and as such will be planted with native trees to create a landscape buffer zone with a trail path linking the site to the footway to the south. Further pathways are proposed throughout the site, which link the different parts of the site, through the public open spaces and to the landscape buffer zone.

23. The proposal includes extensive landscaping within and around the development, including native trees within the landscape buffer zone, along all boundaries, within the two public open spaces within the centre of the site and within front gardens of the dwellings.

24. It is considered that the proposed development as amended would be of a simple local vernacular design with varying degrees of density; the higher density development adjacent Station Road to reflect the wider townscape and a more open landscaped character within the site, with the dwellings facing onto a village green. It is therefore considered that the design of the scheme overall will respect the wider character of the area in accordance with policy SP4 of the Local Plan.

### **Impact on neighbours**

25. The site is a large field on the edge of Sedbergh, with only a handful of other houses immediately next to the site. The nearest house is Toll Bar Cottage to the south, approximately 25 meters from the nearest proposed dwelling and separated by the Station Road. Randell Hill and Garden Cottage are set within large gardens and set well back from Station Road to the south. To the east, Shaldon is approximately 30 metres from the side of the nearest proposed dwelling and separated by a strip of undeveloped land. Given the distances between the site and neighbouring properties, it is considered that there will be sufficient distance from neighbouring properties to avoid any loss of residential amenity, in accordance with policy SP4 n) of the Local Plan.

### **Highway considerations**

26. The proposal as originally submitted included a central access point. Cumbria County Council, as the local highway authority, objected to the proposal, in part on the basis that the access is opposite a garage forecourt which would create numerous potential conflicting and unpredictable turning movements so there is potential for severe hazard with this arrangement. Following extensive discussions, the access has been relocated further to the east, so that it would be 30 meters from the main part of the garage; the petrol filling station forecourt. It is understood that Cumbria CC are satisfied with the revised access arrangement, although they have been formally reconsulted and their response has not yet been received. It should also be noted that 2/3rds of the site is allocated for housing and the access cannot readily be positioned further east as this would start to reduce visibility as the visibility splays would cross onto third

party land. It would also be difficult to achieve an adequate access further east due to the topography of the site, namely the depression (now proposed to be public open space). It is therefore considered that the proposed access is in the optimum position balancing highway safety and the wider character and appearance of the development, in accordance with policy SP4 g and k) of the Local Plan.

27. Cumbria CC also commented that they would seek the roadside footway to be widened to 2m from the site into town. This would mean a reduction in the width of the public highway to accommodate the additional width. This point has been put to the applicant; however, they have said that there would be significant issues for the viability of the development. The footways are of varying widths into town and, whilst Station Road is busy, it is considered that the existing footway would provide for reasonable access into town. As a potential alternative, Cumbria CC has also suggested other ways of encouraging safer journeys into town, such as signage and rumble strips. It is understood that the applicant is putting together a scheme for road calming measures next to the site, including signage and road markings and an update can be provided to Members prior to the meeting.

28. It is therefore considered that, although subject to receiving the formal comments back from Cumbria CC and the applicant's consideration of the traffic calming measures, the proposed development would not prejudice highway safety, would not cause an unacceptable level of traffic and would have an appropriate access and parking provision in accordance with policy SP4 of the Local Plan.

### **Public footpath**

29. A public footpath runs east-west in the field to the north of the site. This footpath 'starts' at a farm further west along Station Road, crossing several fields north of the site, to a housing site at Guldrey Fold to the east. The footpath route has been blocked at Guldrey Fold since that development was completed nearly 20 years ago. There have been extensive investigations by the applicant to see if a link can be created to this footpath through the proposed trail path in the landscape buffer zone. So far, they have as yet been unable to secure a link across third party land. As this involves securing the permission of a third party this cannot be a requirement of any planning permission. However, the applicant has confirmed that they are continuing to work with the Authority's Area Ranger and have added the potential link pathway to the site layout should they be able to secure the link.

### **Ecology**

30. The Authority's Senior Wildlife Conservation Officer (SWCO) has confirmed that, although a Phase I habitat assessment has not been carried out, the land is assumed to be agriculturally improved grassland that is low in biodiversity value. This would be consistent with the information provided by the applicant in support of their biodiversity calculations. Policy W2 of the adopted Local Plan requires all new development that would have an impact on biodiversity to provide a proportionate on - site contribution to wildlife enhancement. Large scale development may be required to fund wildlife enhancement off-site, if it is considered this would make for a better contribution to improving biodiversity than wholly on-site provision.

31. The applicant has put forward a biodiversity calculation using the latest Defra Biodiversity Metric. Their calculations conclude that there will be an 11% biodiversity net gain as a result of the landscape planting and meadow proposed. The SWCO advised that there is no easy direct

way to compare what the requirement for net gain is using the Defra Metric with the application of Local Plan policy W2. This is because policy W2 measures net gain according to notional monetary value, whereas the Defra Metric uses 'Biodiversity Units'. However, it is likely that there would be a shortfall from the requirements of policy W2. The applicant has verbally confirmed they will provide further enhancement including bat and bird nesting boxes (including swift bricks or boxes) and there would be additional public open greenspace and tree planting in the revised layout. The applicant has also been asked to consider making a financial contribution towards off-site biodiversity enhancement.

32. It is therefore considered that, whilst the current on-site enhancements proposed would not strictly meet the requirements as set out in policy W2, Table 7 of the Local Plan the net gain is likely to be higher than the 11% originally envisaged and would reflect the aspirations of national policy as utilised in the Defra Metric. An update will be provided to Members prior to the meeting regarding any further biodiversity enhancements including any financial contribution that could further enhance biodiversity off-site.

### **Sustainability**

33. The applicants have confirmed that they intend to adopt a Fabric First Approach, which is in line with National Government's proposed Future Homes Standard. They have confirmed this would be in excess of the current Building Regulations performance standards on fabric efficiency and would therefore reflect future changes in Building Regulations. They also intend to fit every property with Air Source Heat Pumps to fulfil their hot water & heating demand. They do not intend on connecting to the local gas supply. They have also confirmed that every property will either have an electric car charging point or the wiring for a charging point will be installed at the point of construction in anticipation of a future need.

### **Parish Council Comments**

35. Sedbergh Parish Council has commented on the original submission and confirmed that whilst they unanimously support the application in principle they wish to highlight four areas of concern. In summary, their concerns relate to the following;

- The position of the access, along the busy A684, opposite a petrol filling station and near to a junction. These concerns have largely been addressed through the repositioning of the access further east, away from the petrol filling station and the junction.
- Potential subsidence. This has been put to the applicant who has examined historic photographs of the field which show the same undulations. They have also undertaken Phase 1 ground survey which states that there are glacial till drift deposits and there are negligible ground stability hazards.
- The existing surface and foul water infrastructure to which the site will be connected may not have sufficient capacity to manage a peak demand scenario. United Utilities has been consulted on the proposed development and has no objection providing the site is drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
- Access to Queen's Gardens. At present the main access is via a side street due to the lack of a pavement at Station Road. The applicant has been asked to consider whether the development could fund improvements to the Queen's Gardens following comments from

both the Parish Council and from Yorkshire Gardens Trust. The applicant has responded 'Taking the crossing first. Our proposed development only becomes directly opposite Queens Gardens in the very SE corner of the site by one or two properties. The footpath on the north of Station Road is narrow here and is in close proximity to our junction and the garage. If a crossing is provided it would require the footpath to be widened at the point of crossing to allow pedestrians to pass behind anyone waiting to cross the road. As discussed regarding other design matters, the SE corner is very tight and we would not be able to push the properties back and further to widen the existing footpath and to widen the footpath further along Station Road would require the demolition and rebuilding of the existing stone wall on third party land. In addition, there is no footpath on the southern side of the road. This means that anyone crossing over the road would be exposed to oncoming traffic heading out of Sedbergh until they entered the grounds of the garden. This we believe constitutes a health and safety danger and would not be allowed by CCC Highways. Under the grant agreements we are unable to use grant to pay for off-site works which are not directly related to the provision of the houses and therefore are unable to use grant money to provide the crossing to the gardens. The scheme already provides considerable public open space to the west and in the central two green spaces. Due to this provision, the number of affordable properties, ground works and other design considerations the scheme costs are rising and could not stand a commuted sum to the gardens.'

The Parish Council has been re-consulted on the amendments.

## **CONCLUSION**

37. The proposal would involve the development of an allocated site and a rural exceptions site for 49 houses, of which 34 would be affordable. This would contribute significantly towards the affordable need in Sedbergh and surrounding area, providing a range of new homes in a sustainable location that will support the social and economic well-being of the local community.

38. The layout and design have been amended to provide a high quality, sustainable development which integrates with the wider settlement through the design, materials and green infrastructure. The development provides variations in the design to reflect the simple traditional terrace properties, larger individual properties and groups of houses found in the wider town. The layout of the site includes front and rear gardens and significant communal greenspaces which will be planted with native trees. The proposed access road would have adequate visibility onto the highway and has been amended to avoid a direct conflict with the busy junction and petrol filling station nearby. The proposal will also provide for a biodiversity net gain.

39. It is therefore considered that the proposal is acceptable and would accord with policies SP1, SP2, SP3, SP4, C1, C2, W2, CC1 and CC2 of the Local Plan, the Yorkshire Dales Design Guide and the guidance contained in the National Planning Policy Framework.

## RECOMMENDATION

40. That authority to grant planning permission is delegated to the Head of Development Management [following the expiry of the public consultation period and providing that no significant objections that have not already been considered are received} subject to a section 106 agreement to cover the following matters;

- affordable housing provision, secured by the involvement of Registered Provider(s)
- the affordable housing would be made available on a 'cascade' basis to those meeting a set of local connection criteria [to be agreed].

41. And conditions to be based on:

- time limit
- topographical survey/datum points and cross-sections,
- approval of design details (including materials, doors and windows, etc)
- hard and soft landscaping (including boundary treatment, other means of enclosure, surfacing, footpaths, planting),
- biodiversity enhancement
- highway conditions
- drainage and surface water
- provision of bin storage areas including waste/recycling storage
- control of external lighting
- construction conditions
- removal of permitted development rights

## NOTE OF PLANNING COMMITTEE SITE VISIT

**Date & time of visit:** 10.00am 27/5/21

**Application site:** Station Road, Sedbergh S/03/637

### Attendance

**Members:** J Amsden, K Frea, R Good, N Heseltine, J Hutton, S Lancaster, J Martin (Chair), I McPherson, J Munday, N Swain, M Corner.

**Apologies:** R Foster, R Heseltine, D Ireton, A Kirkbride, S Parsons, G Quinn, C Towneley, N Cotton, C Lis, I Mitchell, D Twine.

**Others:** K Wood (Principal Planning Officer), J Perry (Planning Assistant).

- JM Opened the site visit. Explained the procedure that would be followed: the site visit is being conducted according to social distancing rules and that Members were asked to keep in a single group.
- KW A brief outline of the proposal for 49 houses was provided. Amended plans have been submitted and had been printed for the site visit. The amendments include repositioning of the access point, amendments to the positioning of the dwellings and a reduction from 50 to 49 dwellings. The mix of housing is 17 affordable, 17 shared rent and 15 open market. There are two parts to the site, half of the site is an allocated site and the other half is a rural exception site. The western edge of the site is not available for development as there is a mains water pipeline. The proposal is for a mix of properties, detached, semi-detached, terraced and bungalows and a mix of sizes. The access point has been repositioned due to concern raised by Highways. Originally the dry stone wall to the front of the site was going to be repositioned back into the site, this has now been amended and the wall will remain where it is with a reduction in height at the visibility splays. Cumbria CC Highways had also recommended a 2m wide footway into the town. This is unlikely to be viable. Alternative traffic calming measures such as signage and rumble strips have now been looked at. The layout of the site has been changed so that most of the properties on the road frontage would face out towards the site rather than the rear walls facing the boundary. There are two deep depressions in the site and the amendments retain these depressions which will act as natural drainage for the site and be part of the public open space for the site. The houses will be set back from the access road around the site to allow for tree planting. At the back of the site the dwellings will be bungalows. The materials for the proposed dwellings are a mix of stone facing, stone and render and rendered dwellings.
- IMP Asked if the affordable houses are scattered through the site.
- KW Explained that they were and the coloured dots on the plans marked the different tenures of housing.
- KW Explained that the Applicant is Broadacres Housing Association.
- NS Asked for an explanation of social rent housing and shared ownership affordable housing.

- KW Social rent is where the property is rented from the Housing Association and Shared Ownership Affordable housing is where up to 80% share in part ownership of the house can be purchased. The purchaser can 'staircase' up from a minimum 25% share to 80% with an affordable rent paid on the remaining amount.
- KW Explained that there is a public right of way through the site, however it is currently blocked further up the path. Discussions are ongoing with the applicant, area ranger and planning officer to offer a link footpath from the site onto the public right of way.
- IMP Asked if there could be a footpath link into the footpath which leads to Howgill Lane so that there would be a route from the site to the Howgills.
- KW Advised she would contact the Area Ranger regarding this.
- JM Asked if the development would respect the undulating nature of the field.
- KW Responded that amendments have been submitted to address this issue. Although there will be some degree of levelling the depressions will remain so that the development works with the topography.
- NH Commented that the farmer may prefer for the footpath to go through his field rather than through the farm as it does at the moment.
- KW Confirmed that the Area Ranger is negotiating over this issue and the applicant is keen to create a footpath link.
- JM Asked if the existing trees are to be retained.
- KW Replied that most of the trees are in the adjoining field and the Trees and Woodlands Officer has been consulted.
- KW Pointed out Queens Gardens on the opposite side of the road. The Parish Council and Yorkshire Gardens had asked if there was any opportunity for a footpath on Station Road to Queens Garden. It was explained that the applicant could not fund this improvement.
- KF Asked if there was any Section 106 money which could be used for these improvements.
- KW Explained that the scheme is only viable in its current form and the funding for the site would be from grant funding and affordable housing funding. The funding for the site is tight.
- KW Regarding biodiversity, the application shows 11% biodiversity net gain. There will be an increase in tree planting, public green space, bird and bat boxes and swift bricks in the dwellings. Regarding renewables it would be a fabric first build with air source heat pumps for every property and electric charging point wiring into each property.
- MC Asked if there are any issues regarding construction as it is a tight site, would there be any spilling over onto other land at the construction stage.
- KW Explained that the application includes a construction management plan and all construction compounds would be within the site. Also, a noise assessment had been submitted with the application. Noise levels were found to be acceptable.
- RG Asked about the provision for sewage at the site.
- KW Answered that United Utilities had been consulted and raised no objection.
- NH Asked what the reason was for the reduction from 50 to 49 houses on the site.

- KW Explained it was because of the topography of the site and amendments to the layout.
- IMP Pointed out that the road is the main road to Kendal and the junction close to the site is the main road to Kirkby Lonsdale. He raised that some local residents had objected to the proposal regarding highway safety of the road to Kendal and the Kirkby Lonsdale junction.
- KW Confirmed that the amended plans show a movement of the access point which should help with highway safety concerns.
- NH Asked what is the size of the site.
- KW Confirmed 2.5 ha.
- There was a discussion about the traffic noise for the development and how further tree planting and the construction type of the dwellings could help to reduce noise for the occupants (KW).
- JA Asked how many car parking spaces had been allocated per dwelling.
- KW Confirmed 2 for 2 bed houses, 2.5 spaces for 3 beds and 3 spaces for 4/5 beds. Plus parking for visitors.
- MC Asked if it is bicycle friendly.
- KW Answered there were no bike lock facilities proposed.
- JM Asked who would be responsible for the upkeep of the green spaces within the site.
- KW Explained this responsibility stays with the Housing Association. The occupiers will pay a management fee.
- MC Asked about proposed lighting for the site.
- KW The applicant is happy to engage a lighting engineer. The lighting will have to be dark skies compliant. The Friends of the Lake District would be happy to be involved and provide advice. There would be a need for some street lighting and lighting within the site. A night time switch off time could be conditioned.
- JA Asked about the fencing/enclosures for the gardens.
- KW Explained that the fences would be 6 ft high close to the rear of the properties with the top being open trellising. The fences would be reduced in height at the rear of the gardens to allow for more openness.
- IMP Asked for an overall description of what the design of the site and the properties would be like.
- KW Explained that after amendments have been sought the overall appearance is simple design with the frontage buildings having traditional characteristics with more of a mix behind.
- KF Asked if there is any intention for a bus stop at the site.
- KW Explained not in the current plans but it could be put to the applicant.

Members walked around the site.

JM Closed the site visit at 11.15am.