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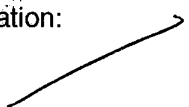
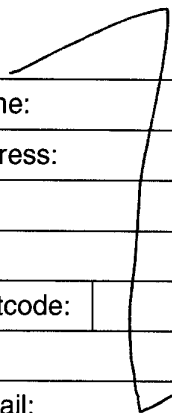



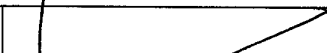
Land Allocations Consultation **Room to Live, Space to Breathe**

Consultation Response Form

Your contact details

FOR OFFICIAL USE ONLY

If you are completing a paper copy of this form please use CAPITALS and BLACK INK.

| Your details | Your Agent's details (if you have one) |
|---|--|
| Organisation:  | Organisation:  |
| Name:  | Name: |
| Address:  | Address: |
| Kendal | |
| Cumbria | |
| Postcode:  | Postcode:  |
| Tel: _____ | Tel: |
| *Email: _____ | *Email: |

*We aim to minimise the amount of paper printed and sent out. Therefore, where an email address is supplied, future contact will be made electronically.

This response contains _____ pages including this one.

Please tick the box if you would like us to notify you when the Land Allocations Development Plan Document is submitted to the Secretary of State for independent examination and when it is adopted by the Council.

If you have any questions, or no longer wish to be consulted on the South Lakeland Local Development Framework, please call the Development Plans Team on tel: 01539 717490.

Completed forms can be sent to:

**Development Strategy Manager
 South Lakeland District Council
 South Lakeland House
 Lowther Street
 Kendal
 LA9 4DL**

Comments about suggested site allocations (and other map designations)

Please use this form to comment on emerging options and other sites as they appear on the settlement maps. Please complete one of these sheets for every response you make.

| Which site or allocation do you wish to comment on? | | | |
|--|---------------------------|--|--|
| Settlement KENDAL NORTH WEST | Map Number 01.2 | Site reference number R170M(R148+R149) | Other designation – If you want to comment on something that doesn't have a site reference (e.g. development boundary, town centre boundary, green gap) please describe it here |
| Do you support, oppose or support in part the suggested allocation or designation? (delete as appropriate) | | | |
| We do not support the suggested site allocation/designation for the following use(s) Housing/employment/retail/community uses. (specify). | | | |
| This site must be retained as agricultural land and Green Gap. | | | |
| Please explain your reasons (continue on a separate sheet/expand box if necessary) | | | |
| I agree with the objectives of the Kentrigg West Action Group and agree with their views that site R170M, R148 and site R149 should be removed from the Allocation of Land Document for the following reasons:- | | | |
| 1) TRAFFIC | | | |
| 1.i) South Lakeland District Council (SLDC) commissioned a Transport Assessment Report for future development in Kendal (Atkins – June 2009) (see http://www.southlakeland.gov.uk/downloads/page2033/Kendal_TAJune_2009.pdf) Two of the three main conclusions stated. Development proposals that should be reviewed included :- | | | |
| - Recommended that further development in the Shap Road/Appleby Road Corridor should be resisted. | | | |
| - Also the volume of development traffic from the Todds site, R170M west of Burneside Road was also considered to be inappropriate for this location. | | | |
| The report specifically mentions the Middle Sparrowmire R170M site (referred to as "The Todds") as being inappropriate because " <i>the Windermere Road corridor already suffers congestion and delays during peak periods, it is considered that additional large-scale development in this area will lead to deterioration in traffic conditions.</i> " | | | |
| Page 60 suggests <i>site development proposals which should be reviewed include Site R170.</i> Page 71 referring to Site R170M suggests that <i>the impact of developing 314 dwellings at this location would either be difficult to mitigate at the Windermere Road/Burneside Road junction, or the development would increase the dispersal of traffic over a wider area.</i> | | | |
| As the Atkins report states <i>land allocations or site development proposals along the Shap Road/Appleby Road Corridor and the Windermere Road/Burneside Road Corridor should be reviewed</i> and that the proposed policy K3 is unsound to include those sites. | | | |

The Atkins Transport Report – June 2009 is a quality document **reflecting reality**. Anyone driving in and around Kendal will totally identify with the accuracy of its content.

1.ii) Additional traffic generated from site R170M would also have a negative impact on Burneside Road which has many adverse safety features throughout its urban length which simply cannot be addressed by any physical means. The emergency services ability to exit their Busher Walk premises at peak traffic periods could also have safety implications.

1.iii) The Kendal Transport Assessment suggests site **R170M is likely to give rise to the need to signalise the junction of Windermere/Queens/Green Road, and upgrade Sands Avenue/Blackhall Road signalised junction and provision of Kendal inner relief road**. This tends to suggest that Horncop Lane/Green Road combined with Queens Road will somehow provide Kendal with an inner relief road or that upgrading the signalised junction of Sandes Avenue/Blackhall Road will do the same. This is totally wrong, **completely unsound and not deliverable**.

In addition there is no information available on an inner relief road. The fact that it could take 30 years to effect, it was not even mentioned in CCC recent draft Local Transport Plan. **There is no Kendal inner relief road and as such has no status whatsoever.**

2) TRAFFIC ACCESS

2.i) Access to site R170M would have to be from the already busy 'c' class highway, between bends with severely restricted visibility and alongside an expanding Golf Club (Carus Green). It would be difficult if not impossible to achieve **safely**. (Cumbria County Council – Highways) admits **"achieving adequate visibility will be problematic given alignment of road and limited frontage. Such a large site would require a secondary access"**.

2.ii) Cumbria County Council – Highways state sites R170M, R148 and R149 would require a secondary access route. There is no information available on any Consultation Documentation relating to the reason for this or the location of a secondary access route.

To include this 'c' class highway as a possible location for access and without an identified location for a secondary access route, **policy K3 is unsound to include sites R170M, R148 and R149 within the Allocation of Land document.**

3) SEWERAGE

3.i) United Utilities state there are major issues on the network with no investment programmed before 2015. These issues relate to problems with the Kentrigg Sewer and that **major investment** is needed prior to development of sites R170, R148 and R149.

Our understanding is that there is **no guarantee of investment** after 2015 to build the necessary sewerage infrastructure required to develop sites R170, R148 and R149 and the scale of investment is unlikely to be affordable by any developer.

Without the necessary funding in place policy K3 is **unsound and not deliverable** in relation to sites R170, R148 and R149 and therefore all three sites should be removed from the AoL document.

4) FLOODING

4.i) There are known flooding issues on site R170M which was one of the main reasons this site was rejected some time ago at the last Public Inquiry.

Since the development of the Briarigg estate some 7 years ago there is now new flooding over Burneside Road and into several residential properties adjacent to the bridleway on the west side of Burneside Road.

It is **inevitable** development of sites R170, R148 and R149 will increase the flood risk to these and even more properties in the area.

5) GREEN GAP

5.i) Sites R170M, R148 and R149 are all part of a Green Gap.

It has been the long established District Council policy that this has a higher protection than Greenfield sites. We agree and think it is crucial and therefore it should stay as Green Gap. We believe it is **unsound** to include yet another 251 dwellings over another 8.6 hectares of established Green Gap.

Sites R170M and R148 should not have been included in proposed policy K3 because it was assessed at the last Public Inquiry (1996). The Public Inspectors decision should be respected, which moved the Kendal boundary to re-establish both sites as part of the Green Gap to prevent coalescence with Burneside.

5.ii) Site R149 is outside Kendal's northern boundary and is in **open countryside**. The site is also part of the Green Gap. Again **in the District Councils view, because it is their policy, this has a higher protection than Greenfield sites.** We agree and think it is crucial and therefore it should stay as Green Gap to prevent coalescence with Burneside.

We believe such recent decisions made by the Inspector at the last Public Inquiry must not be overturned and that the current proposal goes against the District Councils own established Green Gap policy for both of these Sites.

5.iii) **Burneside Parish Council also rejects R170, R148 and R149** as all three sites further erode the designated Green Gap to prevent coalescence with Burneside.

6) LANDSCAPE CHARACTER AND PREVIOUS EXPANSION

6.i) **Previous expansion in this area** includes Moor Field Close, Kettlewell Road, Acre Moss Lane, Overdale Close, Mossghyll, Aysgarth Close, Peat Bank, Newbiggin and the Briarigg Estate. This amounts to some 400 dwellings over 18 hectares of greenfield sites. **The proposed policy K3 is unsound to include another 251 dwellings over yet another 8.36 hectares of open greenfield Green Gap land.**

6.ii) South Lakeland Employment and Housing Land Search Study stated *"There is some potential for expansion in the area, although given the scale of previous expansion, this should be limited. This study **discounted the sites R170, R148 and R149 as a potential suitable area for development.**"*

6.iii) South Lakeland District Council are proposing a development at 40 dwellings per hectare (dph). The Local Development Framework (LDF) is based on 40dph. Sites developed at this density are bound to be more cramped with smaller gardens and less open space. 40dph may be acceptable in some urban areas but not in Kendal, particularly Kendal's urban fringe. Historically development in Kendal has been around 20dph and such increased intense development would have a significant overall effect to the areas landscape character. Also a density of 40dph on Kendal's urban fringe, particularly in an exposed position such as Sites as attractive as R170, R148 and R149 is bound to have a pronounced negative effect to the areas Landscape Character.

7) ACCESS TO FACILITIES

7.i) All the main facilities are distant - Doctors, Hospital, Schools, Shops, Supermarkets, Rail Links, Bus Links and employment sites. The inevitable result of this will therefore necessitate yet more journeys across Kendal town **breaching sustainability** by adding to the already congested highway infrastructure (see Atkins report).

This again makes sites R170, R148 and R149 **unsound and unsustainable.**

Signed

[Redacted Signature]

Date

[Redacted Date]