



Consultation Response Form

Your contact details

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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: Mr J Wall | | Name: | |
| Address: 76 Helmside Rd | | Address: | |
| Oxenholme, Kendal | | | |
| Cumbria | | | |
| Postcode: | LA9 7HA | 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 (e.g. Natland) | Map Number (e.g. 11) | Site reference number (e.g. R62) | 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 |
| Oxenholme | 12 | M2M | |
| Do you support, oppose or support in part the suggested allocation or designation? (delete as appropriate) | | | |
| I do not support the suggested site allocation/designation for the following use(s) Housing/employment/retail/community uses/open space/ other (specify)..... | | | |
| Please explain your reasons (continue on a separate sheet/expand box if necessary) | | | |

The site forms a key part of a green gap between Oxenholme and Kendal that is already at its limit in terms of its ability to provide a true separation between the settlements based in particular on consideration of;

- the existing size of the green gap and distance between the settlements;
- the topography
- vegetation
- nature of the urban edges
- existing intra-visibility

It could be argued that Oxenholme does not have as strong a character as some other settlements, such as Natland. Whilst this may be true, I believe that this only serves to make Oxenholme's existing physical and visual separation from Kendal more important and thus it should not be eroded.

Oxenholme does have an individual identity, with its Helm-side setting, linear form and the red brick railway terraces that give away some of the village's history. Residents class themselves as villagers of Oxenholme, not residents of suburban Kendal and there is a good sense of community. This is strengthened through the settlement form as it results in any one house having many neighbours in very close proximity all of whom have to walk along Helmside Road to exit/move around the village – this means you see the same people regularly and get to know other villagers. The local shop/PO and pubs and the many bus stops (neighbours stand and chat) also contribute.

Oxenholme village is contained entirely between the Helm and the railway line. It has a very defined 'urban' edge. Kendal's urban edge to the north of the site is also defined whereas to the west of the existing green gap it is less so due largely to the Oaks development and the hospital. As such, M2M would not fit with the existing settlement form of either settlement as it would sit uncomfortably against, yet split from, the defined edge of Oxenholme, whilst the less defined edge of SE Kendal to the west of the green gap only serves to make the need to maintain the existing green gap more important as the risk of physical coalescence as well as further intra-visibility is greater.

What settlement would development on M2M be considered part of if developed? It's in the Kendal fact file but on the Oxenholme map. It would sit neither as part of Kendal nor as part of Oxenholme.

Whilst I do not object per se to new development in Oxenholme, I do not feel it should be allowed to cause the village to creep over the railway line - this would set a precedent to remove the green gap altogether in future but also because the green gap's topography has limited scope to support visual separation. Intra-visibility would be MASSIVELY INCREASED because currently, Oxenholme itself, aside from a couple of roof tops, cannot be seen due to trees, development of M2M would introduce development as a new feature in this part of the green gap – this visual separation as well as physical separation must be maintained. Additionally due to topographical factors such as the steep slope down into the site from Oxenholme Road and its high point to the western end of M2M, the site would sit very uncomfortably in the local and wider landscape.

The cumulative effect of the development of M2M, RN133M and the rugby club (ON1) which already has planning permission would render any remaining green gap significantly compromised and virtually worthless to the point that it would no longer meet the green gap criteria set out in the Core Strategy of helping to maintain a settlement's identity, setting and character; being predominantly open and maintaining an open aspect and; it would negatively impact upon recreational and biodiversity opportunities.

If developed, this site would significantly add to the risk of future coalescence of two settlements between which it is important to retain a distinction. Leaving the land to remain as green gap would; contribute to maintaining both settlements' identities and their landscape settings and retaining the character of the settlements and the area in general; ensure the open land and resulting open aspect was not compromised and; ensure that the existing recreational use (very well used footpath) and biodiversity (land nesting lapwings, tributary of the River Kent SAC) were not compromised.

Many of these points are reinforced by previous consultation responses on this site.

including from Cumbria County Council and Kendal Town Council, and by the accompanying photographs.

Many of the above points are also relevant when considering the impact that development of M2M in particular would have on views from the Helm. The Helm is a VERY popular and well loved beauty spot, boasting 360 degree views taking in Morecambe Bay, the Howgills, the Lake District fells including the Langdale Pikes and Scout Scar as well as a wonderful vista looking NE over Oxenholme and beyond to take in the whole of the town of Kendal, including it's castle. The Helm is also home to a county wildlife site. Many people come from not only Oxenholme, but also a much wider surrounding area every day to walk the paths of the Helm.

Walks across the Helm take approximately half an hour. From the two main path over the Helm (one across the very highest points of the ridge and one along the paved road at a lower level) M2M is clearly visible for the vast majority of the walk and would have the key effects of;

- causing Oxenholme and Kendal to appear joined together creating a continuous mass of development
- causing Kendal's rural setting as seen from the Helm to be diminished
- sitting oddly and uncomfortably in the landscape as in many view angles from the walk, the development of M2M would be the only development that could be seen in an otherwise entirely rural, green view

That M2M is a gateway site for visitors by road and rail is presented as support for development in the fact file; I would argue that this is actually all the more reason to retain the area's open, rural nature, since that is what visitors come to see in the South Lakes and that is more representative of the area.

Again, the accompanying photographs reinforce these points.



M2M: From lower Helm path, would create view of continuous development between Oxenholme and Kendal



From the trig point on the Helm, again, M2M would create a view of continuous development between Oxenholme and Kendal



M2M : Rural setting of Kendal diminished

Barns

From many points/angles, M2M development would sit uncomfortably in the landscape and would introduce 'urban' development into an otherwise entirely rural, green vista.



M2M

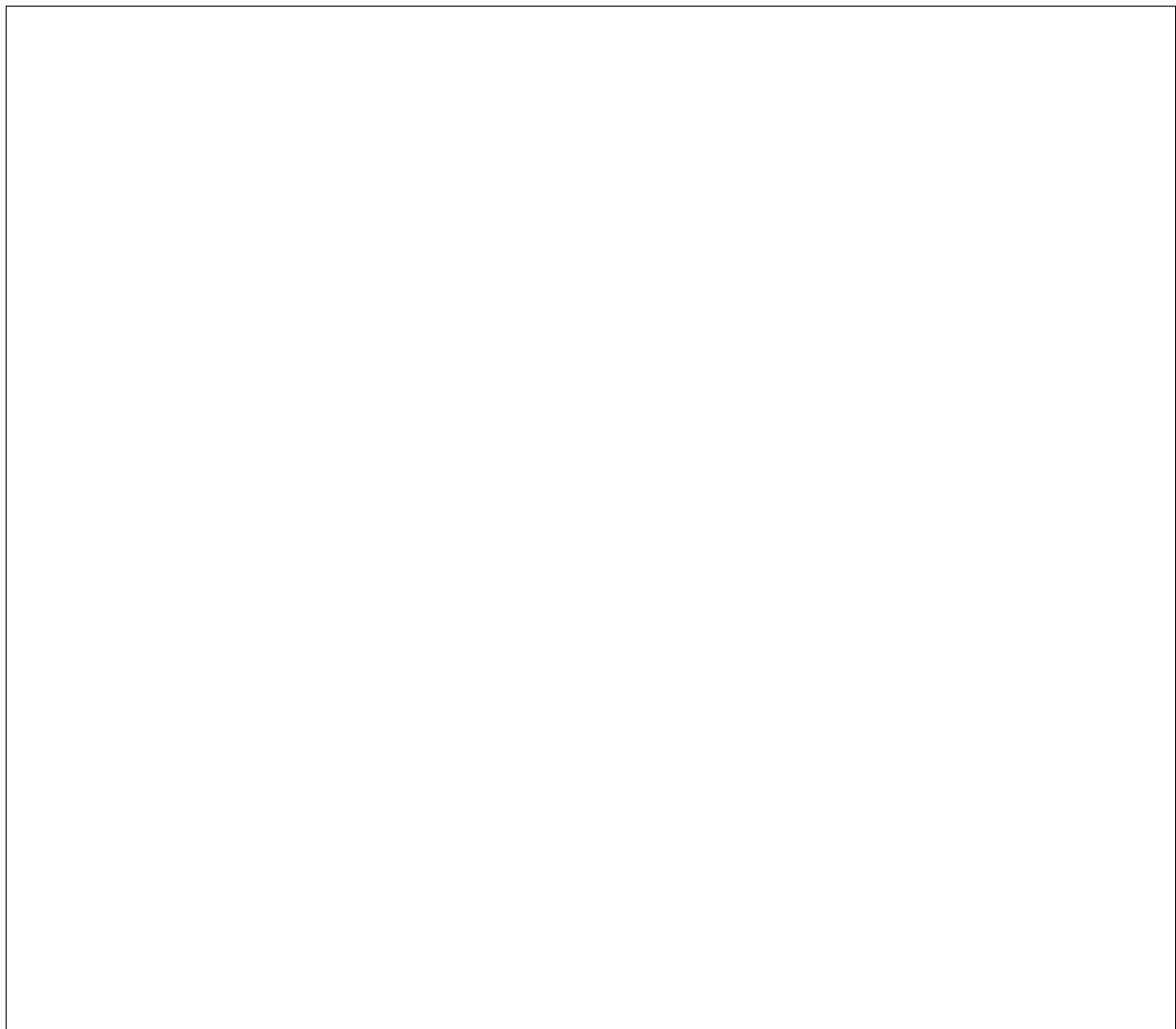


Barns M2M



M2M

Single house
Barn



How to suggest sites which do not appear on the maps

If you want to suggest a site that does not appear on the maps **please provide a map** with the site outlined in red. Please state the uses which you propose allocating the site for and explain your reasoning. Also, please include the name of the landowner if known.

N/A

Comments about community facilities in your area

New development can provide benefits to communities through enabling the delivery of improved or new community facilities (for example, play areas, allotments, green space, car parks, traffic management, pedestrian and cycle links, health and education facilities and community centres etc).

Do you think that your area needs new or improved community facilities?

If so, what sort of facilities and where?

Please explain the types of improved and/or new community facilities you feel your community may need in the next 15 years (continue on a separate sheet/expand box if necessary).

N/A

Comments about the documents and approach

Please respond here if you have any comments to make about the documents and approach. Please indicate the name of the document, page number, paragraph number or policy reference (where applicable) by ticking the appropriate box.

Please complete one of these sheets for each specific comment you want to make on each document.

Which document do you wish to comment on? (tick one)

| | | | | | |
|--|--|--|--|---|--|
| Land Allocations Document* <input type="checkbox"/> | Sustainability Appraisal <input type="checkbox"/> | Scoping Report <input type="checkbox"/> | Retail Topic Paper <input type="checkbox"/> | Settlement Fact File (which?) <input type="checkbox"/> | Other (please specify)** <input type="text"/> |
|--|--|--|--|---|--|

What part of this document do you wish to comment on?

| | | | | | |
|---|--|---------------|--|-------------------------------|--|
| Page: | | Paragraph no: | | Policy: (where applicable) | |
| Do you support or oppose this part of the document? | | | | | |
| I support /do not support/support in part this part of the document. | | | | | |
| Please explain your reasons (continue on a separate sheet/expand box if necessary) | | | | | |
| N/A | | | | | |

* Note the Land Allocations Document is the main document that includes the emerging site options and maps. It also includes proposals for open space and employment land designation, town centre and retail boundaries, green gaps and development boundaries.

** Other documents include the Interim Consultation Statement, Appropriate Assessment Screening Report and the South Lakeland Gypsies, Travellers and Show People Accommodation Study (Final Draft).

Thank you for your views and suggestions. Electronic copies of the form can be downloaded from www.southlakeland.gov.uk/landallocations

Photos all taken from a single point on Oxenholme Road adjacent the green gap

Intra-visibility would massively increase as the limited physical separation is currently reinforced by the fact that you can see very little of Oxenholme. Introducing M2M into the landscape would remove this visual separation e when viewing from here any from many other viewpoints in the area including the Helm.

