

ALLOCATIONS OF LAND DEVELOPMENT PLAN DOCUMENT DISCUSSION PAPER

Comments relating to R129M

Landscape

The land lies in an area of high landscape quality, consisting of green fields, dry stone walls and mature trees. It delimits the edge of Kendal and forms an appropriate transition between the Lake District National Park boundary and an historic part of the town with its Conservation Area and Lime Kiln. Travelling along the Underbarrow Road from Scout Scar in the direction of Kendal, the edge of residential development only becomes evident at the top of Greenside, thanks to development on this approach to town having been restricted to the valley side. It would be unfortunate if residential development were now permitted to “spill over” and become visible from Scout Scar and Cunswick Scar, and whilst travelling along this rural approach to town.

Land Drainage

There is a limestone bedrock underlying the site, with underground drainage towards Blind Beck. Occasionally, after heavy and prolonged periods of rain, springs appear at the southern end of the site. If the land were developed, this underground drainage system could be impeded or damaged, resulting in considerably increased surface water run off.

On the whole the land slopes gently in a south easterly direction, but in the extreme south east corner it falls very steeply towards Brigsteer Road. The gardens of three Brigsteer Road properties (Larch How, Laurel Bank and Robin Hill) are affected by running surface water during periods of heavy rain. If all or most of R129M is developed, this problem will be greatly exacerbated, with the possible risk of flooding to the houses themselves, particularly Robin Hill which stands at the outlet of a natural drainage channel.

Traffic

The residential development of site R129M would have significant traffic flow consequences. In view of the distance of the site from the town centre and its position at the top of a long steep incline it is fair to assume that the great majority of local journeys to and from the site would be by car. This would result in increased congestion in Allhallows Lane, and much increased traffic on Greenside, Queens Road, Gillinggate and Kirkbarrow.

Lack of Infrastructure

It is unlikely that United Utilities would be prepared to adopt a sewerage system which crossed private land. Therefore any sewers/drains serving the site, if they were to be adopted and maintained at the public expense, would have to flow/ be pumped uphill to Underbarrow Road.

There are also issues regarding the provision of water and gas to the site. Indeed, the land allocations document provides that “National Grid has stated there is the need for major infrastructure /service investment to connect the site to the local gas network.

Finally, it should be noted that the site is considerably in excess of 400m from the nearest bus stop.

General Comments

The proposed expansion of Kendal by the construction of an additional 2120 dwellings by the year 2025 is a dismal and depressing prospect. "Kendale" (the town nestling in the vale of the River Kent) will no longer seem an appropriate name, as the urban sprawl creeps over the edge of the valley slopes.

Furthermore, it is surely misguided to allocate land and permit such large scale development to take place until plans are in place to develop the infrastructure necessary to support it, in the form of schools, health facilities, adequate sewage disposal works, car-parks and road improvements.

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