



South Lakeland Local Development Framework

Kendal Canal Head Area Action Plan

Issues and Options Consultation Report



APRIL 2008

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www.southlakeland.gov.uk/ldf



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South Lakeland District
Council

**Kendal Canal Head
Area Action Plan**

Issues and Options
Consultation Report

Final

South Lakeland District
Council

**Kendal Canal Head
Area Action Plan**

Issues and Options
Consultation Report

April 2008

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Job number 120293

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1 Introduction

1.1 Kendal Canal Head Area Action Plan

In April 2006, British Waterways commissioned consultants to prepare an Area Action Plan (AAP) for Kendal Canal Head. Following a competitive tendering process, Arup was appointed to undertake this commission, supported by EDAW (providing urban design consultancy) and Carigiet Cowen (providing commercial advice).

The comprehensive restoration of Canal Head has the potential to bring about substantial economic and environmental improvement to Kendal, providing a stimulus to commercial investment in leisure and tourism facilities. Overall, this AAP represents a significant opportunity to restore and manage the urban section of the canal and will potentially bring forward complementary development, including improvements to the Kendal riverside, linkages to the Town Centre and the town's Conservation Area.

1.1.1. What is an Area Action Plan?

According to Government policy, as set out in Planning Policy Statement 12 (PPS12), AAPs should be used to provide the planning framework for areas where significant change or conservation is needed. A key feature of AAPs will be the focus on implementation. They should:

- i. deliver planned growth areas;
- ii. stimulate regeneration;
- iii. protect areas particularly sensitive to change;
- iv. resolve conflicting objectives in areas subject to development pressures; or
- v. focus the delivery of area- based regeneration initiatives.

1.2 Process of Area Action Plan Production

The production of an AAP entails the following stages of activity:

- 1) Evidence Gathering;
- 2) Prepare issues and alternative options in consultation;
- 3) Public participation on preferred options;
- 4) Representations on preferred options;
- 5) Preparation of submission Area Action Plan;
- 6) Submission of Area Action Plan.

1.3 Issues and Options Consultation

The purpose of the Issues and Options Report was to discuss the range of strategic and site specific options for the regeneration and development of Kendal Canal Head.

The issues and options identified within the report have been used as the basis for a consultation exercise under the requirements of Regulation 25 and the SLDC Statement of Community Involvement.

The findings of the consultation on the Issues and Options Report are presented in this report, under the following sections:

- Section 2: Description of consultation methods used
- Section 3: Overview of respondents
- Section 4: Analysis of consultation responses: by theme and preference for the options proposed
- Section 5: Description of proposed actions following consultees' comments
- Section 6: Summary of consultees comments, responses and proposed actions, by consultee

2 Consultation Methodology

South Lakeland District Council (SLDC) ran a six-week consultation commencing on the 1st June 2007 and ending on 13th July 2007. This was to gather the community's views on the issues and options developed for the AAP.

Consultation responses were gathered using a feedback form designed to give insight into perceived issues in the area and how the proposed Options in the Issues and Options Report impacted on these. Through the feedback form, respondents were asked if they thought the AAP boundary was appropriate; if they agreed with the Summary of the Baseline Report and Key Issues; if they agreed with the Strategic Vision and Objectives; their opinion on the Development Themes and Opportunities; if they agreed with the Development Opportunity Sites identified; whether they thought the four Options reflected the Key Issues; and their opinions on these four Options. There was also a section for other comments which was highly utilised. A copy of the form is attached in Appendix 1. Questions were designed to give people the opportunity to express their opinions without limiting the scope of views which could be expressed.

In addition to the feedback form, letters of representation were also invited.

The Issues and Options Report and comment form could be viewed and downloaded from the SLDC's website. An earlier Baseline Report was also available on the website for information purposes. Stakeholders, including members of the public, were encouraged to fill in the comments form online using a relatively new system, called Consultation Finder. Stakeholders were also able to print off the form and return it by email or post to SLDC.

The Issues and Options Report and comment forms were also available for inspection at South Lakeland House in Kendal, Ulverston Town Hall, and at libraries in Kendal, Ulverston, and Arnside, Grange over Sands, Kirkby Lonsdale and Milnthorpe. A public exhibition was also held in Kendal Town Hall on Tuesday 19th June 2007 between twelve noon and 8:00pm, with two presentations at 4:00pm and 6:30pm. There were various representatives present at both sessions to lead the presentation and answer questions. At the morning presentation the following people were there; Martin Clarke, British Waterways. Jason Leach, British Waterways, Alistair McNeill, SLDC, Councillor Andy Shine, Kendal Town Council and Alistair Phillips, Arup. The following were present at the evening session, Martin Clarke, British Waterways. Jason Leach, British Waterways, David Sykes, SLDC, and Alistair Phillips, Arup. The display was also on view at various locations in Kendal including South Lakeland House between the 4th June and 15th June 2007; Westmorland Shopping Centre between 18th June and 29th June 2007 and Kendal Library between the 2nd July and 13th July 2007. It was hoped that the various locations, times and days would maximise the accessibility of consultation days for local interested parties. It was a three panel presentation board. A copy of the material is appended to this report?

To ensure the public were well informed and to comply with Regulation 25 (Town and Country Planning), various methods of communication were used. On a general level all information concerning consultation was released in advance via the website and press notices to four newspapers, making the public fully aware of the process. Within the yellow boundary of the AAP, all stakeholders, landowners and residents were informed of the consultation either by letter or email. Residents were each sent a letter SLDC, detailing when and how consultation would take place including how to access the online comments form. Stakeholders, such as Parish Councils, local businesses and resident's associations, were informed of the consultation either by email or letter, the majority of which were informed, like the residents, of the various methods of consultation and feedback. However the key stakeholders, which numbered 91, such as Gilkes, Cumbria Vision, United Utilities

and the Northwest Regional Development Agency, were sent hardcopies of all the relevant documents, as well as the details of the consultation. This gave stakeholders an opportunity to comment and ensured that people who work, but may not live in the area are informed of the Area Action Plan. Specific members of SLDC were also consulted and given the relevant documents by hand.

3 Overview of Respondents

A total of 132 written consultation responses have been received. Of these, 69 letters were received and 62 completed feedback forms.

Responses were received from a number of local residents, businesses and interest groups, as well as national, regional and local agencies. A full list of respondents and their corresponding reference number is provided below. The respondents have been grouped in order to allow easier examination. The groups are as follows: national, regional and local agencies; interested groups; businesses; and individuals including local residents. The reference numbers in the table, though not in order, correspond to the respondent's entry in the complete table of responses.

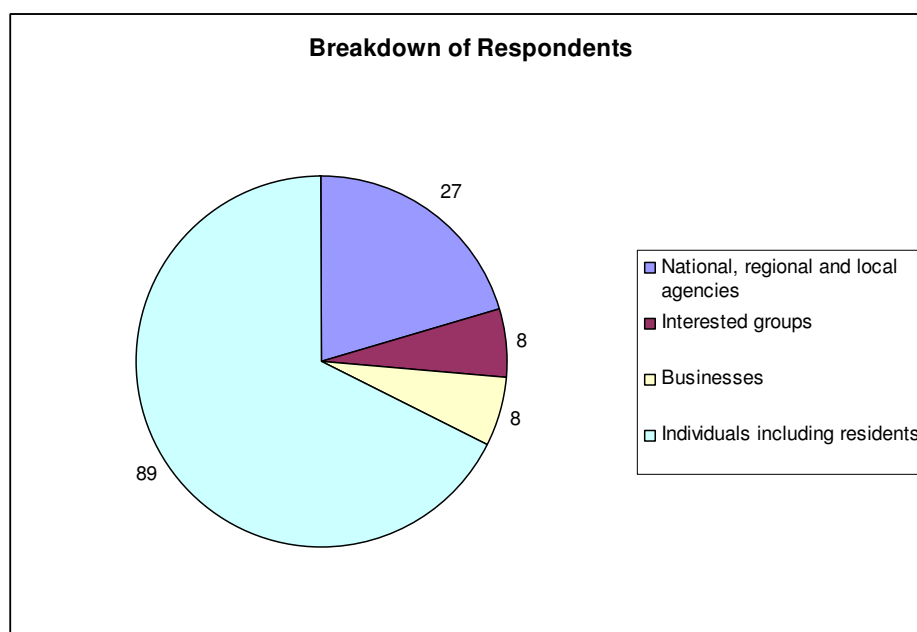


Figure 3.1: Breakdown of Respondents

Ref No	Name
	National, regional and local agencies
2.	Mr Philip Megson (Lancashire County Council)
3.	Miss Judith Quigley (Eden District Council)
4.	Mr Tony Whittaker (South Lakeland District Council)
21.	Mr David Harpley (Cumbria Wildlife Trust)
24.	Steven Broomhead (NWDA)
26.	Carole Wood (South Lakeland Local Strategic Partnership's Health and Well-being Task Group)
27.	John Pilgrim (Yorkshire and Humber Regional Development Agency)
31.	Nick Raymond (Cumbria County Council)
34.	Mr Chris Bamber (Government Office for the North West)
35.	Mr Lester Mather (Ramblers' Association)
38.	Paul Entwistle (North West Regional Assembly)
40.	Richard Greenwood (Cumbria Tourism)
42.	Lindsay Alder (Highways Agency)
43.	Mr Ken McClurg (Cemeteries Officer, South Lakeland District Council)
47.	Mr Andrew Leyssens (United Utilities Property Solutions)
51.	Mr Jeremy Pickup (Environment Agency)
54.	Mandy Dixon (South Lakeland Local Strategic Partnership Job Skills and

	Regeneration Task Group)
57.	Ms Judith Nelson (English Heritage)
68.	Hal Bagot (Lancaster Canal Restoration Partnership)
86.	Audrey Smith (Inland Waterways Association)
89.	Mr David Hardman (United Utilities)
96.	Mr David Currington (Lancaster Canal Trust)
99.	Mr Richard Pealing (Cumbria Vision)
107.	Margaret Sanders (South Lakeland Friends of the Earth)
116.	South Lakeland Local Strategic Partnership's Affordable Housing Task Group
117.	Sue Evans (Natural England)
131.	Mr Rob Terwey (Cumbria County Council)
	Interested groups
19.	Mrs P Hovey (Kendal Civic Society)
30.	Rose Freeman (The Theatres Trust)
37.	Mr Alan Hubbard (National Trust)
41.	Dr Sonny Khan (South Lakeland Action on Climate Change)
69.	Ken Leech (Kendal Ski Club)
94.	Mr David Grime (Parr Street Evangelical Church)
100.	Mrs Lois Sumpter (Kendal Sea Cadets)
115.	Stephen Wilson (Impact Housing)
	Businesses
11.	J S Drummond (The Guinea Group Limited)
46.	Ms Rachel Hassett (CB Richard Ellis Ltd)
52.	Bob Taylor (Taylor & Hardy Limited)
53.	Mr Charles Crewsdon (Gilbert Gilkes & Gordon Ltd)
55.	Steve Callan (DPP)
56.	John Ashford Associates
58.	OW & CV Barratt
80.	Mr DM Nicholson (Canal Head Properties)
	Individuals including residents
1.	Mr Michael Chambers (on behalf Aynam Place)
5.	Martin Tordoff
6.	Mr and Mrs James Rigg
7.	Trevor I Furnass
8.	Mr Tim Baynes
9.	Mr M Wilson & Miss D Bethon
10.	Mr George Appleton
12.	Mr Leonard Dempsey
13.	Mrs Hancock
14.	Mr David Neil
15.	Mr Peter Wade
16.	Jonathan W Bateman
17.	Dr Richard Sheriff Jones
18.	Mr David Salisbury
20.	Anne Oppenheimer
22.	Mr Anthony Nicholson
23.	Gwen Tordoff
25.	Ms Kate Sykes
28.	Mr Martin Mason
29.	Ms Judith Scott
32.	Mr Rory Black
33.	Mr Richard Mather
36.	Mr Geoff Thompson

39.	Mrs Vivienne Allen
44.	Ms Rosie Naish
45.	Hazel M. Harrison
48.	Mr and Mrs John and Louise Dyer
49.	Miss Elspeth Turnbull
50.	Miss Jana Kahl
59.	Mr Richard Cartwright
60.	Mrs Dorothy Airey
61.	Mrs Audrey Allen
62.	Mrs M Pratt
63.	Resident petition (109)
64.	Mr and Mrs Adrian Dixon
65.	Rachel Zivkovic
66.	AA Darwall Smith
67.	Castle Hagg Allotment Holders
70.	Mr Anton Ashcroft
71.	Mr Stephen Appleby
72.	Mr & Mrs John Dalgleish
73.	Mrs Eileen Strand
74.	Mr J Neill Arnott
75.	Mrs Audrey Dixon
76.	Mr John Fitzpatrick
77.	Mr Adrian Hughes
78.	Mrs Helen Thomas
79.	Lorayne Woodend
81.	Mr Peter Simmonds
82.	Mr Anthony Vaughan
83.	Mrs Janet Vaughan
84.	Mr David M Smith
85.	Madeline Dean
87.	Mrs Pauline M Bateman
88.	Mr Paul Dowell
90.	Mr Donald Cook
91.	Mr Peter Thomas
92.	Monica Lee
93.	Mr Simon Strand
95.	Mrs Lindsay Bullard
97.	Cllr Rob Cocker
98.	Mr Oliver Alfred Geere
101.	Sub Lt Clive Sumpter
102.	Miss Heather Fielding
103.	Mr Terry Postlethwaite
104.	Mr David Baynham-Hughes
105.	Mr Jonathan Higson
106.	Mr Neil Henderson
108.	Liz Ashburn
109.	Mr & Mrs Ian and Pam Flitcroft
110.	Mrs B Studholme
111.	Ms Cheryl Hitchcock
112.	Mr Chris Jones
113.	Mr Fergus MacGregor
114.	Miss Karen Mitchell
118.	Mr John Ince

119.	Miss Alison Rea
120.	Mrs Kelly Anderson
121.	Miss Beryl Bowcott
122.	Mr Henry Jennings
123.	Dr Margaret Sutherland
124.	Mr Stuart Bottomley
125.	Mr Frank Joseph
126.	Ms Anne Hudson
127.	Dr Colin Sutherland
128.	Mr Chris Malkin and Mrs Judy Malkin
129.	Mervyn and Catherine Savage
130.	Mr and Mrs Eric Worthington
132.	Mr Michael Chambers

4 Analysis of Consultation Responses

4.1 Introduction

This section analyses which option was preferred and whether this was explicitly or implicitly stated. An analysis of the dominant themes of the consultation responses then follows.

4.2 Preferred Option

Using the consultation responses, both the general comments and those on the comments form it was possible to determine which of the options was most popular. It was decided to divide this information into two categories, explicit and implicit. The former for where a preferred option was explicitly stated and the latter for where it was only implied. The information was further sub-divided into the groups: agencies; interested groups; businesses; and individuals, to again allow closer analysis of the information. The following choices were used: Option 1; Option 2; Option 3; Option 4; none of the options; and did not state/was not clear. Where a preference was made for several options, each of the individual options was marked as having been preferred.

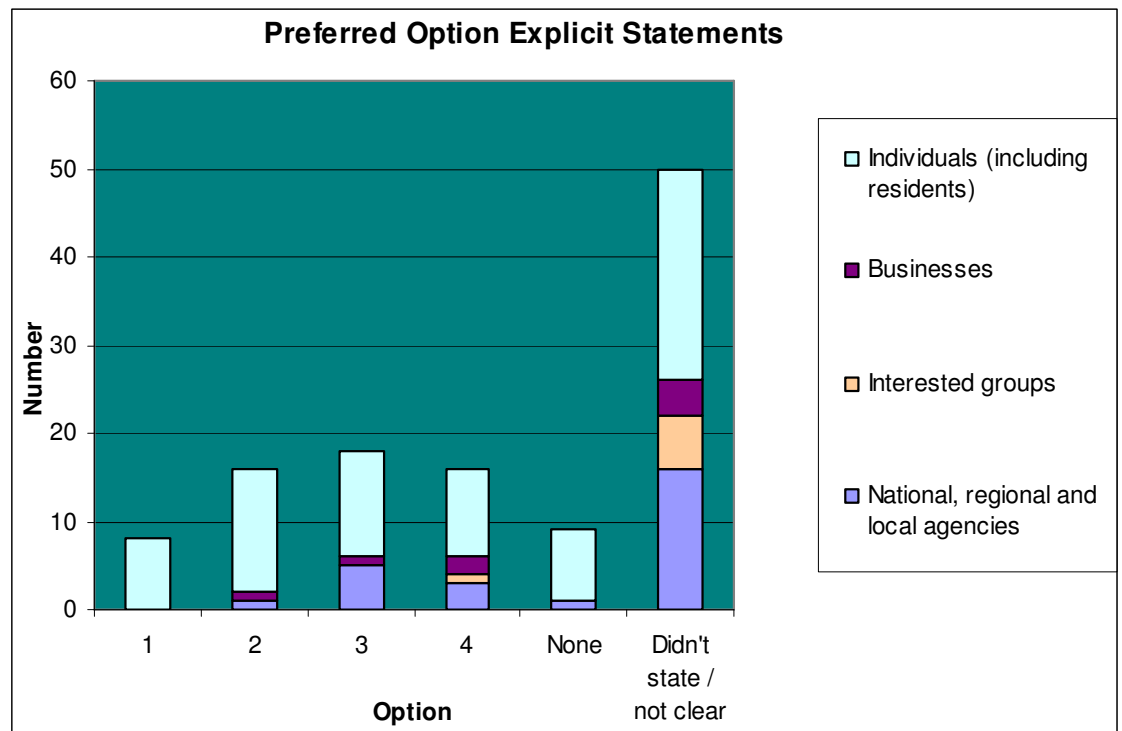


Figure 4.1: Stated Preferred Options by Consultees

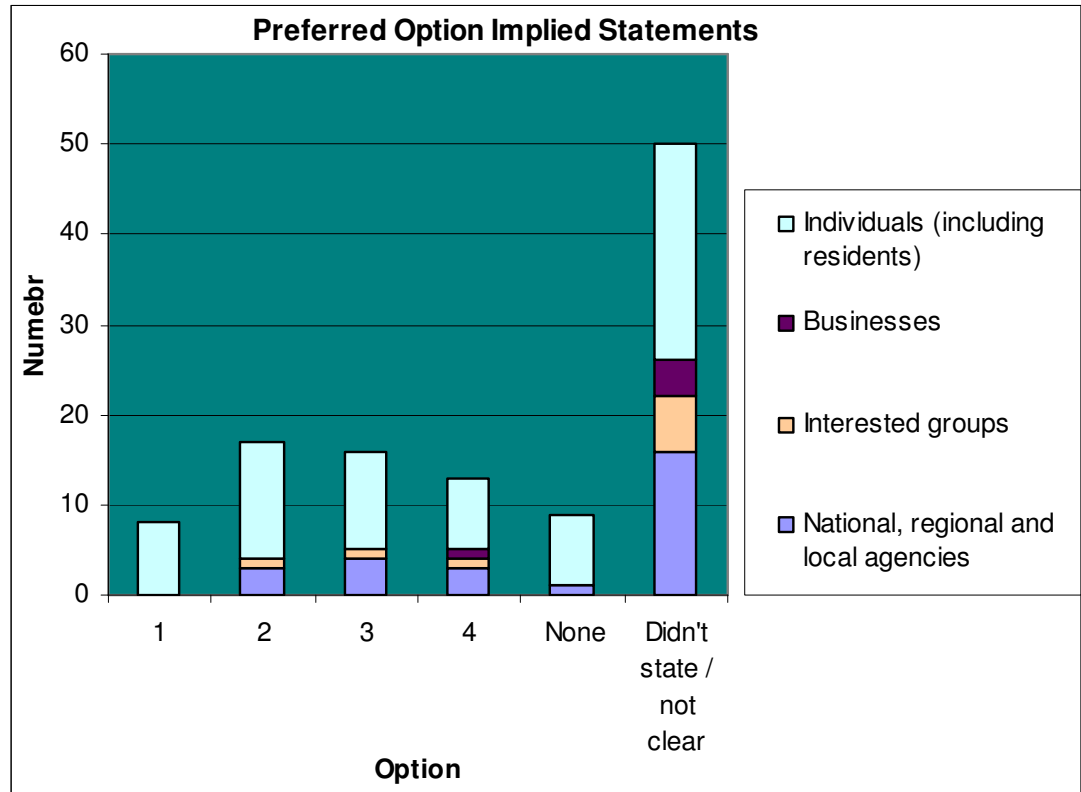


Figure 4.2: Implied Preferred Options by Consultees

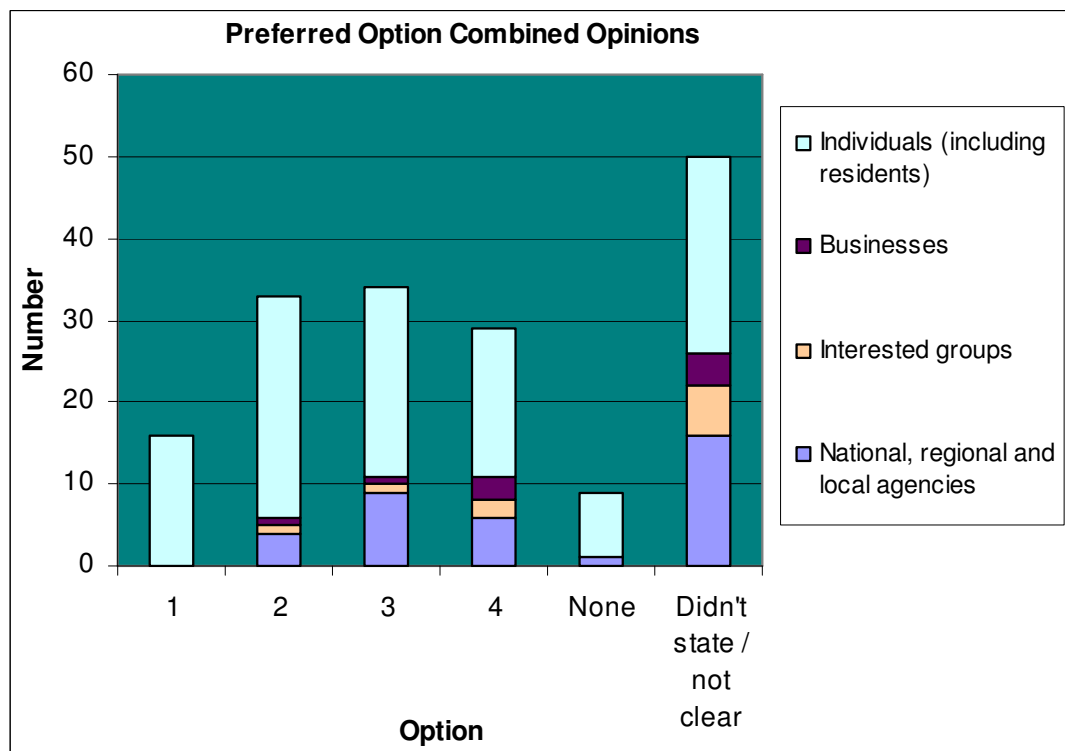


Figure 4.3: Combined Implied and Stated Preferred Options by Consultees

Where it is explicitly stated which Option is preferred, Option 3 is the most popular, very closely followed by Option 2. Where the preferred option is only implied, Option 2 is the favourite, however Option 3 follows closely behind. Therefore when combined, it is Options 2 and 3 which come out top, with Option 2 just hedging ahead. Option 4 is reasonably popular, however Option 1 is only half as popular as Option 2. There were only a very small number of people who stated that they didn't like any of the Options. However over a third of people did not state which Option they preferred and it was not clear if they implied any of the options as preferred.

4.3 Summary of Consultation Responses by Theme

The consultation responses are summarised below in terms of the themes used in the Baseline Report. It should be noted that some of the comments may be made by only a small number of consultees and that there may be contradictions between the responses of different consultees. The numbers in brackets after the main title refer to the section in which the issue is discussed in the Issues and Options Report.

4.4 Housing (2.1)

4.4.1 Affordable Housing

- This is a key issue.
- Many agreed that it was much needed in Kendal and called for amount of affordable housing to be increased in the development, however others declared that it should be decreased.
- Questions were raised about how the proposed affordable housing fits in with local, regional and national requirements/projections.

4.4.2 Housing Types

- There were calls for sustainable housing.
- It was asked that the housing be built of good quality materials.
- If new housing is higher than two storeys, many existing residents worry it will overlook their property and result in noise and light pollution.

4.4.3 Residential Density

- Proposed housing believed by many existing residents to be too dense.

4.4.4 Other Housing

- Some suggested that Kendal has enough housing and with more currently being built, the new development will be superfluous to requirements.
- Kendal Ski Club expressed concern that new housing may be built too close to the ski club and they already receive complaints about being too noisy.
- It was stated the new housing should be suitable for needs of the local aging population.

- Concerns were expressed that the new housing should not be allowed to become holiday homes and should merge with existing housing.

4.5 Retail (2.2)

- Many asked whether more business space was needed considering that businesses, especially smaller ones, are dying off in the centre of Kendal.
- It was asked whether another hotel was needed and pointed out that canal users would use their boats for residence.
- Quite a few comments stated that boat related industries should have a presence.
- 'Option 5' was put forward by DPP for a large retail unit development.
- There was general support for mixed use development. However the NWDA stated that the desirability of creating a mix use scheme was not sufficiently recognised.
- It was agreed that any development should support town centre rather than aid its demise.
- Floating businesses were suggested.
- Quite a few people stated that a garden centre was not suitable for this type of development.

4.6 Employment and the Economy (2.3)

- The NWDA stressed the promotion Knowledge Based industry and employment.
- There was general support for Gilkes and the fact that they must be relocated to a good site.
- It was suggested that Kendal should try to attract professional and skilled clerical jobs in quantity; and the residential development must reflect this.
- It was also suggested that jobs are being lost at the moment and the new ones created from the development will only replace these, therefore there was no actual real increase in employment.

4.7 Funding and Delivery (2.4)

- General feeling that development is set to just reap maximum financial rewards (mainly for developers), and doesn't take the opinion of residents, businesses, potential canal users, historical interests etc. into account.
- There were quite a few calls for the 'wait and see option' (wait for HLF especially) – Option 1.

- Was suggested that if canal is worth restoring it should be done properly and be reliant on public sources, not on the proposed development.
- Quite a few suggested that perhaps the town should wait until after 2012 for funding.
- It was suggested that the boundary should be extended to south of Natland Rd, making Phase 2 easier and enabling more 'control' of the development along the canal corridor.

4.8 Environment (2.5)

4.8.1 Allotments and Other Open Space

- There were many strong objections to development on the allotment sites.
- It was agreed that if development was to go ahead a new allotment site must be found, however there were still complaints that it would be less convenient and take a while to establish.
- It was stressed that a healthy, green lifestyle is important in this day and age and allotments were crucial to this.
- It was suggested that the allotments would be attractive for canal users to see.
- It generally believed that existing green space should be enhanced rather than destroyed.
- Many existing residents believed that the development would ruin green feel of their residential area.

4.8.2 Sustainability

- Many requests that development should be green/sustainable/carbon neutral.
- Many believed that it was best to build on Brownfield sites before Greenfield.

4.8.3 Wildlife Habitats

- Problems were raised associated with joining the canal to the River Kent, especially concerning invasive species affecting existing protected species.
- There was a general outcry at the potential loss of biodiversity.

4.8.4 Other

- Many existing residents asked whether the old gas installation on the United Utilities site had been investigated.
- People asked what would happen if the rest of the canal was not restored and what use the stretch of canal in Kendal would be.
- There were suggestions that it should be started from the Lancaster end first.
- It was suggested that the logistics of water extraction should be more closely examined.

- It was asked whether the 'waste' used to fill in the canal is safe?

4.9 Design (2.6)

4.9.1 Heritage Considerations

- It was suggested that the original buildings (from 1912 map) should be restored inc: coal wharf and terminus building.
- It was stressed that care should be taken over any archaeological remains.

4.9.2 Design Quality

- Quite a few asked how the modern residential developments fitted in with the historic 'look'.
- It was highlighted that the materials used for the development should be of high quality and synonymous with those in the local area.

4.9.3 Canal Related Design

- Many felt that the proposed development had too much of an urban feel, not suitable to rural Kendal.

4.9.4 General Design

- A few pointed out that the plans disregard the fact that part of proposed site is a Conservation Area.
- Many do see this as a great opportunity – to restore a historic site and a chance to increase Kendal tourism. However currently most feel the proposals are not dynamic enough, mainly in terms of design, and missing a golden opportunity.
- Many suggested that green spaces should be interspersed in amongst the development.

4.10 Transport (2.7)

4.10.1 Access

- Many suggested that the access to the new residential development should be via Park Side Rd as it is non-residential and wider than Aynam Place, Nether Street or Wilson Street. It was claimed that parking already problem on these streets. Other problems highlighted include the fact that these streets are narrow and present problems due to differing height of land.
- Concerns were expressed that Fletcher Drive would appear to provide access to the new residential development on allotments and to the Transco site. This would mean the removal of front gardens or encroachment into Fletcher Park. For access to Transco site, a widened Park Side Rd is again suggested.

- There were calls for a lifting bridge at some point over the canal.
- KSC stated that they require unobstructed access to their premises for emergency vehicles.

4.10.2 Car Parking

- KSC stressed their need for a private car park.
- There were suggestions that development should plan for park & ride facility and undercroft parking as the car parking situation is bad.

4.10.3 Pedestrian and Cycle Access

- There were various calls for another footbridge over the river.
- There were suggestions to extend the boundary to include the parcel of land lying between New Street & River Kent to allow for a footbridge to improve links to town.
- It was stated that cycling is very popular along the canal route and routes must be retained.
- It was suggested that the towpath needs to be wide enough for safe use by a high volume of pedestrians and bicycles.
- It was stated that cycling is very popular along the canal route and routes must be retained.
- The Ramblers Association stated that existing rights of way on foot should be maintained and new ones promoted.

4.10.4 Public Transport

- It was pointed out that public transport in the town is not good.

4.10.5 Capacity and Highway Safety

- Traffic is bad in Kendal and many asked how the town will cope with an increase.
- Questions were raised about pedestrian and vehicle safety. Parr St/Aynam Rd junction is already very busy and it was suggested that this development may make it worse.
- There were suggestions that an increase in traffic would make the area unsafe & no longer a quiet haven.

4.10.6 General

- There were issues about the fact residents have not been directly informed/consulted where plans encroached on their land.

4.11 Community (2.8)

- It was suggested that the development should be a 'community space' for old and young.

- It was highlighted that the development should not be allowed to become 'dangerous' at night time.
- Some of the existing residents believed that community spirit would be destroyed if current quiet residential streets become main thoroughfares.
- Questions were raised over whether the cemetery is protected and can be built on.
- It was suggested that the local school is already oversubscribed.

4.12 Leisure and Recreation (2.9)

4.12.1 Canal Related Leisure and Recreation

- Many suggested that a marina should be provided.
- It was suggested that space should be set aside for activities & events – water and land based.
- Many pointed out that if the canal basin is eventually to be linked up to rest of the canal network, the canal basin needs to be of sufficient size to turn a 70ft barge.
- Quite a few thought residential moorings for boats would be a good idea.
- There were suggestions that the original canal arm should be restored.
- Many asked what would happen if the rest of the canal is not restored and what would happen to this stretch of water.
- A few suggested that it should be started from the Lancaster end first.

4.12.2 Playing Fields

- There was a general outcry over loss of green space including the playing fields.

4.12.3 Outdoor Leisure Activities

- It was suggested that it was unclear whether the theatre would be open air or enclosed. Others expressed support for an open air theatre.
- It was stressed that views of, and access to, castle should be uninterrupted.
- It was suggested that Town Green should be preserved.

4.12.4 Indoor Facilities

- It was asked whether another museum was needed in Kendal, considering three already exist.

4.12.5 General

- More landscaping was called for.
- It was agreed that it should be a real 'destination' as most northerly part of this canal network.

- It was suggested that it should be called 'Canal Quarter' not 'Cultural Quarter' as there is already a 'Cultural Quarter' in the town centre.
- There were some calls for it to be a real cultural space, mixed use. However others pointed out that 'culture' cannot just be created.

4.13 Infrastructure and Constraints (2.10)

- Many highlighted an increased flood risk from an increase in concrete and building on green area.
- Questions were asked about what would happen to the existing sewer.

4.14 Other

4.14.1 AAP Boundary

- Suggestions that the boundary should be extended (southwards towards Watercrock Lane) to allow for the development of a marina within the proposals and (to include Gooseholme), opening up lines of vision of activity and transport links through to the existing town centre.

5 Description of Proposed Actions Arising from Consultation Findings

5.1 Housing

5.1.1 Affordable Housing

- Review level of proposed affordable housing provision and opportunities to reduce proportion of affordable housing to ensure viability of canal restoration.
- Continue discussions with SLDC planning and housing departments about affordable housing need and options. Ensure Preferred Options report explains proposed policy position in the AAP for affordable housing and seeks to provide further detail on housing type and proposed tenures.
- Note the limitations on delivering 50% affordable housing in the AAP area and explain in the Preferred Options Report the implications of the proposals on the housing allocation numbers and the proposed housing policies on occupancy and affordability.

5.1.2 Housing Types

- Seek to provide further detail on housing type and proposed tenures in the Preferred Options Report, including opportunities to deliver life-time homes and homes suitable for older people.
- Set out implications of the Preferred Options on meeting local housing needs, particularly if any variation on existing policy is proposed.

5.1.3 Residential Density

- Seek opportunities to maximise housing development on brownfield sites.
- Ensure housing density is appropriate and that supporting infrastructure is provided.

5.1.4 Other Housing

- Review implications of recent planning permission at Lound Place for the development of 40 affordable sheltered and very sheltered residential units, plus car parking and landscaping on the masterplan.
- Review housing locations and need to develop on the playing fields in order to ensure viability.
- Investigate town green proposal.
- Review the need and opportunity to provide a housing trajectory and the implications of proposals on the housing allocation, including in relation to annual housing figures.
- Review potential and design implications of developing housing on the UU site.
- Review potential to increase housing on sites 3.3 and 3.6.

5.2 Retail

- Ensure any town centre uses proposed in the Preferred Option have been subject to and demonstrate consideration through a sequential approach. In particular, there is a need to consider the proximity to the defined primary shopping area and the requirement to meet the provisions of PPS6 and existing uses in the Kendal area.
- Seek a distinctive retail offer that does not compete with the town centre.

5.3 Employment and the Economy

- Review the vision. Make more focused on the aspirations of the area, recognise business opportunities and LDEF Policy recommendations 13 and 14.
- Ensure any town centre uses proposed in the Preferred Option have been subject to and demonstrate consideration through a sequential approach.
- Ensure a range of employment opportunities are created to meet a range of local needs, including considering the possibility of changing B2 uses to B, knowledge based economy (as identified in the Knowledge-Based Employment Site Report), cultural facilities and workshop space.
- Continue engagement with landowners and major employers.

5.4 Funding

- Identifying HLF funding opportunities

5.5 Environment

5.5.1 Allotments and Other Open Space

- Review extent of development requirement on allotments and relocation site options, including extension towards Castle Hill. Ensure allotment holders are notified.
- Due consideration will be given to the impact on the allotments and appropriate mitigation will be considered as part of the preferred option development
- Investigate cemetery related protection of the allotments site.
- Seek opportunities to improve and enhance areas of open space, such as behind Sunnyside and Fletcher Park.

5.5.2 Sustainability

- Correct reference to Core Strategy and include note of renewable energy etc content
- Identify a target for sustainable buildings setting BREEAM and Code for Sustainable Homes targets and consider the use of on site renewables.
- Seek opportunities to maximise housing development on brownfield land.
- Ensure cycle and walking opportunities are maximized in the transport scheme.
- Incorporate the use of Sustainable Drainage Systems (SUDS) in the AAP area.
- Set out proposals for the removal and disposal of the existing fill.

5.5.3 Wildlife Habitats

- Seek opportunities for habitat creation and ensure biodiversity is protected, maintained or enhanced.
- Revise wording to reflect the importance of the River Kent.

5.5.4 Other

- Identify a new civic amenity site in Preferred Option Report.
- Seek opportunities for enhanced links to the Castle, including landscaping.

- Identify in the preferred option the potential for noise disturbance associated with the ski club and to mitigate accordingly.
- Ensure water areas are useful and contribute to the area.
- Seek to maximise green and open space, use the bridges and mature trees as features, seek pedestrian and cycle routes, review flooding impact and transport implications of any new development, including the potential for park and ride.

5.6 Design

5.6.1 Heritage Considerations

- Look at the options for connection of pedestrian yards drawn on the historic urban form and consider the alignment of streets in the Preferred Option in terms of historic patterns.
- Review potential to include the original terminus basin as a heritage feature; specifically the original façade of the original building.
- Seek opportunities to maximise the heritage features on and around the site.

5.6.2 Design Quality

- Review statements on design to ensure ambitious high quality design is encouraged.
- Have regard to the NWRA's NW Best Practice Design Guide and draft Green Infrastructure Guide for the North West.
- Seek appropriate but aspirational architecture and layout, ensuring the layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.
- Incorporate design quality into monitoring framework.

5.6.3 Canal Related Design

- Consider canal side development in Lancaster as a model for the new development in Kendal.
- Review opportunities for innovative use of the waterway and water space, including its use as a location for development.
- Ensure the passing and mooring facilities are adequate for the appropriate size of boats.
- Maximise the use of the canal side. Consider increasing water space on proposed green space. Review alignment of proposed arms to increase water frontage and review the benefits of locations of the canal spur(s).
- Ensure the design of the water way considers the management of the water, including water quality.

5.6.4 General Design

- Seek to improve east-west links.
- Ensure local topography is considered in building design. Identify local design features for design guidance, e.g. pointing of joints between stonework and grey limestone.
- Ensure appropriate design and layout in relation to the overhead power line.

- Highlight the opportunity to create a quality destination by incorporating landmark features, such as a landmark sculpture to identify the canal head.
- Set out designs which will avoid overlooking and infringement on private spaces.
- Bring out the positive qualities of the area, in particular maximising the impact of existing high quality buildings..
- Review impact of development backing onto Whitton Terrace on the bridge and mature trees.
- Seek to maximise green and open space, use the bridges and mature trees as features, seek pedestrian and cycle routes, review flooding impact and transport implications of any new development, including the potential for park and ride.
- Seek to continue the existing urban form of terraces running at right angles to the canal.
- Seek high quality landscape scheme that integrate with the landscape setting.

5.7 Transport

5.7.1 Access

- Investigate access opportunities via Parkside Road, Fletcher Square, via the Transco site, Nether Street and Castle Hill.
- Access assessment to consider opportunities for additional footbridge between Jennings Yard Bridge and Miller Bridge and possible lift bridge to replace Gas House Bridge in Berkshire Road.
- The access and transport assessment should take into account the potential impact of losing the Kendal Ski Club parking facilities and ensure that appropriate access is maintained.
- Review access and impact on one-way system, including the potential for a new exit one-way on to Sunnyside and opportunities for a new pedestrian/cycle bridge link to West Bank car park, single lane traffic over Miller Bridge, pavement width and pedestrian/cycle crossing at the bottom of Kent Street and Lowther Street.

5.7.2 Car Parking

- Consider parking scheme requirements in the Preferred Options, including innovative parking solutions, including underground and multi-storey.
- Review impact of relocation of K Shoes in terms of transport and car parking provision.
- Correction to annotation for area noted as playing fields as Ski Club Car Park
- The access and transport assessment should take into account the potential impact of losing the Kendal Ski Club parking facilities and ensure that appropriate access is maintained.
- Consider opportunities for a marina and park and ride facilities.

5.7.3 Pedestrian and Cycle Access

- Seek opportunities to improve cycle path surfaces and landscaping.
- Ensure cycle and walking opportunities are maximized in the transport scheme, including providing separate cycle and pedestrian tracks, improved cycle routes through the area and linking the area to key destinations such as the Town Centre and leisure centre..

- Access investigation to consider opportunity for a heritage trail.
- Highlight suggestions to create a footbridge from New Road Car Park to east side of River Kent.
- Review potential to include a path on the west side between site 3.5 and footbridge.
- Seek improvements to the foot and cycle paths to ensure usability in wet weather.

5.7.4 Public Transport

- Enhance references to wider public transport facilities and seek to maximise the benefits these can provide.

5.7.5 Capacity and Highway Safety

- Consider highway capacity and safety issues on Miller Bridge, Aynam Place, Aynam Road Wilson Street, Nether Street, Parr Street, Sunnyside and the Almshouses as part of the transport assessment.

5.7.6 General

- Consult with County Highways during the preparation of the Preferred Options.
- Review transport options, particularly to the east of the River Kent.
- Include in transport review the need for a road from Canal Head to Sunnyside, multi-storey car park, bridge from New Road car park, potential for a new footbridge, Milner Bridge and upgrading New Road car park.
- Develop New Road Car Park as an extension of the development area at Canal Head, to include new commercial / amenity buildings above a covered car park to team carrying out the access and parking assessment.
- Review traffic circulation, including extending the one-way system.
- Improve signage between the town centre and Canal Head.
- Seek 2007 GOAD figures from CCC.
- Further transport assessments will be undertaken as part of the preferred options development in consultation with CCC.
-

5.8 Community

- Review opportunities to provide community infrastructure to support the new community and ensure stronger cross-references to the Community Strategy and other key strategies in the Preferred Options Report.
- Identify possible opportunities for link with the new university, local education establishments and education strategies. Have regard to the impact of the new university on opportunities and identify education and training opportunities.
- Review if additional school places and other social and physical infrastructure will be required.
- Seek opportunities to provide space for young people, e.g. youth accommodation.
- Review potential to retain expansion space for Parr St Church.

5.9 Leisure and Recreation

5.9.1 Canal Related Leisure and Recreation

- Review marina options in terms of location and uses, including nearby farmland.

- Review scope for leisure activities on the canal, including canoeing and kayaking.
- AAP preferred option to set out how visitor boats could be serviced
- Seek to maximise the use of the water way for community uses.
- Seek inclusion of cultural facilities, including relocating the Kendal museum.

5.9.2 Playing Fields

- Investigate proposal for the former playing fields to be allocated as a new town green.
- Review housing locations and need to develop on the playing fields in order to ensure viability.

5.9.3 Outdoor Leisure Activities

- Seek opportunities to create open space that can be used for a variety of functions, including children's play.
- Seek to maintain and enhance routes for pedestrians, particularly linking with and creating additional walking networks. Improve cycle path surfaces and landscaping.
- Amend 6.4.1 to unused private land rather than playing fields

5.9.4 Indoor Facilities

- Review the demand for an additional museum. Consider the possibility of linking the Museums to ensure complementarity rather than competition or over supply.

5.9.5 General

- Review proposals against draft RSS and Panel Report recommendations on tourism.
- Note that there is already a cultural quarter in Kendal. Consider earlier suggestion regarding Canal Quarter as alternative name.
- Access investigation to consider opportunity for a heritage trail
- Review further opportunities to create a visitor destination.

5.10 Infrastructure and Constraints

- Check baseline contamination section for evidence of gas installation.
- Consult UU to identify sewer capacity.
- Advise team taking forward the canal reinstatement of drainage issues in the vicinity of the ski club and surrounding areas.
- Incorporate the use of SUDS in the AAP area.
- Identify concerns regarding loading capacity of the boundary wall of the United Utilities site and Nether Street with infrastructure and transportation teams
- Infrastructure and services need to be considered in the light of comments relating to sewer capacity and flooding.
- Review implications of 11kV and 33kV underground electricity cables and 132kV overhead power lines within the area with Infrastructure team.
- Highlight to British Waterways the potential for providing residential moorings

5.11 Other

5.11.1 General

- The potential national importance of the Canal Head should be emphasised in the Preferred Option Report.
- Highlight links from the AAP to wider regeneration in Kendal and South Lakeland.
- Ensure a 'choice' destination is created.
- Provide better quality map to highlight exact boundary.
- Review potential to increase development on Goodacres site.
- Provide a coordinated plan rather than incremental development.

5.11.2 AAP Boundary

- Review boundary to take account of the following:
 - Kirkbie Green, Canal Head Cottage, the triangle of land bordered by Bridge St, Bridge Lane and Little Aynam, Area between 37 Parr St and Castle Bridge and Fletcher Sq and Kirkbie Green.
 - Miller Bridge, New Road Car Park and Gooseholme foot bridge.
 - Reducing AAP area by one block at the canal head and by one block surrounding Parkside Road.
 - Inclusion of west bank car park in AAP area
 - Extensions southwards to Watercrock Lane and to include land between New Street and River Kent.
 - Extending boundary to the south of Natland Road and to the west of the river to provide a cycle/pedestrian link to the town centre.
 - Extending boundary to include land to the north of Queen Katherine St (former allotments).
 - Potential to include Ski Club within AAP boundary.

5.11.3 Methodology

- The approach to options will be discussed with GONW at an early stage of producing the Preferred Options Report.
- Set out in the Preferred Options Report how the Preferred Options have been selected based on the SA recommendations, results of consultation, achievement of the Community Strategy and AAP objectives and conformity with the national, regional and local planning policies.
- Review proposed development levels in Preferred Options and review with NWRA.
- Check the financial assessment considers cost of underground and covered parking

6 Summary of Consultation Findings by Consultee with Responses and Proposed Actions

Kendal Canal Head Area Action Plan (AAP) Issues and Options Report – Reg 25 Consultation

Schedule of Comments and Proposed Response

Index of Consultees

Ref No	Name
1.	Mr Michael Chambers (on behalf Aynam Place)
2.	Mr Philip Megson (Lancashire County Council)
3.	Miss Judith Quigley (Eden District Council)
4.	Mr Tony Whittaker (South Lakeland District Council)
5.	Martin Tordoff
6.	Mr and Mrs James Rigg
7.	Trevor I Furnass
8.	Mr Tim Baynes
9.	Mr M Wilson & Miss D Bethon
10.	Mr George Appleton
11.	J S Drummond (The Guinea Group Limited)
12.	Mr Leonard Dempsey
13.	Mrs Hancock
14.	Mr David Neil
15.	Mr Peter Wade
16.	Jonathan W Bateman
17.	Dr Richard Sheriff Jones
18.	Mr David Salisbury
19.	Mrs P Hovey (Kendal Civic Society)
20.	Anne Oppenheimer
21.	Mr David Harpley (Cumbria Wildlife Trust)
22.	Mr Anthony Nicholson
23.	Gwen Tordoff
24.	Steven Broomhead (NWDA)
25.	Ms Kate Sykes
26.	Carole Wood (South Lakeland Local Strategic Partnership's Health and Well-being Task Group)

27.	John Pilgrim (Yorkshire and Humber Regional Development Agency)
28.	Mr Martin Mason
29.	Ms Judith Scott
30.	Rose Freeman (The Theatres Trust)
31.	Nick Raymond (Cumbria County Council)
32.	Mr Rory Black
33.	Mr Richard Mather
34.	Mr Chris Bamber (Government Office for the North West)
35.	Mr Lester Mather (Ramblers' Association)
36.	Mr Geoff Thompson
37.	Mr Alan Hubbard (National Trust)
38.	Paul Entwistle (North West Regional Assembly)
39.	Mrs Vivienne Allen
40.	Richard Greenwood (Cumbria Tourism)
41.	Dr Sonny Khan (South Lakeland Action on Climate Change)
42.	Lindsay Alder (Highways Agency)
43.	Mr Ken McClurg (Cemeteries Officer, South Lakeland District Council)
44.	Ms Rosie Naish
45.	Hazel M. Harrison
46.	Ms Rachel Hassett (CB Richard Ellis Ltd)
47.	Mr Andrew Leysens (United Utilities Property Solutions)
48.	Mr and Mrs John and Louise Dyer
49.	Miss Elspeth Turnbull
50.	Miss Jana Kahl
51.	Mr Jeremy Pickup (Environment Agency)
52.	Bob Taylor (Taylor & Hardy Limited)
53.	Mr Charles Crewsdon (Gilbert Gilkes & Gordon Ltd)
54.	Mandy Dixon (South Lakeland Local Strategic Partnership Job Skills and Regeneration Task Group)
55.	Steve Callan (DPP)
56.	John Ashford Associates
57.	Ms Judith Nelson (English Heritage)
58.	OW & CV Barratt
59.	Mr Richard Cartwright
60.	Mrs Dorothy Airey
61.	Mrs Audrey Allen

62.	Mrs M Pratt
63.	Resident petition (109)
64.	Mr and Mrs Adrian Dixon
65.	Rachel Zivkovic
66.	AA Darwall Smith
67.	Castle Hagg Allotment Holders
68.	Hal Bagot (Lancaster Canal Restoration Partnership)
69.	Ken Leech (Kendal Ski Club)
70.	Mr Anton Ashcroft
71.	Mr Stephen Appleby
72.	Mr & Mrs John Dalglish
73.	Mrs Eileen Strand
74.	Mr J Neill Arnott
75.	Mrs Audrey Dixon
76.	Mr John Fitzpatrick
77.	Mr Adrian Hughes
78.	Mrs Helen Thomas
79.	Lorayne Woodend
80.	Mr DM Nicholson (Canal Head Properties)
81.	Mr Peter Simmonds
82.	Mr Anthony Vaughan
83.	Mrs Janet Vaughan
84.	Mr David M Smith
85.	Madeline Dean
86.	Audrey Smith (Inland Waterways Association)
87.	Mrs Pauline M Bateman
88.	Mr Paul Dowell
89.	Mr David Hardman (United Utilities)
90.	Mr Donald Cook
91.	Mr Peter Thomas
92.	Monica Lee
93.	Mr Simon Strand
94.	Mr David Grime (Parr Street Evangelical Church)
95.	Mrs Lindsay Bullard
96.	Mr David Currington (Lancaster Canal Trust)

97.	Cllr Rob Cocker
98.	Mr Oliver Alfred Geere
99.	Mr Richard Pealing (Cumbria Vision)
100.	Mrs Lois Sumpter (Kendal Sea Cadets)
101.	Sub Lt Clive Sumpter
102.	Miss Heather Fielding
103.	Mr Terry Postlethwaite
104.	Mr David Baynham-Hughes
105.	Mr Jonathan Higson
106.	Mr Neil Henderson
107.	Margaret Sanders (South Lakeland Friends of the Earth)
108.	Liz Ashburn
109.	Mr & Mrs Ian and Pam Flitcroft
110.	Mrs B Studholme
111.	Ms Cheryl Hitchcock
112.	Mr Chris Jones
113.	Mr Fergus MacGregor
114.	Miss Karen Mitchell
115.	Stephen Wilson (Impact Housing)
116.	South Lakeland Local Strategic Partnership's Affordable Housing Task Group
117.	Sue Evans (Natural England)
118.	Mr John Ince
119.	Miss Alison Rea
120.	Mrs Kelly Anderson
121.	Miss Beryl Bowcott
122.	Mr Henry Jennings
123.	Dr Margaret Sutherland
124.	Mr Stuart Bottomley
125.	Mr Frank Joseph
126.	Ms Anne Hudson
127.	Dr Colin Sutherland
128.	Mr Chris Malkin and Mrs Judy Malkin
129.	Mervyn and Catherine Savage
130.	Mr and Mrs Eric Worthington
131.	Mr Rob Terwey (Cumbria County Council)

132.	Mr Michael Chambers
133	Mrs Wendy Livingstone
134	Mr Robert Talbot and Mrs Lesley Talbot
135	Mr Richard Trevitt
136	Mr Jonathan Somervell

Ref no.	Name and Comments	Response	Recommended Action
General Comments			
1.	<p>Mr Michael Chambers, 2 Aynam Place, Kendal 'On behalf Aynam Place'</p> <p>As it appears to be coming to light that you are proposing 3/4 storey residential developments to the rear of our houses. Whenever we attempt to modernise and insulate our houses with modern windows and doors we are told they are not in keeping with the history and layout of the area. Where do 4 storey buildings fit into this ethos?</p> <p>As a Kendal resident of many years I am aware there previously was a large Gas installation. What about the toxicity issues and have independent scientists tested the area?</p> <p>As for access to these dwellings some of the plans propose opening up some of the smaller streets for access. On Aynam Place we have been fighting for many years for permit parking. But we continue to be ignored, in such a discriminatory fashion, as all the surrounding streets have permit parking.</p> <p>Access should be via Park Side road as it is a non residential part and the road is significantly wider than Aynam Place and Nether Street.</p> <p>It would appear the general feeling developing is that the plans are designed to reap maximum financial reward, as opposed to considering the feelings of local residents. Ignoring the strength of residents feelings would be a huge mistake.</p>	<p>The design appraisal identifies the scope of buildings up to 4 storeys on the site. Detailed design issues, such as windows should have regard to existing character.</p> <p>A baseline review of contamination has been undertaken but more detailed site investigations would be required before development took place.</p> <p>A parking scheme will be investigated for the wider Canal Head area.</p> <p>Access via Parkside Road will be investigated.</p> <p>The financial assessment is required to assess whether the opening of the canal is viable. Consultation is undertaken to obtain residents' views.</p>	<p>Check baseline contamination section for evidence of gas installation.</p> <p>Consider parking scheme requirements in the Preferred Options.</p> <p>Investigate access opportunities via Parkside Road.</p>

2.	<p>Mr Philip Megson, Lancashire County Council, Strategic Planning Team, PO Box 9, Guild House, Cross Street, Preston, PR1 8RD</p> <p>The County Council supports proposals to reopen the northern reaches of the Lancaster Canal. The County Council would therefore support those options that would develop uplift in value to fund the restoration of the Kendal Head section of the Canal without placing reliance on public funding.</p>	Noted.	
3.	<p>Miss Judith Quigley, Eden District Council, Town Hall, Penrith, Cumbria, CA11 7QF</p> <p>Since this area lies well beyond the border of Eden with South Lakeland, Eden LSP will not be responding to the consultations for this particular Area Action Plan.</p>	Noted.	
4.	<p>Mr Tony Whittaker, South Cumbria Housing Forum, Principal Housing Strategy Manager, South Lakeland District Council, South Lakeland House, Lowther Street, Kendal, Cumbria</p> <p>I would like to see more information regarding the assumptions made in respect of the affordable housing calculations, namely:</p> <ol style="list-style-type: none"> 1. The property types 2. Projected open market property valuations 3. Projected affordable prices 4. Does the report take account of the new IPATH affordable housing price bands? 	<p>Further assessment of housing types will be part of the development of the Preferred Options.</p> <p>IPATH affordable housing price bands will be reviewed.</p>	<p>Contact Mr Whittaker to review affordable housing matters and the IPATH information.</p>
5.	<p>Martin Tordoff, 1 Fletcher Drive, Kendal, LA9 7DL</p> <ul style="list-style-type: none"> • Alternative allotments would be less good than existing because of time to develop and may need car to access. • Consultation didn't include Castle Hagg allotments owners living outside the plan area. 	<p>Any replacement allotments would be as close as possible.</p> <p>Noted.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Review consultation procedures to ensure allotment holders are notified.</p> <p>If access along edge of</p>

	<ul style="list-style-type: none"> Track along Fletcher Park is too narrow to access proposed houses. Widening would remove front gardens or part of historic Fletcher Park. Pedestrian and vehicle safety in Parr Street and at the already difficult Parr St / Aynam Rd junction will need to be addressed. In Options 2-4 proposed building of 2 blocks of apartment style accommodation present incongruous appearance, out of the area's character, and would also overlook our house and garden. Access to Transco site should be via from Parkside Rd, using a widened canal towpath rather than Fletcher Drive. Infrastructure will not support high density of housing. Unless pedestrian safety improved around Miller Bridge, residents of the Canal Head area would be discouraged from accessing the town centre on foot or bicycle. A solution would be to reduce Miller Bridge to a single lane of traffic, widening both pavements, and providing a pedestrian / cycle crossing serving the bottom of Lowther St and Kent St. Phases 2 and 3 may leave Kendal with an isolated section of canal. If link made to main canal network provision must be made for a sizable basin at the canal head. The basin area should be for visitors' use rather than for long-term mooring, and any marina development would be more appropriately sited south of the town. 	<p>Noted.</p> <p>Highway access and safety will be developed further in the Preferred Options. The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>Noted.</p> <p>Noted. This will be considered in the transport assessment.</p> <p>It is proposed that the next phases will open up into the wider canal network. Options for a marina are being considered.</p>	<p>Fletcher Park is required, explain how this will be achieved in the Preferred Options. Review highway capacity and safety at this junction.</p> <p>Review potential to access Transco site from Parkside Road.</p> <p>Review options for single lane traffic over Miller Bridge, pavement width and pedestrian/cycle crossing at the bottom of Kent Street and Lowther Street.</p> <p>Review marina options in terms of location and uses.</p>
<p>6.</p>	<p>Mr and Mrs James Rigg, 3 Aynam Place, Kendal, LA9 7DP</p> <p>If the development comes first, and then the canal does not, the developers would have had a field day. We have decided that it is not in the interests of Kendal to have such a heavy development. To develop the site would be a tragedy for</p>	<p>Noted. The financial assessments show that development starting at the Lancaster end is not viable.</p>	

	<p>future generations, and who would want to sail into Kendal and see a development of this size? As much as we would like to see the canal return to Kendal we feel the price to pay far outweighs the so called benefits. May we suggest an alternative that the canal could be started from the Lancaster end and as money becomes available section upon section can be restored until the canal reaches Kendal. We feel that the canal is being made as an excuse for housing, affordable or not. We have very few green spaces in Kendal, as the policy now seems now to build or convert into flats every little bit of land.</p>		
<p>7.</p>	<p>Trevor I Furnass, 3 Finley Close, Kendal, LA9 6DW</p> <ul style="list-style-type: none"> • Option 3 is the way forward to maximise income for canal redevelopment. All the canal-side land that can be accessed and developed should be filled with attractive properties and open spaces, so that local residents will want to live there and boat crews will want to visit and explore both Canal Head the town. • Make it a 'venue', a place to go for a wide range of purposes, with appropriate landscaping. • Perhaps open spaces amongst the buildings at Canal Head could be connected by the recreation of the Kendal pedestrian 'yards'. • House-building at the proposed scale on 'brown' sites near the canal would probably delay calls for the controversial development of 'green' field sites at the periphery of the town. • Allotments are nationally in short supply and very desirable. The council should offer an alternative site for the displaced Kendal allotment holders; somewhere easily accessible, with decent soil and perhaps with security. • Encouraging farmers to diversify by creating their own mini marinas in the countryside would reduce mooring pressure at Canal Head. 	<p>Noted.</p> <p>Noted – 'venues' and appropriate landscaping will be an important part of the final masterplan.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. Alternative sites will be considered.</p> <p>Noted.</p> <p>Noted.</p>	<p>Look at the options for connection pedestrian yards drawn on the historic urban form.</p> <p>Review alterative allotment site options.</p> <p>Explore marina options on nearby farmland.</p> <p>Review scope for leisure</p>

	<ul style="list-style-type: none"> • There should be an area which ought to be sufficient not only for turning, but also for modest leisure activities. • Just get on with it as soon as possible! 	Noted	activities on the canal.
8.	<p>Mr Tim Baynes, 46 Kirbie Green, Kendal, LA9 7A1</p> <ul style="list-style-type: none"> • I am very much in favour of restoring the Northern Reaches of the Kendal Canal, I support Options 3 or 4. • The section through Kendal is a wasted asset and is generally untidy. It would provide some extra and affordable housing. It would restore a piece of Kendal's heritage. It would provide a stimulus for tourism. It would generate some employment. Eventually it might link up with the rest of the canal network promoting this aspect of the leisure industry. • However, the case for restoring the northern section first is not made. There is no indication of how far south the first stage might go. The purposes, for which a short navigable section might be used, are not demonstrated. • Has there been any indication that the Local Authority would be willing to negotiate the 70% normal / 30% affordable housing figure? • Also since housing density is so crucial to make the project viable, there should have been some indication of what housing densities are recommended in local and government planning guidelines. • I assume Gilkes is happy at being re-located? Has an alternative site been identified for the CC Civic Amenities Site? • Will a satisfactory alternative site be found for the allotment holders? • I understood that the rebuilt K Shoes complex would have sufficient car parking and that the overflow area at Lound St would not be needed. 	<p>Noted.</p> <p>Noted.</p> <p>The financial assessments show that development starting at the Lancaster end is not viable.</p> <p>Affordable housing options have been discussed with the local authority. This is addressed in the baseline report.</p> <p>Options are being discussed with all land owners.</p> <p>The extent of development on the allotments and relocation options are being considered. The impact of the relocation of the K Shoes complex will be considered in the Preferred Option.</p>	<p>Review extent of development requirement on allotments and relocation site options. Review impact of relocation of K Shoes.</p>

<p>9.</p>	<p>Mr M Wilson & Miss D Bethon, 30 Nether Street, Kendal, LA9 7DS</p> <p>Two of four proposals involve running access road directly through our front garden. Our main concerns are:</p> <ul style="list-style-type: none"> • At no point prior to the plans being displayed were we approached and informed that potentially our front garden would be needed for the development. • The parking facilities on Nether Street are currently not ideal as the street is quite narrow with allocated residents permit parking on either side of the street. To create an access road through the street would be inappropriate especially for use by larger vehicles during the construction period. The ideal access for this development would be via Parkside Road. At present Nether Street is a quiet area that is safe for children, elderly residents and animals. The road would reduce house prices on Nether Street drastically • The junction from Nether Street onto Aynam Road is already a very dangerous one especially at busier times of the day and weekends. We believe that an excess of vehicles using this junction would be an open invitation to potential road accidents. • .There is mention of 3 and 4 storey town houses. As present the surrounding area comprises largely of 3 storey terraces, to build houses of the proposed description would be not be in keeping with the existing buildings. It would also cause our property to be heavily overlooked by new residents. 	<p>Plans are illustrative and it is not planned to take out front gardens at this stage.</p> <p>Consultation is on-going throughout the preparation of the AAP and exceeds statutory requirements. Access and parking will be investigated further as part of the development of the Preferred Options.</p> <p>As above.</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p>	<p>Review a) access through and parking along Nether Street with Parkside Road as an alternative and b) junction safety and capacity at Nether Street/Aynam Road, as part of Preferred Option development.</p>
<p>10.</p>	<p>Mr George Appleton, Secretary, Ulverston Trades Council, 44 Rowan Avenue, Croftlands, Ulverston, Cumbria, LA12 9HZ</p> <p>As out of town residents we would like to support any plans which include the potential restoration of a section of the former Lancaster Canal, which we feel will enhance Kendal's</p>	<p>Noted.</p>	

	<p>tourist potential with a benefit to local business and employment.</p>		
11.	<p>J S Drummond, The Guinea Group Limited, Waterside House, Suite 5, 4th Floor, 46 The Shore, Leith, Edinburgh, EH6 6QU</p> <p>I found the Action Plan most interesting and some of the proposals quite exciting. However, I regret to inform you that the Action Plan is not up to date or correct in its description of our Lound Place site.</p> <p>The Action Plan describes our site as having the potential for up to 76 residential units and gives the land use as overspill car park for K-Village.</p> <p>At its planning committee meeting on Tuesday 3rd April 2007, the South Lakeland District Council planning committee gave their approval for the redevelopment of the Lound Place site for 40 affordable sheltered and very sheltered residential units, plus car parking and landscaping. Access to the development once constructed will solely be from Lound Street leaving the access from Parkside Road (along the route of the old canal) totally free to allow reinstatement of the canal.</p>	<p>The Preferred Options will have regard to recent planning permissions.</p>	<p>Review implications of recent planning permission at Lound Place on the masterplan.</p>
12.	<p>Mr Leonard Dempsey, 8 Whitton Terrace, Kendal, LA9 7DN</p> <p>As a resident of Whitton Terrace whose property backs onto the canal site I am somewhat dismayed to see plans for 2/3 storey apartment blocks along the north bank of the canal. Does this mean that the conservation area rules no longer apply? As a supporter of the scheme am I now to be cut off from any benefit and a make way for property developers making fortunes from luxury canalside apartments? I am likely to join the "no" party and oppose the whole scheme if it requires the loss of so much green space. There is enough brownfield space round the canal basin and on the Goodacres site especially if you include the civic amenity recycling site. There is also housing development opportunity in the town centre. Proposed new shops etc at Canal Head will add to the exodus from parts of town. Why not give it back</p>	<p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements, including conservation area requirements.</p> <p>The financial appraisals in the issues and Options report demonstrate the extent of develop required to restore the canal.</p> <p>Support for housing, including affordable housing, as a preferred</p>	

	to the residents. The town centre is where low cost housing is needed as people who require low cost homes also need to be beside their services.	use is noted.	
13.	<p>Mrs Hancock, 22 Nether Street, Kendal</p> <ul style="list-style-type: none"> Gas site contaminated. Positive supporter of canal. My house does not have good foundations. No entry to site via Nether Street or Wilson Street. Access must be elsewhere to preserve current parking / access. No capacity for further use of route. Access to main road difficult at present. Access should be Parkside Road. 	<p>A baseline review of contamination has been undertaken but more detailed site investigations would be required before development took place. Noted.</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options, including the potential to use Parkside Road.</p>	Assess opportunities to use Parkside Road for access.
14.	<p>Mr David Neil, 1 School House, Thorny Hills, Kendal, LA9 7AF</p> <ul style="list-style-type: none"> In option 4, area 3:10 appears to be the current car park owned by Kendal Ski Club. What provision is being made for car parking for the 2000 members of the club? As project manager for High School House residents, I feel we should be consulted more than at present since we are all within a stone's throw of the development. 	<p>Car parking options are being discussed with the Ski Club.</p> <p>Consultation is on-going throughout the preparation of the AAP and exceeds statutory requirements.</p>	
15.	<p>Mr Peter Wade, 22 Romney Gardens, Kendal, LA9 5TR</p> <p>This all sounds OK but the allotments should not be affected. We are saying more local food so as less food miles and the oil shall be running out soon, so all the more reason to produce our own food.</p>	The extent of development on the allotments and relocation options are being considered.	Review extent of development requirement on allotments and relocation site options.
16.	Jonathan W Bateman, 6 Whitton Terrace, Kendal, LA9 7DN		

	<p>I am writing to protest about the proposed plans:</p> <ul style="list-style-type: none"> • I am a resident of Whitton Terrace and object to the proposal to build apartment blocks directly on the border of my back garden. This is land that is rented from the council at present. The block would block light, views and privacy from our presently quiet area. Our children need space and freedom from traffic to play. We are in a conservation area and pay for right to light is this not counted in the quest for profit? • Where are the people in these blocks going to park their cars and access the road network? The roads are already far too cramped and there are regular traffic jams on Aynam Road. • The allotments should stay as useful green land to maintain a low carbon footprint in the heart of Kendal. • In the town centre the bottom of Highgate and Kirkland are both in need of regeneration and would make useful 'Cultural areas'. • The canal should be built first to Lancaster not be used to develop Kendal by stealth. • If the canal is to be built to canal head it will need a proper basin. • The canal seems to be too narrow and should be widened to make more water and green space. 	<p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements, including conservation area legislation.</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options, including the potential to use Parkside Road.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>This is beyond the scope of the current project.</p> <p>The financial assessments show that development starting at the Lancaster end is not viable. Options for a marina are being considered.</p> <p>The reopening of the former canal is proposed.</p>	<p>Assess opportunities to use Parkside Road for access.</p> <p>Review extent of development requirement on allotments and relocation site options.</p>
<p>17.</p>	<p>Dr Richard Sheriff Jones, 6 Hardknott Gardens, Kendal, LA9 7HS</p> <ul style="list-style-type: none"> • Option 2 seems to be the best available. In all of the options I fear your tendency is to include too much residential accommodation. But are you sure that the whole plan in a few years won't look insular and myopic or narrow? 	<p>Noted. The financial assessments demonstrate the amount of residential development needed to enable the restoration of the canal.</p>	

	<ul style="list-style-type: none"> The small businesses of Kendal are dying off at present on account of business rates that are too high, parking restrictions and pedestrianisation. Will the Canal Head project improve matters, or suffer in the same way? I suggest that you keep in mind that Kendal is the gateway to the Lakes, or should be. Its traffic problems are serious. To develop Kendal east of the River Kent successfully, you have to at least plan for a large park and ride facility just to the north of the proposed development with links to Kendal east and west of the Kent by feeder buses and by car to the Windermere road and by-pass? 	<p>Business rates are beyond the scope of what an AAP can consider.</p> <p>Noted.</p> <p>Traffic and access arrangements will be the subject of a more detailed study at the next stage.</p>	<p>Review transport options, particularly to the east of the River Kent.</p>
<p>18.</p>	<p>Mr David Salisbury, 12 Rowan Tree Crescent, Kendal, LA9 6AW</p> <ul style="list-style-type: none"> To restore the canal the only choice is Option 4. The canal restoration is just an excuse to bring in major developments which many Kendal inhabitants would not be happy with. What will happen to the town centre if as stated the new Canal Head became a focal point? There are many empty shops and pubs in the town centre already. My experience is that the type of shops which are mentioned in the plan are here today gone tomorrow. I find it very hard to believe that anyone would want to start a garden centre on this development. If you do come up on a canal boat after the development there will be limited boat parking and only a small area to turn round in. This will not entice people. Does Kendal need another hotel? People on canal boats will not want to use it as they will already have their own accommodation It seems that the various developments would be 	<p>Noted.</p> <p>Development is needed to fund the canal restoration.</p> <p>Complementing and not competing with the town centre is one of the stated objectives.</p> <p>Noted.</p> <p>Options for a marina are being considered.</p> <p>The baseline assessment identifies the potential for a hotel.</p> <p>Affordable housing is a key issue</p>	<p>Review marina options in terms of location and uses</p>

	<p>more akin to the Salford Quays, Preston Docks etc and be outside the price brackets for most young local people i.e. not affordable.</p> <ul style="list-style-type: none"> I am a tenant for over 30 years of an allotment at Castle Haggs. The allotments have been there for possibly 40 years or more. At the start of the consultation document it is stated that the allotments are a valuable piece of open land and yet in Options 3 and 4 they disappear. Where will the allotment holders be re-housed? I understand that permission has to be granted by the Secretary of State for Transport and other Government bodies relating to the closure of allotments and that the authority is expected to provide one or more alternative sites which should not normally be more than three quarters of a mile from the centre of demand and that they must also be suitable for spade cultivation. I also understand that allotments are classified as green field sites. It would be very nice if the canal was to reappear into the heart of Kendal, but not at any price and not just as an opportunity for developers to make money. 	<p>for the AAP.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>Some of the allotments are statutory allotment sites to which statutory procedures apply.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p>
<p>19.</p>	<p>Mrs P Hovey, Kendal Civic Society, Norfolk House, 9 Thornby Hills, Kendal, LA9 7AL</p> <p>What follows is the Kendal Civil Society's positive and considered opinion:</p> <ul style="list-style-type: none"> Canal Head must be a destination and not just the end of the canal. This requirement is not met in any of the options provided, therefore we cannot give our approval to any in their present form. There must be a winding basin of sufficient size to turn a 70ft barge. Visitors and boaters will not come to see a narrow dead-end strip of water with little or no activity. This expanse of water will give opportunities 	<p>Noted.</p> <p>Noted. The AAP seeks to create a destination.</p> <p>Options for a marina are being considered.</p>	<p>Review marina options in terms of location and uses.</p> <p>Review potential to extend canal arm to Bridge Street.</p>

	<p>for a wide range activities. The canal was originally a barge canal to take boats of 14ft. width and it must be restored to that size. We would like to see the arm of the canal which extended to Bridge Street, restored as far as the arches and having a minimum of 20ft. wharf around it.</p> <ul style="list-style-type: none"> • We do not wish to see housing built up to the canal sides. We would prefer to see no housing around the canal basin, but a few more expensive ones could be acceptable with the more affordable houses built elsewhere on brownfield sites around the canal corridor. The old Playing Field must be kept as a green space. There is currently an application being proposed to register the old Playing Fields as new Town Green. • The historic buildings dating from the early 19th century must be preserved as far as possible, together with the original street pattern. All new building must be in keeping with the surrounding area in scale and materials used. We would welcome a superb modern design if it was appropriate. • The allotments must be retained. • Gilkes must be given more consideration and their wishes and vision fully taken on board. We would wish Gilkes to remain in Kendal, with the employment opportunities they provided. The Canal redevelopment must bring a raised prosperity to Kendal. • A large marina should be provided near the town boundary, with services and permanent moorings. There should also be a new commercial wharf provided. • The bridge on Parkside Road should be a lifting bridge 	<p>Continuous access to the canal front will be provided along one side of the canal.</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>Local employment is important within Kendal and the retention of employers within the area or elsewhere within the district is a priority. Options for a marina are being considered.</p> <p>Access arrangements associated with Parkside Road are being investigated. Currently, a lifting bridge is the preferred option to allow boats to access Canal Head.</p>	<p>Review housing locations and need to develop on the playing fields in order to ensure viability. Investigate town green proposal.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>Review marina options in terms of location and uses</p> <p>Investigate access using Parkside Road.</p>
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	<p>with set times for boats to pass in order to avoid vehicle congestion.</p> <ul style="list-style-type: none"> • More thought should be given to the provision of a Canal Museum. With three museums already in Kendal we suggest another may be superfluous. There is also the Maritime Museum in Lancaster. • We totally reject any idea of a road to the east of the Canal from Canal Head to Sunnyside; a multi-storey car park behind Fletcher Park; and a high-level bridge from New Road car park. Another footbridge would be welcomed but cost would probably prohibit it. Much thought needs to be given to the crossing of Miller Bridge and the long-overdue upgrading of New Road car park. • Our sole object is that all the work done should be to the highest possible standard, so that future residents and visitors can take pride in what is achieved. Financial gain alone must not be the driving force. 	<p>Noted.</p> <p>Noted. Access and parking will be investigated further as part of the development of the Preferred Options, including the potential to use Parkside Road.</p> <p>Noted.</p>	<p>Review the demand for an additional museum.</p> <p>Include in transport review the need for a road from Canal Head to Sunnyside, multi-storey car park, bridge from New Road car park, potential for a new footbridge, Milner Bridge and upgrading New Road car park</p>
<p>20.</p>	<p>Anne Oppenheimer, 22 Peppercorn Lane, Kendal, LA9 5AQ</p> <p>We stand on the threshold of huge changes in consequence of which priorities within a few years may be very different. I did not observe any acknowledgement of this in the AAP and feel that the vision it presents in many of the elements proposed is far from the vision required if we are to accommodate ourselves to the dawning realities of the 21st century. Locally the redevelopment of K Village will also begin to have an impact.</p> <p>There is much to be said for 'wait and see' i.e. Option</p>	<p>We would welcome comments on the proposed vision.</p> <p>Option 1 sets out the option</p>	

	<p>1.</p> <ul style="list-style-type: none"> • Is it really necessary to restore the canal as a waterway? How certain are the prospects of this happening? Is it justifiable and affordable, especially in terms of carbon economy? • The area could be enhanced by a number of simple measures, and without refilling the canal! For example: improving the surface of the existing cycle path and landscaping. • Allotments are an important and attractive part of our urban landscape and heritage and on no account should they be sacrificed. Locally produced food is important. • If the canal is going to be restored as a waterway, then a) the plan needs to include a basin where barges can turn; and b) the opportunity to use the canal for commercial traffic should not be sacrificed i.e. wharfs needs to be included. • Kendal does not need more boutiques, shopping centres, cafes or restaurants. As for creating a 'café culture', the proposal to impose a charge on pavement accommodation has already knocked that on the head in the town's main streets. • We need to rediscover a sense of community by catering for all those kings of activities that build a sense of social cohesion, especially in regards to young people and inter-generational integration. In planning for this area these communal needs should have a higher priority than commercial development. • The Civic Amenity Site should be retained in a town-centre position. • The section of the canal path that runs between the existing built-up areas at Canal Head and the United Utilities site near the intersection with Parkside Road, and the area to the east of it, should remain absolutely 	<p>without the canal.</p> <p>Noted</p> <p>Review extent of development requirement on allotments and relocation site options. Options for a marina are being considered.</p> <p>All opportunities should be considered to ensure the Canal Head is a prosperous and vibrant area but not to the detriment of the town centre.</p> <p>Community infrastructure is an important part of creating sustainable communities.</p> <p>Discussions are taking place about potential suitable and accessible locations. Access and parking will be investigated further as part of the development of the Preferred Options, including the potential to use Parkside Road.</p> <p>Encouraging cycle use and walking are a priority.</p>	<p>Seek opportunities to improve cycle path surfaces and landscaping.</p> <p>Review extent of development requirement on allotments and relocation site options. Review marina options in terms of location and uses.</p> <p>Review opportunities to provide community infrastructure to support the new community.</p> <p>Identify a new civic amenity site in preferred options.</p> <p>Ensure cycle and walking opportunities are maximized in the transport scheme.</p>
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	<p>inaccessible to motor traffic. I am totally opposed to any residential development and associated driveways and parking spaces along this stretch. This would totally cancel out the claim that the canal towpath will increase walking and cycle use. Much more priority should be given, and action taken, to make cycling a safe and pleasurable way of getting round the town generally.</p> <p>I am opposed to Options 3 and 4. Option 2 approximates more closely to my reasoning and preferences. I am not opposed to the adaptation of existing industrial buildings of sites for residential use, applying the most up-to-date energy-saving principles and technology.</p>	<p>Noted.</p>	
<p>21.</p>	<p>Mr David Harpley, Conservation Manager, Cumbria Wildlife Trust, Plumgarths, Crook Road, Kendal, LA8 8XL</p> <p>Unfortunately the treatment of the environment issues within the plan is inadequate.</p> <ul style="list-style-type: none"> The single most important issue, the extraction and discharge of water from the River Kent (SSSI and SAC) is not mentioned. This issue has been flagged up to representatives of British Waterways and SLDC at various meetings over the preceding ten years. The issue is important because the River Kent is of European Importance for White-clawed Crayfish and Bullhead. It is also important for its population of Atlantic Salmon and Sea Trout. These species are dependent on relatively cool, clear, oxygen-rich water, any water arriving from the canal are likely to be warm, turbid and oxygen poor. Once it is re-watered, there is no way of preventing the canal basin from being stocked with fish by third parties and no way of preventing such fish from gaining access to the Kent with discharged water. This is likely to result in significant issues of competition and parasitism. 	<p>Discussions are taking place with Natural England about these matters, including discussions to agree the scope of further environmental assessment work, including the Appropriate Assessment.</p>	

	<ul style="list-style-type: none"> • The Kent is at present relatively isolated from other river systems in the UK. Once the Lancaster Canal is connected to the rest of the canal network, this isolation ceases and the Kent will be subject to colonisation by a variety of invasive species. • Given that the purpose of this proposal development is to generate funds to restore the canal and that restoring the canal is likely to have adverse impact upon the features of importance of a site protected under the Habitats and Species Directive, the Trust considers that the Action Plan and any proposals to restore the canal itself require an appropriate assessment under the Habitats Regulations and that a proper Environmental Impact Assessment needs to be carried out. 		
<p>22.</p>	<p>Mr Anthony Nicholson, 82 Bornside Road, Kendal, LA9 4RZ</p> <ul style="list-style-type: none"> • I believe the whole concept is wrong. This is not a canal head development; this development could be placed anywhere. Options 1 and 2 would not generate enough money, but neither of the other two could be classed as a terminus for a canal system. • If the canal is to be extended to Kendal and have its terminus in Kendal something completely different to what is proposed needs to be implemented. These present proposals would not benefit Kendal at all. Imagine someone coming up the canal and finding the only place to leave their boats was at Crooklands or thereabouts. • What guarantee is there that there will be funding to join the existing canal at Tewitfield, especially when there will be virtually nothing after Crooklands? Wouldn't it be more sensible starting at the beginning (Tewitfield) and gradually working towards Kendal? 	<p>The financial assessments set out the implications of the different options for restoring the canal.</p> <p>We welcome alternative proposals for uses in the area. Options for a marina are being considered.</p> <p>The financial assessments show that development starting at the Lancaster end is not viable. Development value from development in Kendal will provide important capital towards</p>	<p>Review marina options in terms of location and uses.</p>

	<ul style="list-style-type: none"> I have two allotments of Castle Haggs and to lose them to a development like this would be unacceptable. It would also be catastrophic for existing residents especially in the conservation area. New affordable housing is unlikely to conform to these restrictions. 	<p>the restoration of the Northern Reaches.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Continue discussions with SLDC planning and housing departments about affordable housing need and options.</p>
<p>23.</p>	<p>Gwen Tordoff, 1 Fletcher Drive, Kendal, LA9 7DL</p> <ul style="list-style-type: none"> I object to all the options. The canal project is an excuse to build lots of homes, obliterating green space in Kendal. The area for the proposed housing has been neglected hence the proposal to build houses and try and make it attractive by adding a little water. The density of housing is far too high for Kendal to support. Traffic is already very bad as is local transport. Kendal would benefit from good housekeeping. At present the cycle/walk track which was the canal is a disgrace and has never been maintained. The high street is full of charity shops, chain store and closed shops. The riverside is a disgrace. The planting and seating could be improved. The museums are too expensive, they should have free days and heritage and weekends. If new housing is built it should be green. Children need play areas for skate boarding etc and allotments need saving to maintain contact with the earth and our environment. 	<p>Noted.</p> <p>Cycle and walkway improvements in and around the Canal Head will be considered.</p> <p>The high street, riverside and museums are outside the scope of the AAP.</p> <p>Opportunities will be sought for sustainable buildings</p> <p>Review extent of development requirement on allotments and relocation site options.</p>	<p>Ensure cycle and walking opportunities are maximized in the transport scheme.</p> <p>Identify opportunities for sustainable building design as part of the overall package.</p> <p>Review extent of development requirement on allotments and relocation site options.</p>

<p>24.</p>	<p>Steve Broomhead, Chief Executive Northwest Regional Development Agency, Renaissance House, PO Box 37, Centre Park, Warrington, WA1 1XB</p> <ul style="list-style-type: none"> • Regarding section 3, we feel that the AAP's vision as it is currently expressed would benefit being shortened so as to sharpen the focus upon the key aspects of the local area to be transformed. We suggest that the vision for the plan should refer to the aspirations for the plan area. Specifically, regarding the utilisation of the area as a destination for business we feel that the vision does not adequately seek to address those issues highlighted in section 2.3 of the document. The Agency considers recommendations 13 and 14 of the LDEF Policy Statement to be of particular relevance to the Kendal Canal Head AAP. • We would wish to see the term 'business' expanded to include Knowledge Based Industries in high value sectors. We suggest that the purpose of the definition of high quality employment opportunities be expanded to include knowledge based employment. • We feel that the desirability of creating a mixed use scheme with an element of knowledge based employment is not sufficiently recognised. The LDEF study identified the need for additional mixed-use business space in Kendal area to support the growth of knowledge based industries in the wider Lake District. In response to this the NWDA, working with SLDC and the sub-regional partnership, have recently commissioned an assessment of knowledge based employment land within a broad area of search encompassing the town of Kendal. We would ask that when this study is complete, the findings in relation to the Kendal Canal Head site are considered in developing the preferred options for the AAP. 	<p>Noted.</p> <p>Noted. SLDC has recently undertaken a study of knowledge-based development opportunities in the District.</p> <p>Noted.</p>	<p>Review the vision. Make more focused on the aspirations of the area, recognise business opportunities and LDEF Policy recommendations 13 and 14.</p> <p>Clarify and expand on definition of potential business uses, including opportunities for knowledge-based economy. Refer to Knowledge-based employment site report.</p>
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	<ul style="list-style-type: none"> We feel it is important that the opportunities presented by the development of the area are not lost through concentrating on higher value land uses, such as residential alone. In this regard, we would suggest that Option 4, due to the lack of B1 and B2 employment land provision, does not fulfil strategic objectives F and G and may not deliver the intended vision. In addition, whilst acknowledging the associated uplift to property values in waterside locations; we would query the AAP's assumption that this amounts to as much as 18%. It would be useful if, in the subsequent preferred options document, more evidence were to be provided to substantiate this assumption. We note that in assessing the financial model of the options for developing the site, in relation to housing, a split of 70% local occupancy and 30% affordable housing has been applied, which as the AAP notes is currently contrary to the provisions of SLDCs interim housing policy. It is not clear whether the AAP is explicitly advocating a policy departure in this instance nor is it clear whether this is based on anything other than financial feasibility. We would suggest that if this approach were to be taken forward in developing the preferred options, a more detailed reasoning should be provided. 	<p>Previous studies suggest that an uplift of 18% may be attributable to the presence of a water body such as a canal.</p> <p>Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report.</p>	<p>Continue discussions with SLDC planning and housing departments about affordable housing need and options. Ensure Preferred Options report explains proposed policy position in the AAP for affordable housing.</p>
<p>25.</p>	<p>Ms Kate Sykes, 28 Castle Green Lane, Kendal LA9 6BB</p> <p>The Canal development offers great opportunity for Kendal. However I am concerned about the potential loss of the allotment sites. These are important green sites. They are a strong focus for this area of Kendal in regards to beauty, diversity, and a source of local produce for local people. They are enjoyed by allotment owners and people using the area, and their loss would be felt by many. There is a suggestion that</p>	<p>Review extent of development requirement on allotments and relocation site options.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p>

	<p>equivalent allotments could be found, however the central position of these allotments, their age and the benefits to local community could not be replaced. Whilst not providing economic benefit to the canal development, they would be a source of interest and value to boat users and tourists to the area.</p>		
26.	<p>Carole Wood, Associate Director of Public Health, South Lakeland Local Strategic Partnership's Health and Well-being Task Group, South Cumbria, Cumbria PCT 01539 797897</p> <ul style="list-style-type: none"> The Task Group is very impressed with the report and its presentation. The overall development is considered very positive and we are pleased by the extent to which issues relating to health and well-being have been considered. The Task group has some specific concerns about the potential for loss of allotment space and playing fields in all options except option 1. The provision of these facilities is consistent with Local Area Agreement and local health and well-being objectives. In progressing any of the development Options 2, 3 and 4 we would urge the council to ensure that alternative provision is made. We strongly endorse that green spaces between houses is used for play and communal use, including for allotments or community gardens. This development provides an important opportunity to provide the much needed affordable housing for South Lakeland, in order to sustain viable local communities. We would need to ensure that some of the housing developed is appropriate for the needs of our aging local population. 	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Noted.</p> <p>Noted.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Seek opportunity for open space and communal play space within the proposed development. Seek opportunities to deliver life-time homes and homes suitable for older people.</p>
27.	<p>John Pilgrim, Senior Planning Executive, Yorkshire Forward, Yorkshire and Humber Regional Development Agency, Victoria House, 2 Victoria Place, Leeds LS11 5AE</p>		

	We do not have any comments to make on the Issues and Options Kendal Canal Head Area Action Plan.	Noted.	
28.	Mr Martin Mason, 39 Greengate, Kendal, LA9 5LJ All I want is for the canal to be re-opened and connected as this amenity was taken away from us by the then council. Gradual development (if found necessary) should come later.	The financial assessments demonstrate the amount of development required to restore the canal.	
29.	Ms Judith Scott, Flat A, Grandy Nook, Low Fellside, Kendal, LA9 4NZ I see on the plans that there will still be a path alongside the re-instated canal, but will it be a cycle path as well as a footpath? It is very important that the cycle path is retained, particularly as there are so few cycle paths in or around Kendal.	Canal side path will be suitable for both pedestrian and cycle use.	
30.	Rose Freeman, Planning Assistant, The Theatres Trust, 22 Charing Cross Road, London WC2H 0QL Due to the specific nature of the Trust's remit we are concerned with the protection and promotion of theatres and although this consultation is not directly relevant to the Trust's work we support the Vision for the AAP at 3.1 to create a vibrant Cultural Quarter and approve of the uses suggested in this section. We note the word 'theatre' is at the end of the second paragraph and assume this is will be an outdoor performance arena rather than a traditional enclosed space. We would like to be consulted on the next stage of this AAP and further LDF documents, especially the Core Strategy Preferred Options stage and any associated relevant SPDs (e.g. Developer Contributions), and Development Control policies.	Noted. Noted.	
31.	Nick Raymond, Area Engineer for South Lakeland, Cumbria County Council, County Offices, Kendal, LA9 4RQ		

	<p>I represent this authority in the context of how proposals will affect the local road network.</p> <p>Whilst redevelopment of this area of town is admirable, the existing road network will be unable to cope with the expected increase in traffic flows and few options currently exist to improve this. Before offering a final view, I would wish to see greater assessment of traffic generation and the potential for network improvements to mitigate the effects of the development.</p>	<p>Access and parking will be investigated further as part of the development of the Preferred Options.</p>	<p>Consult with County Highways during the preparation of the Preferred Options.</p>
32.	<p>Mr Rory Black, 29 Parr Street, Kendal, LA9 7DH</p> <ul style="list-style-type: none"> We feel some of the proposals aren't great for families currently living within the area or the environment. Building on Fletcher Park is going to take away a valuable green space where children can play and exercise without having to cross the busy Aynam Road. Building on this park will increase traffic flow through Parr Street that currently has a quiet cul-de-sac feel to it, which is safer for children. Building on the allotments is taking away valuable green space, not just for growing fruit and vegetables that doesn't need transporting or packaging but also a great place to teach children where their food comes from and how to grow. Growing your own is increasingly popular and should be encouraged. Building the canal will take away the current cycle lane that is one of the safer areas to cycle in Kendal. I've experience cycling along towpaths and mixing pedestrians and cyclists along narrow paths with deep water to one side doesn't make a good cycle path. If cycling is to be encouraged then you need to provide an option that is safe and traffic free, which the current cycle lane is. 	<p>No buildings are proposed on Fletcher Park.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>A cycle route will be maintained along the canal. Alternative cycle ways will also be provided, where possible.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Seek opportunities for improved cycle routes throughout and linking into the area.</p>
33.	<p>Mr Richard Mather, 3 Little Aynam, Kendal, LA9 7AH</p> <p>Would welcome any scheme which provides for a</p>	<p>A sufficient turning point would be</p>	<p>Seek opportunities for</p>

	<p>stakeholders and the general public, beyond the bald statement in paragraph 1.7. The Regulation 28 consultation statement should respond to guidance about the continuing, iterative nature of the early stages.</p> <ul style="list-style-type: none"> • Whilst it is legitimate to eliminate from further consideration any options that are unachievable, we would not recommend that only one option be presented at the 'Preferred Options' stage. Note the advice of PPS12 paragraph 4.12, which refers to options in the plural, and Creating Development Frameworks Checklist 8b. • At present the exercise appears to be majoring on questions of commercial viability and urban design. These are, of course, very important but we presume that the Preferred Options report, backed by the Sustainability Appraisal, will enable informed choices to be made on a full range of economic, social and environmental considerations. It is important that, after submission, the Inspector will be able to see the 'audit trail' explaining the evidence on which choices were made, and the evidence ruling out or supporting the other choices that representors may favour. • Reference is made in the document to restrictive strategic house building figures. The way this is addressed should take into account the nature of the dwelling units proposed, how they relate to supply elsewhere in the town and district, and the implications of any elements of the plan which may be marketed more to incomers than directed at indigenous supply. • There is a requirement for a housing trajectory to be included in the Core Strategy. In the absence of that we recommend that the submitted document should include a trajectory analysing the district's emerging housing supply and the relationship of Canal Head 	<p>Noted.</p> <p>The Preferred Options Report will set out how the Preferred Options have been selected based on the SA recommendations, results of consultation, achievement of the Community Strategy and AAP objectives and conformity with the national, regional and local planning policies.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>The approach to options will be discussed with GONW at an early stage of producing the Preferred Options Report.</p> <p>Set out in the Preferred Options Report how the Preferred Options have been selected based on the SA recommendations, results of consultation, achievement of the Community Strategy and AAP objectives and conformity with the national, regional and local planning policies.</p> <p>Explain in the Preferred Options Report the implications of the proposals on the housing allocation numbers and the proposed housing policies on occupancy and affordability.</p> <p>Review the need and opportunity to provide a housing trajectory.</p> <p>Set out implications of the Preferred Options on meeting local housing needs, particularly if any variation on</p>
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	<p>developments to that supply.</p> <ul style="list-style-type: none"> • Reference is made in section 2, to housing supply meeting local need, but the document says little about the relationship of these proposals to the needs of the district for affordable housing for local households. This needs to be developed, particularly if the commercial imperatives lead to tension with policy on meeting local needs in an affordable way. • 2.6d The attitude to design is rather unambitious and arguably conflicts with the more positive and perceptive attitude to contemporary design and vernacular elements later in the document. Good architecture can sit comfortably with the historic, but statements such as that in 2.6d could be used to stifle it in favour of mediocre development aping traditional styles. • 2.7 Kendal station is not far from the northern end of the site, and not too far from the bus station albeit not close enough for interchange; this does, as well as connecting to Oxenholme, currently offer a direct service to Manchester and its airport. • The report does not appear to mention allotments (e.g. under recreation, 2.9). Are those in the area now inactive? 	<p>Noted.</p> <p>Noted. The train and bus stations are outside the AAP area and therefore proposals cannot be put forward within the AAP for these sites. The allotments are referred to under each option and continue to be active. The Preferred Options stage will review the need and extent of development on the allotments that will be required, as well as relocation options.</p>	<p>existing policy is proposed.</p> <p>Review statements on design to ensure ambitious high quality design is encouraged.</p> <p>Enhance references to wider public transport facilities and seek to maximise the benefits these can provide.</p>
<p>35.</p>	<p>Mr Lester Mather, Ramblers' Association (Kendal Group), 5 Airethwaite, Kendal, LA9 4SP</p> <p>In the context of the Action Plan most of our members, whilst disagreeing on details, would be keen to ensure that, whatever scheme is adopted, existing rights of way on foot are maintained and new ones promoted. In order to achieve an environment attractive for leisure-walking it would also be desirable to ensure that buildings were interspersed with attractive open spaces and that the canal incorporated the proposed arm and in addition a basin and/or a winding hole, to</p>	<p>Noted.</p>	<p>Seek to maintain and enhance routes for pedestrians, particularly linking with and creating additional walking networks.</p>

	break up the 'corridor effect'. The possibility would be opened up for Kendal to have an attractive circular waterside walk, taking in canal and river, to be enjoyed by locals and visitors.		
36.	<p>Mr Geoff Thompson, 5 Natland Mill Beck Lane, Kendal, LA9 7LH</p> <p>I would like to see the canal fully navigable again but not at any cost. If the only means of affording the restoration is via extensive development on inappropriate land then I am against it. By inappropriate, I mean allotment land, land with poor access and small parcels of land where development would amount to over-development and town cramming. I recommend you return to first principles and decide what is special about this area of Kendal. I suggest this would include its linear opens space provision, tree cover, views in and out and recreational spaces including allotments. The restoration scheme should be about enhancing these qualities with new infill development where no harm is caused to the special characteristics. If a scheme does do not stack up financially then leave the former canal as a cycle/walkway.</p> <p>The restoration project should not be used as an excuse for a developers' charter to squeeze in inappropriate developments to the benefit of individual land-owners in particular and to the detriment of Kendal in general.</p>	The financial assessments demonstrate the amount of development required to restore the canal.	
37.	<p>Mr Alan Hubbard, National Trust</p> <p>On this occasion the Trust does not wish to submit any comments.</p>	Noted.	
38.	<p>Paul Entwistle, Regional Planning Officer, North West Regional Assembly, Wigan Investment Centre, Waterside Drive, Wigan, WN3 5BA</p> <p>I would like to take this opportunity to inform you of the current situation regarding the Regional Spatial Strategy. The Adopted RSS Regional Planning Guidance for the North West</p>	Noted.	

	<p>should be given due consideration when assessing planning documents. In addition the Submitted Draft Regional Spatial Strategy for the North West of England has now undergone a number of periods of consultation. As the document is now somewhat progressed in the process towards its adoption, it should also be given some consideration when assessing planning documents.</p> <ul style="list-style-type: none"> • While Submitted Draft RSS policy RDF2, recognises Kendal as a key service centre, with the potential to act as service centres for surrounding villages and rural areas, Submitted Draft Sub-Regional policy CN1 is clear that only moderate levels of development should be catered for in key service centres. • Neither the Adopted or Submitted Draft tourism policies mention Kendal as a location for the strengthening of tourism. The EIP Panel Report does recommend that policy CNL1 be modified to include a bullet point stating “Support the development of tourism in Cumbria”. • Section 2.3 – 3e, states that “under Draft North West Policy CNL1, the overall spatial strategy for Cumbria advises that plans and strategies covering Kendal should give priority to improving access to employment amongst other things.” This point has been taken out of context. While the policy CNL1 itself makes no direct reference to Kendal, the additional explanatory text to the policy states that “give priority to improving access to employment”. Policy CNL1 is clear that major development should be focused within Barrow, Carlisle and West Cumbria with moderate levels of development in key service centres. • While the Submitted and Adopted Draft RSS would offer broad support for many of the principles presented in the options, in particular development of affordable housing and the redevelopment of derelict and underused sites the majority of the options 	<p>Noted.</p> <p>Noted.</p> <p>Policy CNL1 is relevant for Kendal but does not explicitly refer to Kendal.</p> <p>Noted.</p>	<p>Review proposed development levels in Preferred Options and review with NWRA.</p> <p>Review proposals against draft RSS and Panel Report recommendations on tourism.</p> <p>Ensure any town centre uses proposed in the Preferred Option have been subject to and demonstrate consideration through a sequential approach.</p>
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	<p>proposed have a large element of B1 office uses, A1 to A5 retail uses and D2 leisure uses in a edge of centre location. Both national guidance in the form of PPS6 and policy DP1 of the Adopted and Submitted Draft RSS both encourage a sequential approach to development with these “main town centre uses” directed towards existing town and city centre locations. At present I am not confident that the retail, leisure and employment components of the AAP have been thoroughly assessed against national and regional policy.</p> <ul style="list-style-type: none"> • Option 1 - The Assembly has no specific comments to make on this proposal. • Option 2 - The council should ensure that there is evidence to satisfy the various tests of PPS6 for main town centre uses in an edge-of-centre location and RSS policies DP1 on sequential approach to development. The Cumbria Minerals and Waste Core Strategy which is currently under development envisages the Canal Head Household Waste Recycling Centre being relocated to an alternative site. This option does not take this into consideration. However I would support the retention of the playing field (2.2) in this option as this would be in accordance with the sequential approach to development as outlined in policies DP1 of the Adopted and Submitted Draft RSS. • Options 3 and 4 - The council needs to be satisfied that evidence is in place to satisfy the PPS6 and RSS policy DP1 on sequential approach for such a large main town centre use component in an edge-of-centre location. I have some reservations about the scale of A1 to A4 retail uses proposed. While Kendal’s town centre is listed in Submitted Draft RSS policy W5 as an area for comparison retailing development, Submitted Draft RSS policy RDF2 and CNL1 are clear 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>As above. Ensure the Preferred Option includes the proposals for the relocation of the Waste Recycling Centre.</p> <p>As above.</p>
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	<p>that this should be moderate development to serve surrounding villages and areas. The redevelopment of the Canal Head Household Waste Recycling Centre would be consistent with the preferred option of the Cumbria Minerals and Waste Core.</p> <ul style="list-style-type: none"> • It is apparent that the key issue is to generate enough development in order to restore the canal. However, the financial viability of the scheme should be only one of the considerations. The Structure Plan figure for South Lakeland is 265 dwellings per annum to 2016. In that context Option 3 and 4 are both proposing a year's supply of residential development at the lowest density. • In March 2007 SLDC adopted an Interim Planning Approach to Housing which requires 50% affordable housing provision on sites over 4 dwellings. I consider it is therefore unlikely that any of the options would be financially viable unless they were developed at their highest proposed densities. Development at these densities would be providing in excess of 2 years housing supply in a single development. The development of such a large number of homes for the locality needs to be considered against Adopted RSS policies UR7 & UR8 and Submitted Draft RSS policy L4. • There is no reference in the document to the type and tenure of property that is needed and whether that could be delivered at the proposed densities. • You will be aware that the NWRA has recently published the Schedule of Regionally Significant Planning Application Criteria which should now be used by development control teams to assess whether the Assembly needs to be consulted on a particular application, as it would be considered Regionally Significant. Under these criteria, the scale of the proposed scheme would be considered Regionally 	<p>Noted. Financial viability has to be an important issue to ensure the deliverability of the scheme; deliverability is one of the Planning Inspectorate's tests of soundness.</p> <p>The AAP can set out alternative affordability requirements and this is being reviewed as part of the development of the AAP.</p> <p>Noted.</p> <p>Noted.</p>	<p>Set out in the Preferred Options Report the implications of proposals on the housing allocation, including in relation to annual housing figures.</p> <p>Seek to provide further detail on housing type and proposed tenures in the Preferred Options Report.</p>
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	<p>Significant, with the Assembly requiring the opportunity to assess the conformity of any planning application with the policies of the RSS.</p> <ul style="list-style-type: none"> You may find the following documents of some assistance; The NWRA has published the North West Best Practice Design Guide. The Draft Green Infrastructure Guide for the North West provides a detailed definition of green infrastructure. The NWRA have produced a Sustainability Appraisal Toolkit for use with a variety of strategies and development plans. 	Noted.	Have regard to the NW Best Practice Design Guide and draft Green Infrastructure Guide for the North West.
39.	<p>Mrs Vivienne Allen, 28 Lound Road, Kendal, LA9 7DZ</p> <p>I have had an allotment at Castle Haggs for over 20 years. The enjoyment and pleasure of growing and eating home grown fruit and vegetables far from the madding crowd and good exercise within easy walking distance from my home achieved something. The thought of houses, flats etc on our hard worked, cared for plots is very distressing. Options 3 and Option 4 propose building property very close to my home of 45 years. It is bad enough K Village re-building but at least it is on a brownfield site. Our allotments, looked after, nurtured etc by us, are on greenfield site.</p>	Review extent of development requirement on allotments and relocation site options.	Review extent of development requirement on allotments and relocation site options.
40.	<p>Richard Greenwood, Development Director, Cumbria Tourism, Windermere Road, Staveley, Kendal, LA8 9PL</p> <ul style="list-style-type: none"> Cumbria Tourism would support many of the broad principles and building blocks set out in the report and recognises the crucial importance of using the Canal head area as an economic driver for the Kendal and wider South Lakeland area. For this key reason it is important that the Council does not lose sight of the original justification for focusing new development and investment in this area – i.e. the need to restore the canal as a resource for leisure and a stimulus for 	Economic development is a key issue but this needs to be balanced with wider sustainability objectives.	

	<p>creating new jobs. Whilst we recognise that this can only be achieved with the introduction of new housing this should not become entirely dominant in the development mix for the area.</p> <ul style="list-style-type: none"> • For these reasons CT would favour Options 2 and 3. Option 4 seems overly dense and dominated by residential uses. We would support the introduction of serviced accommodation (hotel), bars/restaurant, specialist retail and leisure uses in the proposed mix to create a lively and vibrant part of town throughout the day and evening. Access to the entire waterfront for people on foot and bikes is also critical. • The detailed costings towards the end of the report suggest that the proportion of investment available for canal restoration is modest for several of the options. In these circumstances the Council must surely look at the mix of housing development proposed and reduce its expectancy/requirement for affordable housing to 25% or less. This is all the more important if the scheme is also required to fund the construction of a new road crossing of the river Kent. • It will also be crucial to ensure that design standards and building materials are of sufficiently high quality – lessons can be learnt from canalside development in Lancaster and elsewhere in the NW. 	<p>Noted. Continual access along one side of the canal frontage will be included.</p> <p>Noted.</p> <p>Noted.</p>	<p>Consider canal side development in Lancaster.</p>
<p>41.</p>	<p>Dr Sonny Khan, South Lakeland Action on Climate Change, 17 Entry Lane, Kendal, LA9 4NQ</p> <p>We have a number of concerns:</p> <ul style="list-style-type: none"> • Have you completed a carbon audit of the various options to consider the levels of greenhouse gases such as CO2 that will be emitted during and after construction? • Have you made any consideration as to including renewable energies such as solar or wind power as key elements of the build? 	<p>This level of detail is not possible in a policy document, however the SA considers issues associated with climate change.</p> <p>Noted.</p>	<p>Seek opportunities for on-sire renewables within the AAP.</p>

	<ul style="list-style-type: none"> We are very concerned that two of the proposals involved the destruction of the Castle Hagg and Canal Head allotments. We believe these allotments are a vital resource for the local community, particularly in such a central area and should not be considered for development. Locally produced food on allotments such as these are a key part of reducing greenhouse emissions due to lowered food miles and in providing sustainable communities and lifestyle. Any new development should have issues of sustainability and climate change as a key priority. 	Review extent of development requirement on allotments and relocation site options.	Review extent of development requirement on allotments and relocation site options.
42.	<p>Lindsay Alder, Highways Agency, Asst Network Strategy Manager, 810 City Tower, Piccadilly Plaza, Manchester, M1 4BE</p> <p>The Agency is pleased to see that the Issues and Options report has taken into account the Government transport policy. It appears to recognise the need to look into the provision of the issue of connectivity between the canal head area, the town centre and wider cycle and pedestrian routes. The Agency recognises that the report should ensure policies should be aimed at encouraging locations of developments in the most sustainable and accessible areas with the intention of reducing the need to travel by car. The Agency has no specific issues with regard to any of the four Options taking into account the above comments, but would look forward to seeing the outcomes of the Issues and Options report consultation.</p>	Noted.	
43.	<p>Mr Ken McClurg, Cemeteries Officer, South Lakeland District Council, South Lakeland House, Kendal</p> <p>On seeing the exhibition I was surprised to note that several options on display (3a & 3b) were for residential development on the council allotments adjacent to the cemetery, at lower Castle Hags. It is my understanding that this land has always been protected and reserved for future cemetery extension use. This view is supported by the paths within the</p>	The possible protection of land for cemetery uses will be investigated along with the review of the extent of development requirement on allotments and relocation site options.	Investigate cemetery related protection of the allotments and review extent of development requirement on allotments and relocation site options.

	<p>cemetery running up to the dividing wall, and also by maps past and present. The top part of Castle Haggs was brought into cemetery use in 2000, and I made the then Chief Officers aware that an extension was likely to be needed between 2015 and 2020. This was based on an estimate of average past usage of the consecrated (Church of England) ground (but did not factor in the effects of any future pandemic, which most Authorities accept could rapidly fill space in their cemeteries.)</p>		
44.	<p>Ms Rosie Naish, 2 Humphrey Cottages, Stainton, Kendal, LA8 0AD</p> <p>I would like to say that whilst I approve of bringing the canal into Kendal, I think this should be done with minimal impact on the few green spaces left within Kendal. The allotment area between the castle and the canal is one of these green spaces, and as well as providing a haven for people and wildlife, is one of the few places within the town where people can grow food.</p> <p>Option 1 is my preferred option as it was the one with the least amount of building on it.</p>	<p>The financial assessments demonstrate the amount of development required to restore the canal. Option 1 would have insufficient development to make the restoration of the canal be viable.</p>	
45.	<p>Hazel M. Harrison, 12 Wilson Street, Kendal</p> <p>I broadly support Option 4 though I have some concerns about access and parking. It would be a pity to lose the allotments and I hope an alternative site can be found which would be available to the current allotment holders.</p>	<p>Noted.</p>	
46.	<p>Ms Rachel Hassett, Senior Planner, CB Richard Ellis Ltd, The Chancery, 3rd Floor, Spring Gardens, Manchester, M2 1EW</p> <ul style="list-style-type: none"> • CB Richard Ellis (CBRE) welcomes the introduction of the AAP approach by SLDC given the need to provide robust policy support to future applications for planning permission. • The need for a strong policy platform to secure the implementation and delivery of the regeneration 	<p>Noted.</p> <p>The adoption programme is set out in the Local Development Scheme and has been agreed</p>	

	<p>objectives and strategic vision of the AAP is clear. Nevertheless, CBRE would not wish to see the delivery of regeneration frustrated by an elongated and over complicated adoption programme.</p> <ul style="list-style-type: none"> • CBRE would ask SLDC to provide clarification on the 'weight' attached to the document prior to adoption and confirmation on whether it would be considered a material consideration when determining planning applications. • CBRE recognises the acknowledgement within the Issues and Options Report of the key role played by Kendal within the district. CBRE agrees Kendal is a key destination and it is appropriate that new development is focused within this main service centre. • From the Feasibility Assessment CBRE notes the principle that a proportion of the uplift in land value is made available by the landowners to fund the reinstatement of the canal. This uplift appears to be governed on an assumed rate of 18%; and the development of residential apartments and family housing would not be for unrestricted private sale but split between affordable housing provision and units restricted to local occupancy. This split is the subject of discussion within the Issues and Options Report. These principles, and others which form part of the financial feasibility assessment, need to be carefully considered given the complexity of the development sites promoted by the Options and the sensitivities associated with assessing financial viability. The feasibility assessment and the introduction of the above-mentioned principles needs to have regard to an in depth market analysis, detailed design solutions and site-specific issues and characteristics. 	<p>with Government Office North West.</p> <p>The AAP will be treated as an emerging policy document.</p> <p>Noted.</p> <p>Noted.</p>	
<p>47.</p>	<p>Mr Andrew Leyssens, Senior Planner, United Utilities Property Solutions, Coniston Buildings, Lingley Mere</p>		

	<p>Business Park, Lingley Green Avenue, Warrington, WA5 3UU</p> <p>United Utilities remains supportive of the Canal and welcomes the opportunity to work with the Council on its reinstatement. The report identifies a range of interesting principles and options which need to be considered in the context of United Utilities operational responsibilities.</p>	<p>Noted.</p>	
<p>48.</p>	<p>Mr and Mrs John and Louise Dyer, 9 Sunnyside Road, Kendal, LA9</p> <ul style="list-style-type: none"> • Concerned that “complementary development” is the driver for any likely scheme rather than the restoration of the canal or enhancing and protecting the environment and heritage of the area. • Part of the development area is not actually included in the Conservation Area. This has been a mistake and should be rectified. We hope the proposals for that part of the site outside the Conservation Area are given as sympathetic consideration in terms of development as the rest of the area. It is clear the open spaces need protection from these proposals whilst the brownfield sites would benefit from being enhanced. • The proposed area of the plan as denoted by the yellow line is reasonable. Fundamentally disagree with the development area boundary shown in red. There should be no development to the east of the canal. • This area should not be expected to provide more housing than is acceptable whether or not there are currently other sites elsewhere. There are significant opportunities to develop homes on the brownfield sites to the west of the canal. Government policy supports that. The number of houses on the brownfield area is sufficient for this area. • Support the proposed mixed housing, retail and 	<p>The financial assessments demonstrate the amount of development required to restore the canal. This is beyond the scope of the AAP.</p> <p>Noted.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal.</p> <p>Noted.</p>	

	<p>employment opportunities in the Canal Head area based on the existing build area and some areas of infill adjacent provided the uses are appropriate to the location.</p> <ul style="list-style-type: none"> • Support intention to improve the connectivity between canal head area, the town and cycle/pedestrian routes. Increased traffic to the area must be avoided; restricting development to the west of the canal will assist this. • The scarring of the landscape, particularly east of the canal, with car parking must not be allowed. • Emphasis should be on preserving open space to the east of the canal. This would be the most effective way of creating “priority habitats”. Newer habitats could be associated where development takes place on the brownfield areas and neighbouring infill. We support the proposal to undertake a more detailed study of the habitats in the area. • Agree with the statement “Local Authorities must also resist pressures for development of open space which conflict with the wider public interest.” We must value and improve our amenity areas around the castle. The local community are getting involved in protecting the open spaces in the area with residents of Sunnyside negotiating an agreement with the Council to improve and maintain Fletcher Park. The football pitch and amenity area behind Sunnyside need to be maintained and enhanced. The sites east of the canal should all be considered principal open space. Statements such as ‘rural charm’ and “views towards the castle...should be enhanced and preserved” support this. • Most of the design ideas in the document are totally unsympathetic to the area. The heights, styles, building materials presented are inappropriate. We support design ideas which mix traditional stone with 	<p>Noted.</p> <p>Noted.</p> <p>Noted</p> <p>Noted.</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p>	<p>Seek opportunities for habitat creation.</p> <p>Seek opportunities to improve and enhance areas of open space, such as behind Sunnyside and Fletcher Park.</p>
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	<p>modern glass and steel if undertaken sensitively but this type of development would be best limited to the Canal Head area and other brownfield sites. Concerned about references to high density housing.</p> <ul style="list-style-type: none"> I would like to see the Canal itself restored but if the price to pay is the loss of the unique rural character of the area then it's a price too far. Options 3 and 4 are not appropriate in scale or in the loss of open spaces involved. Option 2 has more merit as this largely excludes development from the east of the Canal, however this too has some unacceptable elements such as the folly of an apartment block next to the Canal above Whitton Terrace. The viability of any scheme seems reliant on Options 3 or 4. Danger Canal Head section will be a very expensive land-locked "White Elephant". If the Canal is worthy of reinstatement in its entirety then the funding should be found from public sources to ensure it happens. The Canal should not be restored on the back of a significant irreversible environmental disaster that the more intense proposals would bring. 	<p>The financial assessments demonstrate the amount of development required to restore the canal.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal. Funding will need to come from a range of sources, including the private sector.</p>	
<p>49.</p>	<p>Miss Elspeth Turnbull, 4 Kentfield House, Parr Street, Kendal, LA9 7DW</p> <p>I am very concerned about some aspects these plans have that have very local implications for me.</p> <ul style="list-style-type: none"> The proposed residential development on Fletcher Park Allotments The two proposed apartment blocks (3 storeys high) Parr Street Bridge Both these developments would further increase local parking difficulties and traffic movement on Parr Street and Aynam Road. Flooding could also be an issue if concrete, and additional residents replaced the allotments and green areas. We want to keep our green areas. 	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>Noted.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Seek to encourage sustainable drainage systems within the proposed developments.</p>

<p>50.</p>	<p>Miss Jana Kahl, 7a Greenside, Kendal, LA9 5DU</p> <p>I am an allotment holder at Castle Hags Extension. My preferred Options are 1 and 2 as these don't affect the allotments. Options 3 & 4 include housing which would mean the loss of the allotments which I strongly disagree with. I do not believe that putting houses on the land is the best use of the area and more development removing green spaces is not desirable</p>	<p>Review extent of development requirement on allotments and relocation site options</p>	<p>Review extent of development requirement on allotments and relocation site options.</p>
<p>51.</p>	<p>Mr Jeremy Pickup, The Environment Agency, Planning Liaison Officer 01768 215798</p> <ul style="list-style-type: none"> • The Environment Agency objects to the inclusion of the area in the Local Development Framework as there are significant outstanding environmental issues which are likely to impact the ability to deliver the development. We are concerned the proposed canal restoration may have an adverse effect on the River Kent Special Area of Conservation (SAC) and the River Kent and Tributaries Site of Scientific Interest (SSSI). • Our concerns mainly relate to the abstraction and discharge of water and its effect on the natural watercourses this may impact on e.g. the transfer of non-native fish species, the transfer of disease and/or parasites, the impact of changing the flow on the river and changes in water chemistry. • All water abstraction applications will be determined by the Agency on a first come basis. The water availability status will be used to determine if there is water available to licence and if so, how much. If water is available now, it does not imply that there will be water available in the future when an application is submitted for Phase 1 of the canal restoration. The same process would be required for any later 	<p>Please refer to letter to Natural England concerning impacts on the SAC/SSSI (attach to this report)</p> <p>As above</p> <p>Noted</p>	<p>Revise wording the PO AAP to reflect the importance of the River Kent</p>

	<p>applications needed for Phase 2 & 3. These issues have been raised before and we are disappointed that the Issues and Options Report fails to address or even mention any of them.</p> <ul style="list-style-type: none"> • We consider it is misleading to only refer to a summary paragraph in the document from the baseline assessment which suggests low conservation value for the study area. Whilst this may be true of the actual development plots identified the wider implications include impact on internationally and nationally designated conservation sites as well as numerous protected species. • As this Action Plan will form part of the South Lakeland Local Development Framework, the Council should make the issues with respect to the restoration of the canal clear within the document. • The development of this area including the canal restoration is relevant under the Habitats Regulations and its impact will need to be assessed and agreed with Natural England. Consideration should also be given to the in-combination effects of Phases 2 and 3 of the proposed canal restoration. • We would recommend that United Utilities is consulted and asked to demonstrate that the capacity of the sewer network and treatment works will be capable of accommodating any additional flow and loading of sewage that may result from the proposed Canal Head redevelopment. • The information provided in the report is very limited as regards flood risk and surface water drainage. A sequential approach should be taken to the selection of development type in accordance with PPS 25 Development and Flood Risk and South Lakeland District Council's Strategic Flood Risk Assessment. 	<p>Noted</p> <p>Flood risk assessment</p>	<p>Consult UU to identify capacity</p>
<p>52.</p>	<p>Bob Taylor, Taylor & Hardy Limited, Registered in England No. 3977505, Registered Office: 9 Finkle Street, Carlisle,</p>		

	<p>Cumbria. CA3 8UU</p> <p>We favour Option 4 being the option that appears to be the most financially viable and maximizes the use of this well related site in accordance with sustainable principles.</p>	Noted.	
53.	<p>Mr Charles Crewsdon, Chairman, Gilbert Gilkes & Gordon Ltd, Kendal, LA9 7BZ</p> <p>Only Option 4 appears viable but from Gilkes' perspective, this option:</p> <ul style="list-style-type: none"> • Makes no provision for Gilkes' relocation. • Offers no financial assistance in this complex task. • Offers no suggestions for potential land sites. • Risks losing 120 established, skilled and well paid jobs from the Kendal area. <p>Gilkes has an acute need to modernize its manufacturing facility to remain competitive. It has been stated that no agreement for any of the Canal plans would be given prior to 2010. We are therefore in a Catch 22 situation; Gilkes faces commercially pressing decisions that sit uncomfortably with the prolonged consultative process. This will appear difficult to resolve.</p> <p>I want to stress that in principle I am supportive of the Canal. However, I have a responsibility to secure the livelihood of 120 employees. To me, resolution of Gilkes' needs is key to any successful development of the Canal. I would ask that you keep us constantly updated on developments; in the meantime Gilkes will continue to pursue means of securing a manufacturing facility that will allow this Company founded in the 19th Century to thrive in the 21st Century. I hope SLDC remains supportive of traditional manufacturing and we can continue to contribute to the Kendal economy.</p>	<p>Protecting local jobs and employers is a priority. Engagements with employers and landowners in the area are important and will be undertaken throughout the development of the AAP.</p>	<p>Continue engagement with landowners and major employers.</p>
54.	<p>Mandy Dixon, South Lakeland Local Strategic Partnership Job Skills and Regeneration Task Group, Kendal Riverside Ltd K Village Outlet Centre, 20 Stricklandgate, Kendal, LA9 4ND</p>		

	<p>We agree with the strategic objectives as a whole but feel that there could be some strengthening in:</p> <ul style="list-style-type: none"> • The provision of quality outdoor spaces with a view to supporting Kendal's attractiveness for International Festivals and Cultural Activity. • The importance of strengthening the east west connectivity between town. • The inclusion of Gooseholme as part of the Area Action Plan to allow greater emphasis at the canal head end opening lines of vision of activity through to the existing town centre by inputting a natural stone amphitheatre. • Why can the AAP Plan Boundary not be extended to include the New Rd Parking Area which will become pivotal in East to West movement. This should form a part of the overall scheme. Ideal for Town Centre coach parking, a strategic and accessible Tourist Information Centre. • Kendal Canal Head will become a national and regional goal for walking and cycling on the towpath, for boats including hireboats and hotelboats with high spend foreign and UK visitors, and canoe touring and outdoor/water-sport youth activity. • Strong consideration to 2 way traffic on Aynam Rd and the building of another bridge to transport vehicles not just pedestrians. • We must be brave and not allow this area just to become a large museum dedicated to the past but grasp the architectural opportunities available to waterside living/working. • Opportunity to not just reinstate the historical waterway but to expand it if necessary & viable, to possibly allow floating units not only for business premises but also often very affordable, chic living. • Car parking has to be of paramount importance and in 	<p>Noted.</p> <p>Noted.</p> <p>Gooseholme is outside the AAP area agreed with Government Office.</p> <p>New Road parking area is outside the AAP area agreed with Government Office.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Financial viability is a key issue in</p>	<p>Seek opportunities to create open space that can be used for a variety of functions. Seek to improve east-west links.</p> <p>Review of AAP boundary to be the subject of discussion with GONW.</p> <p>Review opportunities for two-way traffic on Aynam road and additional bridges.</p> <p>Seek appropriate but aspirational architecture.</p> <p>Review opportunities for innovative use of the waterway itself.</p>
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	<p>a place where users can access the Town Centre as well. Underground parking for any development (housing or business) should be mandatory.</p> <ul style="list-style-type: none"> • Consideration for the needs of private investors should be given further investigation as investor income is the main factor effecting the canals financial viability. • The more additional waterspace is planned in to the area the more design and build opportunities, the higher potential development value and the greater the water storage for future operation. • Kendal Canal Head will become one of the principal waterway termini in the UK and should be planned with this national prestige and strategic importance in mind. If SLDC and its partners take this approach at this stage then the bid for national funds to complete restoration in the future becomes ever more justified and inarguable. While being potentially one of the five main waterway termini in the 21st century it will be uniquely attractive being close to the fine historic Town Centre of Kendal and on the fringe of the Lake District. It can also be a base and touring objective for passenger 'trip' boats and water buses. • We strongly believe in the need for strategic direction and planning allowing us to maximise on returns and benefits to the community, visitors and business within the immediate and wider area. • Option One is completely ruled out. • Option 2 whilst starting to deliver some of the outputs needed for Kendal does not maximise on the full potential of this area to deliver the much needed jobs and houses that Kendal so desperately needs. Also this option falls short on meeting the financial constraints of the plan. • Option 3 is the one we support. It can be created to foster Business development at all levels from new or 	<p>deriving a potential development scheme.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. The AAP seeks to achieve this aim.</p> <p>Noted. Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>The potential national importance of the Canal Head should be emphasised in the Preferred Option Report.</p>
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	<p>managed workplace schemes, through to growing SME indigenous business to inward investment on all scales.</p> <ul style="list-style-type: none"> • Option 4 is heavily residential and although enabling the Canal Project to come to fruition does not deliver any of the outputs required by either the Government, RDA or local responsible bodies. • The choice of images of some of the waterside property examples in the document is generally poor or inappropriate and should not be allowed to colour views on the exciting opportunities available. This project is going to attract some major community anxiety however it is an opportunity to challenge and change peoples perception that "change is a bad thing." We have to create ownership, pride, aspiration and a belief by the general public that this scheme will deliver a better more prosperous Kendal incorporating their ideas will bring them along for the ride. 	<p>Noted - The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p>	
<p>55.</p>	<p>Steve Callan, Planner, DPP, 40 Barton Arcade, Manchester, M3 2BH</p> <p>We act on behalf of a potential investor in the Kendal area and have been asked by them to make representations on the Draft Canal Head Area Action Plan (AAP).</p> <ul style="list-style-type: none"> • At the outset we would highlight our general support to the desire to see new investment in this part of Kendal and welcome the identification of a mix of uses as appropriate in this location. Consequently we support the principles of development in this general location. • Nonetheless we consider that the AAP should consider other options set out in the wider context of Kendal. In our view the emergence of the AAP provides an ideal opportunity to examine matters more strategically in Kendal. It provides an opportunity to assess the future needs of the town centre and ensure that local residents' needs are met as close as possible to the centre. This assessment would examine growth options for the centre and ensure that 	<p>Noted.</p> <p>The AAP has regard to the wider context, however, the future needs of the whole town and the District are addressed in the emerging Core Strategy.</p>	

	<p>what comes forward on the northern part of the AAP area could make a positive contribution to the town centre overall and lead to an enhancement in its vitality and viability.</p> <ul style="list-style-type: none"> • The northern part of the AAP area is located close to the defined town centre and indeed the primary shopping area. As such the northern part of the area covered by the AAP could be promoted for a range of uses. At the moment Kendal town centre has very few redevelopment opportunities for either improved food or non food retail development of any substantial scale. The area to the south of the main shopping area is also limited given its historic character with limited backland available for development. Given the absence of town centre sites and the current out of centre provision both in food and non food retail sectors we consider that there is scope to promote larger floorspace retail uses in the northern part of the AAP area along with other uses. This would draw more people to shop in a central location in Kendal and given the proximity of the area to the town centre it would be able to link with visits to other shops/services in the town centre. In other words, this needs to be viewed in the wider context as it offers the opportunity to improve and enhance the town centre as a whole. • It is felt much more could be done in terms of considering options for redevelopment of an area which would not only be town centre related uses nearer the town centre but provide spin off benefits for the centre as a whole. • We note the difficulty in achieving viable schemes, particularly where a significant proportion of affordable housing is sought. Whilst supporting mixed use in the AAP area we consider that larger floorspace retail uses would help provide more certainty on viability 	<p>Noted.</p> <p>We welcome the proposal of alternative options (see below)</p> <p>Noted.</p> <p>We welcome the suggestion of additional options and these will</p>	<p>In reviewing retail proposals, consider the proximity to the defined primary shopping area along with the sequential approach.</p> <p>Include this additional option in the appraisal of options – check guidance on need for SA</p>
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	<p>and securing future investment in the area.</p> <ul style="list-style-type: none"> We consider that a more radical solution for the area would make better use of its location. Consequently we consider that a fifth option should be investigated incorporating, as part of a comprehensive mixed use scheme, a large retail floorspace use such as food and non food retail use. The area has a number of substantial existing buildings on the site which cover large floor areas and consequently replacement of large floorspace users would not be at odds with existing buildings. Promoting larger scale retail development in this general location along with a mix of uses would assist in promoting sustainable development through its provision close to where people live and proximate to the town centre thus reducing the need for car borne trips to locations elsewhere in the town. There are also a number of qualitative arguments which can be raised in support of a large retail development, including social exclusion, improving the access to a range of quality food and thus improving the health of local residents. <p>Against this background we provide the following more detailed comments.</p> <ul style="list-style-type: none"> We largely agree with Section 3.1. We feel that the Vision should be more open in its thinking and should promote some large floorspace retail development in an area which should help as a catalyst for further development of other uses within the AAP area and help create a vibrant quarter of the town, which is the prime aspiration of the proposed plan. We feel the objectives C and D of Section 3.2, whilst good intentioned, should be modified to include the potential for larger floorspace retail units. In order to fully achieve the redevelopment it may be necessary to review the existing town centre 	<p>be considered alongside the options proposed in the Issues and Options Report.</p> <p>This needs to be reviewed with regard to national, regional and local policy.</p> <p>This needs to be reviewed with regard to national, regional and local policy. Alastair – what is the evidence of no convenience retail capacity? Can we review the boundary of an AAP? Carigiet Cowen Assessment.</p>	<p>Review potential for large floorspace retail against national, regional and local policy.</p> <p>Review potential for large floorspace retail against national, regional and local policy.</p>
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	<p>boundary. This is especially pertinent because there are very few sites in the town centre to meet future retail needs of the town. In dealing with retail issues generally we note in Section 2.2 that you state there is no convenience retail capacity in Kendal. However we are not aware of any approved documents produced on behalf of the Council confirming this statement. Furthermore you state there is a demand for edge of town retail space, which goes against PPS6 guidelines if there are sequentially more preferable sites within or close to the town centre. It is considered that the Canal Head Area provides such opportunities and locating a large floorspace retail unit at this location should in principle be acceptable.</p>		
<p>56.</p>	<p>John Ashford Associates, Ashford Associates Properties Ltd 015394 42022/33</p> <ul style="list-style-type: none"> The project provides an opportunity for mixed use facilities with a possibility of offering serviced work units that could develop out into knowledge based industries, along with the obvious potential for tourism activities. It is my intention to provide an initial base for Design Gateway at Parkside Business Park, which is close to the canal regeneration area. Therefore, the possibility of creating a network of business activity, linking into the Canal Head area is feasible. The last phase of my development at Parkside Business Park, which is classed as a brownfield site, has covered effectively the same scope as described in 2.5 (5e). I should be pleased to share my experience and the outcomes of the exploratory work and unique foundation development that I have undertaken on this final phase. The canal intersection with Parkside Road is a major issue and has to be taken into consideration when continuing to maintain the good access that Parkside Road provides for transport to the business park from 	<p>Noted.</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options, including the potential to use Parkside Road.</p>	<p>Consider further engagement on business development opportunities.</p> <p>Assess opportunities and constraints on the use of Parkside Road for access.</p>

<p>57.</p>	<p>the south side of Kendal.</p> <p>Ms Judith Nelson, Regional Planner, English Heritage, Canada House, 3 Chepstow Street, Manchester, M1 5FW</p> <ul style="list-style-type: none"> • It is disappointing that the Issues and Option Report includes limited evidence of any systematic assessment of the character and qualities of the historic environment in the Canal Head area and how this has influenced the development of options. It is unfortunate that the version available on your website does not include the key figures referred to in the text. I suggest that the making of informed comment on the Options detailed in the report would be greatly aided by the inclusion of map based information and analysis of the historic environment within the Issues and Options report itself. • Clearly there is scope for some development in this area however it is difficult to assess and make comment upon the differential impact of the options on the historic environment and landscape without appropriate baseline information. How have the options been tested in relation to the local historic environment, the Conservation Area and the town centre? • I am concerned that the generation and subsequent assessment of development options may be too closely linked or predicated upon generating sufficient uplift in value to fund the restoration of the canal. In the absence of the Core Strategy it is difficult to understand how this AAP fits with the future planning of Kendal town centre and the District. • I suggest it would have been useful to have a Historic Environment section which would address the broad range of issues relating to the historic environment in the area. This would cover both designated and locally important heritage assets, historic townscape and landscape and archaeology. 	<p>EDAW has undertaken overview of heritage issues as part of the physical appraisal in the baseline – I am aware that there was issue with plans not being provided in the consultation document – this has been remedied.</p> <p>Further baseline information is provided in the separate baseline report which is summarised in the Issues and Options Report but is available in full from SLDC and on the SLDC website.</p> <p>The AAP is being prepared in parallel with the Core Strategy and will be examined following the Core Strategy examination.</p> <p>Dealt with in the Baseline Report.</p> <p>Alastair – can EDAW provide useful responses to this?</p>	
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	<ul style="list-style-type: none"> • In the absence of the information in the report on the historic environment it is difficult to comment in any detail on the Options discussed. Option 2 states that “this proposal retains a number of important landmarks, buildings and artefacts.” “A number” but not all? This begs the question which important buildings are to be lost? Option 3 proposes development to the east of the canal, how does this relate to safeguarding the setting of the Castle and key views and the retention of trees. What is meant by “stepped apartments”. Are the shapes shown on the option plans illustrative of the layout and size of proposed development? • We would welcome further discussion with you on baseline information and the implications of the different options. We suggest that the way forward should be based on a Conservation Area Appraisal/Characterisation and Management Plan. This would provide the detailed level of information to inform and assess future plans. A detailed urban design analysis of the options would enable a fuller understanding of impact upon townscape. The information in the baseline report is a good starting point but requires supplementing as suggested above. 	<p>This information is provided in the Baseline Report.</p>	
<p>58.</p>	<p>OW & CV Barratt, Cowmire Hall, Crosthwaite, Kendal, LA8 8JJ</p> <ul style="list-style-type: none"> • This is a project we strongly support. • It would be desirable to have a plan for the whole canal corridor for Phase I of the restoration project, from Canal Head to Natland Road, not just down to Change Bridge. • Gilkes factory is a key site, but they are a much-respected local company, which everyone must want to remain in the town. If they wish to relocate to a new building in the town, and to finance this by the development of their present site it must be their 	<p>Noted. The AAP area has been agreed with Government Office.</p> <p>Protecting local jobs and employers is a priority. Engagements with employers and landowners in the area is</p>	

	<p>decision, and must not lead to the over-development of their present property. It may be that additional finance from development elsewhere along the canal corridor is required.</p> <ul style="list-style-type: none"> • Attractive existing features should be retained and exploited. • The most regrettable omission in each option is a proper basin at Canal Head itself. It is vital that there should be a much larger area of water, so that boats can wind easily, and there is room for plenty of visitor moorings (48 hours) and water-borne activity. We need a sense of destination at Canal Head. It is well known that houses and flats over-looking water are significantly more valuable than equivalent dwellings away from water, and as a larger basin would allow more dwellings to overlook it, development value need not be lost. • North of Parr Street, and round the new basin, most waterside development should be mixed-use. • Housing will be the dominant use of sites all along the town canal corridor, where there are a number of opportunities for attractive residential development. SLDC should not get hung-up about “affordable” houses. All houses are affordable by somebody, and people from different socio-economic groups all have something to contribute to life around the canal. There should be a general restriction to ensure that all houses and flats are used as principal residences, not holiday houses. • Pitched roofs of local slate are the most important characteristic to achieve in most new development; also limestone walls. But good modern design, with materials such as steel and glass should be welcomed. • The supposed needs of motor cars must not be allowed to dominate development. The area is within 	<p>important and will be undertaken throughout the development of the AAP. Noted.</p> <p>Options for a marina are being considered.</p> <p>Noted.</p> <p>Housing will be one of the potential uses. Meeting local housing needs through the provision of affordable housing is an important issues, however, the extent of provision needs to be balanced with the overall objectives and viability.</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements. Access by sustainable transport means is a key objective.</p>	<p>Review marina options in terms of location and uses.</p>
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	<p>easy walking distance of the town centre, while the removal of the refuse site etc will remove some existing traffic. A small amount of (metered) visitor parking might be included at Canal Head. Parking provision for housing should not be more than 1:1. Access to Canal Street would be greatly improved if two-way traffic were re-introduced in Aynam Road and New Road. The canal towpath, linked to other routes, will become an even more important route for people on foot and on bicycles as canal-side sites are developed.</p> <ul style="list-style-type: none"> • Option 2 may be the most appropriate, but any of the options could be implemented using the above criteria. 	<p>Noted.</p>	
<p>59.</p>	<p>Mr Richard Cartwright, 3 Parr Street, Kendal, LA9 7DH</p> <p>I am writing to express my concerns about the development of Canal Head and Fletcher Park allotments.</p> <ul style="list-style-type: none"> • Building on or near a flood plain, extra surface water putting strain on already over-loaded drains. • Kendal has too many unsold flats, apartments, unused shops and offices. • Developers should not be allowed to ruin a beautiful part of Kendal on the back of the canal with overpowering buildings. If you need to see examples of how to ruin the Old Grey Town, Asda, Morrisons, The Oaks, parts of the Provincial buildings and green 	<p>EA have commented and are aware that it will be of concern. Further work will be needed and includes discussion with the Environment Agency to clarify anticipated flood levels and the river modelling which has been carried out to define the areas of risk.</p> <p>The baseline assessment identifies the viability of the proposed developments. The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p>	

	corrugated industrial units dumped around town.		
60.	<p>Mrs Dorothy Airey, 3 Sunnyside, Kendal, LA9 7DJ</p> <p>I am very concerned at the amount of houses and apartments in Option 4. The 'exit' onto Aynam Road is not at a good place at all for the amount of traffic there's bound to be. To think of making a public road through people's gardens is absolutely shocking.</p>	<p>Noted.</p> <p>A transport assessment will consider options for inclusion in the Preferred Options.</p>	<p>Consider highway safety and capacity at the exit onto Aynam Road.</p>
61.	<p>Mrs Audrey Allen, 31 Aynam Road, Kendal, LA9 7DW</p> <p>In general I am in favour of the Canal Development but not Option 2. It appears that there is a new road between my property and the Almshouses. This would completely destroy our privacy and would do nothing to enhance a conservation area. It would also be a traffic hazard both for motorists and pedestrians. I think Option 4 would be the best one - being a good mix of residential property, cafes, restaurants etc. However, I do not like the idea of a block of flats on this side of the canal. It would create a huge shadow over the Almshouses and over the two houses opposite.</p>	<p>Noted.</p> <p>Noted. The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p>	
62.	<p>Mrs M Pratt, 7 Gawith Place, Kendal, LA9 4EA</p> <p>With this kind of language you are only going to get middle class people answering and middle class asking, so why bother, as it's a foregone conclusion (like for like). The Plan is assured – why waste money?</p>	<p>Consultation is on-going throughout the preparation of the AAP and exceeds statutory requirements. The Preferred Option has not yet been selected and suggestions of alternative options are welcomed.</p>	
63.	<p>Eileen Strand, 15 Nether Street, Kendal, LA9 7DS – resident petition (109 signatures): Nether Street, Wilson Street and Aynam Place.</p> <ul style="list-style-type: none"> Concern about the toxicity building on the United 	<p>A baseline review of</p>	

	<p>Utilities site on the west side of the canal which was the main area of the Kendal Gas Works. Concerned about building housing on this site and the air and water pollution that would be caused by disturbing this land.</p> <ul style="list-style-type: none"> • Concern about opening up Aynam Place, Wilson St and Nether St as the main access to this site and any residential dwellings built, because of: <ul style="list-style-type: none"> • Narrowness of streets. • Differing heights of the land. • Streets were not designed to handle the proposed amount of new traffic or the weight of trucks, • Concern about the compulsive purchase of our neighbour's front garden on Option 3 and 4 which is at the top of Nether St in order to extend the existing dead end street. People believe the Council has no legal right to take someone's front garden or open up the top of Nether St. The wall at the top of Nether St, in addition to being a retaining wall is also attached to two of the houses. We do not want the houses structurally undermined by this project and we will take legal action if necessary. • These streets are currently safe dead end streets, which is why people with children and pets and elderly chose to live here. Our sense of community would be lost. • The plans go outside the proposed development area to include the old blacksmiths building which backs on to Wilson St. • The only realistic option is not to make access via these small residential roads but to continue to use 	<p>contamination has been undertaken but more detailed site investigations would be required before development took place. Other environmental issues, including water quality are being assessed through the Sustainability Assessment and the Appropriate Assessment. Access and parking will be investigated further as part of the development of the Preferred Options.</p> <p>The layout, scale and design of</p>	<p>Consider highway capacity and safety issues on Aynam Place, Aynam Road Wilson Street and Nether Street as part of the transport assessment.</p>
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	<p>the current access via Parkside.</p> <ul style="list-style-type: none"> Concern about the density of housing suggested on the current United Utilites site: <ul style="list-style-type: none"> Would take light form existing houses and gardens. Would overlook existing houses and gardens. Noise pollution. The local area will be completely overwhelmed by new dwellings. If housing is to be built it should be 2-storey. Questions about local infrastructure are raised by the overall scheme. No mention is made of rebuilding of already ailing sewage works or how Aynam Rd could cope with additional traffic, or schools cope. There is no mention of how you plan to overcome obstacles to opening up the canal such as moving the main sewer buried in the canal that runs from town to the sewage works. Where will this be moved? There is a concern that the canal will not actually be opened and that this is an excuse to create more housing that the area can sustain. There is no mention of water management, in relations to the heavy rainfall and flooding. We would like to see more Green Space not less. Now the canal is a green corridor along the edge of town, these plans make the west side of the canal exclusive for people who can afford to buy along the canal. People are excited about the canal opening up, but we feel it is important that it is done for the existing 	<p>new buildings will be appropriate to the local setting and planning requirements.</p> <p>Redevelopment of the sewage works is not part of the AAP. The capacity of Aynam Road will be investigated further as part of the transport assessment.</p> <p>These issues are addressed in the technical reports and summarized in the separate AAP Baseline Report which is available form SLDC.</p> <p>These issues are considered in the Sustainability Appraisal and the Appropriate Assessment.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal. The provision of affordable housing is an important part of the AAP. Noted.</p>	
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<p>64.</p>	<p>residents and not at the expense of their quality of life.</p> <p>Mr and Mrs Adrian Dixon, 11 Sunnyside, Kendal, LA9 7DJ</p> <ul style="list-style-type: none"> We have no objection to the redevelopment of the canal but are gravely concerned regarding the potential intensity of the development. Proposed development appears to be more closely aligned with the requirements of a urban canal regeneration. Kendal is a picturesque town which already offers a high quality of life with significant tourism input which needs to be recognized and taken into consideration in respect. Much of the proposed development site is adjacent to greenfield sites. These areas act as a natural green corridor into the centre of Kendal would be a welcome sight and amenity to visitors using the canal and complement the development of any proposed shops and offices. The area is rich in wildlife. The removal of long-established hedges and trees to allow for development would be devastating to wildlife habitats. SLDC has already allocated some of green space fringing the canal as an ‘allotments and wildlife area’. The allotments provide the local community with a social amenity. We live in an age when allotments are becoming more popular and therefore they should be retained, not developed. Developments in such close proximity would be intrusive and insensitive. Your report clearly asserts that views of the castle and other landmarks should be protected. We are extremely concerned regarding access as sites would appear to require access solely along Parr St, the canal bridge, and Sunnyside. Parr St is generally congested with parked cars on both sides and the junction is very busy. The situation would be severely exacerbated by an increase in traffic of the scale that would come with the substantial 	<p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>Noted.</p> <p>Review extent of development requirement on allotments and relocation site options</p> <p>Noted.</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options, including the potential to use Parkside Road.</p>	<p>Seek the protection and enhancement of wildlife habitats, where possible.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>Consider highway capacity and safety issues at Parr Street and Sunnyside in the transport assessment.</p>
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	<p>development. The access from Sunnyside is currently a single-lane track bordered on both sides which makes large-scale access to the proposed site wholly impractical.</p> <ul style="list-style-type: none"> • We are anxious about potential flooding. The green spaces allow for water to be absorbed and drained slowly. Wide-scale development will increase the likelihood of flooding in the area. • Such a major development project would need to take into account the local infrastructure i.e. which schools children are to attend. Stramongate School is almost running at full capacity. • The driving force for developing the canal should not simply be residential or commercial development. There is no direct link between the development of land bordering the canal and the canal itself. Funding for the development of the canal itself should not be so dependent on such intensive development, and perhaps therefore be postponed until the Heritage Lottery Fund or other such body is able to give its support. • This development offers a unique opportunity to create something very special and to put Kendal firmly on the map as an example of what can be achieved through an inclusive consensus view. 	<p>EA have commented and are aware that it will be of concern. Further work will be needed and includes discussion with the Environment Agency to clarify anticipated flood levels and the river modelling which has been carried out to define the areas of risk.</p> <p>Provision of social infrastructure is important and contributions from development are dealt with in the emerging Core Strategy.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal; viability will depend on some private investment.</p> <p>Noted.</p>	
65.	Rachel Zivkovic, 4 Sunnyside, Kendal, LA9 7DJ		

	<ul style="list-style-type: none"> • The boundary for discussion does seem appropriate but I would like to see the New Road Car Park included in the proposals. • I would not support the redevelopment of any allotment sites. These are a very special sustainable resource and part of our national heritage. They contribute to the health and wellbeing of people. • I am concerned and broadly opposed to high density residential development of green land and recreational space included in all the options except Option 1. Green spaces are a haven for wildlife and bring biodiversity. Whilst I would welcome the reinstatement of the canal I could not agree to it as the cost of so much open space. Part of the charm of Kendal is its mix between its town and rural identity. • The eclectic mix of shopping opportunities in the town centre are already threatened, the redevelopment of the K Village site is already underway, yet another retail area can only compete further with the draw trade away from the centre of town. • The maximum revenue created by high density residential development favoured by the developers in Options 4 and onward would be in contravention of the policies governing rations between residential and business use and for affordable housing for local people. Affordable family housing for local people should be central to the plan. • Whilst the development of a canal quarter will create employment this is likely to be low income employment for the majority, the opportunities for independent and small businesses will be very limited by high rate and rents. • It seems the canal is secondary to the opportunities for developers. There does not appear to be anywhere for a 60/70ft narrow boat to turn and there 	<p>The boundary for the AAP has been agreed with Government Office.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal; option 1 shows less development but without the restoration of the canal.</p> <p>The AAP seeks to protect the existing retail in the town centre, in line with national policy.</p> <p>All proposed developments are assessed to ensure they accord with national, region and local planning policies.</p> <p>A range of employment to meet local needs is sought.</p> <p>Options for a marina are being considered and sufficient turning space will be provided.</p>	<p>Boundary review will be subject of a discussion with GONW.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>Ensure a range of employment opportunities are created to meet a range of local needs.</p>
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	<p>are no mooring opportunities. There is no provision for a boat yard or the necessary amenities for boat users. There are no guarantees that the rest of the canal will be reinstated potentially leaving a blind stretch of overdeveloped canal in Kendal. There are no guarantees that the redevelopment of the area will create sufficient funds for the canal in Kendal to be reinstated.</p> <ul style="list-style-type: none"> • The access to residential sites is unclear and I feel that the road infrastructure is already stretched around the proposed areas for redevelopment. I would object to Fletcher Drive being used to access any residential development of Castle Hags allotment site. I think access would have to come from Park Side Rd. Aynam Rd is already subject to traffic jams and under the current proposals all traffic to the west side of town or to the Lake District would be directed via Aynam Rd. • Flooding as also a major concern. Problems in the area could be exacerbated. • There is no mention of sustainability. It would be great to see the creation of ecological housing. • I hope that the canal is eventually reinstated but in a way that will benefit the local residents and the town as a whole. It should not follow previous models where developers are concerned about maximum profit. • I would like to express concerns at seeing the council 	<p>Access and parking will be investigated further as part of the development of the Preferred Options, including the potential to use Parkside Road.</p> <p>EA have commented and are aware that it will be of concern. Further work will be needed and includes discussion with the Environment Agency to clarify anticipated flood levels and the river modelling which has been carried out to define the areas of risk.</p> <p>The AAP is the subject of a statutory Sustainability Assessment. Noted.</p> <p>Noted.</p>	<p>Consider the highway capacity and safety issues of Aynam Road.</p>
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	<p>paving and potentially paving the way for a greenfield site which is currently owned by Russell Armer to be developed. This was not sold to them at the current price of premium residential land for development because of its status as recreational land. It is land that has been used by the local community for many years for recreational purposes. Whilst I understand that a cohesive approach is necessary, in including such land in these proposals the council is doing the role of the developers and giving back door entry for plans to redevelop a greenfield site.</p>		
<p>66.</p>	<p>AA Darwall Smith, 12 Aynam Court, Aynam Road, Kendal, LA9 7EL</p> <ul style="list-style-type: none"> • My main concern with the plan is the bland provision of housing. SLDC made much of the provision for locally-affordable housing, but that is hardly the type of purchaser that is needed if significant 'development premium' is to be generated. • No attempt has been made by any of the promoting agencies to address the provision of jobs. If the Canal Head redevelopment is to be successful, the town must attract the type of residents which can afford, and will enjoy and enhance the canal-side project. • The area at the canal terminus should become a positive attraction within Kendal. • Currently there is a heavy rush of housing development in Kendal, with some recent developments awaiting occupants. Added to which the recent development for Scottish Provident, now known as Bridge Mills, remains half empty. This is prime site for employers to offers quality employment in the town. The fact of it remaining empty clearly indicates the lack of attraction for firms to locate or relocate in Kendal. • Ideally the town should be trying to attract both 	<p>Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report.</p> <p>Job creation has been a key consideration in developing the AAP options which have been developed with a view to attracting knowledge based employment to the area, where possible.</p> <p>Noted</p> <p>Noted. The AAP options are being developed taking into account market demand and economic potential, taking advice from local property market experts.</p> <p>The AAP options seek to provide a policy framework to attract</p>	<p>Continue discussions with SLDC planning and housing departments about affordable housing need and options.</p>

	<p>professional and skilled clerical jobs in quantity. All agencies should be promoting Kendal as a suitable place for quality employment establishments, other than those tourism-related.</p> <ul style="list-style-type: none"> • If prospective developers of the area are to be able to offer generous premiums hoped for then they will have to have reasonable prospects of attracting the clientele that will justify the provision of high quality – and appropriately priced – housing. • My vote goes generally in favour of Option 3. 	<p>knowledge based industries.</p> <p>The options incorporate larger scale family homes.</p>	
<p>67.</p>	<p>Castle Hagg Allotment Holders, c/o Kate Sykes, 28 Castle Green Lane, Kendal, LA9 6BB</p> <ul style="list-style-type: none"> • We are writing to express our concern about the redevelopment of the Castle Hagg allotment sites as proposed in Options 3 and 4. We believe the redevelopment of these sites would be a huge loss to Kendal as whole, the local community and to allotment holders. The allotments are tended by a very diverse range of people and provide great pleasure for all. It has been suggested that alternative sites could be found, but these would not carry the benefit of 30 yrs of fertility. Some of our members have been moved from other sites in the past and the prospect of starting again has caused them to not want to continue. It was suggested that the soil could be moved to alternative sites, however that does not take into account the delicate balance of the soil structure and ecosystem which are very much a part of the soil fertility. The logistics of moving the soil would be impossible. The allotments are in a very central and convenient location and we do not believe that a suitable alternative could be found elsewhere. We believe the allotments should not be seen as land with development potential as suggested but be given equal value to places such as Fletcher Park as being 	<p>Review extent of development requirement on allotments and relocation site options</p>	<p>Review extent of development requirement on allotments and relocation site options.</p>

	<p>a greenfield site. The allotments have a strong recreational basis, support a diverse range of wildlife and are a strong focal point for this area of the town. It is stated that 'Public spaces should be celebrated as attractive, active and sociable' and that 'green spaces should be designed to reinforce a positive identity for local people to enhance biodiversity'. The allotments provide this and their removal would be contrary to this statement. They provide a social network, promoted healthy lifestyle through exercise, relaxation and healthy food, and provide an attractive draw for local people and tourists. You state, 'Within canal head it will be important to identify areas of biodiversity and to help preserve any designated sites.' The allotments support a diverse and rich range of wildlife otherwise not found in urban areas, and so should be protected. It is suggested that 'Objectives for parks and open spaces are to maintain and develop them as welcoming, healthy, safe and secure, clean and well maintained, conserving natural and cultural heritage, getting the community involved, and applying sustainability'. Once more the allotments already provide these things to the area of Kendal. With regard to sustainability we believe allotments should be seen as a key strategy in creating sustainable towns. In Kendal there is a strong focus on buying locally. It is suggested that 'Local authorities must also resist pressures for development of open space which conflict with public interest'. The removal of allotments would conflict with public interest. The allotments would be a source of interest to boat holders and tourists visiting the area and should be promoted as part of the canal development.</p>		
<p>68.</p>	<p>Hal Bagot, Chairman of The Lancaster Canal Restoration Partnership, Levens Hall, Kendal, LA8 0PD</p>		

	<ul style="list-style-type: none"> • The Partners support any Option or mix of Options which will enable the restoration of the canal through Kendal, being Phase I of the restoration. • The proposals must provide a definitive statement of building excellence as befits such a northern terminus of the entire canal system. A proper sense of destination must be provided to emphasise its status as such a terminus, e.g. a landmark feature or structure. • The Partnership considers that the catalyst provided by canal restoration must be used to give much needed regeneration to this area of Kendal. • The proposals must also provide an area of cultural excellence within the mix of new and old buildings. • It is essential that a vibrant and adequate water-space is created in this very important location in Kendal, which will link with the Kendal Castle area to the east and the town centre area to the west. • The water-space will be a highly important element of the area, and must give a live backdrop to this neighbourhood by introducing boats along the length of the AAP. • The Partnership considers that the area covered by the AAP complements the area to be covered by the Kendal Economic Regeneration Action Plan, and the opportunity should be taken to add to proposals currently being considered under that Plan, for the benefit of the whole of Kendal and South Lakeland. 	<p>Noted</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>The AAP options have sought to provide a policy framework that will establish an attractive and vibrant destination linked to the restoration of the Canal Head The AAP will be a key driver in regeneration, providing a policy framework to attract new employment opportunities and affordable housing to the Kendal area.</p> <p>Noted</p> <p>Noted</p>	<p>Highlight the opportunity to create a landmark feature</p> <p>Highlight links from the AAP to wider regeneration in Kendal and South Lakeland</p>
<p>69.</p>	<p>Ken Leech, Chairman Kendal Ski Club 01695 624</p> <ul style="list-style-type: none"> • The area to the east of the Civic Amenity Site is indicated on all the option maps as being 'playing fields'. A section of that land belongs to Kendal Ski Club and is used as a car park. It is apparent from the report that the position of our car park within the four 	<p>Noted</p>	<p>Correction to annotation for area noted as playing fields</p>

	<p>options makes it a prime development site and as such would almost certainly be subject to a CPO. Whilst KSC would not want to stay in the way of any regeneration plans I must register our deep concern over the potential loss of this land. Our ability to function would be seriously impaired were we not to retain a substantial parking facility. KSC is the largest sports club in the County. If our land were required within future development, the Club would require an alternative, 'private', fenced car park of and in the same area. Another factor to consider is that this car park generates revenue for the Club.</p> <ul style="list-style-type: none"> • The club requires unobstructed access to its premises for members and the emergency services. Our concern is that a public car park or other use might generate traffic queues in the main carriageway to our premises. This could affect the economic development of the area available. None of the options show any provision for additional vehicular access to the area between the Canal Head North and Sunnyside. Extra traffic would come through the town centre and have to use New Road, Miller Road, Bridge Street and Canal Head North. It must be clear to anyone that the existing access and exit via Bridge Street is totally inadequate as it stands. • Surface drainage from the playing field site is difficult because of the lack of fall to the river. Drainage to the canal may be possible but in times of heavy rain the level can rise and this could cause backing up of drain water the playing field site. • The existing housing erected next to the Club's premises leads to an unreasonable degree of complaints from the residents about the Club's activities despite the fact that the Club existed prior to the housing. I am concerned that this does not occur again: the Club and its members should not have to 	<p>Noted</p> <p>Noted</p> <p>Access and parking provisions will be assessed further in developing the preferred option.</p> <p>Noted, the use of Sustainable Urban Drainage Systems will be considered</p> <p>Noted</p>	<p>The access and transport assessment should take into account the potential impact of losing the KSC parking facilities and ensure that appropriate access is maintained</p> <p>Advise team taking forward the canal reinstatement of drainage issues in the vicinity of the ski club and surrounding areas. Incorporate the use of SUDS in the AAP area.</p> <p>Identify in the preferred option the potential for noise disturbance associated with the ski club and to mitigate accordingly.</p>
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	<p>suffer. Any floor above ground level in the proposed housing will receive sound from the slope unattenuated by ground absorption.</p> <ul style="list-style-type: none"> The Club supports the Canal Head regeneration and that our comments should not be construed as opposition. 	Noted	
Questionnaire Results			
70.	<p>Mr Anton Ashcroft, 34 Aynam Road, Kendal, LA9 7DW</p> <p>Q1. Yes Q2. Yes Q3. More emphasis on making residential moorings for canal boats. They can provide a high yield for little development cost. Q4. Yes Q5. The allotments should not be seen as a development site Q6. The residential density is too high in Options 3 and 4 - It reduces the perceived quality of the area. Q7. Section 2 would be the preferred option, perhaps considering development in a wider area. Q8. Development at the canal head as wide and mixed as possible.</p>	<p>Noted</p> <p>Noted Financial viability answer</p> <p>Noted</p> <p>Check wording of comment</p>	<p>Highlight to British Waterways the potential for providing residential moorings Due consideration will be given to the impact on the allotments and appropriate mitigation will be considered as part of the preferred option development</p>
71.	<p>Mr Stephen Appleby, Round Hill Cottage, 105 Sedburgh Rd, Kendal, LA9 6BE</p> <p>Q1. Yes, but if Phase 1 of the canal development were to be extended to Watercrook the proposed marina here could help the financial balance of the project. Q2. 7d an additional footbridge would be desirable between Jennings Yard Bridge & Miller Bridge. 7j favour a lift bridge to replace Gas House Bridge in Berkshire Rd, but only available to waterway priority once in the first quarter of daylight hrs, excluding the rush hrs of heavy road traffic. Also by limiting boats to 48hrs at Canal Head, more boat movements would</p>	<p>Well outside AAP boundary</p> <p>Accessibility will be considered in further detail in developing the preferred option</p>	<p>Access assessment to consider opportunities for additional footbridge between Jennings Yard Bridge and Miller Bridge and possible lift bridge to replace Gas House Bridge in</p>

	<p>animate the canal-side scene. 9 agree, but it is important to provide suitable 'meeting places' for young people, and also, separately for older people.</p> <p>Q3. Generally agree, but access to Castle Hill is vital. Also garden centre in appropriate to location. Farmers market inappropriate as already catered for in Market Place. We already have two museums in Kendal! I would explore the possibility of combining a canal museum with the contents of the Museum of Lakeland life to a single worthwhile museum at Canal Head. The unique collection at Kendal Museum could move to a more appropriate position at Abbot Hall. The old wool warehouse, currently Kendal Museum could then be converted to provide apartments, office space or a hotel. This development would help finance the new museum at Canal Head. The Canal Head Museum would add considerably to the 'destination'. 3.2 d&e are very importance esp. 'complement but do not compete'.</p> <p>Q4. 1 'distribution of coal' and also of lime from Greenside Limekilns in Kendal for building mortar and agricultural use 'The Black and White Canal'. Replica Packet Boat trips should be re-enacted once the canal is restored. The Canal Head plans must provide for a passenger wharf to board these boats. Whilst in Phase 1 an essential facility will be a slipway for boaters with trailable boats and room for towing vehicles to maneuver & park. 'Protecting the site key assets will restrain key developments' but must be done. Open up part of the old Canal Head terminus building. Good contemporary design emphasizes traditionally designed buildings by its contrast. 3 Main retail offer includes Finkle Street & Stranongate – essential to lead tourists between Canal Head & town. 4 Save old coal wharf – v. important for historic coal trade & canal sluices. 5.4 Need play areas for unsupervised children near homes but away from thoroughfares. 5.6 Use local slate in cobbled areas, remember increased use by pushchairs etc. 5.7 Kendal design of outdoor spaces is excellent!</p> <p>Q5. 1.4 Preservation of the Town Green, open field east of</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Development of proposals for the Kendal Museum, which is outwith the AAP boundary is beyond the remit of the AAP</p> <p>The detail of the design of the canal reinstatement will be taken forward separately by British Waterways</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>	<p>Berkshire Road.</p> <p>Any policy for retail provision in the AAP area will need to be in accordance with the provisions of PPS6 and consider existing uses in the Kendal area</p> <p>Consider the possibility of linking the Museums to ensure complementarity rather than competition or over supply</p> <p>Identify comments and suggestions made to British Waterways</p>
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	<p>Canal Head essential for festivals. None of the options provide for water-based activities & water based festivals. It is essential for the success of the Canal Head as a destination that the whole of the canal basin be preserved with 20ft of wharf space around it. If we cannot afford the project now we should preserve it as a grassed open space and then apply for lottery funding after 2012 Olympics.</p> <p>Q6. I do not feel that Options 1&2 are bold enough nor to they offer sufficient achievement for the scheme. With modifications Options 3&4 have the potential for an attractive and viable scheme and improvement to an underused area of the town.</p> <p>To provide car parking by terracing the area on the east between Fletcher Sq and Castle Hill would be preferable to using plot 3.10.</p> <p>Q7. Amalgam of 3&4</p> <p>Q8. In Option 3.20 the industrial use of the green plot 5 for the relocation of Gilkes is essential for employment prospects of town & for access. In Option 3.20 the layout of the residential apartments is preferable to 4.22 as the former allows for the preservation of the old Coal Wharf. In both options, plots 3.1 & 3.2 should be redesigned to retain the original shape of the Canal Head Basin. Otherwise you miss the whole point of a canal head and a wonderful opportunity at a later date for a real 'destination'.</p> <p>Q9. Supplementary Comments/Proposals to Proposals by Lancaster Canal Trust (LCT)</p> <p>1. LCT Proposal: To create a footbridge from New Road Car Park to east side of River Kent and develop New Road Car Park as an extension of the development area at Canal Head, to include new commercial / amenity buildings above a covered car park. Supplementary view: Disagree with proposal.</p> <p>2. LCT Proposal: Widen canal at Canal Head for recreational purposes. Supplementary view: Disagree with proposed</p>	<p>Space would be provided within the Kendal Canal Head area for water related festivals and activities.</p> <p>Noted – preference for Options 3a and 3Bb</p> <p>Noted</p> <p>3 and 4</p> <p>Ref to Old Coal Wharf above – Provision is made in the options for a body of water on the former coal wharf site in recognition of its local historical significance.</p> <p>The canal reinstatement will be along the line of the original layout</p> <p>An access and parking assessment will be carried out in developing the preferred option</p>	<p>Access and parking assessment to consider suggestion made regarding Fletcher Sq and Castle Hill rather than plot 3.10</p> <p>Highlight suggestions to team carrying out the access and parking assessment</p>
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	<p>widening of canal, suggesting instead that it be kept grassed over. From a heritage and recreation viewpoint, propose instead that the former canal basin be grassed over so that it can be dug out later when funds are available.</p> <p>3. LCT Proposal: Allotments south of Fletcher Park: save and extend, with additional housing located at sites 3.3 and 3.6. Supplementary view: Disagree - retain site 3.17 (allotments) for housing proposal.</p> <p>4. LCT Proposal: Propose that sites 3.18, 3.19 and 3.20, north of Parkside Road (United Utilities site) form the location for a marina? Supplementary view: Disagree – propose that a marina would be better located off Natland Road, south of Kendal.</p> <p>5. LCT Proposal: New access road from Canal Head North to eastern end of Sunnyside following northern and eastern perimeter of former playing fields. Supplementary view: Support.</p> <p>6. Supplementary Proposal from Mr Appleby: to locate a three-storey car park on land between eastern edge of Fletcher Park and western boundary of Castle Hill.</p>	<p>The canal will be reinstated along the line of the original layout.</p> <p>Check wording not clear what point being made is</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>This will be given consideration</p> <p>Noted</p> <p>An access and parking assessment will be carried out in developing the preferred option</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Consider proposal for marina location.</p> <p>Highlight access road and parking suggestions to the team carrying out the access assessment</p>
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<p>72.</p>	<p>Mr & Mrs John Dalglish, 6 Lound Street, Kendal, LA9 7EA</p> <p>Q1. The red boundary line covers all potential development sites and is appropriate. The yellow boundary line outlining the wider area should certainly be considered when planning the canal development as the areas have to fit comfortably together and blend one into the other, particularly as the wider area provide all the access into the canal quarter. There is no point in AAP being able to look at the wider area if it cannot have any control over what other developers have planned. During the years it will take for the project to begin, other developments within this boundary should be monitored to check that they are compatible and within the objectives of the AAP.</p> <p>Q2. All issues seem to be well covered.</p> <p>Q3. It would be a mistake to describe the canal head as a new cultural quarter when one already exists. Objectives should also include provision for people using the waterway which surely in the long term is what it is all about? Visitors could arrive from other parts of the country in their own or hired narrowboats and canal cruisers and would need facilities to moor the boat and stay a week or 2 in a central location where they can walk to other transport links and explore other parts of the Lake District. These boats will need facilities to empty their on-board waste, fuel, water etc. in a central basin/wharf area. The actual needs of canal boat users should not be overlooked in the rush to make money by development.</p> <p>Q4. I agree that there is a great deal of potential in the area to create an attractive environment, mixing historic buildings with new design. My only concern is that there should not be too much development over and above demand/need.</p> <p>Q5. The development opportunity sites seem a good choice but I am not in possession of all the facts ie. where are the users of the United Utilities, Gilkes, Canal Head depot etc sites going if their land is being used.</p> <p>I am glad you regard the 'north of Change Bridge' site as a</p>	<p>Noted. The AAP will be developed as part of the wider planning policy framework for the Kendal Area.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p> <p>Financial viability response</p> <p>Alastair</p> <p>Noted</p>	<p>Note that there is already a cultural quarter in Kendal. Consider earlier suggestion regarding Canal Quarter as alt moniker.</p> <p>AAP preferred option to set out how visitor boats could be serviced</p> <p>Consider existing development proposal's influence on the AAP.</p>
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	<p>development opportunity. Unfortunately Riverside Developments appear to have obtained planning permission to develop it into sheltered housing of a design which is not in keeping with the design objectives you have mentioned. The local heritage society objected strongly to the design at the planning meeting but were ignored. You also talk of Change Bridge's wharf having the potential to be restored but, as it is the developers plan to build over this, it is not an option. I am not averse to sheltered housing but here is an example of how the design objectives of your plan are already going astray.</p> <p>Q6. The options do reflect the key issues.</p> <p>Q7. As the first 2 Options would not generate enough money to open up the canal, it is down to Options 3 or 4. I would prefer to see some sort of study done into what the actual housing requirements are in Kendal before such a number of residential unit were planned. Current developments seem to have ground to a halt due to lack of interest.</p>	<p>Alastair, what's the position on this?</p>	
<p>73.</p>	<p>Mrs Eileen Strand, 15 Nether St, Kendal, LA9 7DS</p> <p>Q1. No, I believe the boundary is should be the same as the potential development area only; neighboring streets should not be included.</p> <p>Q2. No, I do not believe housing should be built on the toxic United Utilities site. Overall, I feel the development of residential areas is far too dense. Not enough green open space, not enough made of canal and canal basin. Proposal will cause too much traffic on local roads. I believe all future builds should be green ie. carbon neutral – no mention of this.</p> <p>Q3. No, vision not green enough, not exciting enough, vision too urban. Where is the culture? How about affordable artists studio's and exhibition space. Do not want apartments and intense housing. Trying to attract more outsiders at expense of life for locals.</p>	<p>The boundary relates to all areas where improvements could be made, through development, highway or environmental changes.</p> <p>Any development would take place following remediation measures to avoid any risk to human health. Densities are in keeping with national policy advice.</p> <p>An assessment of access will be carried out when preparing the preferred option.</p> <p>Carbon Neutral</p> <p>The options described consider</p>	<p>Identify a target for sustainable buildings setting BREEAM and Code for Sustainable Homes targets</p>

	<p>Q4. No, should include preservation of nice stone building at United Utilities, area is conservation area. Views and vistas – should include existing views from houses on Wilson St and Nether St and not block our views and light as shown on the plans. Do not want houses with living room on 1st floor, they will look into existing gardens and bedrooms.</p> <p>Q5. Any development to United Utilities site must be carefully done in conjunction with neighbors, as ground toxic. Nether St, Wilson St and Aynam Place too narrow to be through roads. Access to this site must be via Parkside.</p> <p>Q6. No. No details of handling toxic site or disturbance to residence. Proposed housing far too dense. Proposal not green enough. Proposal not considerate of existing residents. More housing that is carbon neutral, maximum 2 stories and access via Parkside.</p> <p>Q7. No, feels like designed by someone in a big city who never visited local streets. Needs a lot of work. More green areas, more water, ie. basin. Less housing, more consideration for residents, more consideration about traffic.</p> <p>Q8. No, I would start over. Make more interesting: footpath on both sides, canal basin, more green, less housing, no apartment blocks.</p> <p>Q9. Yes: Need to visit local people on surrounding streets to see how to design so as not to overlook, overcrowd them and their views. Be more sensitive to people affected. Two of the options show Nether St knocked through towards the canal as entrance to a new block of flats. This is not viable because:</p> <ul style="list-style-type: none"> - It could only be done if you Compulsive Purchase my neighbors front garden which they have no intention of allowing. - It assumes that you can just knock down the current wall and put a road through. This is not possible because the land on the United Utilities site is 2 ½ -3 ft higher than Nether St and the wall is a retaining wall that hold several tones of earth from falling on the adjoining houses which 	<p>the potential for promoting cultural activities and will also promote provision of affordable housing. Design response</p> <p>See above</p> <p>See above</p> <p>Green space is incorporated into the options set out and densities are in accordance with national policies. Levels of development identified are necessary in order to deliver the canal reinstatement.</p> <p>Noted</p> <p>Noted</p> <p>Noted</p>	<p>Highlight access concerns on Nether St, Wilson St and Aynam Place to team carrying out access assessment.</p> <p>Set out that designs will avoid overlooking and infringement on private spaces.</p> <p>Identify concerns to infrastructure and access teams</p>
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	<p>were built 6inch from the wall.</p> <ul style="list-style-type: none"> - Using this street as access would have implications around access for trucks during the building as the truck vibrations may affect our brick buildings. - If the street is knocked through parking will becomes an issue. Currently we manage but in order to open up the road because it is so narrow you would have to ban parking on one side of the rd. So where then can existing residents park? This problem will apply to residents of Wilson St and Aynam Place. - The only option is to keep access to this area via Parkside, through a clever design to incorporate a bridge. <p>I live on Nether Street, which is currently a quiet, green street and we get sun all year round. Your plans would change this. Issues include:</p> <ul style="list-style-type: none"> - Density housing unmanageable for local community and we would be overwhelmed. Current residents moved here because is a quiet, safe, dead end street. - If built houses should only be 2 storey and not overlook existing houses. - Concerns over current options reducing light and increasing noise for existing residencies. - Possible creation more traffic jams on Aynam Rd. A traffic management system needs to be seriously looked at. - The rest of the local infrastructure needs to be looked at. Already we have the Kendal Stink, because the sewage system cannot cope with the existing need. - Concerns over water/floor management. The K Village development will have 2 storey underground concrete basements, creating less run off in the are already. We all know Aynam Rd floor when the river is high, what will happen when we also have a canal connected to no where? With additional housing in the area and more concrete you are creating a situation where more flooding will be a possibility. 	<p>Noted</p> <p>Noted</p> <p>Noted</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>Noted</p> <p>Noted</p> <p>EA have commented and are aware that it will be of concern. Further work will be needed and includes discussion with the Environment Agency to clarify anticipated flood levels and the river modelling which has been carried out to define the areas of risk.</p>	<p>Infrastructure and services going to be considered?</p>
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	<p>I found the final 2 paragraphs enlightening. You seem to say that Option 4 is the only financially viable one with at least 90 units/hectare. And seem also to be saying that it is not financially viable for you to stick to the council's 50/50 affordable split. Who is this project for – the developers or the locals?</p> <p>As the main tower sewer is buried in the old canal, I want to know where this will be moved to. It seems you want to develop the area before being sure that the canal will ever be built. I feel that you are going about it all wrong and that the canal head should be developed first before you build houses to sell off as there is no guarantee that the canal will be opened or connected to the rest of the system.</p> <p>Rather than being in a rush to do just anything, this is a great opportunity for Kendal and I feel that the plans are not exciting enough. Because it all comes down to money you are taking the quickest way to fund the project. I would rather redesign the whole thing to include more green space for locals, more water features and more interest. Lets do it properly, apply for the lottery and wait until 2012, and the Olympics is over, if that is the financial competition. It will only be putting it off for a couple of years as the current date I heard was 2012 for an actual start date anyway.</p> <p>I am disappointed that the cost to date is £750,000 and you have come up with these proposals. It seems like it is based on what cities were doing a few years ago, it is not forward thinking enough.</p>	<p>SUDS are proposed to manage surface water drainage and to minimise flood risk.</p> <p>The financial viability refers to ensuring that the reinstatement of the canal is feasible</p> <p>The AAP provides a policy framework for the regeneration of this part of Kendal, including the reinstatement of the canal.</p> <p>Do we have a set answer for this one, it's come up twice so far in what I've seen?</p> <p>The AAP is being taken forward under the new planning system and the proposals that have been put forward reflect the detailed baseline research carried out to understand the area and to inform its development.</p>	
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<p>74.</p>	<p>Mr J Neill Arnott, 26 Kirkbie Green, Kendal, LA9 7AJ</p> <p>Q1. Yes Q2. Yes Q3. Yes Q4. Yes Q5. Yes Q6. Yes Q7. Option 3 Q8. Canal restoration essential Q9. There is hardly any mention of vehicular access to or exit from the area.</p>	<p>An assessment of access and parking will be carried out in preparing the Preferred Option</p>	
<p>75.</p>	<p>Mrs Audrey Dixon, 14 Nether Street, Kendal, LA9 7DS</p> <p>Q1. Open the canal and then do the development. - fear the development could happen without canal. - need a basin where boats can moor and go into Kendal Town Centre. - proper mooring area.</p> <p>Q2. - affordable housing - creating new jobs - K-Village closing and shops closing - not real new jobs as the jobs will replace those being lost. - dangers of developing on contaminated land. - don't want Nether Street to be a through road because already 4 exits and entrances to the street. - traffic too fast along Aynam Road -problems with emergency vehicles and bin lorries accessing Nether Street.</p> <p>Q3. - all for regeneration including the canal. - don't believe that any housing will be provided for local residents at an affordable level</p>	<p>Options for a marina are being considered.</p> <p>Intention to introduce higher value employment opportunities to the area</p> <p>A baseline review of contamination has been undertaken but more detailed site investigations would be required before development took place. Access and parking will be investigated further as part of the development of the Preferred Options, including the potential to use Parkside Road.</p> <p>Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities</p>	<p>Review marina options in terms of location and uses.</p> <p>Site investigations required</p> <p>Assess opportunities to use Parkside Road for access.</p> <p>Continue discussions with SLDC planning and housing departments about affordable</p>

		are being considered, as described in the Issues and Options report.	housing need and options.
76.	<p>Mr John Fitzpatrick, Safety Consultant, Qinetiq, 1 Garden Road, Kendal, LA9 7ED</p> <p>Q4. Agree your Dev. Themes and Opportunities. However, I believe education should also be a main theme; doing so could also be a further source of funding / income for canal project. For example, the Canal Head AAP could include:</p> <ol style="list-style-type: none"> 1. short visits to the site during refurbishment for local Primary School classes. 2. Secondary / College students to be actively involved in canal historical research. 3. Cumbria (& UCLAN?) University to offer course projects to students as current/future area regeneration, changes in tourism, engineering/logistic challenges, etc, etc. <p>Q7. I prefer Option 2 for two reasons:</p> <ul style="list-style-type: none"> - It excludes building development East of the canal (so leaving allotments & green areas). - It offers some prospect of funds (about £4m) for canal refurbishment. <p>I am concerned at the quantity of residential housing and business accommodation that is planned to the West of the canal, either side of Parkside Road. I would hope SLDC (or the Unitary Authority) could demonstrate that potential issues could be managed / planned effectively.</p> <p>Q9. It's great to see the South and South East of Kendal being developed / improved - or at least planned.</p>	<p>Opportunities for education are considered in relation to museum proposals. The SA report also flags opportunities. However suggestions here could be considered further, albeit to a limited extent given the nature of the AAP as a planning policy document</p> <p>Noted. The extent of development on allotments will be considered further including relocation options where lost. This is set out in the SA report.</p> <p>Noted The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p>	<p>Identify possible opportunities for link with local education establishment and education strategies</p> <p>Review extent of development required on allotments and relocation site options</p> <p>Incorporate design quality into monitoring framework</p>
77.	<p>Mr Adrian Hughes, Honorary Treasurer, Lancaster Canal Trust, Ilex, Kentsdale Road, Carr Bank, Milnthorpe, LA7 7LH</p> <p>Q7. None of the four options is satisfactory.</p> <p>Q9. A golden opportunity to create an attractive basin with plenty of room for boats to moor and turn comfortably, surrounded by cafes, restaurants, pubs and public amenity space, will be lost if housing, industry and profit prevail.</p>	<p>Noted Options for a marina are being considered. The financial assessments demonstrate the amount of development required</p>	

		to restore the canal.	
78.	<p>Mrs Helen Thomas, 7 Bay View, Over Kellet, Lancashire, LA6 1DR</p> <p>Q.6 The canal area is too narrow - more water and green space are required. If boats can't moor, people can't spend money.</p> <p>Q7. All need more water in a basin at Canal Head. There is no room to turn a 70-foot boat.</p> <p>Q9. There must be more water in a basin at Canal Head or there will not be any interest for the public.</p>	<p>The financial assessments demonstrate the amount of development required to restore the canal.</p>	
79.	<p>Lorayne Woodend, 414 Sand Aire House, Stramongate, Kendal, LA9 4UA</p> <p>Q1. I think the boundary is largely appropriate but suggest the following: Unnecessary to include no.s 2 and 4 Kirkbie Green in the yellow boundary, they are fairly new private houses and are unlikely to be subject to regeneration of any sort. Area of land immediately to the west of Canal Head Cottage has no access and is overgrown and unused - this is a prime site as part of the regeneration plans and should be included in the red area, it could be built on or used as an open space/play area/small public square etc. The relevant foot and road bridges over the Kent should all be considered as imperative to the project as they are key for easy access between Canal Head and the town centre. The lane running between the north end of Little Aynam through to Kendal Brown House could be improved and used as part of a heritage trail or northern gateway to Canal Head from Gooseholme area and should be included. Unclear as to why the triangle of land bordered by Bridge St, Bridge Lane and Little Aynam is only partially included in the red area - this whole area could benefit from regeneration/improvement and is large enough for significant use. Area between 37 Parr St and Castle Bridge should be</p>	<p>Noted</p> <p>Noted</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options</p> <p>Noted</p> <p>Noted</p>	<p>Review of boundary may be subject of further discussions with Government Office. Take account of street and space references made in relation to Kirkbie Green, Canal Head Cottage, the triangle of land bordered by Bridge St, Bridge Lane and Little Aynam, Area between 37 Parr St and Castle Bridge and Fletcher Sq and Kirkbie Green. Provide better quality map to highlight exact boundary</p> <p>Access investigation to consider opportunity for a heritage trail</p>

	<p>included as it provides wide access to the canal corridor and would almost certainly be needed/used if the restoration were to go ahead.</p> <p>Red line runs through buildings on occasion - larger scale map will be useful in final option.</p> <p>Q2. 2.3 inaccurate and should refer to the South Lakeland Core Strategy Issues and Options Scoping Report. Should be mention of renewable energy/energy efficiency/sustainable design in 2.5.</p> <p>Retaining a footpath/cyclepath to at least the existing quality is an absolute must - access from this route to key points through the town such as the leisure centre should also be retained and if possible improved.</p> <p>Q3. 3.1 Do not think a garden centre is a suitable use for this location. Garden centre products are available at two large stores in Kendal and a number of further outlets not far from the town. It would be an inefficient use of land in this location and would generate extra traffic.</p> <p>Suggest wildlife and heritage trails are considered.</p> <p>Kendal needs a contemporary bar/café.</p> <p>3.1 Principal open spaces to protected and enhanced should definitely include Fletcher Sq and Kirkbie Green.</p> <p>Q4. 4.5 Need to ensure that there is plenty of greenery and foliage at the canal side, especially for wildlife in the canal.</p> <p>4.5.7 Very much support underground/undercroft parking - in a town where brownfield land is in short supply the little there is needs to be used as efficiently as possible.</p> <p>4.5.4 Needs to be a range of home sizes, this seems to exclude those in need of 1+2 bed homes.</p> <p>Q5. Triangle of land bordered by Bridge St, Bridge Lane and Little Aynam could be used for a lot more than it currently is.</p> <p>Q6. Yes but there should be some inclusion of renewable energy/energy efficiency/sustainable design in the issues which in turn should then be reflected in the options.</p> <p>Q7. Suggest combination of Options 2 and 3 plus the boardwalk terrace aspect in 4. Why can't this boardwalk follow the line of the old canal basin 'arm' through?</p>	<p>Noted</p> <p>Noted</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options</p> <p>Noted. A garden centre is just one of a number of possible names uses.</p> <p>Noted</p> <p>Noted</p> <p>The SA report notes the need to enhance biodiversity where possible and will be used to inform the development of the preferred option</p> <p>The nature of housing mix has been considered by the SA with similar recommendations</p> <p>This will be covered in Core Strategy policy</p> <p>Alastair</p>	<p>Correct reference to Core Strategy and include note of renewable energy etc content</p> <p>Access investigation to consider retention of footpath/cyclepath quality and routes to key points in Kendal including the leisure centre</p> <p>Ensure that any references to retailing and specific development types in particular are in compliance with PPS6</p> <p>Access investigation to consider opportunities for wildlife and heritage trails</p> <p>Refer to the SA recommendations</p>
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	<p>Q8. Even if this project only sees a short section of the canal itself restored, not restoring any at all should be an absolute last resort. If none is, it is even less likely further stretches will be restored in the future as new developments may start to impinge on the canal route.</p> <p>Q9. Need to bear in mind future - if the rest of the canal gets restored, there will be a need for canal/boating associated retail/services. Space and units suitable for accommodating these will need to be considered now so that they can easily be added later. Should be called the Canal Quarter not the new cultural quarter – we already have one. Interpretive heritage trail would be great. Fully support the restoration of the heritage features such as the old wharf north of Change Bridge.</p>	<p>Noted</p> <p>The retailing options would emerge in response to market demands and could potentially be linked to the canal where the application for the scheme is approved.</p>	<p>Consider the Canal Quarter as an alternative title.</p>
<p>80.</p>	<p>Mr DM Nicholson, Managing Director, Russell Armer Ltd on behalf of Canal Head Properties, Mintsfeet Place, Mintsfeet Road North, Kendal, LA9 6LL</p> <p>Q1. Yes Q2. Yes Q3. Yes - Agree in particular with economic growth, housing, transport and pedestrian links and canal quarter. Q4. In general we agree. We have some concerns about the cost of providing underground or covered parking affecting the overall viability of the scheme, particularly as there is a high affordable homes content and a payment towards the canal to finance as well. Q5. Agree. Q6. Yes. Please note in 6.4.1 that the land site 1.6 is not playing fields, it is unused private land in which we have an interest. Please amend this. Q7. Option 1 - achieves little for Kendal. Option 2 - not viable and should be discounted. Option 3 & 4 - we support either of these options. However, a blend of 3 & 4 is worth considering with B2 industrial being changed to B1. B2 should be provided for elsewhere in Kendal away from housing.</p>	<p>Noted</p> <p>The financial assessments demonstrate the amount of development required to restore the canal.</p> <p>Noted</p> <p>This is a business as usual scenario</p> <p>Noted</p>	<p>Check the financial assessment considers cost of underground and covered parking</p> <p>Amend 6.4.1 to unused private land rather than playing fields</p> <p>Consider possibility of changing B2 uses to B1</p>

	<p>Q8. The sites 3.9 to 3.13 should definitely be included as this is essential to make the scheme for the canal viable.</p> <p>Q9. It is difficult to assess the viability of the proposals without access to some of the key assumptions. As a local developer and potential developer of part of the area, we believe we could assist in the viability assessment. We agree that 50% affordable homes requirement makes the scheme unviable. That is our experience on all recently available brown field sites in Kendal.</p>	<p>Noted</p> <p>Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report.</p>	<p>Continue discussions with SLDC planning and housing departments about affordable housing need and options.</p>
<p>81.</p>	<p>Mr Peter Simmonds, Environment Officer, Inland Waterways Association, 39 Finsbury Avenue, Fairhaven, Lytham St. Annes, Lancashire, FY8 1BP</p> <p>Q1. As the restored canal will be the focal point of the area, I feel it should be extended along the canal line to the Kendal boundary, and possibly across the river opposite canal head to connect the new area with the town centre.</p> <p>Q2. Broadly speaking yes, but I would emphasise that adequate water space in this unique area would facilitate water-based recreation and greater bio-diversity.</p> <p>Q3. Broadly speaking yes, but why not refer to it as the canal quarter, not the cultural quarter to the make the focal point of the area clear.</p> <p>Q4. Kendal has a rare opportunity to recover some of its heritage. If the canal basin was restored fully to its original size and the remaining buildings from the 1912 map reused it would be a tremendous attraction nationally. With full restoration of the canal basin there would also be the potential for the heritage lottery fund to supply grants to assist with the canal restoration!</p> <p>Q5. Yes, and don't know.</p> <p>Q6. Option 1 does not reflect the key issues, the other 3 do so with varying degrees of success, none being completely satisfactory.</p> <p>Q7. Option 1 is too piecemeal and should be a non-starter. Options 2, 3 and 4 have too much building at canal head and completely miss the heritage potential at this important</p>	<p>The AAP provides a policy framework for the canal reinstatement but the physical itself scheme is being developed as a separately.</p> <p>Noted. The SA will help to ensure that opportunities for biodiversity and recreation are maximised.</p> <p>There is an existing cultural quarter</p> <p>Noted</p> <p>Noted</p> <p>Business as usual, this is not a surprise. Do not agree with this</p>	<p>Note SA report</p> <p>Identifying HLF funding opportunities</p>

	<p>historical site. Q.8 Possibly the new canal arm shown in Options 3 and 4. Q9. When the Lancaster Canal is fully restored, Canal Head will be the most northerly point on the whole English canal system, as such it is a national treasure that if fully and sympathetically restored could be a major tourist attraction for visitors by both road and water. Please also remember that Lancaster canal barges were 70ft. long and 14ft. wide and canal head must be able to accommodate vessels of this size to give it its due importance.</p>	<p>view, as option 21 provides for several cultural activities including heritage related including a museum. Similarly options 3a and b incorporate a National Trust centre and small retail outlets that reflect the local nature and scale of the area.</p> <p>Noted. However the physical reinstatement of the canal reinstatement is being taken forward as a separate scheme Noted. The canal will be developed to meet previous alignments</p>	
<p>82.</p>	<p>Mr Anthony Vaughan, 48 Epsom Road, Kendal, LA9 5PS</p> <p>Q1. Needs to include a consideration of providing an additional river crossing if the proposals envisage returning Aynam Road to 2 way traffic. Miller Bridge cannot cope with 2 way traffic and northern access to the area needs to be vastly improved. Q2. The need for additional housing appears to be overstated, housing needs depend on employment prospects and employment opportunities will depend on the area being considered attractive to new businesses. The transport links into the area are poor. Are any new entrance-exit routes planned? The canal restoration needs to be such that it produces an area which will attract tourists and provide an atmosphere that might attract users of office space. Q3. Not a single mention of the restoration of the actual canal. Firstly the canal is surely the feature of the area that will attract people. Canals attract people when they are vibrant, interesting with lots of boating activity. Canal Head needs to have boat mooring facilities therefore full restoration of the original basin is needed, this area of open</p>	<p>Access and parking will be investigated further as part of the development of the Preferred Options</p> <p>The AAP is designed to achieve this.</p> <p>The AAP provides a policy framework for the canal reinstatement but the physical itself scheme is being developed as a separately.</p>	

	<p>water would provide the setting for the other developments. If there is nothing related to canals to see and do then there is no reason to visit the area in which case cafes and bars etc are unlikely to be viable. There would be no pleasure in viewing a narrow strip of water or sitting beside it.</p> <p>Q4. Pictures 4.5 and 4.52 show precisely the point I have made in Q3. I have seen nowhere in the document any indication that this is what you have in mind.</p> <p>Q5. There is a need for well planned and built developments in contrast to the appearance of the poor design and construction of the housing developments to the west of the River Kent. Industrial development would be best located south of the area.</p> <p>Q6. Option 1 is not an option for development or restoration and should be discarded. None of the options place the canal at the centre of the development. All options seem to be about how to develop the surrounding area ignoring the fact that to be successful there needs to be a proper basin with moorings. If Kendal is to benefit, people need to be able to stop and visit the area and the town as a whole.</p> <p>Q7. Option 3 probably is the better option – however the arm of the canal (Queen Katherine Street) would be better relocated to the original basin and would provide a much better focus with the old arches of the indoor dock as a feature at the end.</p> <p>Q9. Consider development of water based leisure activities to enhance – ski slope – walking on castle etc.</p>	<p>See above</p> <p>Option 3a complies with this. Option 2 retains B2 uses in the context of existing uses.</p> <p>Noted See above.</p> <p>Noted – Alastair is this correct?</p> <p>This is proposed through the tourism related proposals</p>	<p>Consider alternative layout for canal arm in option 3</p>
<p>83.</p>	<p>Mrs Janet Vaughan, 48 Empsom Road, Kendal, LA9 5PS</p> <p>Q1. Much too expensive. Plans should be for re-instating the canal and the basin to its original line only.</p> <p>Q2. No. There are plenty of houses for sale. Kendal is already too big, too few roads for the volume of traffic now. Has been spoilt by poor planning, ugly new buildings, out of keeping with area.</p>	<p>The financial assessments demonstrate the amount of development required to restore the canal.</p> <p>Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as</p>	

	<p>Q3. No. Is unrealistic, far too elaborate. The proposals do not seem to be for any kind of open space network, but suggest densely packed buildings. There is only a very minor road into the area and is inadequate, will not cope with huge increase in traffic. Its exit is very dangerous, a difficult corner. Traffic speeds over bridge.</p> <p>Q4. The identity and heritage of Kendal are constantly being eroded by inappropriate development. The wishes of local people are being ignored. Canal Head needs to be carefully considered if it is desired to maintain the character of existing buildings, with a limited number of buildings being built in a sustainable and sensitive way.</p> <p>Q5. The area to the east of the canal would benefit the town if kept as an open space for recreation and the allotments should remain available. The 'tip' should be relocated, away from the town centre. It occupies the canal basin and spoils the appearance. The west side would be the better for some improvement. Conversion of old buildings into dwellings would be preferred to industrial.</p> <p>Q6. Option 1 – no real advantage. Option 2 – Yes, it reflects the over-development you propose, on looking at the density of the units. Good regarding recreational areas, but why no canal basin? Option 3 – Yes. Option 4 – No, as you prefer more industrial and commercial.</p> <p>Q7. Prefer Option 2, but none appear to be designed in order to enhance existing area, nor would they encourage visitors as there is no emphasis on canal head as water feature. Isn't the whole point of it to be a place where people would like to live or spend their leisure time?</p> <p>Q8. Want large basin for watching boats, somewhere nice to live and relax. Move the buildings much further away from the canal and have parking and green areas alongside instead.</p> <p>Q9. Completely pointless bringing the canal back unless you make it the main feature. Should be a lovely place to visit,</p>	<p>described in the Issues and Options report.</p> <p>Open space is incorporated and the accessibility will be investigated further at preferred option stage.</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements. Opportunities for heritage have also been incorporated</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>Noted The AAP will provide a policy framework to promote tourism, high quality uses and the reinstatement of the canal. Enhancement of the area as an attractive place for visitors and residents are key objectives.</p> <p>Options for a marina are being considered.</p> <p>Noted.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Review marina options in terms of location and uses</p>
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	<p>bring people to shop in the nearby town centre. There must be no shops here, would merely divert people from what should be the shopping centre in the middle of town.</p>		
<p>84.</p>	<p>Mr David M Smith, Brewery Wharf, 15 Dark Lane, Whittle-le-Woods, Chorley, Lancashire, PR6 8AE</p> <p>Q1. Area could be extended to south of Natland Road. If this was included it would make phase 2 of the restoration easier (and could be done by volunteers and would allow for future marina development and park and ride facilities).</p> <p>Q2. Yes. Concern over 1d & 1f – 50% affordable housing on a site such as this is very high. Other authorities have settles for 30% or even 25%. 4a – HLF money available if heritage structures are retained/restored.</p> <p>Q3. Yes. Use term canal quarter rather than cultural quarter. 2f must be adequate water space for recreational use.</p> <p>Q4. 4.1 The Northern Reaches in the section north of Tewitfield – the isolated stretch. Restore the original canal basin utilising the terminal building (and other original buildings) to give maximum water space for turning, for moving, space for waterborne activities and more scope for canal side development. p.16 last sentence – development of key sites could qualify for HLF money.</p> <p>Q6. Restoration of the original canal basin is vital to a successful project. Must not lose sight of the fact that the canal was built to wide dimension (7’x14’) and indeed the Ribble Link was constructed with this in mind.</p> <p>Q7. Option 1 – No. Option 2 – Does not go far enough, will fail because of its inadequacy. Option 3 – Welcome new canal arm but see notes re original basin Q4. Option 4 – Plan is confusing, the area north of Parr St is shown identical to Option 3.</p> <p>Q9. When the Northern Reaches are restored Kendal will become the most northerly point on the national waterways network and such will be an attraction for visitors from all parts of the UK (and overseas). For this reason alone it is essential that Canal Head is restored as much as possible to</p>	<p>Noted</p> <p>Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report.</p> <p>Noted</p> <p>Outside remit of AAP area</p> <p>Noted. The canal will be developed to meet previous alignments</p> <p>Noted</p> <p>Noted</p>	<p>Boundary Review can be the subject of discussion with GONW. Alastair, can we review the boundary?</p> <p>Consider Canal Quarter as title</p> <p>Consider potential for HLF funding</p>

<p>85.</p>	<p>its original state.</p> <p>Madeline Dean, Branch Chairman North Lancashire and Cumbria Inland Waterways Association, Runnymede, Bolton Road, Heath Charnock, Chorley, PR7 4AZ</p> <p>Q1. Extend the AAP to the south of Natland Road to included the whole of the canal corridor within the Kendal boundary to make possible the control and co-ordination of all development within the area. This would allow for:</p> <ul style="list-style-type: none"> - park and ride at Natland Rd by bus or water bus - marina development - onward restoration to the south by the voluntary sector where the canal still exists <p>Extend the area to the west of the river to allow for construction of walkway/cycleway between town centre and canal head.</p> <p>Q2. 2.1d 50% affordable housing may be too high for the area. A lower percentage could be offset in other areas of the town. 2.4a There is no mention of other possible sources of funding eg. European or HLF.</p> <p>Q3. 3.1 Change the words 'cultural quarter' to 'canal quarter'. 3.2f Insert: 'A unique canal quarter must include adequate recreational water space'.</p> <p>Q4. 4.1 (last sentence p.16) add: 'Could also enhance development attract additional heritage funding'. The heritage features listed should include the original terminal basin of the canal. Restoration of this would enhance the heritage aspect, provide a canal head identity and create the basis for a vibrant canal quarter, visitor attraction and public open space.</p> <p>Q6. 2.9a Is not reflected in any of the options because none provide for adequate water space at the canal terminus. Option 3 – amend areas 3.1 and 3.2. Option 4:</p> <ul style="list-style-type: none"> - Restore the canal basin as on 1912 district valuers 	<p>Noted.</p> <p>Noted. Affordable housing is an issue in Kendal but a lower percentage may be necessary in order to meet the other aspirations of the area and to ensure commercial viability.</p> <p>Noted.</p> <p>Noted.</p> <p>Options for a marina are being considered.</p> <p>Noted.</p>	<p>Consider extending boundary to the south of Natland Road and to the west of the river to provide a cycle/pedestrian link to the town centre.</p> <p>Continue discussions with SLDC planning and housing departments about affordable housing need and options.</p> <p>Consider describing the area as the 'canal quarter' and referring to recreational use of the water in the objectives. Review potential to include the original terminus basin as a heritage feature.</p> <p>Review marina options in terms of location and uses. Consider opportunities for maximising the use of the water space.</p>
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	<p>map with remaining buildings of value,</p> <ul style="list-style-type: none"> - The warehouse (Gilkes) reused as hotel. - Mixed use building between basin and canal head south. - Public open space between basin and canal head north. <p>Q7. None of the options gives Kendal a visitor attraction and tourist/canal destination. Option 4 but with amendments to area 3.1 and 3.2 as outlined in Q6.</p> <p>Q8. Option 4 to the south of the canal head south is acceptable.</p> <p>Q9. I found these long-awaited plans disappointing, unimaginative and short-sighted. These four options do nothing to celebrate the fact Kendal was the most northerly terminus and maximize the huge potential. This is a unique opportunity to boost the tourism potential which is vital to the future prosperity of Kendal.</p> <p>Housing to the south of Canal Head basin is fine. Public space, which can be used for events, around and to the north of the basin and heritage features would create an area worthy of the status of Kendal as a destination. The new canal arm is welcome but not essential and could be replaced more economically by a grassed open area to create a vista. The Lancaster Canal was built to carry boats 14'6"x72'. The Ribble Link was built to these dimensions. The Northern Reaches must be restored to these dimensions. After restoration Canal Head will become the most northerly canal terminus and will therefore become an essential destination from the rest of the country. It is vitally important to retain and sympathetically reuse original features. Restoration of the original terminus basin is critical to allowing boat movement and community activity in a vibrant canal quarter.</p>	<p>The objectives seek to provide a destination that will attract visitors.</p> <p>Noted. Noted.</p>	<p>Review further opportunities to create a visitor destination.</p> <p>As above. Seek opportunities to create event space, potentially instead of the new canal arm, and celebrate the Canal Head as the northern most terminus.</p>
<p>86.</p>	<p>Audrey Smith, Vice President Inland Waterways Association. Brewery Wharf, 15 Dark Lane, Whittle-le-Woods, Chorley, Lancashire, PR9 8AE</p> <p>Q1. The IWA would like to see the AAP boundary extended</p>	<p>Noted. Options for a marina are</p>	<p>Consider extending boundary</p>

	<p>south to include Natland Rd Bridge. This would 'control' development within the entire urban length of the canal corridor. There is considerable volume sector expertise within IWA, which could make a significant, and low cost contribution to the restoration of the N. Reaches in the area to the south of Natland Rd Bridge. Consideration should be given to forward planning for a marina and park and ride facilities in the rural area to the south of Natland Rd.</p> <p>Q2. In the main yes. 1d&f Concerned to see social housing at 50% for prime site development. Ideally this should be reduced to 25%. 2.4 (4a) If original basin is restored and all existing heritage structure are retained there will be an increased chance of securing public/European funding. 7h Potential for park and ride.</p> <p>Q3. Yes. Change 'cultural quarter' to 'canal quarter'. 3.2f This objective should be expanded to include 'adequate recreational water space'.</p> <p>Q4. There is a factual error in the 2nd paragraph 4.1. It is the section between Tewitfield and Kendal that is known as the Northern Reaches. 4.1 Please retain original arm and basin to enhance historic building referred to on p.17. We welcome one (or more) additional arms, which will allow uplift on property values. All development should ensure that the canal quarter does not become a 'no-go' area in the evenings and weekends. Last sentence on p.16 causes concern. Key historic assets add value and may attract additional funding (HLF etc.)</p> <p>Q6. 2.9 (9a) All 4 options provide limited waterspace, particularly at Canal Head. Restricted water space will detract from the social benefits to both local communities and visitors.</p> <p>Q7. Option 1 – Totally unacceptable. Option 2 – Principle of development on west side of canal only is short-sighted, therefore we do not support this option. Option 3 – Better. Approve of Gilkes. Welcome new canal arm. Appalled by</p>	<p>being considered.</p> <p>Noted. Affordable housing is an issue in Kendal but a lower percentage may be necessary in order to meet the other aspirations of the area and to ensure commercial viability.</p> <p>Noted.</p> <p>Noted.</p> <p>Sufficient water space to allow boat movements will be provided, in addition opportunities for a marina are being considered.</p> <p>Noted.</p>	<p>to the south of Natland Road. Consider opportunities for a marina and park and ride facilities.</p> <p>Continue discussions with SLDC planning and housing departments about affordable housing need and options.</p> <p>Consider Canal Quarter as title. Consider opportunities for maximising the use of the water space. Review accuracy of description of the section known as the Northern Reaches. See to retain original arm and basin.</p> <p>Seek opportunities for the use of the waterspace and review opportunities for a marina.</p>
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	<p>loss of original arm/basin. Option 4 – Plan confusing as the area north of Parr St is identical to Option 3 and numbered accordingly. All comments re Option 3 apply to 4. Options 3 or 4 or combination of both is preferred.</p> <p>Q8. Resiting of Gilkes is v. important. Whether it is within/without the AAP area is of little concern to us.</p> <p>Q9. The Lancaster Canal is a ‘broad’ waterway. Traditional craft are 14’ wide and 72’ long. Turning and passing facilities must reflect these historic dimensions. Canal Head will become the most northerly terminal of the national inland waterways network. As such it will be an important destination for boat owners and hirers throughout the UK. All existing historic structures need to be retained and used sympathetically. Water space at Canal Head should allow for a range of water based activities by/within the local community.</p>	<p>Noted.</p> <p>Sufficient turning and passing facilities will be provided to ensure the canal can function.</p>	
<p>87.</p>	<p>Mrs Pauline M Bateman, 6 Whitton Terrace, Kendal, LA9 7DN</p> <p>Q1. The AAP boundary would be better if it were in 2 blocks. The canal head area in one block, and the area surrounding Parkside road in the other.</p> <p>Q2. I think that several new developments have been made on all the available land in Kendal e.g. Natland Rd, Burneside Rd, Ann St, Sandes Ave. I think that the canal rebuild is the most important feature and that the development is a necessary evil to fund that aim.</p> <p>Q3. Disagree that the area at the centre of the AAP requires "regeneration" because it provides biodiversity with trees, green space and food production to reduce the carbon footprint of Kendal and reduce food miles. I would like the cycle, towpath and canal to be wider.</p> <p>Q4. I agree that the traffic congestion and parking are major issues and am pleased that the report acknowledged this. If more development took place in the Parr St/Aynam Rd area it would produce more traffic problems. The access to developments could also produce difficulties with traffic</p>	<p>Noted.</p> <p>Noted</p> <p>The regeneration seeks to wider social, economic and environmental enhancement of this part of Kendal.</p> <p>Noted.</p>	<p>Review impact of reducing AAP area by one block at the canal head and by one block surrounding Parkside Road.</p> <p>Consider traffic impact of development at Parr St/Aynam Road.</p>

	<p>management. Flooding is another constraint. The River Kent has been widened to reduce the problem, but this is still a very real issue for some Kendal and district residents. The allotments near Fletcher Park flood regularly and provide a 'sink' to hold the water. The castle catches a great deal of water, which is filtered down, onto the present green sites. Concrete will not absorb water.</p> <p>Q5. Other development opportunities could be found in Highgate and Kirkland where some space and regeneration might be required.</p> <p>Q6. Moorings for boats and disabled access were not mentioned.</p> <p>Q7. Prefer Option 4 with some modifications at the centre of plan.</p> <p>Q8. Elements for the preferred option: The canal itself, hotel, shops, cafes and affordable local occupancy housing in a limited form. Cycle track wide enough and separated from a pedestrian path for safety.</p> <p>Q9. I object to proposed apartment blocks on the West Bank South of Parr St. The development would block light and views from my property as well as increasing noise, traffic difficulties and parking problems. I object to suggestions to build on the Fletcher Park allotment area.</p>	<p>EA have commented and are aware that it will be of concern. Further work will be needed and includes discussion with the Environment Agency to clarify anticipated flood levels and the river modelling which has been carried out to define the areas of risk.</p> <p>Outside the boundary of the AAP.</p> <p>Moorings would be provided and development would meet regulations on disabled access. Noted.</p> <p>Noted.</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements. Review extent of development requirement on allotments and relocation site options.</p>	<p>Seek separate cycle and pedestrian tracks, where possible. Provide some but limited affordable housing.</p> <p>Review extent of development requirement on allotments and relocation site options.</p>
<p>88.</p>	<p>Mr Paul Dowell, 5 Whitton Terrace, Kendal, LA9 7DN</p>		

	<p>Q1. No. It should not include the 'green areas' of Fletcher Square or the allotment area in the immediate vicinity of Fletcher Square. Development here will only serve to undermine a well used community facility at a time when growing organic produce should be encouraged.</p> <p>Q2. Broadly, I am in agreement with the baseline report, though believe that a policy of only 60% of additional housing to be built on brown field sites weak.</p> <p>Q3. Whilst I agree with the high level vision & objectives, I do have some specific reservations with regard to the development of homes on the allotments adjacent to Fletcher Square and apartments in such a confined area at Whitton Terrace. Related to this are my concerns regarding vehicle access from Aynam Road and resulting congestion along Parr Street, Whitton Terrace and Sunnyside plus dangers incurred with any added junction with Aynam Road at the end of the Almshouses.</p> <p>Q4. In broad terms I am in agreement. Though I believe that there is inconsistency in the application of some of the development when compared against 'attractive features' as per p.17. The pattern of residential streets - aligned at right angles to waterways. This can also be said for Whitton Terrace but it appears that this 'feature' is then ignored in Options 2, 3 & 4 with the development of apartments. If it is so important to retain the rural charm associated with the area's parks, open spaces & allotments then why do Options 2, 3 & 4 all seek to develop upon them?</p> <p>Q6. Yes.</p> <p>Q7. Preference would be Option 4 but excluding issues outlined in Q9. If these cannot be excluded then Option 1 as apart from possibly 'looking nice', there are no real benefits that a 'live' canal can bring in terms of employment in an area of already low employment.</p> <p>Q9. I am concerned with and opposed to any development of the existing allotments adjacent to Fletcher Square and the</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Noted.</p> <p>As above. Access and parking will be investigated further as part of the development of the Preferred Options.</p> <p>Noted.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal.</p> <p>Noted. Noted.</p> <p>As above. The layout, scale and design of new buildings will be appropriate to the local setting</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Continue discussions with SLDC planning and housing departments about affordable housing need and options. In transport assessment, consider highway capacity and safety at Aynam Road, Parr Street, Whitton Terraces, Sunnyside and by the Almshouses.</p> <p>Consider alignment of streets in the Preferred Option in terms of historic patterns.</p>
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	<p>development the two block of apartments between Whitton Terrace and the canal:</p> <ul style="list-style-type: none"> - It will only serve to denigrate the heritage, cultural & communal values of this area of Kendal. - The allotment is a highly valued communal area which encourages people to grow their own food & thus creates a healthy approach to living encompassing exercise & diet. - Concerns that development of a 'green area' in this locality would result in additional flood risk in an area already prone to flooding. - Road access would potentially result in encroachment on Fletcher Square and result in loss of mature trees. - The apartments will affect the light for existing residents of Whitton Terrace. - Increased traffic congestion on Parr Street, Sunnyside & Whitton Terrace due to additional parking & access to proposed new housing/apartment developments. - The added danger of having an additional junction with Aynam Road to access apartments at end of the existing Almshouses. 	<p>and planning requirements.</p>	
<p>89.</p>	<p>Mr David Hardman, United Utilities, First Floor, Thirlmere House, Lingley Mere, Lingley Green Avenue, Warrington LA5 3LP</p> <p>Q2. Arup have researched the information with United Utilities. You may wish to add that there are 11kV and 33kV underground electricity cables and 132kV overhead power lines within the area?</p> <p>Q4. United Utilities agrees that the overhead power lines and substation would be very expensive to move which would probably render development unviable.</p> <p>Q5. Yes</p> <p>Q6. Option 1 - no comment. Option 2 - with family housing on a site including a major substation and overhead power lines has potential for conflicting land use unless layout is designed sensitively. Options 3 and 4 appear to address the potential for conflicting land uses.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Review implications with civil engineers.</p> <p>Review potential and design implications of developing housing on the UU site.</p>

	<p>Q7. United Utilities, as the statutory water and sewerage undertaker and electricity distribution network operator has to remain impartial and it would not be appropriate to comment</p> <p>Q8. The preferred option should be sensitive to the potential for conflicting land uses.</p> <p>Q9. The issues have been well researched by Arup.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	
90.	<p>Mr Donald Cook, Chatsworth, Kirkstone Road, Ambleside, LA22 9EL</p> <p>Q1. Yes</p> <p>Q2. Canoeing and kayaking clubs, Kendal Sea Cadets should all be asked what would wish for, maybe a built-on clubhouse etc.</p> <p>9a. All schools should have waterborne sports before going on rivers or lakes.</p> <p>Q3. Canal to be the centre of all plans.</p> <p>Q4. Save all the Old Buildings.</p> <p>Q6. No I do not wish to suggest other options.</p> <p>Q7. Option 3 mixed use.</p> <p>Q8. Maximum water space.</p> <p>Q9. New arm of the canal in 3 & 4 is a good idea.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>As above,</p> <p>Noted.</p>	<p>Seek opportunities to maximise the use of the waterspace</p> <p>Seek the restoration of the canal.</p> <p>Seek opportunities to maximise the heritage features</p> <p>Seek restoration of new canal arm.</p>
91.	<p>Mr Peter Thomas, 7 Bay View, Over Kellet, LA6 1DR</p> <p>Q1. West Bank car park in New Street should be included.</p> <p>Q2. There are several issues which have not been fully addressed under section 2.7 Transport. 7f, g and k Access to/from the site in all of the plans involves the dangerous junction with the one-way system. Exiting provides a very short sight line to Nether Bridge. A new exit involving a one-way system to Sunnyside would solve the problem. 7i No solution to interchange of pedestrians with the town centre. A new footbridge integrated with the covered West Bank car park would solve this problem.</p>	<p>Noted.</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options</p>	<p>Review inclusion of west bank car park in AAP area</p> <p>Review access and impact on one-way system, including the potential for a new exit one-way on to Sunnyside and opportunities for a new pedestrian/cycle bridge</p>

	<p>Q3. Generally yes. Especially creating 'A waterside destination for culture, business and living', and 'an appropriate range of high quality employment opportunities'. Q4. Largely, yes. Q5. SSI area of Goodacres appears to be under-developed.</p> <p>Q6. Yes, but West Bank development with footbridge could be a key issue, solving several problems. Q7. Prefer Option 3 provided Gilkes wish to move to Park Road. Q8. Yes. Option 2 shows road access to the Transco site, but this is not shown in Options 3 and 4. The access road could serve new residences and the allotments. The allotments by the canal may have to be replaced by new residences, but the easterly allotments could be saved and extended towards Castle Hill. More residence being developed within sites 3.3 and 3.6. Q9. Yes. Within Option 3, there is space to double the canal width to form a 110m long by 20m wide recreational basin. There should be pedestrian paths on both sides and a new footbridge over the canal. Current water areas are wasteful. Both the Canal Head line and the arm could be shortened and turning areas included in both to increase attractiveness to visitors.</p>	<p>Noted.</p> <p>Noted. Noted.</p> <p>As above.</p> <p>Noted. Review extent of development requirement on allotments and relocation site options.</p> <p>Sufficient capacity for turning and passing would be provided and options for a marina are being considered.</p>	<p>link to West Bank car park.</p> <p>Review potential to increase development on Goodacres site</p> <p>Review extent of development requirement on allotments and relocation site options, including extension towards Castle Hill. Review potential to increase housing on sites 3.3 and 3.6.</p> <p>Ensure water areas are useful and contribute to the area.</p>
<p>92.</p>	<p>Monica Lee, 4 Whitton Terrace, Kendal, LA9 7DN</p> <p>Q1. Boundaries broadly appropriate, but I feel that it is vital to preserve specific green areas vital to a sense of community within the town ie. Fletcher Park and the allotments next to this area. Q2. I am mostly in agreement with the baseline report, but would like to see efforts to develop as much housing as possible on brown field sites. Q3. It is important to have clear strategic vision and objectives which, in the main, seem to be the case. Emphasis should also be placed on preserving the individual</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Seek opportunities to maximise housing development on brownfield sites. Bring out the positive qualities of the area. Review impact of development</p>

	<p>positive qualities of the area. Specifically the allotment area next to Fletcher park which provides an important facility for the local community and keeps an open aspect towards the castle. It would also be inappropriate to build apartment blocks backing on to Whitton Terrace. This would visually affect the bridge, mean the loss of mature trees and increase the already critical traffic problems on Parr Street and the Aynam Road area. Plus such buildings would be out of place in a conservation area.</p> <p>Q4. I feel that more emphasis should be placed upon enhancing the attractive features of the area for residents and the broader community. The plan should seek to keep the more rural features and expand them especially with a view to allowing vital open spaces for children. Building blocks of apartments close to the canal bridge backing on to Whitton Terrace would detract from the character of the bridge and increase traffic. I do not think this fits in with the idea of keeping attractive features. In the same way building on the allotments, at a time when there is a high demand, would cause another loss of community use and cause more traffic and danger for children.</p> <p>Q5. I agree with the development of most sites, provided they are carried out in a way that does not adversely affect the present residents adjacent to the canal. Apartment blocks backing on to Whitton Terrace are inappropriate for the area as these will invade the privacy of the present residents.</p> <p>Q6. Mostly yes.</p> <p>Q7. I have reservations about how the site at the end of Nether Street will be developed to take account of the present residents. Outside of this and the above objections I feel Option 4 is preferable.</p> <p>Q8. I would like the allotments to be kept and enhanced to encourage biodiversity and to help prevent possible future flooding.</p> <p>Q9. Whilst I am in favour of enhancing the Canal head and restoring the canal I feel the emphasis should be on keeping</p>	<p>The financial assessments demonstrate the amount of development required to restore the canal.</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>Noted. As above.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal.</p>	<p>backing onto Whitton Terrace on the bridge and mature trees.</p> <p>Review impact of development Whitton Terrace and end of Nether Street.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>Seek to maximise green and open space, use the bridges and mature trees as features, seek pedestrian and cycle</p>
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	<p>a rural rather than developing an urban canal head. I feel it is important to keep the area as open as possible and accessible to the community. The bridges should be made central features and mature trees retained. The paths along the canal should be wide enough to accommodate safely cyclists and walkers. Building on the allotment could give rise to possible flooding with the water running off from the Castle in what is a flood plain. Great care should be taken when developing sites next to Nether Street that it is in keeping with the area and does not invade the privacy of the present residents. The development of housing in other areas and mixed use at Canal head could result in an area of benefit to the whole community. I am very concerned that the traffic problems of the area both for residents parking and visitor parking are fully explored and feel that it must be possible to develop park and ride somewhere in the Kendal area.</p>		<p>routes, review flooding impact and transport implications of any new development, including the potential for park and ride.</p>
<p>93.</p>	<p>Mr Simon Strand, 15 Nether Street, Kendal, LA9 7DS</p> <p>Q1. No. The canal route through Kendal is an important green corridor. Wildlife biodiversity will be affected adversely by development. The allotments north of Sunnyside and south of Fletcher Square should not be built on. The western side of the canal opposite these should remain as open space too. The old gas works site off Parkside road is probably polluted and might be prohibitively expensive to clean for housing development. It is already a light industrial site, so economically it might make sense to keep it so.</p> <p>Q2. It seems to offer more of the same old solutions. More shops, houses hotels, pubs etc. Does Kendal need more retail space? More housing will increase the traffic congestion and pollution in an area already known for jams. More school space will be required; sewage infrastructure will need expanding. More built land = more run off of rain in a flood zone. We are signatories of the Kyoto agreement and should be as a country thinking 'Green'. Any development planned now or in the future needs to be as green as</p>	<p>Noted. The financial assessments demonstrate the amount of development required to restore the canal. A baseline review of contamination has been undertaken but more detailed site investigations would be required before development took place. Noted. The AAP will seek to reinforce and not compete with the town centre. Seek opportunities for sustainable technologies and on-site renewable energy.</p>	<p>Review extent of development requirement on allotments and maximize the open space provided.</p> <p>Ensure that any references to retailing and specific development types in particular are in compliance with PPS6. Review if additional school places and other social and physical infrastructure will be required. Identify a target for sustainable buildings setting BREEAM and</p>

	<p>possible; this may mean having to think very differently from current planning practice.</p> <p>Q3. I'm not sure the vision and objectives are in line with what Kendal and its current residents need for the future. What about solar roofs and wind turbines. We have to build more carbon neutrally in the future. There is not much sign of canal enthusiasm – no marina or boat yard. People traveling by boat will want to stay and spend money. Boats attract tourists who spend more money. A cultural amateur needs cultural people. How about workshops and studios for South Lakes craftspeople and artists. How about some badly needed Youth facilities? Kendal wants to be a Gateway to the Lakes; how about a walkers hostel and campsite?</p> <p>Q4. We need 21st Century thinking, design and planning. Overall, visually the proposals seem a little retro. It also seems that it's more about housing and retail development than canal reopening. It seems as though the canal is a bit of an afterthought and not interesting enough.</p> <p>Q5. Access to the sites for development is ill thought out and takes little account of current residents. Miller Bridge and Aynam Road are already very busy without increasing activity in Canal Head area. More development = more traffic = more pollution. Canal could be an isolated section – where would excess water be sent?</p> <p>Q6. The options you outline may reflect the key issues, it's whether the key issues are the right ones that concerns me. Any option chosen should put the needs of the current Kendal population at its heart. Just attracting more people in from outside is not a solution. I believe the canal reopening scheme could be very good for the town and surrounding area, but it must be a 'Green' solution.</p> <p>Q7. I don't favour any of the options. There are aspects of each that have merit. Overall I have a fear housing density is</p>	<p>As above.</p> <p>Noted.</p> <p>Noted.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal. The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements. Access and parking will be investigated further as part of the development of the Preferred Options. An application for the restoration of the canal will set out details of water proposals.</p> <p>Noted.</p> <p>Noted.</p>	<p>Code for Sustainable Homes targets.</p> <p>Seek opportunities to provide a range of cultural facilities, including workshop space.</p> <p>Seek opportunities to provide space for young people, e.g. youth accommodation.</p> <p>Review highway capacity and safety implications for Miller Bridge and Aynam Road.</p> <p>Ensure housing density is appropriate and that supporting infrastructure is provided.</p>
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	<p>too great, with little preparation for improving infrastructure.</p> <p>Q8. In principle yes, but in their present form no! I would want to see detailed plans for practical access to each site, especially the main one at Canal Head, before agreeing to endorse future developments.</p> <p>Q9. Please put current Kendal residents first in thinking of these future plans for our town. Please put the canal at the forefront of your thinking. Please think Green.</p>	<p>Further details will be provided in the Preferred Options Report.</p> <p>There will be on-going consultation with local residents throughout the preparation of the AAP.</p>	
94.	<p>Mr David Grime, 7 Castle Green Lane, Kendal, LA9 6AS on behalf of Parr Street Evangelical Church</p> <p>Q1. If the area bounded by the yellow line was reduced we would be keen to see the development area immediately behind and to the south of the Church retained.</p> <p>Q3. The Church would always support initiatives that would be positive for Kendal</p> <p>Q4. The development area immediately behind and to the South of Parr St Church is designated residential. Our numbers are such that we are outgrowing our current facilities. One option is to enlarge our building and the area outlined at 4.14 would be very much of interest as it would allow us to do so.</p>	<p>Noted</p> <p>Noted.</p> <p>Noted.</p>	<p>Review potential to retain expansion space for Parr St Church.</p>
95.	<p>Mrs Lindsay Bullard, 36 Castle Garth, Kendal, LA9 7AT</p> <p>Q1. No. Should exclude allotment gardens, playing fields and green open space to east of canal. Important to maintain current recreational use and to preserve open aspect around castle for visual appearance, amenity use and for wildlife.</p> <p>Q3. I agree that principal open spaces should be protected.</p> <p>Q4. I disagree that allotment gardens could be considered as opportunities for development. These are a wonderful local amenity, well used and appreciated. In planning guidance they are excluded from brown field descriptions. These allotments should not be sacrificed to fund this development.</p> <p>Q5. No. Should exclude 5.1.4 east of canal alignment.</p> <p>Q7. None suitable. Even Option 1 builds on open space to east of Canal.</p>	<p>Noted.</p> <p>Noted As above.</p> <p>Noted Noted</p>	<p>Review extent of development requirement on allotments and relocation site options and seek to maintain green space. As above As above</p> <p>Review need to develop 5.1.4.</p>

	<p>Q9. Over-development would not enhance Kendal in any way. Buildings should be two or three storey and to west of canal only. High quality build with local stone. Good percentage affordable. Provision for larger canal basin.</p>	<p>The financial assessments demonstrate the amount of development required to restore the canal. The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p>	
<p>96.</p>	<p>Mr David Currington, Honorary Secretary, Lancaster Canal Trust, 12 Sedbergh Road, Kendal, LA9 6AD</p> <p>Q1. The Trust would suggest that the boundary could be extended as follows:- a) Extend southwards Watercreek Lane. This would allow the inclusion of the proposed Natland Road Bridge and Burton Road Bridge and possibility of land being available outside the outskirts of the town for Marina Development. b) It is vital that good communication links are available by foot from Canal Head to the town centre north of the Town Hall. Consideration should be given to including parcel of land which lies between New Street and the River Kent presently a free Car Park. This could allow for a footbridge over the river at this point which could also over fly road giving a safe direct link to the Yards going to the town centre.</p> <p>Q2. 2.1d 50% affordable housing is too high a proportion to allow for sufficient funding of the Canal. 2.4a No mention of Heritage & similar funding. 2d Connectivity to the own has been mentioned in Q1. 2.7h Marina development would assist park & ride facilities by both boat and road.</p> <p>Q3. 3.1 Term 'Canal Quarter' should be substituted for 'Cultural Quarter'. Vision statement should make use of the fact that the Canal Head will become the most northerly part of the English Canal system and will therefore act as a magnet for boating people. 3.2 The Canal Quarter must include in its objectives the need for a generous amount of water space. Without such a provision to allow for the staging</p>	<p>Noted.</p> <p>Noted</p> <p>Noted.</p>	<p>Review boundary extensions southwards to Watercreek Lane and to include land between New Street and River Kent.</p> <p>Review opportunities to reduce proportion of affordable housing to ensure viability of canal restoration. Review heritage funding opportunities. Review marina opportunities</p> <p>Use canal quarter instead of cultural quarter. Seek to maximise the use of the water space.</p>

	<p>of water events, and other associated activities, the restored Canal may well not be sustainable. We do not want the Canal to become a sterile housing estate for second home owners, with no cafe/cultural life for both residents of Kendal and visitors.</p> <p>Q4. It would be advantageous to include the original Canal Basin in the area to be restored into water. This would fully preserve the heritage of the site and might well assist with Heritage funding. We do not see this as a substitute for the additional arm proposed in Option 3, with which we agree.</p> <p>Q6. No. 2.9a States, adequate water resources are to be provided. There is no way that any of the Options come near to meeting this key issue. The Canal was built for boats of 14' 6" width and 72' long. The restored Canal must be able to accommodate such craft which are still about on the Canal system.</p> <p>Q7. None are acceptable in their current form. We need a drastic review of the Options. The document does not make it clear that these Options are not clear separate schemes from which a choice of one has to be made rather. The LCT has been campaigning for several decades for this restoration and has a great deal of expertise amongst its members, particularly the needs of 'boaters' which sadly has so far not been drawn upon. If the canal is to become a sustainable waterway such views are very important in drawing up a final option. The LCT would very much like to meet Arup & partners in their discussions following this first round of consultation to put the Canal user's point of view.</p> <p>Q9. If the intention is to create 'a waterside destination for culture, business and living' and 'an appropriate range of high quality employment opportunities' Option 3 provides more money and more employment and is, therefore, the only viable Option. However there are issues:</p> <ul style="list-style-type: none"> • It is essential to optimise the value of canal side amenities. More water space is available on the green space opposite 3.5 so that the water area between the canal arm and Canal Head could be 	<p>Noted.</p> <p>Noted.</p> <p>The report and the consultation form state that these are options and that alternative options can be proposed. Consultation will be on-going during the preparation of the AAP.</p> <p>Noted.</p>	<p>Seek to inclusion of the original basin as well as the additional arm.</p> <p>Ensure the passing and mooring facilities are adequate for the appropriate size of boats.</p> <p>Maximise the use of the canal side. Consider increasing water space on proposed green</p>
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	<p>doubled.</p> <ul style="list-style-type: none"> • By re-adjusting the arms without increasing the water area, more waterside accommodation is created and more basins to encourage visitors to explore the extended Canal Head development. Circulation would also be improved by adding a path on the west side of the canal beside 3.5 and a footbridge at the arm. • At the moment the only exit from Canal Head area is on to a busy and dangerous road. It is essential to build a further one-way system out of Canal Head. • It is essential to have road access to residential accommodation and the Transco Depot from Sunnyside. It would be advantageous to retain allotments and expand them to the east. Residential units in 3.17 could be accommodated in areas 3.3. and 3.6. • Pedestrian movement between town and canal is essential to this development but appears to be discouraged by these plans. 		<p>space. Review alignment of proposed arms to increase water frontage. Review potential to include a path on the west side between site 3.5 and footbridge. Review traffic circulation, including extending the one-way system. Review extent of development requirement on allotments and relocation site options.</p> <p>Maximise pedestrian linkages between the AAP area and the town centre.</p>
<p>97.</p>	<p>Cllr Rob Cocker, 6 Aynam Place, Kendal, LA9 7DP</p> <p>Q1. Agree with boundaries. Q2. I do not agree the summary goes far enough. There is no provision for a marina, boatshed, workshop, boat sale, hire centre. There should be a 'landmark sculpture'. Canal Head housing and business should all be made eco-friendly.</p> <p>Q3. I mostly agree but would not be opposed to more storeys in residential housing and business at Canal Head, also higher density housing on the allotment site. There could be a larger canal basin. Q4. I would like to see a landmark 'sculpture' in the mould of the Angel of the North - something special and a fitting reward for a journey's end. Q5. 5.1.2 This area should be a working 'marina' housing</p>	<p>Noted. Options for a marina are being considered.</p> <p>Noted.</p> <p>Noted.</p> <p>As above.</p>	<p>Review marina options in terms of location and uses. Identify a target for sustainable buildings setting BREEAM and Code for Sustainable Homes targets. Seek landmark features. Review potential to increase density of development</p> <p>See an opportunity for a landmark sculpture to identify the canal head. As above</p>

	<p>short-term mooring and should be re-used as a re-fuelling service, maintenance, sale, hire and should even be used to build barges. This would create jobs and enhance tourism.</p> <p>Q6. I would like to see an Option 5. Build an eco-village of mixed business, affordable housing and new residential apartments, including more dense housing on the allotment site but leaving the area 5.1.2 as brown field business use, which includes a marina.</p> <p>Q7. None: these Options do not go far enough. If we are not careful we will miss a golden chance for the future of Kendal to be a 'choice destination'.</p> <p>Q8. I like the ideas regarding hotels, retail space and housing but would like to see an ambitious design. Bear in mind by the time the canal comes, we will have a university and be far more populous.</p>	<p>As above</p> <p>Noted.</p>	<p>As above</p> <p>Ensure a 'choice' destination is created.</p> <p>Have regard to the impact of the new university on opportunities.</p>
<p>98.</p>	<p>Mr Oliver Alfred Geere, 27 Holyoake Terrace, Watery Lane, Ulverston, LA12 9DD</p> <p>Q1. Presume that water extraction from the river is allowed for?</p> <p>Q2. Agree</p> <p>Q3. Yes but my main concern is the proposed relocation of the 'Gilkes'. If the site and the quality of access roads do not meet with their foreseeable business requirements, I would be loath to proceed. I trust current susceptibilities to flood damage will be respected. In this connection is the canal extension a desirable feature?</p> <p>Q9. I write as a canal enthusiast for the Northern Reaches</p>	<p>Yes and this is the subject of a separate planning application</p> <p>Noted.</p> <p>Consultation is-ongoing with landowners and businesses and the protection of jobs is important. EA have commented and are aware that it will be of concern. Further work will be needed and includes discussion with the Environment Agency to clarify anticipated flood levels and the river modelling which has been carried out to define the areas of risk.</p> <p>Noted.</p>	

	<p>restoration only without extensive knowledge of Kendal and its citizens' requirements whose wishes are paramount.</p>		
<p>99.</p>	<p>Mr Richard Pealing, Policy Manager, Cumbria Vision, Enterprise House, Gillan Way, Penrith 40 Business Park, Penrith, Cumbria CA11 9BP</p> <p>Q1. The boundary should be extended to include Miller Bridge, New Road Car Park and Gooseholme Foot Bridge as these road and footpath links and the treatment of the New Road Car Park are critical to the linkage between Canal Head and Kendal Town Centre.</p> <p>Q3. Cumbria Vision is extremely supportive of and agrees wholeheartedly with the Strategic Vision and Objectives.</p> <p>Q4. Pedestrian routes between Canal Head and the town centre will need to be strengthened and made more attractive to encourage people to walk from the town centre to Canal Head. Need to address issue of road access and vehicular capacity of the Canal Head site given the present situation of only being able to access the whole site from the Aynam Road/ Bridge Street junction and without discussion and resolution this could limit the development capacity of Canal Head. Area has great potential to include upgraded existing high quality buildings, using them to set the tone and mass of new buildings. Opportunity to reveal hidden façade of the original terminus building and use it as the terminus of the restored canal; will appeal to Heritage Lottery Fund. Need to create a sense of arrival at the destination by. Opportunities for both a northern and southern arm of water near the Canal Head to maximise the water space and water side development.</p> <p>Q5. All the potential development sites within the current Area Action Plan boundary have been identified. However, there may be other related development opportunities in the area between the AAP and the town centre.</p> <p>Q6. The four Options presented are the only viable Options.</p> <p>Q7. Cumbria Vision's preference is for Option 3 as this would maximise the development potential within the Action Plan</p>	<p>Noted</p> <p>The AAP is one of a series of documents which will set out future planning policy, including allocations of land for housing and development.</p> <p>Noted.</p> <p>Noted.</p>	<p>Consider extending boundary to include Miller Bridge, New Road Car Park and Gooseholme foot bridge.</p> <p>Note the limitations on delivering 50% affordable housing in the AAP area.</p> <p>Seek improvements to pedestrian routes between Canal Head and the town centre. Review highway capacity accessing the site and from the Aynam Road/Bridge Street junction. Maximise impact of existing quality buildings. Seek to reveal the façade of the original terminus. Create a quality destination. Maximise the use of the water space.</p>

	<p>area and provide for a more mixed development which will maximise employment opportunities as well as providing some potential private sector funding for the restoration of the Canal. Options 1 and 2 are not viable because they provide little or no private sector funding for the restoration of the Canal and do not maximise the development opportunities. Option 4 is not acceptable because given the shortage of both housing and employment land in Kendal, the AAP needs to address both issues equally, whereas Option 4 maximises residential development thereby minimising employment opportunities. There was some discussion at the public meeting about whether the development of the allotments should be included as many people felt that this was perhaps too intensive a development. Cumbria Vision believes that the development of Sites 3.15,3.16 and 3.17 should be re-examined and, if found essential to the project's viability, that alternative allotment sites should be found.</p> <p>Q8. The issue of where the canal spur should be located needs further examination. There may be a good case to include both arms.</p> <p>Q9. The issue of access into and out of the site will be of critical importance. One suggestion that has been raised which needs further examination is the construction of a new road and bridge which will benefit Kendal's traffic system generally but access into Canal Head in particular. The bridge would lead to Aynam Road becoming two way and thereby relieving town centre traffic and would lead to the pedestrianisation of Miller Bridge thus improving the pedestrian links with the town centre.</p> <p>Cumbria Vision would like to emphasise its support for the project. A unique opportunity exists to create development of national significance and true excellence of which Kendal and the whole region can be proud.</p>	<p>All sites within the final AAP boundary will be considered.</p> <p>Noted. Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Review benefits of locations of the canal spur(s).</p> <p>Review access requirements, the need and viability of a new road bridge allowing Aynam Road to become two-way and the pedestrianisation of Miller Bridge.</p>
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<p>100.</p>	<p>Mrs Lois Sumpster, Kendal Sea Cadets, Queen Katherine Street, Kendal, LA9 7DG</p> <p>Q1. Yes Q2. Yes Q3. Yes Q4. Yes Q5. Yes Q6. Yes Q7. I am keen for development providing the community has the opportunity to use/enjoy. It would be ideal if Kendal Sea Cadets could be consulted/included in plans/considered for possible kayak/canoe activities on the canal as at present we have to travel weekly to Killington reservoir.</p>	<p>Noted</p> <p>Noted</p>	<p>Ensure Kendal Sea Cadets are included in future consultation. See opportunities for kayak/canoe activities on the water way.</p>
<p>101.</p>	<p>Sub Lt Clive Sumpster, Kendal Sea Cadets, Queen Katherine Street, Kendal, LA9 7DG</p> <p>Q7. I prefer Option 3 but with the inclusion of a large basin at the head of the canal. This would provide a large area of water for local residents to use for 'community projects'. Q9. One of the options provides for a square of water around this area housing will be built. This area will become a problem as it will need constant cleaning and policing.</p>	<p>Noted</p>	<p>See to maximise the use of the water way for community uses.</p> <p>Ensure the design of the water way considers the management of the water, including water quality.</p>
<p>102.</p>	<p>Miss Heather Fielding, 12 Garden Street, Kendal, LA9 7EB</p> <p>Q1. Yes Q2. Yes, especially 1d. 2b also good. Need restrictions on current trend to build flats. Q3. Yes, but please don't repeat ghastly Waterside flats. Affordable shouldn't mean ugly and cheap looking. Also, please let's not repeat dreadful industrial units between Parkside Road and Change Bridge. Q4. Yes. I like the protection of the industrial heritage and positive public spaces. Q5. No. 5.1.3 is about to be developed as part of the K</p>	<p>Noted. Noted.</p> <p>Noted</p> <p>Noted.</p>	<p>Ensure high quality building design, including affordable housing.</p> <p>See to protect and enhance heritage features and public spaces.</p>

	<p>Village plan. Don't like 5.1.4. Allotments serve such a need and are a great part of our heritage. Where would access be from if they were built on? Wouldn't like Aynam Place opened up of Fletcher Park destroyed - a lovely little haven.</p> <p>Q6. Yes.</p> <p>Q7. Well thought out. Option 2 is preferable being the least invasive of intense housing but giving a variety of usage.</p> <p>Q9. I look forward to the canal opening. I hope public views are listened to and any 'regeneration' is done sympathetically.</p>	<p>The Preferred Option will consider recent planning applications and developments. Review extent of development requirement on allotments and relocation site options. Fletcher Park is not proposed for development.</p> <p>Noted. Noted.</p> <p>Consultation is on-going throughout the preparation of the AAP and exceeds statutory requirements.</p>	<p>Review recent applications. Review extent of development requirement on allotments and relocation site options.</p>
<p>103.</p>	<p>Mr Terry Postlethwaite</p> <p>Q1. Yes</p> <p>Q2. No I don't agree with the summary regarding the housing issue. I agree with the development at canal head north but not with high density housing to make the restoration viable, as there is no further need for high density housing development in the Kendal area, as in employment is being reduced due to closures</p> <p>Q3. I agree with the strategic vision in parts. I disagree that this vision incorporates ugly modern apartments totally detrimental to the charm and vista of the Auld Grey Town of Kendal.</p> <p>Q4. I disagree with the urban design perspective of framing the canal with apartments/maisonettes etc. This will create an inner city feeling to a town which prides itself on its open spaces and parks.</p> <p>Q5. I don't agree with development on 5.1.2 south of Parr Street. There is ample housing along the western side already, any more development on the small plot of land indicated would certainly spoil the area. Access to this area is already bad enough.</p>	<p>Noted. Noted.</p> <p>Noted.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal.</p> <p>Noted.</p>	<p>Seek employment uses rather than housing.</p> <p>Ensure the layout, scale and design of new buildings will be appropriate to the local setting and planning requirements. Seek to maximize open spaces.</p> <p>Review need for development on 5.1.2 and if required, ensure</p>

	<p>Q6. Not without alterations Q7. I prefer Option 2 with serious reservations about the development of plot 2.8. It is the only development in opposition to the other plots, whereas with the other plots you seem to be developing industrial areas (good idea), plot 2.8 is already a green area so why spoil it Q8. No Q9. In general I agree that the restoration of the canal and canal head north development would benefit Kendal, but it would have to be done in a manner that befits the town.</p>	<p>Noted. Noted. Noted. Noted.</p>	<p>adequate access is provided. Review requirements to develop plot 2.8</p>
<p>104.</p>	<p>Mr David Baynham-Hughes, 7 Dockray Road, Kendal, LA9 4QY</p> <p>Q2. I have the following observations: Section 2.1 Assertion 1f refers to a 50% affordable target, yet the costings/viability figures produced for this plan are based in 30% affordable housing. This discrepancy needs to be cleared affordable housing is key. 1h seems to ignore the large number of windfall sites that turn up in Kendal. There appears to be a greater proportion of vacant retail premises in Kendal than in Ulverston, Windermere & Ambleside. Section 2.3 Given the lack of existing Knowledge Based Industry in the area how are such industries to be encouraged to move to Kendal? It seems contradictory to bemoan the lack of high quality jobs, whilst asserting that tourism is how economic growth will be achieved. Section 2.4 This plan pivots on the reinstatement of the canal. It is estimated by the NRRG that this will cost over £60 million. At very best these proposals will fund 1/5 of this. It is unclear whether all of the engineering problems have been fully costed. It is surely premature to start at the Kendal end without firm commitment for the remaining 4/5 of the funding for the project. Section 2.5 It is contradictory to quote PPS9 when some of the options include building over allotments and established trees. Allotments are significantly biodiverse. I also thought that the woodland adjacent to the household waste site was</p>	<p>50% is the Council's current District-wide policy on affordable housing but it is recognised that this is unlikely to make the restoration of the canal be financially viable, hence a working figure of 30% has been used. These sites are outside the proposed AAP area. This is the subject of a separate review by SLDC of knowledge-based industry opportunities.</p> <p>The financial assessment includes the costs and some potential funding sources. There have been detailed engineering investigations of the canal restoration, summarised in the baseline report – Alastair is this correct? Biodiversity can be enhanced even with the loss of some green</p>	<p>Have regard to the findings of the SLDC knowledge-based economy study.</p> <p>Ensure biodiversity is maintained or enhanced.</p>

	<p>designated by SLDC as a nature reserve. This section does not address potential issues surrounding the abstraction and discharge of water to and from the River Kent SAC. The connectivity of the canal to other river catchments potentially spells disaster for the native white clawed cray fish. This section also ignores the impact of removing the fill materials and disposing of them. There are no obvious sites in the area to accept contaminated or non inert material.</p> <p>Section 2.7 Highlights some significant issues that do not appear to be addressed within these proposals. The existing road network, which has extremely limited scope for improvement effectively isolates this area from the town centre. The connection between the town centre and canal area is not obvious. This separation is reinforced by the belt of existing residential properties along Aynam Road & Thorny Hills.</p> <p>Section 2.9 Seems to be contradictory by seeking to promote recreation whilst proposing to build over a sports field and allotments.</p> <p>Q3. Whilst I agree with the over arching principle and aspiration, I strongly disagree with the notion that a “cultural quarter” can simply be created. Where is the room within the Options for farmers markets and museums etc. and many of these already exist in the town centre. How can the Castle or the cemetery be protected and enhanced if plans include built development right up to the edges of these areas?</p> <p>3.2 In general I agree with these objectives. However, it is hard to see how objective E is served by the options in this plan. It is also hard to see how objective F will be achieved. There does not appear to be anything new in redeveloping land adjoining canals. What is perhaps unique is the general lack of existing canal side buildings (mills, warehouses etc.) at the core of the redevelopment vision. Re objective L; unless the entire canal is restored, the section through Kendal will function little more than an elaborate fishing pond and open sewer.</p> <p>Q4. High quality housing/offices etc. seem to be at odds with</p>	<p>features, nonetheless the need for the allotments is being reviewed. Abstraction and discharge and crayfish are to be considered in more detail in the Appropriate Assessment. In addition, they will be dealt with in the Environmental Statement as part of the planning application for the canal restoration. Transport issues will be investigated further in the Preferred Options.</p> <p>A range of recreation opportunities should be sought.</p> <p>A range of cultural related developments can be facilities, including public space to allow a range of events. Development will be sensitive to heritage features.</p> <p>It is important to recognise the qualities and heritage of Kendal and the Canal Head to ensure a quality and unique development.</p> <p>Sensitive design is important in relation to such features. Review extent of development requirement on allotments and relocation site options.</p>	<p>Set out proposals for the removal and disposal of the existing fill.</p> <p>Improve links between Canal Head and the town centre.</p> <p>Seek to enhance the range and quality of recreation opportunities.</p>
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	<p>overhead power lines, as these are not an attractive feature. Allotments take a long time to become fully established and productive. Moving them is not as simple as removing the soil and dumping it elsewhere and would also lead to more car journeys. The scope for 4 storey buildings appears limited and potentially out of keeping with the setting, although essential to achieve the housing density proposed. The other difficulty with tall development (except at the canal head itself) is that the land falls away to the west. Existing residential developments either back onto the canal or are at right angles to it. It seems difficult to reconcile the intention to use existing housing patterns to inform development whilst aspiring to canal side living. One key feature of the local vernacular is missing. This is that the joints between stonework are pointed unlike buildings further into the Lake District. It is also vital that grey limestone is used.</p> <p>Q6. An option not fully considered in the document is the wait and see option. I cannot see any pressing need for the wholesale redevelopment of the canal corridor until such time as there is real progress made towards the restoration of it. The restoration issues in Kendal pale into insignificance when compared to bridging and tunnelling the A590 and the M6. In the mean time an area plan should be adopted that keeps options open, whilst requiring any development to be of a high quality or at least in keeping with this overall vision. This allows more time to examine options for relocating utilities.</p> <p>Q7. Option 1 would be my preferred choice. I do not object to Option 2 as its impact on the setting of the Castle and the allotments is a lot lower than Options 3 & 4. However, it is unclear from the proposal document what SLDC have against the Gilkes factory. Relocating them out of the way to squeeze in a couple of restaurants, yet more apartments and a leisure club seems to be against reason. Where can they be relocated to? Option 3 has little merit as the users of the offices and industrial space would be beyond the control of the Council. Option 4 has marginally more merit than 3 by proposing a greater proportion of residential property.</p>	<p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>Option 1 is a 'wait and see' option as it only proposes existing development proposals.</p> <p>Noted.</p> <p>Local employment is important and engagements I on-going with local employers.</p> <p>Noted.</p>	<p>Ensure appropriate design and layout in relation to the overhead power line. Review extent of development requirement on allotments and relocation site options.</p> <p>Ensure local topography is considered in building design. Identify local design features for design guidance, e.g. pointing of joints between stonework and grey limestone.</p>
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	<p>It would seem clear that these two options would lead to significant traffic generation, which can only be fed from Aynam Road. This will have a significant and long lasting effect on residential amenity for existing residents. Q8. No development on the east bank of the canal. Q9. The provision of affordable housing is key to any major redevelopment.</p>		<p>Review requirement for development on the east bank of the canal.</p>
<p>105.</p>	<p>Mr Jonathan Higson, 32 Aynam Road, Kendal, LA9 7DW</p> <p>Q1. Yes Q2. Yes broadly. The affordable housing and low wage issues are linked. An increase in retailing does not seem to yield higher wages. Traffic in Aynam Road needs consideration. Q3. Yes but 1k - what is "appropriate"? Non-car ownership and non-car commuting needs encouragement. Two-car ownership needs discouraging in any provision. 2f What about education and vocational provision? 2e Aynam Road is a trunk road, having v. heavy traffic at peak hours. This will be increased! Q4. Yes and current dilapidations are very conspicuous. I agree with the stress on terraced homes and a courtyard pattern; but would also emphasise provision of flats. Limestone and slate very important. Q5. Yes. None that I can think of except that to the immediate North of Queen Katherine Street (former allotments). Q6. Yes. Q7. Option 1 represents a lost opportunity; with the redevelopments being possibly incompatible with any later canal restoration. If the allotments can be resited Options 3 & 4 are far better financially and in terms of housing than 2. Q8. Mixed use but as in Option 4 with more residential. Cultural quarter could include museum/educational facilities. Hotel good idea. Public Square courtyard atrium important and shops should be specialist rather than national chains. Option 4 is by far the best.</p>	<p>Noted. Noted</p> <p>Noted. Transport issues will be related to national and local guidelines and requirements.</p> <p>Noted</p> <p>Noted.</p> <p>Noted. Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Ensure traffic impacts at Aynam Road are considered.</p> <p>Identify education and training opportunities.</p> <p>As above.</p> <p>Identify local design features for design guidance, e.g. limestone and slate materials.</p> <p>Consider potential development on land to the north of Queen Katherine St (former allotments) Ensure development is compatible with future canal restoration.</p> <p>Seek opportunities for more housing, provide museum and education facilities, hotel, specialist shops and public space. Ensure development on plots 2.8, 3.14/4.14 does not</p>

	<p>Q9. Canal embankment behind 31-45 Aynam Road is private ownership; also access road to plot 2.8, 3.14, 4.14 - development here would overshadow the property below to the west. Access to Aynam Road between 32 Aynam Road and the almshouses has road safety implications.</p>		<p>overshadow property to the west. Review safety implications for Aynam Road.</p>
<p>106.</p>	<p>Mr Neil Henderson, 2 Whitton Terrace, Kendal, LA9 7D</p> <p>Q2. Broadly agree. Q6. There is little to comment about regarding Option 1 as this would permit incremental development without a coordinating plan. I have the following objections to the other options: Options 2-4 include apartment flats to the south of Parr Street. I object to these for the following reasons.</p> <ul style="list-style-type: none"> • The apartment blocks would almost certainly lead to the loss of the trees which fringe the west side of the canal south of Parr Street. • The orientation of the blocks would cut across the grain of development in the area which consists largely of terraced housing running at right angles to the canal. • The rear yards of Whitton Terrace would be overlooked and dominated. • Access to the apartment blocks would appear to be extremely problematic. There appears to be two possible options: a new access provided from Parr Street, or a new access from Aynam Road. Both are fraught with difficulty. • From Parr Street there is a considerable drop to canal level. Taking an entrance from here would be extremely difficult unless a long length of access ramp was provided, further urbanising the supposed green corridor. Vehicular access would also result in a conflict with vehicles travelling west from Sunnyside. The humpback bridge means that it is impossible to see cars approaching from the far side of the bridge. 	<p>Noted. Noted. The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p>	<p>Provide a coordinated plan rather than incremental development.</p> <p>Seek to retain trees on west side of canal south of Parr Street. Seek to continue the existing urban form of terraces running at right angles to the canal.</p> <p>Review if there is potential new access from Aynam Road or from Parr Street.</p> <p>Review impact of topography from Parr Street to canal level.</p> <p>Review impact of humpback bridge on visibility for motorists.</p>

	<p>Traffic turning right into the proposed development would therefore be at risk of collision.</p> <ul style="list-style-type: none"> The other alternative appears to show a spur from the apartment blocks leading to Aynam Road between the almshouses and river view guesthouse. Significant engineering works would be required. More fundamentally if this is intended to be an access then it would require the compulsory(?) purchase of the private parking/garden space from the almshouses and/or guesthouse. Pushing a road through this area would make the living conditions of both the guesthouse and the almshouses unbearable, and would result in the loss of parking with no readily apparent alternative. There would also be traffic problems. The importance of the character of this area is recognised by its designation as a conservation area. I would suggest that such a development would not preserve or enhance the character of the area and would therefore be contrary to government guidance. The value of corridors of green space is severely reduced should they be interrupted by built development. <p>The proposed loss of well used allotments in Option 3 & 4 seems to me to be an incredibly retrograde step. Presumably space would have to be found to relocate current allotment users.</p> <p>The retail element would be firmly detached from the town centre and would therefore risk harming the vitality and viability of the centre, contrary to government advice. Benefits for biodiversity are claimed but are illusory. Option 2 shows the access road to Whitton Terrace to be green space. I presume that is a printing error.</p> <p>Is there sufficient demand for the incredibly high number of housing units proposed? It would appear that it is not viable to open up the canal even with considerable over development.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Retail development would be assessed in terms of the impact on the vitality and viability of the town centre. Noted.</p> <p>The housing numbers would need to accord with regional and local policy on housing numbers. Noted.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal. The desire for the</p>	<p>Review potential for a spur from between almshouses and River View Guesthouse, including impact on the residents of these properties.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>Ensure that any references to retailing and specific development types in particular are in compliance with PPS6. Review whether access road to Whitton Terrace is shown as green space.</p> <p>Improve links between Canal Head and the town centre.</p>
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	<p>Nothing is said about how improved access to the town centre would be achieved.</p> <p>Q9. The canal restoration seems to be merely a fig leaf for development. There are no realistic plans to open the canal up so that it would join up with the currently navigable part of the canal. The options and issues document doesn't even consider how the canal might cross Parkside Road, never mind how to cross the M6. I am very much afraid that what we will end up at best is an elongated pond between Canal Head and Parkside Road. I would love to see the canal restored but not at any cost. Even in its filled-in state it is a popular route for walkers and cyclists, with a little maintenance and investment it could be improved considerably.</p>	<p>opening up of the canal is being tested through the AAP consultation. The financial assessments show that development starting at the Lancaster end is not viable.</p>	
<p>107.</p>	<p>Margaret Sanders, South Lakeland Friends of the Earth, 28, Castle Crescent, Kendal, LA9 7AN</p> <p>Q1. I consider that this is appropriate on the western side of the canal, but covers too large an area on the east. I do not think it appropriate for all the playing field area and any of the allotment area to be developed. These are the best quality allotments in the town and should be saved.</p> <p>Q2. The housing itself should be as sustainable as possible. I understand that for this first stage of the canal restoration it is planned that water will be taken from the River Kent. This will put the biodiversity in the river at risk. The River Kent is an SSSI and contains some species which are important at all levels. At the later stages of canal development the canal will provide a route for the invasive and destructive American crayfish to enter the river and destroy the native stock. This problem will need to be solved to the satisfaction of Natural England and the Wildlife Trusts before the restoration proceeds. The allotments harbour much biodiversity, especially bees, which are under threat and these should be left undeveloped. The allotment issue is important to maintain and strengthen community spirit and involvement rather than impairing it. A truly sustainable community will</p>	<p>Review extent of development requirement on allotments and on the eastern side of the canal.</p> <p>Water extraction and crayfish are the subject of an Appropriate Assessment as well as an Environmental Impact Assessment as part of the restoration application.</p> <p>Noted.</p>	<p>Review extent of development requirement on allotments, relocation site options, and extent of development needed on the western side of the canal.</p> <p>Identify a target for sustainable buildings setting BREEAM and Code for Sustainable Homes targets.</p> <p>Seek to preserve and enhance biodiversity, including that associated with the allotments.</p>

	<p>generate more jobs eg. in waste management, energy efficiency and energy generation.</p> <p>Q3. I believe that it would be possible to deliver economic growth and environmental enhancement, but there is also an opportunity to degrade the natural environment. This must not be allowed to happen. The views of the statutory consultees on the environment must have the final say. I agree with the preservation of the built environment.</p> <p>Q4. The increase in the population caused by the extensive residential development will need more leisure and allotment space rather than less.</p> <p>Q5. I agree with all those west of the canal but only the development of the civic amenity site to the east.</p> <p>Q6. The development of the amenity site is essential if the residential units are to enjoy their view.</p> <p>Q7. I support a modified version of Option 3 or 4 to fit in with the objections listed above.</p> <p>Q9. It is mainly a thorough, well thought out clear document with good explanations of the issues. However it is vital that important environmental issues are further discussed before the project proceeds.</p>	<p>Noted. Consultation is on-going throughout the preparation of the AAP and exceeds statutory requirements.</p> <p>Community facility requirements associated with development will be considered.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>As above.</p> <p>Ensure adequate community facilities are provided to meet the demands of the new residents.</p> <p>Seek to minimise development to the east of the canal, other than the civic amenity site.</p>
<p>108.</p>	<p>Liz Ashburn liz.ashburn@phonecoop.com</p> <p>Q1. The APP should look at the wider area, providing context and considering linkages to the town, surrounding urban areas and green spaces. It should also consider castle and surroundings.</p> <p>Q2. Proposed housing should provide a substantial proportion of affordable dwellings, within an appropriate mix of dwelling types and tenures, otherwise Kendal will sacrifice large areas of potential housing land with the potential to provide affordable homes and not gain any housing which fulfils local needs.</p> <p>Retail – The situation appears to have moved on; there is a cinema at the Brewery, and several health and fitness clubs in the town, including the Leisure Centre. The town centre is</p>	<p>The wider context has been consider; this is set out in more detail in the Baseline Report.</p> <p>Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report.</p> <p>Noted.</p>	<p>Continue discussions with SLDC planning and housing departments about affordable housing need and options.</p> <p>Ensure regard is had to the new developments of the cinema and health and fitness</p>

	<p>currently suffering and unprecedented number of vacant shops, mostly the individual, interesting and specialist shops for which Kendal is known and which give the shopping centre much of its character and identity.</p> <p>Q7. Option 1: Waste of opportunities – no gain of improvement of open spaces or use of opportunities presented by underused part of Kendal. Option 2: The only acceptable option in environmental terms. Option 3: Housing development on productive and well used allotments is unacceptable. Access to housing areas ill thought out, and unviable, eg sites 3.15 to 3.17. Loss of open spaces – playing field. Adverse effect on biodiversity of open spaces. Adverse effect on setting of Castle. Option 4: Unacceptable due to all reasons under Option 3, as well as loss of employment land; loss of variety of land uses; close integration of housing, commercial and employment land uses contribute to character of Kendal. Under this option, the canal would be a water filled ditch between acres of characterless, monotonous speculative housing development which will make millions for the national and regional house builders and erode even further the distinctive character of Kendal. This option should not be considered, and if the restoration of the canal requires development of this nature to finance it, it should be deferred until a more acceptable way of achieving it is found.</p>	<p>Noted.</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options.</p> <p>Noted.</p> <p>Noted.</p>	<p>clubs.</p> <p>Ensure that any references to retailing and specific development types in particular are in compliance with PPS6. Seek opportunities to improve open spaces.</p> <p>Review viability of access to sites 3.15 – 3.17.</p> <p>Ensure there are no adverse impacts on the setting of the castle</p>
<p>109.</p>	<p>Mr & Mrs Ian and Pam Flitcroft, 38 Lound Road, Kendal, LA9 7DZ</p> <p>Q1. Retention of all the allotments along the route should be paramount.</p> <p>Q3. I think you need to secure proper funding. What happens if you sell the land, it's developed but there is not enough funding for the canal to come through?</p> <p>Q5. More than likely if one had time to look.</p> <p>Q6. No</p> <p>Q7. Option 1 is the better option, followed by option 2. 3 & 4 are far too big and overdeveloped.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal. Detailed funding proposals linked to development would be developed through the</p>	<p>Review extent of development requirement on allotments and relocation site options.</p>

	Q8. The retention of allotments at Canal Head, Castle Hags and extension.	AAP. Noted. As above.	
110.	Mrs B Studholme, 1 Hayclose, New Hutton, Kendal, LA8 0AG Q7. The proposal is over intensive in all 4 Options. There is not enough water space at the head of the canal for large boats to turn round. The canal should be wide enough for two boats to pass each other. There should be service facilities for boats for maintenance and general needs at the moorings.	The proposals allow sufficient turning and passing space for boats. Options for a marina are being considered.	Review marina options in terms of location and uses.
111.	Ms Cheryl Hitchcock, 15 Sunnyside, Kendal, LA9 7DJ Q1. Yes - but could possibly be extended to include the rough parking on the opposite side of the river between Miller Bridge and the pedestrian bridge at Gooseholme. Q2. Shop vacancies have increased since 2004 giving an impression of an under-populated high street. I'm concerned that more retail units elsewhere will further dilute this. Kendal is very spread out - it would be good if different areas had a distinct 'draw' or identity. Q3. I work in the knowledge based sector so would very much support growth in that area. Kendal could use more professional, high skilled employment. Q4. We really need that Northern bypass to get passing traffic out of the town. I like the idea of a Cultural Canal quarter with different uses and themes. Restoring old buildings with sympathetic but innovative new developments is a good plan. Re canal side living - this is fine but it's important to retain the sense of space - so I'm not sure about the sense of enclosure. What's good about the area at the moment is a feeling of countryside through the middle of a town. Q5. Yes. Q6. They don't really address the significant vehicle	Noted. Noted. Noted. Northern bypass is outside the scope of the AAP. Noted. Noted. Noted.	Consider extending boundary to include rough parking between Miller Bridge and Gooseholme pedestrian bridge. Seek a distinctive retail offer that does not compete with the town centre. Seek opportunities for knowledge-based employment. Seek the sensitive but innovative restoration of old buildings for a range of uses. Seek to retain the rural setting, e.g. maintain views to the countryside.

	<p>access/parking issues to proposed developments.</p> <p>Q7. Option 2 looks good but may not provide sufficient development funds. In Options 3 and 4 I wouldn't want to see all the allotments south of Parr Street being fully developed. Keeping some green allotment space along the route would add to the charm from the canal. In Option 3, I would be in favour of some limited development of the playing fields west of Castle Hill but not the development of plot 3.13 and ideally 3.12. I'm keen to have the canal with water in - so Option 1 isn't an option for me. Also, this option would lead to unfocused development.</p> <p>Q8. I like the inclusion of a canal arm in Options 3 and 4 as well as the canal path alongside it. Would it be possible to have a pedestrian/cycle bridge across from the east side to join this up? I would like to see some canalside restaurants.</p> <p>Q9. The inclusion of some cultural space would be great – how about moving Kendal Museum? It could include the history of the canal and local industry.</p>	<p>Access and parking will be investigated further as part of the development of the Preferred Options</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>Noted.</p> <p>Noted.</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Seek development on the playing fields but not on plots 3.13 or 3.12.</p> <p>Seek opportunities to provide a canal arm, a pedestrian/cycle bridge and canalside restaurants.</p> <p>Seek inclusion of cultural facilities, including relocating the Kendal museum.</p>
<p>112.</p>	<p>Mr Chris Jones, 16 Kirkbie Green, Kendal, LA9 7AJ</p> <p>Q1. If there is no guarantee of the canal restoration, the land to the east should remain undeveloped (for future consideration i.e. canal basin) and deleted from the plan.</p> <p>Q3. Is it possible to have a canal side restaurant without a canal?</p> <p>Q7. Option 1 - development of land to the west of the canal.</p> <p>Q8. Income generation of £6M, £12M & £18M were given for options 2, 3, & 4. What is this money to be used for if not for the restoration of the canal?</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>The financial appraisal was undertaken to identify the income potential for restoring the canal.</p>	<p>If the canal viability cannot be demonstrated then retain open space uses to the east.</p>
<p>113.</p>	<p>Mr Fergus MacGregor, 35 Parr Street, Kendal, LA9 3DH</p> <p>Q1. The allotments adjacent to Fletcher Park should be omitted from the plan - think green and food miles. These</p>	<p>Review extent of development requirement on allotments and</p>	<p>Review extent of development requirement on allotments and</p>

	<p>allotments are an asset to the town and should be retained. Q2. The issue of the effect on the existing roads has only been touched on, and the effects on the existing roads of Canal Head, Queen Kath St & Parr Street have not been fully considered. Any new development must introduce new roads that are capable of taking the volume of traffic. Q4. There are only limited contemporary buildings in Kendal - any more would spoil the heritage feel of the town. Q5. None. Q6. Any option ½ way between Option 2 & Option 3 is needed, you should reduce development to the east of the canal. Better roads need to be provided through the Goodacre site as the existing roads are poor. Q7. Option 3 & 4 are too over developed. Q9. It seems to me that whilst a lot of people want the return of the canal, is the price to pay of mass housing too high? Scale down the plans and we will all be happy.</p>	<p>relocation site options. Access and parking will be investigated further as part of the development of the Preferred Options. The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements. Noted. Noted. Noted. The financial assessments demonstrate the amount of development required to restore the canal.</p>	<p>relocation site options. Review highway capacity and safety issues on existing roads in the AAP area, Queen Katherine Street and Parr Street.</p>
<p>114.</p>	<p>Miss Karen Mitchell, 31 Parr Street, Kendal, LA9 7DH Q1. No. It should not include existing greenspace in the form of the allotments and playing field. These are an integral and important part of this area of Kendal to the local community and provide the characterful context for the Castle. Q2. There is a very large number of properties available for sale in Kendal so it is not clear what the necessity is for further housing stock, other than affordable housing, which seems to have been ruled out of Options 3 and 4 as being uneconomic. The report is incorrect - there is a cinema at the Brewery as well as a leisure centre and health clubs in town. It is not clear what the case is for providing more shopping floor space, which will only compete with the existing town centre. The report fails to adequately explain the issues relating to the restoration of the canal and potential costs and timescale. Where will the water be drawn from to supply the canal and where will it be released to? If the River Kent - why did the report not address the significant issues of the</p>	<p>Review extent of development requirement on allotments and relocation site options. Housing proposals will accord with regional and local policies on new housing numbers. Noted. Noted. A detailed engineering study has been undertaken, The financial assessments demonstrate the amount of development required to restore the canal. Details of water extraction are dealt with in the Appropriate Assessment and the Environmental Impact Assessment. Consultation is on-going throughout the</p>	<p>Review extent of development requirement on allotments and relocation site options. Reflect the cinema at the Brewery and leisure and health centres in the town centre. Ensure that any references to retailing and specific development types in particular are in compliance with PPS6.</p>

	<p>protected nature of the river? How would the canal 'lead to the creation of new priority habitats'? I do not agree with the Community section which talks about community engagement. I'm part of this community but this is the first I've heard of the Options being proposed even though it is apparent that funding has been spent on developing them. What about the environmental footprint involved in digging out the canal. Where would the resulting spoil be disposed of? The flood effects of this kind of development are well known but unexplored in the report.</p> <p>Q3. The plan claims to enhance visual amenity but it is not clear how. It will only detract from the Conservation Area.</p> <p>Q4. I disagree with the implication of 'enclosure'. Why do we want to enclose what is currently a visually appealing open greenspace of community importance?</p> <p>Q7. Option 1 is acceptable. Option 2 will compound the traffic problems in Kendal and draw trade away from Kendal Town Centre. Options 3 and 4 will result in increased traffic problems, competition with existing shops and cafes in Kendal town centre, the destruction of community greenspace, and spoiling of the public view of the castle. The claims for increasing biodiversity value are not substantiated. The report fails to explain the issue of affordable housing. It is not clear from the report what would happen if it is found that the canal cannot be restored if costs increase beyond the amounts to be provided through the private developments, or the water supply from the River Kent cannot be exploited, or if the crossing with Parkside Road issue cannot be resolved economically, or British Waterways budget is further cut. There is considerable risk that the Canal Head would never actually be joined up with the rest of the canal network. The</p>	<p>preparation of the AAP and exceeds statutory requirements. Noted. Development will be required to preserve and enhance the character and appearance of the conservation area.</p> <p>Noted.</p> <p>Noted.</p> <p>Proposals would need to meet national and regional policy requirements on biodiversity. Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report. The financial assessments demonstrate the amount of development required to restore the canal. As above.</p> <p>Cycle footpath widths would as a minimum meet national requirements. Noted.</p> <p>As above.</p> <p>As above. Review extent of development requirement on allotments and relocation site options.</p>	<p>Provide details of disposal of canal fill.</p> <p>Consider the appropriateness of enclosure in light of the open rural character of the area.</p> <p>Ensure sufficient biodiversity requirements are set out, with reference to PPS9. Continue discussions with SLDC planning and housing departments about affordable housing need and options.</p> <p>Seek improvements to the foot and cycle paths to ensure usability in wet weather.</p>
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	<p>Options promise cycle/footpaths 2.5 metres wide. This is about the width of the current track - but at peak times this is not wide enough and would be unsafe if the canal is reinstated.</p> <p>Q8. The report claims that the existing path is currently 'high quality'. The path is uncyclable on wet days due to the huge puddles and acres of mud. For only a small amount of money, the path could be turned into a fantastic cycle and footpath and the existing biodiversity along this bit of green infrastructure could be improved.</p> <p>Q9. It is unacceptable to propose to give this community space over to residential developers for profit. The report fails to include any information about the use of the allotments. The Fletcher Drive plots are presumably statutory allotments which would require consent from the Secretary of State for sale of the land. Certain conditions would have to be met including that the allotments are surplus to requirements, which is certainly not the case. The council will have to give displaced plot holders adequate alternative sites not more than 3/4 of a mile from the centre of demand and suitable for spade cultivation.</p>		<p>Review extent of development requirement on allotments and relocation site options.</p>
<p>115.</p>	<p>Stephen Wilson, Operations Manager, Impact Housing, Nook Street, Workington, Cumbria, CA14 4EH</p> <p>Q2. Emphasis on brownfield but some greenfield included. RSS proposing larger numbers than 195 dwellings p/a (265 for district may increase to 400) - statement correct 'currently'. Highways concerns over access to the area.</p> <p>Q3. Amount of retail could be in competition with the town centre - traffic generation. How important is existing open space?</p> <p>Q4. Cost of underground parking. Away from traditional housing.</p> <p>Q7. Option 1 – No. Option 2 - Lack of financial information so difficult to comment. What detail on density has been assumed? What level of affordable? Option 3 - Significant amount of housing and employment. Restoration of canal -</p>	<p>Noted – housing figures will change with the emerging RSS.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. Details of cost assumptions, including density and percentage affordable housing is set out in the</p>	<p>Ensure housing proposals accord with the emerging RSS housing figures.</p> <p>Ensure that any references to retailing and specific development types in particular are in compliance with PPS6. Review alternative parking options, including underground parking.</p>

	<p>would attract most development therefore increasing the opportunity for affordable housing. Option 4 - Preferred option. Need to keep employment through a Business Park to retain young people, to raise average income therefore address affordable housing.</p> <p>Q9. We believe there is a formula for high market value residential accommodation to subsidise affordable housing and would be keen to explore this further.</p>	<p>issues and options report.</p> <p>Noted.</p> <p>Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report.</p>	<p>Seek employment opportunities through a business park.</p> <p>Continue discussions with SLDC planning and housing departments about affordable housing need and options.</p>
<p>116.</p>	<p>South Lakeland Local Strategic Partnership's Affordable Housing Task Group</p> <p>Q.2 Point 1e should clarify that the figures given are the current situation only and that this may change. Concerns about the existing road links and access.</p> <p>Q3. It appeared that some of the Options in this section could be classed as opposition to one another i.e. retail and transport. There will be a need for improved signage and access from the town centre and members would not want to see a development that competed with the town centre but one that complimented it. Concerns about the provision of allotments and open spaces. We want a clear decision made in relation to preserving open spaces, balanced against regeneration. The quality and amount of open spaces provided was crucial for the overall success of the development.</p> <p>Q4. Members questioned the actual cost of implementation in relation to the viability of the development. Where the designs illustrated underground car parks, members felt that this would be an expensive option but did recognise that it would help maximise land for the development of housing.</p> <p>Q7. Option 1 – The Task Group did not favour this option. Option 2 – Concerns about the density of family homes verses apartments, members felt that they could not make a fully informed comment on Option two due to lack of in depth</p>	<p>Noted – housing figures will change with the emerging RSS. Access and parking will be investigated further as part of the development of the Preferred Options</p> <p>Noted.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal. Some options would be more expensive, such as underground parking.</p> <p>Noted.</p>	<p>Ensure housing proposals accord with the emerging RSS housing figures.</p> <p>Improve signage between the town centre and Canal Head. Ensure that any references to retailing and specific development types in particular are in compliance with PPS6. Seek quality and sufficient quantity of open spaces.</p>

	<p>financial evidence. A possibility that the canal would not be restored would see the development taken forward in a very different direction. Concerns that this would impact on the amount of affordable housing and the attraction of developers. This is not a preferred Option.</p> <p>Option 3 – The Task Group considered this to be a good option due to the significant amount of employment and housing development. It would attract the most amount of investment to the area, therefore greatly increasing the opportunity to develop affordable housing. Option 4 – Preferred option on the proviso that the engineering firm Gilkes is relocated and that adequate provision for a business Park in the district is made within the LDF. Provision of B1 employment opportunities crucial for the retention of young people, raising the districts average income and therefore would help address the issue of affordable housing.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Seek to accommodate existing and new businesses.</p>
<p>117.</p>	<p>Sue Evans, Natural England, Juniper House, Murley Moss, Oxenholme Road, Kendal, LA9 7RL</p> <p>Natural England objects to the proposals. They have the potential to adversely affect the nature conservation interest of the River Kent Special Area of Conservation (SAC) and the River Kent and Tributaries Site of Special Scientific Interest (SSSI).</p> <p>Q1. The AAP boundary includes the boundary of the River Kent SAC. Reference needs to be made to this nationally and internationally important river. The River Kent is designated for white-clawed crayfish, bullhead, freshwater pearl mussel and water courses of plain to montane levels with Ranunculion fluitantis and Callitrichion-Batrachion vegetation. It is also an excellent salmon river.</p> <p>Q2. The statement ‘A more detailed study of the habitats within the plan area should be undertaken to determine their suitability to support protected species’, does not adequately reflect the importance and possible implications of the proximity of the River Kent SAC to the AAP.</p> <p>Q3. The restoration of the canal is central to achieving the</p>		

	<p>vision. There is potential for the proposals to have adverse impacts on the nature conservation interest of the River Kent SAC. Reference needs to be made to the requirement to ensure that the nature conservation interest is maintained.</p> <p>Q4. The requirements of the Habitats Regulations and the need for SLDC to determine whether the AAP proposals for the Kendal Canal Head Masterplan Area are likely to have a significant effect on the European interest features of the River Kent SAC before recommending a Preferred Option and before granting planning permission, needs to be included.</p> <p>Q5. In view of the River Kent's proximity and relationship to the Action Plan Proposals, the Vision and Strategic Objectives needs to include a requirement to recognise and maintain the nature conservation interest of the River Kent SAC and SSSI.</p> <p>Q6. The key environmental issues are (as summary of my letter to Ruth Jackson, Arup, of 25 July 2006):-</p> <ul style="list-style-type: none"> • An Appropriate Assessment as required under the Habitats Regulations. • The need to maintain water quality, quantity and flow of the River Kent SAC both up and downstream from the SAC designation. • The need to prevent introduction of signal crayfish and crayfish plague and other non native species of flora and fauna which could be present in the canal and its contributing water sources and which would have an adverse impact on the River Kent SAC and SSSI interest features. • The need to avoid contaminated groundwater entering the River Kent. • The need to prevent floodwaters from the canal from entering the River Kent both up and downstream from the SAC designation which could increase risks of pollution as well as introducing non native species of fauna and flora. 		
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	<ul style="list-style-type: none"> • The need to ensure that there is no adverse impact on protected species including bats, otters, water voles, great crested newts, reptiles and birds. • The canal is an important asset to greenspace and there is clearly scope for enhancement. There is little about what is proposed for the greenspaces specified in the AAP. More detail is required on what is proposed in each option. What is the strategy for the greenspace in and around the Action Plan area, and what linkages will be provided in the AAP? • The AAP Options report does not appear to incorporate a full, clear, integrated vision for the natural environment and greenspace in the area. The lack of such an integrated vision would be a lost opportunity. • We would wish to support measures to improve footpath and cycle routes and link these to the wider area. • We support policies and proposals which seek to conserve and enhance the character of the landscape and townscape. 		
<p>118.</p>	<p>Mr John Ince, 3 Whitton Terrace, Kendal, LA9 7DN</p> <p>Q1. The AAP boundary is okay providing that there is no development beyond the red area other than to improve existing facilities.</p> <p>Q2. Agree in principle however, I am concerned about the impact of the development on the value of established property. Concerns over the impact on the local area in regard to parking inside roads, which is already difficult and over increased flood risk in the area.</p> <p>Q3. Yes.</p> <p>Q4. Yes, with emphasis on the conservation of historic buildings and open spaces and developments of improved visual impact.</p> <p>Q5. 5.1.1 agree. 5.1.2 agree in principle to development of</p>	<p>Noted.</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options.</p> <p>Noted.</p> <p>Noted.</p> <p>Review extent of development</p>	<p>Seek the conservation of historic buildings, open space and improve visual impact.</p> <p>Review extent of development</p>

	<p>United Utilities land, however, strong objection to any potential development of allotments on eastern side of canal and extreme objection to any proposes development on narrow strip of land just south of Parr Street bridge which will impact on the theme of openness and on access to and from Aynam Road. 5.1.3 no objections. 8.1.4 strong objections to development east of the canal especially on the allotments.</p> <p>Q6. The requirement for the higher density of development detracts from the overall aim to enhance environment with particular respect to views and open spaces.</p> <p>Q7. In principle none of the options would be considered to be ideal particularly Options 3 and 4 because of the apparent requirement to use all existing open space for building development. Development should be restricted to Canal Head Area and sites currently existing around Parkside Road/Change Bridge with possible development in the area between the ski slope and Parr Street. Option 2 provides the closest way of keeping the designated spaces around the Castles approaches open and undeveloped. However the intention to build on the western side of the canal south of Parr Street would give concern because of access and proximity of apartments to existing properties. All options have not shown potential flood alleviation schemes.</p> <p>Q8. The Canal Head development should include cafes, restaurants, exclusive rental outlets, specialist food shops, exclusive hotel, gallery, apartments, office space. Some manufacturing eg. Gilkes and residential housing in keeping with the development to be sited in the Change Bridge/Parkside Road area.</p>	<p>requirement on allotments and relocation site options.</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements. Noted.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal.</p> <p>As above.</p> <p>Noted.</p>	<p>requirement on allotments and relocation site options and need to develop on strip to south of Parr Street bridge and site 8.1.4.</p> <p>Seek to protect views and open space.</p> <p>Seek to provision of a range of residential, food, office and cultural uses and some traditional employment.</p>
<p>119.</p>	<p>Miss Alison Rea, 3 Whitton Terrace, Kendal, LA9 7DN</p> <p>Q1. The AAP boundary is okay providing that there is no development beyond the red area other than to improve existing facilities.</p> <p>Q2. Agree in principle however, I am concerned about the impact of the development on the value of established</p>	<p>Noted.</p> <p>The AAP seeks to enhance the quality of the whole area for</p>	

	<p>property. Concerns over the impact on the local area in regard to parking inside roads, which is already difficult and over increased flood risk in the area.</p> <p>Q3. Yes.</p> <p>Q4. Yes, with emphasis on the conservation of historic buildings and open spaces and developments of improved visual impact.</p> <p>Q5. 5.1.1 agree. 5.1.2 agree in principle to development of United Utilities land, however, strong objection to any potential development of allotments on eastern side of canal and extreme objection to any proposes development on narrow strip of land just south of Parr Street bridge which will impact on the theme of openness and on access to and from Aynam Road. 5.1.3 no objections. 8.1.4 strong objections to development east of the canal especially on the allotments.</p> <p>Q6. The requirement for the higher density of development detracts from the overall aim to enhance environment with particular respect to views and open spaces.</p> <p>Q7. In principle none of the options would be considered to be ideal particularly Options 3 and 4 because of the apparent requirement to use all existing open space for building development. Development should be restricted to Canal Head Area and sites currently existing around Parkside Road/Change Bridge with possible development in the area between the ski slope and Parr Street. Option 2 provides the closest way of keeping the designated spaces around the Castles approaches open and undeveloped. However the intention to build on the western side of the canal south of Parr Street would give concern because of access and proximity of apartments to existing properties. All options have not shown potential flood alleviation schemes.</p> <p>Q8. The Canal Head development should include cafes, restaurants, exclusive rental outlets, specialist food shops, exclusive hotel, gallery, apartments, office space. Some manufacturing eg. Gilkes and residential housing in keeping with the development to be sited in the Change Bridge/Parkside Road area.</p>	<p>residents, businesses and visitors.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>Noted.</p> <p>Noted.</p>	<p>Seek to conserve historic buildings, open spaces and improve visual impact.</p> <p>Review extent of development requirement on allotments and strip of land south of Parr Street bridge land to east of canal.</p> <p>As above.</p> <p>Seek to develop a range of residential, food, cultural and office uses and include some traditional employment uses.</p>
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<p>120.</p>	<p>Mrs Kelly Anderson, 14 Sunnyside, Kendal, LA9 7DJ</p> <p>Q1. Would make sense to add in the ski slope, especially since they are landowners and the car park in Options 3 and 4 are to accommodate the ski club.</p> <p>Q2. I think the baseline report and key issues is excellent. It is a shame the master options and key issues have not been fully addressed.</p> <p>Q3. Canal Quarter would be better than Cultural Quarter, but Canal Head would be better. I am not sure that the Canal Head should be a key service centre, and doesn't need 'branding'. Fletcher Street should be included as important open space. Most objectives are ok, but masterplan hasn't addressed them.</p> <p>Q4. I would like to see the pattern of residential streets like Queen Katherine Street rather than Kirkbie Green. Transport should be included, as currently we are at capacity. Options 3 and 4 do not keep the rural charm associated with the open spaces and allotments and to be honest that is what draws tourist and residents to Kendal.</p> <p>Q5. The development area east of Canal Alignment is totally against current planning policy and building houses to fund the canal on the allotment sites in unacceptable. This would surely not pass a sustainability audit.</p> <p>Q6. Options 1 or 2 should have included an access only option over the canal, where a separated footpath and cycleway is included at a relatively low cost.</p> <p>Q7. Options 1 or 2, but not 3 or 4, with a new transport link form New Rd, over scout hut, through back of Castle Mills and on to Aynam Rd. I would prefer to see money spent on this transport link and better access on the canal than re-watering</p> <p>Q8. I would like to see a new road crossing over the river to open up 2 way traffic on Aynam Rd and create the pedestrian links to town centre and a proper footpath/cycleway over the canal – forget the water.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. Canal head would not be a key service centre, this is a regional designation given the Kendal.</p> <p>Noted. Access and parking will be investigated further as part of the development of the Preferred Options.</p> <p>The AAP will set out the future planning policy for the area. The AAP is the subject of a sustainability appraisal which is available for public comment.</p> <p>Noted.</p> <p>Routs across the river are outside the proposed AAP area.</p> <p>As above. The financial</p>	<p>Consider inclusion of ski slope in AAP area.</p> <p>Consider referring to the area as the Canal Quarter.</p> <p>Seek to build on existing street patterns, e.g. Queen Katherine Street.</p> <p>Consider transport as a priority over reinstating the canal.</p> <p>Improve links between the town centre and Canal Head.</p>
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	<p>Q9.</p> <ul style="list-style-type: none"> • The objectives seek only to maximize house building and ignore the real problems of links to town, traffic and true regeneration of the area, which can not be brought by a thin strip of water • I was disappointed that the Townscape Appraisal for Kendal Canal Head by SLDC was not made publicly available. • Option 1 should have included a high quality separated footpath and cycleway into town. It would protect the canal route for the future and have recreational benefit. • Links to the town were not addressed in any of the options. If they are crucial to viability, then all the schemes which include additional development are unviable. Building a new road bridge over the Kent from New Rd to Aynam Rd in the centre of Castle Mill would greatly increase the viability of any commercial property in this area and could jump start real regeneration in the area. • The only area likely to be subject to 'High Quality Design' (Options 3 and 4) will be the small linear space to the north of the canal arm, where the cafes and organic shops are envisaged. The quality of the rest of the development will be paired back to the bare minimum • The housing proposed over the Castle Hagg allotments in Options 3 and 4 do not have a suitable access identified on the masterplan. There would only be two practical options: encroaching on the gardens of residents of Fletcher Park, or through the centre of the park. Both these options present difficulties. • Options 3 and 4 include housing over areas of 'Important Open Space' and allotments, some of them Statutory Allotments. Waterways has stated that they would only replace those which are Statutory. A 	<p>assessments demonstrate the amount of development required to restore the canal.</p> <p>An urban design appraisal was provided in the publicly available baseline report. Noted.</p> <p>Noted</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>Noted.</p> <p>Review extent of development requirement on allotments and relocation site options.</p>	<p>Review opportunities for separated pedestrian and cycle way. As above.</p> <p>Develop access opportunities to Castle Hagg allotments as part of viability assessment.</p> <p>Review extent of development requirement on allotments and relocation site options.</p>
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	<p>wealth of recreation, biodiversity and sustainability to the town would be lost as the new sites would not fully replace the capacity of the current ones and would not be so close to town, necessitating the use of a car.</p> <ul style="list-style-type: none"> • The regeneration that British Waterways claims will occur whether it is connected to main system or not, could take decades, if ever. Most of the benefits will not be realized to the town until the canal is connected. Movement attracts people but this is an end of the line may not be connected. • There are little or no areas of open water, what happened to the basin? The canal arm should be two/three times the size in order to provide a real focal point and draw for people. Tourists do not want to come to the Lakes to see over urbanized canal side development. • As the canal would be completely urbanized and cut off from the main canal system for decades there would not be a biodiversity increase as claimed. • The idea of a lifting bridge at Parkside Raod would be unacceptable to all concerned, the boaters would have restricted hours of use or risk serious disruption. The Canal Basin risks being a backwater that no-one could get to or use. • No areas of public parking have been included. • This development does not start to resolve the existing issues and constraints on town growth, it would only exacerbate the problems. The only benefactors of Options 3 and 4 are the house builders. • The options and reports are making a strong case to avoid the current requirement for new housing to be 50% affordable and 50% local occupancy. Once a development option is approved, this gives outline planning permission to development and the developers would come in and take full advantage of having the town to ransom. I realize that they may be 	<p>Detailed feasibility assessments have been undertaken for the whole of the Northern Reaches.</p> <p>Options for a marina are being considered.</p> <p>It is not envisaged that the canal would be separated from the canal system for decades. Noted.</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options. The future of the overall growth of Kendal is dealt with in the emerging Core Strategy.</p> <p>Any variation in the affordable housing policy would only apply to the AAP area and have strict conditions attached.</p>	<p>Review marina options in terms of location and uses as well as ensure an attractive and usable water space.</p> <p>Review the appropriateness of a lifting bridge at Parkside Road.</p>
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	<p>increased pressure to build houses on greenfield sites, but if this development was not connected with the canal, then the Local Planning Authority would have more control over the layout, density, type and quality of finish of dwellings.</p> <ul style="list-style-type: none"> • In looking at the costs in more detail, they have been tipped in favour of requiring more housing to be required than perhaps necessary. This of course would be the objective of Russell Armour who now owns the former player fields of Kirkie Kendal School, but it may not be in the nest interest of Kendal. • If the canal restoration goes ahead, there would need to be a separate trust set up to ensure that any funds are fully allocated to the canal restoration. • In principle I would love to see the canal restored, as a local resident I would benefit more than most, however the balance does not appear to be quite right to be truly beneficial to Kendal in Options 3 and 4. I am sure that common sense will prevail and Options 1 and 2 will be seen as potential drivers for the true long term regeneration of the town. 	<p>The financial assessments demonstrate the amount of development required to restore the canal.</p> <p>Funding and delivery mechanisms will be developed and set out in the proposed AAP. Noted.</p>	
<p>121.</p>	<p>Miss Beryl Bowcott,13 Tinkerfield, Fulwood, Preston, PR2 9RT</p> <p>Q1. Yes with good access north to the green areas around St George's Church. Could also extend south to include a Park and Ride facility.</p> <p>Q2. I would like the use of underground car parking or two storey car parking where possible. It is important to have enough provision for parking.</p> <p>Q3. Yes in general (although a garden centre would be better on the outskirts of the town). This is an opportunity to create a wonderful destination and place to live and work. Keeping as many old buildings and courtyards as possible but view of the waterside with shops, cafes, hotels and plenty of green space. Easy access to the town and to good (concealed car</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Consdier the extension of the area to the south to accommodate a potential park and ride facility.</p> <p>Consider innovative parking solutions, including underground and multi-storey.</p> <p>Create a quality destination with a mix of uses that use the quality existing buildings, public spaces and develops waterside views.</p>

	<p>parking). Q4. Yes retain strong heritage and identity of Kendal. Have perhaps more water at canal head. Having boats moving around and tying up will much increase the visual appeal to tourist. Also displays of historical canal life in Kendal. Q7. Options 3 and 4. Q9. I would like to see more water at canal head, and on the proposed canal arm and also would it be possible to widen the canal opposite 3.5 to enable mooring and add to the attractions of the area?</p>	<p>Noted. Noted.</p>	<p>Retain heritage identity. Seek opportunities for activities on the water course and information on the canal heritage. Review opportunities to increase the are of water.</p>
<p>122.</p>	<p>Mr Henry Jennings, Sunny Cots, Sunnyside, Kendal, LA9 7DJ Q1. No. Playing field and Fletcher drive allotments should be excluded. Q2. 2.1n with new housing developments in Beezon Rd, Appleby Rd, Burnside Rd and Sandylands, this statement seems outdated. 2.2d there seems to be many empty shops in the town centre. The creation of new shops at Canal Head and K Village would no doubt exacerbate the situation. Q4. I think that allotments should be retained on Fletcher Drive. The traffic situation on Sunnyside and Parr St is already dangerous. Further residential buildings south of Sunnyside and Parr St would increase congestion and risk further. Q5. Building on the playing fields would be detrimental to views of the castle. Having lived in Sunnyside for over 70yrs I have always understood that there is a stratum of water underneath that area, which may result in flooding problems. Q6. As Options 3 and 4 do not appear to contribute materially to subsidizing the canal restoration, Option 2 seems the most acceptable apart from the building south of Parr St. Q7. Option 2.</p>	<p>Noted. The preferred option will have regard to all recent applications and developments in the AAP area. Retail development would need to complement and not compete with the town centre. Noted. Access and parking will be investigated further as part of the development of the Preferred Options. The financial assessments demonstrate the amount of development required to restore the canal, I which is greatest in Options 3 and 4.</p>	<p>Review requirement to develop on the playing field and Fletcher Drive allotments. Review recent applications and developments, including hosuing at Beezon Road, Appleby Road, Burnside Road and Sandlyalnds. Ensure that any references to retailing and specific development types in particular are in compliance with PPS6. As above. Review highway capacity and safety at Sunnyside and Parr Street.</p>
<p>123.</p>	<p>Dr Margaret Sutherland, Flat 2, Oddfellows Hall, 115</p>		

	<p>Highgate, Kendal, LA9 4EN</p> <p>Q1. Canal Head should have large expanse of water for mooring and turning. Q2. Retail should be restricted to shops supplying technical specialist needs of canal users. There are sufficient other shops in Kendal town centre. Q4. Fully supporting conservation of historic Kendal. Q5. Allotments and playing fields should be excluded from development. They complement the canal. Q6. Opposed to high density residential development. Housing should be aimed at permanent living not holiday homes. Q7. Options 1 or 2. Q9. Whole projects needs carbon assessment.</p>	<p>Options for a marina are being considered. Sufficient turning and passing space would be provided. Retail developments will need to complement and not compete with the town centre. Noted.</p> <p>Review extent of development requirement on allotments and relocation site options. The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>The AAP is the subject of a sustainability assessment, which is available for comment.</p>	<p>Review marina options in terms of location and uses and provision of turning and mooring space. Seek to encourage shops for canal users.</p> <p>Seek to conserve historic features. Review extent of development requirement on allotments and relocation site options. Seek permanent rather than second homes.</p>
<p>124.</p>	<p>Mr Stuart Bottomley, 4 Sunnyside, Kendal, LA9 7DJ</p> <p>Q1. Seems appropriate. Q2. I welcome the planned development of the Canal Head site. Do we need for new separate area for retail as town centre is already stretched. This gives the impression that small independent retailers will form the centre of the retail site, yet in the town it is these very retailers that are regularly closing. Will rates and rents be lower than the town centre? Q3. This vision does not go far enough in relation to the canal basin. To attract usage of the canal it needs to offer services i.e. a boatyard. It will make the canal a living working place. The canal needs to be kept central to the plan. Q4. The place seems to be aimed at attracting high value</p>	<p>Noted. The AAP suggests a mix of uses. Retail developments will need to complement and not compete with the town centre.</p> <p>Noted.</p> <p>Affordable housing is an important</p>	<p>Seek opportunities to maximise development and uses associated with the canal, e.g. boatyard. Continue discussions with</p>

	<p>residents, there appears to be little allowance for affordable housing.</p> <p>Q5. I object to the loss of allotment, due to unclear access and their value to the local community.</p> <p>Q6. The Options offered benefit the developers, as there are no guarantees that even after all this development and the loss of green space that the funding will be then be used to reinstate the canal. Any development needs to benefit the town, with or without the canal. The issue of affordable housing needs to be central.</p> <p>Q7. Non of the options are attractive, due to the funds required for reinstating the canal. As no guarantees are given and funding is dependent on the value of the housing market, it seems possible that the funding will never materialize leading to development without any benefits to the local environment.</p> <p>Q8. Not as they stand.</p> <p>Q9. I would favour organic growth around the canal head area with or without the canal being reinstated. A carbon neutral development should be considered.</p>	<p>issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report.</p> <p>Review extent of development requirement on allotments and relocation site options.</p> <p>The financial assessments demonstrate the amount of development required to restore the canal. The delivery and partnering arrangements to ensure the delivery of the canal, is this is the preferred option, will be set out in the AAP.</p> <p>Noted.</p>	<p>SLDC planning and housing departments about affordable housing need and options.</p> <p>Review extent of development requirement on allotments and relocation site options.</p>
<p>125.</p>	<p>Mr Frank Joseph, 19 Kirkbie Green, Kendal, LA9 7AJ</p> <p>Q1. Any changes necessary to include a canal head basin for mooring and turning boats.</p> <p>Q2. Ok.</p> <p>Q3. As long as they are phased and dependent upon the progressive success of the earlier options.</p> <p>Q5. Ok.</p> <p>Q7. Option 1 – does very little for Kendal. Option 2 – is a minimum but may be best to start with. Option 3 – has all the best features but may be best as a staged development if the early options are a success. Option 4 – could be a final stage if the earlier stages are deemed a success, but perhaps is too much?</p> <p>Q8. The final development should include café culture and</p>	<p>The proposed development would provide sufficient space for the passing and turning of boats and options for a marina are being considered.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	<p>Review marina options in terms of location and uses.</p> <p>Ensure phasing is set out in terms of meeting the objectives.</p>

	hotels.	Noted.	Seek the provision of cafes and hotels.
126.	<p>Ms Anne Hudson, 20 Nether Street, Kendal, LA9 7DS</p> <p>Q1. I think the AAP boundary is too far reaching for this area with poor access. Including development of the old gas work site seems fraught with expense and potential problems.</p> <p>Q2. I agree with some of the report only. The development of the canal is a very positive idea, but the dense housing will detract from the enjoyment of this exciting feature and turn it into an extension of urban Kendal. 2.2c there are cinemas at the Brewery.</p> <p>Q3. The vision seems to project plans more suited to city canal developments. There should be provision made for boats i.e. marina, and amenities such as allotments, should be preserved and respected. 3.2e as a retail area it is not close enough to the rest of Kendal.</p> <p>Q4. Any housing should merge with what is there now. Nether St and Wilson St could end up sandwiched between modern developments at K Village site and the canal with no continuity. Modern housing would look out of place.</p> <p>Q5. It is hard to comment thoroughly on this without some idea of the impact on access for residents, or the already labouring traffic system in Kendal!</p> <p>Q6. I agree that Kendal is distinctive with much character and heritage. I believe scale is the most important indicator and the interaction with the green areas and surrounding landscapes. This would beg sensitive design.</p> <p>Q7. Cultural quarter is a misnomer, - boutique hotel, restaurants, cafes, shops and office developments do not create or promote culture. What about small affordable outlets for creative industries and infrastructure for</p>	<p>Noted. A baseline review of contamination, including the old gas works, has been undertaken but more detailed site investigations would be required before development took place.</p> <p>A balance between cost and aspirations is needed, the financial assessments demonstrate the amount of development required to restore the canal.</p> <p>As above. Options for a marina are being considered. Review extent of development requirement on allotments and relocation site options.</p> <p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements.</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options</p> <p>Noted.</p>	<p>Review need for old gas works site and issue of contamination as a constraint.</p> <p>Note the cinema at the Brewery.</p> <p>Review marina options in terms of location and uses. Review extent of development requirement on allotments and relocation site options.</p> <p>Ensure development between Nether Street and Wilson Street is in keeping with the existing character.</p> <p>Seek the integration of development with the</p>

	<p>communities for growth in the arts? Q8. I would like inspired landscape planning. Making it a place to walk and experience activities in a setting that compliments the town and hills around, alongside culture and unique identity. Q9. Care needs to be taken to integrate development with conservation areas. Many people have chosen to live in this area for its quiet character. Opening roads to much greater traffic flow, where children are not as safe, and people cannot park or continue to enjoy this conservation area is not acceptable.</p>	<p>Noted. Noted. Development must have regard to the desirability to preserve or enhance the character and appearance of the conservation area.</p>	<p>landscape setting. Seek a range of cultural activities, including local employment uses. Seek high quality landscape scheme that integrate with the landscape setting.</p>
<p>127.</p>	<p>Dr Colin Sutherland, Flat 2, Oddfellows Hall, 115 Highgate, Kendal, LA9 4EN Q1. Generally fine but I do not agree with the loss of allotments and should be excluded from the boundary. Leaving them in would add to the quality of the canal environment. Canal Head should have a large expanse of water for mooring and turning. Q2. 2.1d Should aim for a lot more than 50% affordable. 2.2 Retail should be restricted to shops directly supplying the technological needs of canal users. There are already enough shops closing down in the town centre and the aim should be to encourage visitors to use existing retail facilities. 2.5 Wider environmental issues require a Carbon Assessment of the whole scheme. 2.7 Fully support. Q3. 3.1 Economic growth means greater energy consumption and will generally bring more people into the Kendal area. Economic growth should be focused on utilising the existing population. There are already organic stores in Kendal town centre. Q4. Fully support the conservation plans. Q6. Option 4 – the high density, residential will mean that</p>	<p>Review extent of development requirement on allotments and relocation site options. Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report. Retail developments would need to complement not compete with the town centre. The emerging AAP is the subject of a sustainability appraisal which is also available for comments. See above.</p>	<p>Review extent of development requirement on allotments and relocation site options. Continue discussions with SLDC planning and housing departments about affordable housing need and options. Ensure that any references to retailing and specific development types in particular are in compliance with PPS6.</p>

	<p>within a short period of time they will be bought up as holiday homes at buy to let. This will mean the area will only come to life at holiday season and on good weekends. Q7. Option 2 preferred. Q9. Why has no carbon assessment has been made? There is no consideration of alternative forms of energy generation.</p>	<p>Noted. Noted. See above.</p>	<p>Seek permanent and not second homes.</p>
<p>128.</p>	<p>Mr Chris Malkin and Mrs Judy Malkin, 12 Queen Katherine Street, Kendal, LA9 7DJ</p> <p>Q1. Not sure at this stage. Q2. I agree with most of it, but the density of housing, loss of green space and will the apartments be affordable? Q3. I agree with the aims to bring more trade into Kendal. But at what cost to area surrounding the canal head? No holiday/second homes should be allowed. Q4. Lots of shops already still to let and shops closing down. I need convincing of a new development with shops. Q5. No. Q6. Option 2 would have less impact on the surrounding area. Q8. Before the proposals regarding the canal, I was in favour of restoring it, now I am not so sure, due to reasons above. No mention of Hull or Brecon where a similar project has been done, so we could see what benefits, if any. Q9. Concerned about being sandwiched between the Kent and canal; safeguards for flooding; and privatization of the canal waterways.</p>	<p>Noted. Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report. The financial assessments demonstrate the amount of development required to restore the canal. The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements. Noted. Retail developments would need to complement not compete with the town centre. Noted. Noted. The financial assessments demonstrate the amount of development required to restore</p>	<p>Continue discussions with SLDC planning and housing departments about affordable housing need and options.</p> <p>Seek permanent and not second homes.</p> <p>Ensure that any references to retailing and specific development types in particular are in compliance with PPS6.</p>

		the canal. Every scheme has different issues and financial issues. Flooding?	
129.	Mervyn and Catherine Savage, 30b Aynam Road, Kendal, LA9 7DW Q9. Option 2, development area 2.8. It would appear that you intend to build residential accommodation on the canal bank to the rear of 30a and 30b Aynam Rd and to gain access to these housing by turning what is now a shared garden into a road. As if there is not enough road traffic noise and fumes you intend to make the problem worse with a road right outside my front door. The conservation area has strict rules, yet you intend to build a road over the garden area!	Noted. Development must have regard to the desirability to preserve or enhance the character and appearance of the conservation area.	Review transport proposals to the rear of 30a and 30b Aynam Road.
130.	Mr and Mrs Eric Worthington, The Chapel, 30a Aynam Rd, Kendal, LA9 9DW Q9. We bring your attention that in Options 2 and 4 the development outline incorporates our garden, for what purpose? Please contact us directly with this information. We have never been spoke to about this although we did question this sometime ago. We are in a conservation area but you seem to be considering taking away a beautiful garden area and our parking space as well as creating more noise pollution, the amount of which we have more than enough from Aynam Rd itself.	Consultation is on-going throughout the preparation of the AAP and exceeds statutory requirements. Development must have regard to the desirability to preserve or enhance the character and appearance of the conservation area.	Review development outline at 30a Aynam Road.
131.	Mr Rob Terwey, Head of Transport and Spatial Planning, Cumbria County Council, The Courts, Carlisle, CA3 8NA Q1. The impact of the development in terms of transport and highway implications is likely to extend significantly beyond this. Q2.	The housing figures and brownfield target for SLDC will be	

	<ul style="list-style-type: none"> • 2.1 Housing – 1b it should be noted that the brownfield target for South Lakeland is 50%. 1e The emerging RSS sets the annual average rate of housing provision at 400 per annum for the South Lakeland LAP area. As the Kendal AAP will potentially provide a significant amount of residential development, this changing requirement will need to be taken into account as the RSS and SLDC Core Strategy are progressed. JSP Policy ST11 is also relevant to this section. • 2.2 Retail – GOAD figures shown in this section are from 2004. CCC have the 2007 figures if needed. • 2.7 Transport – The development is likely to have a significant impact on the existing road network which will be unable to cope with the increase in traffic flows. Further transport assessment work will need to be undertaken, which will have cost implications. We would wish to be consulted on this future detailed transport work. The towpath should perhaps be extended to 3m width with 1m clearance trip. • Consideration of the below ground historic environment remains should be included as a key issue. <p>Q3. Generally supported. A – Particularly supported and AAP should be informed by the Cumbria Housing Strategy. G – Key priority as our evidence indicates a significant need for additional high quality land and floorspace for employment use. H – Should make reference to the preservation by record, or in situ of important below ground archaeological remains.</p> <p>Q4. 4.1 Make reference to potential archaeological interests. 4.2 Alternative location would need to be found for Civic Amenity site. It may be relevant to make reference to spatial planning policy constraints to development in this area.</p> <p>Q5. All potential sites appear to be identified.</p> <p>Q6. Not all options address all the key issues and strategic</p>	<p>incorporated to ensure conformity with the replacement RSS.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted. CHS was review as part of the baseline work.</p> <p>As above.</p> <p>As above.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted, see above.</p> <p>Noted.</p>	<p>Seek 2007 GOAD figures from CCC.</p> <p>Further transport assessments will be undertaken as part of the preferred options development in consultation with CCC.</p> <p>Explore options for the AAP to deal with below ground historic remains.</p> <p>Refer to on-going work by CCC for relocation of the civic amenity site in terms of alternative locations.</p>
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	<p>objectives or the highway implications. SLDC will need to work closely with the CC when developing the Preferred Option.</p> <p>Q7. Option 1</p> <ul style="list-style-type: none"> This does not offer a planned way forward and would limit the opportunity to provide a holistic solution to the regeneration. If this approach were to be adopted the CC may consider redeveloping the Household Waste Recycling Centre. <p>Options 2-4</p> <ul style="list-style-type: none"> Level of housing provision in this area must be addressed as part of the district wide approach. Careful consideration will need to be given to phasing any development so as not to prejudice meeting housing needs elsewhere within South Lakeland. It is not clear how the issue of meeting affordable needs on a district wide basis will be addressed. There is a distinct advantage in progressing the LDF Core Strategy to adoption prior to the AAP being finalized to allow an assessment of district wide priority. Concern about type of housing proposed. As the proposed areas for development lie outside the defined town centre, SLDC must be satisfied there is a need for retail and leisure development and that it would not affect the vitality and viability of Kendal town centre. The inclusion of employment land within the AAP is seen as particularly important given the acknowledged shortage of employment floorspace within South Lakeland. It is supported that Options 2 and 3 see the onsite relocation of Gilkes. It is important that the canal restoration forms a viable element of any future proposals. It is not clear whether any details of potential transport and highways implications have been taken into consideration, which also likely to affect the economic 	<p>As above. Noted.</p> <p>Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report. Affordable housing policy may be required specifically for the AAP area. Noted.</p> <p>Noted.</p> <p>Noted. This will be part of the future transportation assessment and preferred options development.</p> <p>As above.</p>	<p>Ensure phasing of housing release is considered in relation to annual housing numbers.</p> <p>Ensure that any references to retailing and specific development types in particular a Ensure that any references to retailing and specific development types in particular are in compliance with PPS6.re in compliance with PPS6. Ensure employment sites are proposed where appropriate, including opportunities for the on-site relocation of Gilkes, subject to consultation with Gilkes. Consider highways implications, including on</p>
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	<p>viability of development in this location.</p> <ul style="list-style-type: none"> It is anticipated that there would be a conflict between the developers/occupiers of the proposed complex and the operators and users of the Household Waste Recycling Centre. Traffic congestion would be a major problem. Figure 6.3 indicates that there would be no alternative provision to relocate the HWRC. The option could potentially be supported if a suitably located plot for a new HWRC could be identified and the sale of the land and/or the CC could raise sufficient capital to cover the cost of the new site. The retention of historic buildings in Options 3 and 4 should be encouraged not only to increase the heritage value of the area and to provide a sense of place, but also on sustainable grounds. <p>Q8. In order to achieve the Vision and Strategic Objectives proposals should incorporate mixed uses and respect and enhance the historic character of the locality. The Transport and Highways implication must also be centre to the development of a Preferred Option.</p> <p>Q9. The document refers to the 'diverting and stopping up' of a number of minor footpaths but does not identify the footpaths in question or identify a solution for their diversion or extinguishment. The green corridor that the canal provided has been assessed for its value for informal recreation, with very positive results. This type of development is supported by the CC so long as: any route is legally defined; it is developed with a high level of accessibility; any surfacing is suitable for all users; there is no restriction by barriers; true value is recognized; and existing routes are not stopped to the detriment of users.</p> <p>It is difficult to form a detailed opinion on the proposed scale and level of development that should take place in the Kendal AAP area when the Core Strategy has not yet been developed beyond the Issues and Options stage. It is therefore essential that the CC and other consultees are</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. Continual access along the canal would be retained even if the canal was reinstated.</p> <p>Consultation is on-going throughout the preparation of the AAP and exceeds statutory requirements.</p>	<p>economic viability in assessment for preferred options.</p> <p>Use heritage buildings to help create a sense of place.</p> <p>Ensure all procedures in relation to footpath diversions are complied with.</p>
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<p>132.</p>	<p>given opportunity to comment further.</p> <p>Mr Michael Chambers, 2 Aynam Place, Kendal</p> <p>Q1. The boundary is within the conservation area – so ‘conserve’ and don’t destroy with private over-development. Q2. No Q3. I disagree with an extensive private residential plan. This detracts of a vision of an open canal. The vision is corrupted by financial implications/gains. Q4. Access through Aynam Place, Nether Street, Wilson Street are tantamount to neglect on behalf of the planners. These streets are simply not wide enough to take such capacity. Q5. No Q6. I object to a large residential development plan. It is already overly congested in this area. I believe the plan to be short-term thinking and influenced by financial issues and local residents’ concerns are of no issue to planners. Affordable housing is what is needed. Q7. No Q8. No Q9. Don’t do it. It’s a huge mistake that our children will have to live with. We need green space. It is identified as a major component in adding to quality of life.</p>	<p>Development must have regard to the desirability to preserve or enhance the character and appearance of the conservation area. Noted. The financial assessments demonstrate the amount of development required to restore the canal and an option is proposed with lesser development and without the canal reinstatement. Access and parking will be investigated further as part of the development of the Preferred Options. Noted. See above. Consultation is on-going throughout the preparation of the AAP and exceeds statutory requirements. Affordable housing is an important issue in Kendal. Realistic affordable housing opportunities are being considered, as described in the Issues and Options report. Noted. Noted. Noted.</p>	<p>Review highway safety and capacity issues at Aynam Place, Nether Street and Wilson Street.</p> <p>Continue discussions with SLDC planning and housing departments about affordable housing need and options.</p>
<p>133</p>	<p>Mrs Wendy Livingstone, 5 Parr Street, Kendal, LA9 7DH</p>		

	<p>Q9. Concerned that the existing character of the area would not be retained through the new proposed developments. Main concerns are in regard to:</p> <ul style="list-style-type: none"> • Loss of green-field sites • Detraction from conservation area status • Increased risk from flooding • Loss of safe play environment for neighbourhood children • Increased traffic congestion on Parr Street <p>Supports option 1.</p>	<p>The layout, scale and design of new buildings will be appropriate to the local setting and planning requirements, including conservation area requirements.</p> <p>Access and parking will be investigated further as part of the development of the Preferred Options, including the potential to use Parkside Road.</p>	<p>Assess opportunities to use Parkside Road for access.</p>
<p>134</p>	<p>Mr Robert Talbot and Mrs Lesley Talbot, 10 Sunnyside Kendal, LA9 7DJ</p> <p>Q1. No, Greenfield areas north of the cemetery up to the ski-slope on the eastern side of the canal should remain as open spaces.</p> <p>Q2. Believes many points raised in issues report are contradicted in the options. Has particular concerns with building on the allotments and other open space. Also believes that there should be investigations into the possibility of using wind and solar energy.</p> <p>Q3. Broadly agree with both, although concerned about how to achieve a cultural quarter, and concerned that there may not be the demand for new businesses. Also has concerns regarding flooding.</p> <p>Q4. Concerned that proposed density of the scheme will not enhance or protect the existing character of the area. Four storey houses would be out of character with the area, and also the allotments should not be relocated as this would involve a car journey.</p> <p>Q5. Yes, no does not feel there are any other sites which could be developed.</p> <p>Q6. Same response as to question 2.</p> <p>Q7. No objection to option1, but have objections to options 3 and 4. Preferred option 2, but are opposed to building on plot</p>	<p>Review extent of development requirement on allotments and relocation site options.</p> <p>Noted.</p> <p>Noted</p> <p>Noted</p>	<p>Review extent of development requirement on allotments and relocation site options.</p>

	<p>2.8, believe that plot should be removed from scheme entirely.</p> <p>Q8. No</p> <p>Q9. Support restoration of canals, but regret that the finance for the Kendal plan has come from such a high level of development.</p>		
135	<p>Mr Richard Trevitt, 2 Fern Bank, Lancaster LA1 4TT</p> <p>Q4. More emphasis needed on existing heritage features at canal head , the basin and warehouses. Could unlock valuable funding.</p> <p>Q7. Most acceptable option is No 4, but needs more generous water space to allow for a variety of water craft activities. Space needed on canal side so should not be over crowded.</p> <p>Q9. One-off opportunity to create impressive canal head so research should be</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>	
136	<p>Mr Jonathan Somervell, Crook</p> <p>In strong support of option 3</p>	<p>Noted</p>	

A1 Issues and Options Consultation Feedback Form

South Lakeland Local Development Framework

Kendal Canal Head Area Action Plan
Issues and Options Consultation (Reg 25)



South Lakeland District Council is preparing a Kendal Canal Head Area Action Plan (AAP), which will form part of the South Lakeland Local Development Framework.

The AAP will provide a planning framework for the mixed-use development and regeneration of an area of Kendal between Canal Head and Change Bridge off Parkside Road, including the potential restoration of a section of the former Lancaster Canal.

We are now seeking your views on the AAP Issues and Options Report by **noon on Friday 13 July 2007**. The results of the consultation will inform later stages of the development of the AAP, the timetable for which is set out in the Council's Local Development Scheme.

The Issues and Options Report and comment form can be viewed and downloaded from the Council's website www.southlakeland.gov.uk/ldf where a Baseline Report is also available for information. We would particularly welcome your comments **using the online comment form**, accessed via the website. This will give you, or remind you of, your username and password if necessary. You may also return the comment form by email to developmentplans@southlakeland.gov.uk or by post to the address below.

Réa Psillidou	
Development Plans Manager	Tel: 01539 717490
South Lakeland District Council	Fax: 01539 717355
South Lakeland House	Email: developmentplans@southlakeland.gov.uk
Lowther Street	
Kendal, LA9 4DL	

Please note:

- So that we can keep you informed of progress, please ensure you provide us with your name and contact details below. If you want your details to be removed from our database, please email us.
- Consultation responses will be made publicly available - we **cannot** treat responses as confidential.
- We will use personal information, in accordance with the Data Protection Act 1998, to help prepare the South Lakeland Local Development Framework.

	Personal Details		Agents Details (if applicable)
Title		Title	
First Name		First Name	
Surname		Surname	
Job Title		Job Title	
Organisation		Organisation	

Address		Address	
Postcode		Postcode	
Telephone No		Telephone No	
Fax No		Fax No	
Email		Email	

Q1	Do you think the boundary of the Area Action Plan, illustrated in Figure 1.1, is appropriate? If not, please suggest changes to the boundary.

Q2	Do you agree with the Summary of the Baseline Report and Key Issues listed in Section 2? Are there any other issues or information you wish to add?

Q3	Do you agree with the Strategic Vision and Objectives set out in Section 3? Are there any particular items in this section that you agree/disagree with?

Q4	Do you believe that the Development Themes and Opportunities listed in Section 4 reflect the constraints and potential of the area? Are there any particular items within this section that you agree/disagree with?
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Q5

Do you agree with the Development Opportunity Sites identified in Section 5? Are there other sites with development potential in the study area that could be considered?

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Q6

Do you think the four Options identified in Section 6 reflect the Key Issues identified in Section 2? Do you wish to suggest other options?

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Q7

What are your views on the four Options in Section 6? Is there a particular Option that you prefer?

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Q8	Are there any elements from any of the Options in Section 6 that you would want to see in a preferred option?
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Q9	Are there any other comments you wish to make on the proposals within the document?
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<p style="text-align: center;">Notification</p> <p>Place a cross in the box if your address has changed since any previous consultation on the LDF.</p>	
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Signature:		Date:	
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