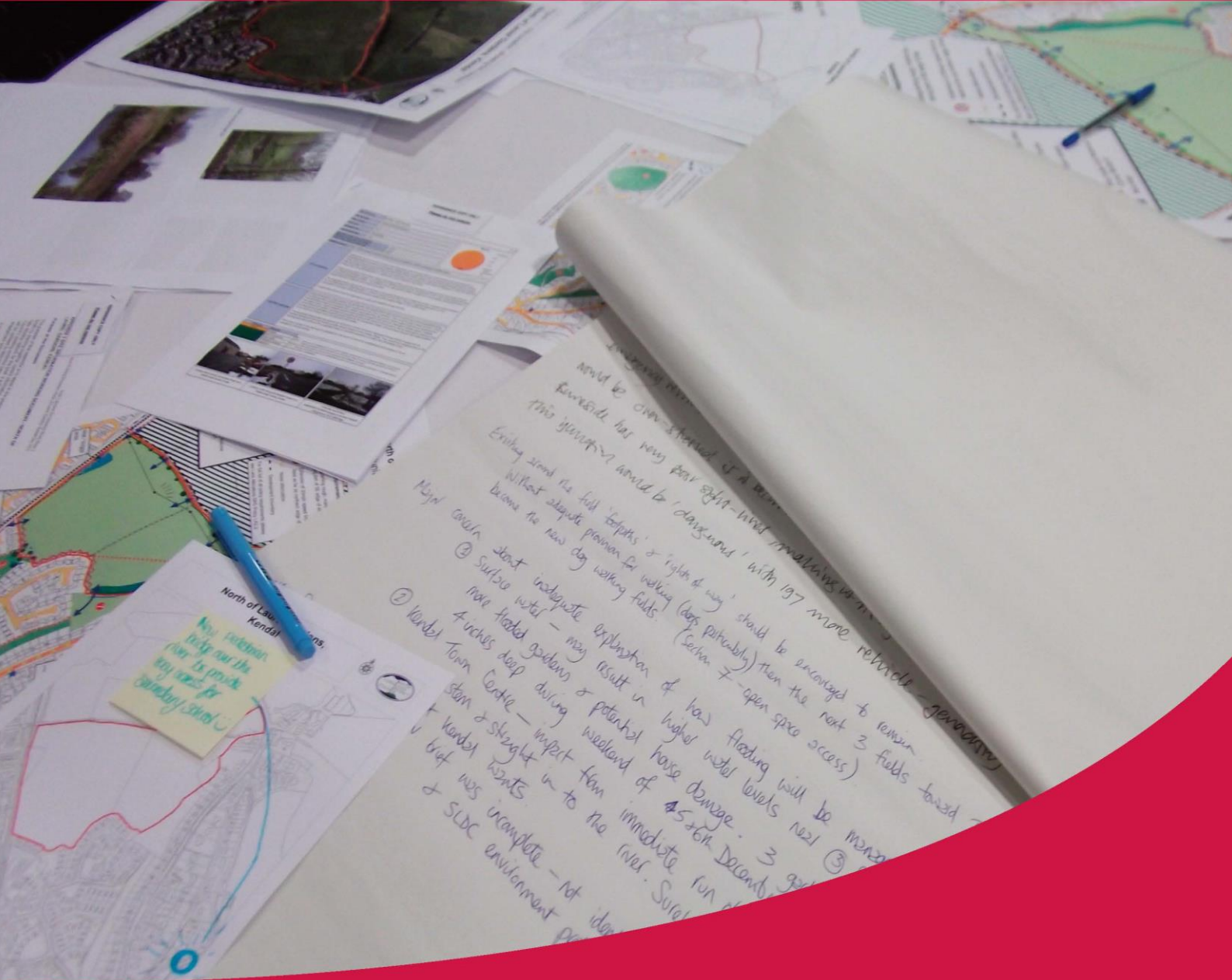


Supplementary Planning Document
North of Laurel Gardens, Kendal

Development Brief Consultation Statement



November 2016

1. Introduction	2
2. Who we have engaged with	3
Equalities	3
3. How we have engaged.....	5
Early Engagement	5
Issues and Options and Draft Brief Consultations	5
Recording Comments	7
4. Summary of the main issues raised and the Council's response	8
Vision	8
Traffic and Movement	9
Design and Layout Principles	12
Landscape, Green Infrastructure Framework and Biodiversity	14
Type of development/Density of development	17
Amenity	18
Drainage and Flooding	19
Infrastructure	21
Lighting.....	22
Viability	23
Opportunities and Constraints Map.....	23
Principle of Development	24

APPENDIX 1: Responses received during the Issues and Options Consultation on the Development Brief for North of Laurel Gardens, Kendal.....	25
---	----

APPENDIX 2: Responses received during the Draft Brief Consultation on the Development Brief for North of Laurel Gardens, Kendal	63
---	----

1. Introduction

1.1 This document sets out how the Council has involved the community and relevant organisations in the preparation of a Development Brief for the allocated site at North of Laurel Gardens, Kendal. It shows how the Council has complied with **Regulation 12, 13 and 35 of the Town and Country Planning (Local Development) (England) 2012 Regulations**, which relates to public participation in the preparation of Supplementary Planning Documents (SPDs).

1.2 In accordance with Regulation 12, this document sets out:

- Who we invited to comment on the SPD (Regulation 12 (a)(i));
- A summary of the main issues raised by those people (or organisations) (Regulation 12 (a)(ii));
- How the issues raised have been addressed in the SPD (Regulation 12 (a)(iii));
- How we:
 - made the relevant documents available at their principal office, on its website and at other suitable locations in the area (Regulation 12 (b));
 - gave people 4 weeks to make representations (Regulation 12 (b)(i));
 - made it clear where to send representations to (Regulation 12 (b)(ii)).

1.3 Regulation 13 stipulates that any person may make representations about the SPD and that the representations must be made by the end of the consultation date referred to in Regulation 12. Regulation 12 states that, when seeking representations on an SPD, documents must be made available in accordance with Regulation 35, which requires the Council to make documents available:

- At the principal offices of the Council and other places within the area and;
- On our website.

1.4 In addition to the Regulations, our **Statement of Community Involvement (SCI) 2016** sets out further details of how we should undertake consultations¹ on Local Plan documents. We have exceeded the requirements set out in the SCI relating to early consultation on the preparation of Development Briefs, as set out in Table 1.

Table 1: SCI Requirements vs. Consultation Methods Used		
Consultation Method	SCI requirement for early consultation on SPDs?	Undertaken for Development Briefs consultation?
Making consultation documents available at Council Offices and local libraries	✓	✓
Documents available on the Council's website and electronic consultation response options	✓	✓
Media (local press)	✓	✓
Using existing channels / networks	✓	✓
Key stakeholder groups	✓	✓
Issuing a questionnaire	X	✓
Exhibitions, leaflets and/or posters	X	✓

¹ Statement of Community Involvement 2016

Table 1: SCI Requirements vs. Consultation Methods Used		
Consultation Method	SCI requirement for early consultation on SPDs?	Undertaken for Development Briefs consultation?
Focus Groups	X	X
Newsletter – South Lakeland News	X	✓
Meetings with the community	✓	✓
Liaising with schools and colleges	X	X
3-D Computer modelling	X	X

2. Who we have engaged with

2.1 Table 2 sets out in broad terms who the Council has engaged with in preparing the Development Brief for North of Laurel Gardens, Kendal.

Table 2: Who we have engaged with
Specific Consultation Bodies
<ul style="list-style-type: none"> Duty to Cooperate bodies: Neighbouring Local Planning Authorities; Natural England, Environment Agency, Historic England, NHS Cumbria Clinical Commissioning Group, Highways England, Office of Rail Regulation and Network Rail, Homes and Communities Agency, Civil Aviation Authority, Marine Management Organisation, Coal Authority, Cumbria County Council, Lancashire County Council. Other consultation bodies: United Utilities, Electricity Northwest, National Grid, Telecommunication organisations, relevant Town / Parish Councils, Cumbria Constabulary.
General Consultation Bodies
<ul style="list-style-type: none"> Members of the public Local and County Council Elected Members (Councillors) Groups representing voluntary, racial/ethnic, national, religious, disability and business interests. Specific groups representing certain interests who may cover for example environmental, health, education, transport, leisure, economic development and community needs or equalities issues.

2.2 This included all individuals who, at the time of consultation, were identified on the Local Plan consultee database and had indicated to us that they had an interest in the North of Laurel Gardens Development Brief; residents at all addresses within an identified area close to the Laurel Gardens site and community groups, businesses and other organisations registered on our consultation database.

Equalities

2.3 As set out above and below, we directly consulted a range of community groups and organisations by contacting them by letter or email through our consultation database. This included organisations representing particular social groups including faith groups, people from black and minority ethnic backgrounds, people with disabilities

and particular age groups, including the young and elderly. A range of engagement techniques were used in order to attract all groups to make their views known.

2.4 Methods of engagement used to help broaden the accessibility of the consultation include:

- Translation / other formats available for all documents;
- Venues for drop-in days are accessible to those with disabilities and open into the evenings (until 7pm);
- Large print versions of the planning maps were made available and officers were on hand to explain;
- Specific activities aimed at children were part of the drop-in events;
- Different methods of responding were available including drawing onto maps and using post-it notes as well as response forms and the option to write a letter or email;
- Ensuring the consultation was advertised through as many means as practicable.

3. How we have engaged

Early Engagement

3.1 The Council undertook early, informal consultation with a range of relevant stakeholders and organisations in August 2015 to ensure that the most up-to-date information and guidance available was taken into account on topics such as utilities requirements, biodiversity, heritage and highways, education and health infrastructure and/or to ensure that they were aware of the process. This included:

- landowners
- agents representing landowners/developers
- developers
- relevant parish/town councils
- local elected members (Councillors)
- other key interest groups
- services / infrastructure providers
- duty to co-operate bodies

3.2 On the 25 November 2015, a Placemaking workshop took place at Carus Green Golf Club, Kendal. The workshop provided an opportunity for invited key stakeholders to share ideas, suggestions and views on the scope of the Development Brief and to identify constraints and opportunities to be taken into account. Prior to the event participants were invited to an optional site visit. A summary of the event and its findings are available on our website at <http://tinyurl.com/h7urx22>. The summary documents identify changes made to the draft constraints and opportunities map and Appendix 3 documents a result of the feedback from the event. It includes a record of all the comments made at the event.

3.3 The outcome of this early engagement was used to inform the:

- scope of the Development Brief;
- key issues that need to be considered in the brief;
- identification of key local stakeholders;
- stakeholders' roles in the process;
- nature of the type of future community engagement exercises;
- identification of relevant information particularly infrastructure provision (for example utilities provision).

Issues and Options and Draft Brief Consultations

3.4 An 8-week **Issues and Options** public consultation (extended to 10 weeks) on the three Phase 2 Development Briefs took place from 4 December 2015 to 29 January 2016 (extended to 12 February 2016). The consultation sought to gather communities' and individuals' views, thoughts and ideas on what should be covered in each development brief and the direction/focus each brief should take. Additionally, we wanted to ensure that all relevant stakeholders and communities were clear on:

- the **development briefs**, the **purpose** for them, the **process** of preparing them and how and when they **may affect them**;
- **how and when they can comment on and get involved in preparing** the proposals, **what** they can and can't **influence**;
- how and when their comments will be **taken into account** by the Council and when they can expect feedback;

- the remaining **stages** in preparing the **development briefs** and further opportunities to comment.
- 3.5 It was also important that the consultation helped local people make full use of the opportunity to express community needs and aspirations and made sure that the needs of 'hard to reach' groups were taken into account.
- 3.6 The **Draft Brief Consultation** ran from Thursday 9 June to Thursday 21 July 2016. This period of consultation sought communities', organisations' and individuals' views on the draft proposals for the site that had been developed as a result of earlier consultation and further evidence base work.
- 3.6 Prior to the Issues and Options and Draft Brief consultation periods we raised awareness of the upcoming consultations through a number of means. We:
- **Wrote (by email or letter) to individuals** who, at the time, were identified on the Local Plan consultee database and had indicated to us that they had an interest in the North of Laurel Gardens Development Brief;
 - **Wrote (by email or letter) to all groups and organisations** listed on the Local Plan consultee database;
 - Placed all relevant documents on the **Council's website**;
 - Made all relevant documents available at **Council Offices and at local libraries**;
 - **Briefed all relevant District Councillors and County Councillors** by email/letter on the proposals and consultation process;
 - **Briefed Town and Parish Councils** by email/letter on the proposals and consultation process;
 - Issued a **press release to the local media**;
 - Placed **press advertisement** in the local Westmorland Gazette newspaper prior to the start of the consultation;
 - Used **Facebook & Twitter** to promote awareness of the development briefs process.
- 3.7 During the consultations we;
- Placed an **article in South Lakeland News** (Winter 2015 and Summer 2016) a free newspaper that is distributed to all households in the District;
 - **Enabled responses to be submitted online, by email, by post or by hand**;
 - Held separate **interactive drop-in open day events** for each of the Development Brief sites (events were held from 11am-7pm);
 - Sent **postcards to all addresses within an identified area** close to each of the Development Brief sites informing residents about the drop-in exhibition and participation event held specifically relating to that site;
 - Put up **'site notices' at key locations** around the periphery of the site;
 - Used **Facebook & Twitter** to provide reminders about the drop-in events;
- 3.8 The drop-in events for North of Laurel Gardens, Kendal were held at Carus Green Golf Club on 12 January 2016 and 21 June 2016. Around 110 people attended the first event and 91 the second event.
- 3.9 At the drop-in event display boards were used to set out background information and maps and aerial photographs showing the site and photographs/sketches illustrating examples of different design and layout, access or green infrastructure features.

- 3.10 Large maps (showing key site features, constraints, opportunities) were laid out on tables, along with a range of other information to help people understand the context of the site and existing information held about the site and what we were asking them to think about.
- 3.11 Using the maps and flip-charts, people could use pens/pencils or post-it notes to record their thoughts. They could also use smaller copies of the maps to draw their ideas on and submit as part of their response if they wished. Response forms and other documentation were available to view and take away.
- 3.12 At the event a 'House of Ideas' activity for children was used, which involved different sections of a house representing different aspects for consideration such as green spaces or design and stickers being used to enable children to select which aspects they felt were most important.

Recording Comments

- 3.13 All comments received online were automatically recorded in the Council's consultation database. All those received by email, letter or on paper copies of the response form were recorded on the database manually. Comments from the Issues and Options and Draft Brief stage consultations are available to view on the Council's website at <http://tinyurl.com/kb8c3az>. Comments from the Issues and Options stage consultation are summarised at Appendix 1 and comments from the Draft Brief stage can be found at Appendix 2.
- 3.14 All anonymous comments, for instance, those received on post-it notes or flip-charts at the drop-in events, were typed up and are recorded in the appendices. In the case of annotated maps where the person's name and address were not given, these were scanned and the ideas they represented considered when drawing up the draft briefs.

4. Summary of the main issues raised and the Council’s response

- 4.1 This section provides a summary of the **key** messages from the comments received about the North of Laurel Gardens site in response to the consultation. A summary of all the comments made (categorised by topic) can be found at Appendix 1 and Appendix 2.
- 4.2 Our response to the key messages or main issues raised is set out in a table that is below the text for each topic area. There is a table for each topic. The table is split in to two columns; one listing the issue raised and the other, our response. The response will advise how the main issue raised has been taken into account and if not, why not – for example if the issue is beyond the scope of adopted Local Plan Planning Policy, is not a material planning consideration, or is beyond the scope of the brief itself. The responses that we have taken into account and that have therefore been used to inform the development brief are indicated by a **+ive** symbol and those that have not been taken into account in the brief are indicated by a **-ive** symbol. There are other issues which have been considered through the brief but will ultimately be dealt with more comprehensively through the planning application process (these are not highlighted by a colour).

Vision

Issues and Options Consultation

- 4.3 Very few comments were made specifically in relation to the draft vision. Those comments that were made emphasised that the overall vision for the site should emphasise the need for it to reflect its rural setting, and to be designed in a similar way to the Briery Meadows estate in terms of its design and layout with green spaces.

Draft Brief Consultation

- 4.4 Of the few comments received in relation to the vision in the draft brief, opinions were split as to its content. Whilst some respondents expressed agreement with the content another expressed dissatisfaction that the vision promotes the provision of and access to green spaces whilst at the same time promoting the development of a greenfield site.

Table 3: Vision	
A. Key Issues raised and the Council’s response – Issues and Options Consultation	
Main issue raised	Council Response
The Vision should be for the development of the site in a way that respects the rural location of the site.	+ive The Vision requires the development of the site to respect its edge of town location adjacent to open countryside.
The Vision should be for a site that reflects the adjacent Briarigg estate in terms of design, green spaces etc.	+ive The Vision requires high quality design that complements the local vernacular and that provides high quality accessible green spaces.
B. Key Issues raised and the Council’s response – Draft Brief Consultation	
Main issue raised	Council Response

General agreement with vision.	+ive Noted.
Disagreement with a vision that promotes the provision of accessible green spaces whilst at the same time promotes the development of a greenfield sites	-ive The principle of developing this greenfield site is already established through the Land Allocations Local Plan DPD. It is considered important to recognise in the vision that the development of the site should ensure the provision of high quality green spaces within the scheme.

Traffic and Movement

Issues and Options Consultation

- 4.5 Traffic and access issues attracted a large volume of comments at the drop in event and in written responses.
- 4.7 A number of people raised concerns about the proposed primary access point on Burneside Road. Concerns largely related to its position on a bend, and resultant visibility issues, and the speed of traffic along Burneside Road. Comments were also made that the proposed access point is at risk from surface water flooding.
- 4.8 The consultation revealed major opposition to the potential secondary/emergency vehicle access through the Briarigg play area. Concerns were raised over the potential loss of the play area, the suitability of the Briery Meadows estate to accommodate any additional vehicular traffic and possible safety issues and flooding issues at the proposed access point. Comments were made that if the access is required it should only be for emergency access and appropriate measures must be in place to ensure other vehicles cannot use it.
- 4.9 With regards access to and through the site for pedestrians and cyclists it was commented that existing rights of way should be retained as the site is currently valued for its recreational routes and is heavily used by dog walkers. There was some support for the potential footpath/cycle connection through the privately owned land given the benefits it would provide in enabling a more level route for cyclists
- 4.10 Concerns were raised with regards the additional traffic that will be generated by the development of the site and the impact that this will have on Kendal's highway network, particularly key junctions in the town centre.

Draft Brief Consultation

- 4.11 Vehicle access and traffic issues continued to be key areas of concern and interest during the draft brief consultation. There was continued concern about the suitability of the potential main vehicular access opposite Carus Green due to its location on a bend. There were also a significant number of new concerns raised about the potential vehicular access passing through the curtilage of 218 Burneside Road. Concerns were raised due to current on street parking on Burneside road, general speeding issues, and the location of the proposed access close to the bottom of the hill.
- 4.12 There was support for improved pedestrian and cycle routes with neighbouring areas and there was also a suggestion that there should be more than one vehicle access into the site given its size.

- 4.13 It was remarked that confirmation should be sought that the Ramblers' Association would support the proposed diversion of the Right of Way through the site. It was also suggested that more clarity should be given over what traffic calming measures are being considered for Burneside Road as they are mentioned as 'opportunities' for the site.

Table 4: Traffic and Movement	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Concern over proposed main access onto Burneside Road given location on bend and visibility issues.	+ive The Council has liaised with the County Council as Highways Authority and has been advised that safety measures will be needed with the suggestion for a mini-roundabout to help assist with speed reduction. Additionally the draft brief presents an alternative suitable potential vehicle access point through the plot of 218 Burneside Road.
Concerns over volume and speed of traffic on Burneside Road.	+ive The Council has liaised with the County Council who has advised on how the traffic can be calmed on Burneside Road to enable a safe access point to the site. The draft brief advises that this could be achieved through extending the 30mph speed limit northwards, or in the case of the potential access through 218 Burneside Road, the introduction of a mini roundabout.
Concerns over flooding problems at proposed main vehicular access.	+ive The Council has engaged with the County Council as lead local flood authority (LLFA) who have advised that investigations are underway for a scheme that will alleviate the current problems by addressing the culvert issues and re-routing it.
Major concerns regarding potential secondary/vehicular access due to loss/relocation of play area, increased traffic through Briarigg and flooding issues.	+ive The draft brief proposes this access point only for emergency vehicle access and not as a general access. It requires the design of the access route to be unobtrusive within the open space. The brief requires alternative play area provision to replace that which will be affected by the access route.
Need for footpaths and rights of way to be maintained as site is popular for local walks.	+ive The draft brief makes provision for usable, attractive and well connected walking routes through the site within green infrastructure so it can continue to be used by local walkers and new residents.
Support for a level footpath/cycle connection through the site to enable people to avoid the steep hill.	-ive The Council has engaged with the Trust that owns the paddock land to ask them to formally consider allowing an access through. At the time of preparing the brief the position of the Trust is that this will not be permitted. However the Council will encourage the applicant to engage with the

	Trust to check this position at the time an application is made.
Concerns over impact of extra traffic from the site on Kendal's road network.	+ive The Council assessed the impact of Local Plan sites on the network in Kendal during the preparation of the Land Allocations document (see Kendal Transport Improvements Study, 2012). This has resulted in a series of junction improvements and sustainable transport measures being designed and implemented in the town to mitigate the impact. The draft brief makes it clear that a transport assessment and travel plan will be required for the site at the planning application stage to determine traffic impacts and mitigation, and the County Council will advise in more detail at this stage.
B. Key Issues raised and the Council's response – Draft Brief Consultation	
Main issue raised	Council Response
Concerns over access option 2 due to proximity of hill and junction with Kent Lea, and on street parking issues in the vicinity on Burneside Road.	The Council has further engaged with the highways authority who consider that a suitable access can be achieved at this location.
Suggest that there should be more than one vehicle entrance for the site given its size.	-ive The highways authority (Cumbria County Council) has advised the Council that given the size of the site, one main general vehicular access is sufficient, and that a secondary emergency vehicle only access is required.
Continued concern over suitability of access option 1 due to visibility and drainage issues.	+ive The highways authority has advised that a suitable access could be provided in conjunction with traffic calming measures. The County Council is also currently in the early planning stages of developing a scheme to address the local culvert and drainage issues which would alleviate the current constraints in this area.
Support for improved pedestrian and cycle routes with neighbouring areas.	Noted.
Continued concerns regarding impact of development on local highways network along Burneside Road and the town more generally, with regards congestion, air pollution and highways safety.	See Council response at Issues and Options stage – no further change. The finalised brief makes it clear that a transport assessment and travel plan will be required for the site at the planning application stage to determine traffic impacts and mitigation, and the County Council will advise in more detail at this stage.
Road layout should not need to be designed to a standard that can accommodate public transport as	+ive This is referred to in the 'general principles' section which is designed to be applicable generally across all sites, and

buses will not be passing through the site.	states that such provision should be made 'if appropriate'. It is not therefore specifically requiring this on this site.
Important to confirm whether the proposed right of way diversion would receive the support of the Ramblers' Association.	+ive The Council has received communication from the Ramblers Association indicating support in principle for the proposed right of way diversion in the Brief. The Council has also liaised with the Cumbria County Council Rights of Way officer during the preparation of the Brief.
Should not be continuing to show an opportunity for a pedestrian/cycle connection through the private open space if the landowners are not amenable to this.	-ive It is still considered appropriate for this opportunity to be shown even though a negative response was received from the Trust during the preparation of the Brief. It may well be that the developer could negotiate a workable solution and the Council would expect the developer to at least explore this option.
The Brief should make clear what traffic management measures are being considered for Burneside Road, as they are mentioned in the list of 'opportunities' for the site.	+ive The Brief has been slightly amended to make clear that this is primarily referring to traffic calming/management measures associated with the new vehicle access point, but which will have wider benefits for users of Burneside Road.
Cumbria Parking standards should not be mentioned in the Brief as they are not enforced through planning applications.	The Council has clarified this position with the highways authority and has been advised that the parking guidelines should be referred to.

Design and Layout Principles

Issues and Options Consultation

- 4.14 Comments in relation to the design and layout of the site generally expressed a preference for a development that reflects the existing Briery Meadows estate, particularly in terms of its street layout, house types and distribution of open spaces through the estate.
- 4.15 Respondents generally considered that the overall design must be sympathetic to existing development nearby and also to its countryside setting. Comments were made that use should be made of local materials where possible such as natural stone, and that houses should be no more than 2 storeys.

Draft Brief Consultation

- 4.16 A response from a member of the public expressed support for the general design principles in the brief, particularly its recognition of the site's sensitive location on the edge of the settlement and the need for a high quality design solution.
- 4.17 A response on behalf of the developer however expressed a number of concerns with design elements of the Brief. These included the requirements for significant proportions of the housing to be outward facing on footpaths, streets and open spaces rather than turning its back on such spaces. This was objected to on grounds that in some places the site's topography is not suited to this and that single sided roads are not a cost efficient method of designing development. This response considered that

the Brief is too prescriptive in terms of requiring an imaginative and innovate design response. It was also felt that that the Brief should be clearer in describing what elements of suburban development it considered to be inappropriate if it is discouraging a suburban appearance to the development. It was also considered that environmentally sustainable design principles should not be included in the Brief.

Table 5: Design and Layout Principles	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Overall design and layout of the site should reflect the existing Briery Meadows estate.	+ive The draft brief requires the design of the site to be based on a careful assessment of local character but is not prescriptive about particular styles or designs.
Houses should not be more than two storeys.	-ive The draft brief does not prescribe a limit on the number of storeys but requires the design to be informed by local character including local building forms. The Council would not therefore expect the scheme to include buildings more than 2 storeys however would not want to preclude more imaginative designs or variation, for example 2 ½ storey houses.
Houses should not be laid out in straight lines.	+ive The draft brief requires the design of the scheme to take account of site characteristics such as topography and to work with the contours of the land in terms of orientation and layout.
Materials should reflect local character – use of natural stone, slate roofs etc.	+ive The draft brief provides design principles that the scheme should adhere to, including respecting local character and the local vernacular, and using locally distinctive materials where possible.
Proposed density too high and does not reflect countryside setting.	-ive The Council needs to ensure greenfield sites are developed in an efficient way to minimise the loss of greenfield land. There is however flexibility in the suggested capacity of the site and proposals will be required to be high quality design and in keeping with their context.
B. Key Issues raised and the Council's response – Draft Brief Consultation	
Main issue raised	Council Response
Support for general design principles in the brief.	+ive Support noted.
Brief should acknowledge that standardised house types will need to be used on the site, but can be customised in terms of detailing materials etc to create character and respect their context.	+ive Wording changed to remove the words 'standardised house types' from the general principles, with the emphasis retained that the development should avoid a bland 'anywhere' appearance.

<p>Question the requirement for the rocky area to be treated differently in character area 2 – shouldn't be assumed that it cannot be developed.</p>	<p>-ive The rocky outcrop was identified as a key landscape feature by the independent landscape consultants who were commissioned to assess the site. It was also identified as having habitat potential in the Council's professional ecological advice. It is therefore considered justified to maintain that this area should be left undeveloped and incorporated into the green infrastructure network on the site.</p>
<p>In stating that the areas should not appear as 'suburban' estates the Brief should state clearly what elements of suburban housing it deems unacceptable.</p>	<p>+ive The Brief has been amended to clarify that the development should not appear as a 'characterless and incongruous' suburban estate. It is considered that the general design flaws of 'suburbia' are generally well understood.</p>
<p>The amount of housing proposed in the brief to be 'outward facing' onto open spaces, paths etc, is undeliverable for both topographical reasons (e.g. northern boundary) and viability reasons (single sided development is not cost efficient).</p>	<p>+ive The draft brief has been revised to allow for more flexibility in this respect, for example in relation to the northern boundary. It is still considered important that the right of way along the railway line maintains an open and well overlooked feel and the wording relating to this has been slightly modified to increase flexibility in how this can be achieved.</p>
<p>Disagree with the inclusion of environmentally sustainable design principles in the Brief.</p>	<p>-ive The Council considers that it is appropriate for the Brief to continue to promote environmentally sustainable design through the general principles. It is not requiring specific measures for the site, rather encouraging these matters to be considered where appropriate in the design for the site to ensure that sustainability is given due attention.</p>
<p>Brief is too descriptive is stating that the design of the site should be contemporary, imaginative and innovative.</p>	<p>+ive The Council considers that this wording does still allow for sufficient flexibility in the design and is not prescribing any specific architectural style, however in response to this comment has removed the words 'contemporary and innovative'. It is still considered that imaginative is an appropriate word to use, as a design that is unimaginative is likely to be bland and unresponsive to its context.</p>

Landscape, Green Infrastructure Framework and Biodiversity

Issues and Options Consultation

- 4.18 Respondents generally felt that the site should incorporate as much open space as possible, to reflect the rural setting, to help make a transition between the town and countryside and to help maintain some open views where possible. Comments suggested that open spaces should be distributed through the estate similarly to Briery Meadows.

- 4.19 Comments were made that suggested the current wet and boggy areas should be left as undeveloped open spaces, and it was suggested that appropriate sustainable drainage system features could be incorporated into the open spaces on site. Respondents agreed that the marshy strip along the eastern boundary of the site should be left undeveloped and it was suggested that this buffer strip is enlarged to provide a greater buffer between properties on Burnside Road and new houses on the site.
- 4.20 Respondents valued the existing natural features on the site and commented that existing trees should be retained and more planted, and that wildlife corridors should be maintained through the site.

Draft Brief Consultation

- 4.21 There was general support from members of the public for the landscaping, open space and green infrastructure principles in the Brief. It was considered however that there is more scope for new tree planting than indicated in the Brief, and that local play area provision should be improved as a result of the development to cater better for families. There were some concerns about the impact of the site on local wildlife, during both its construction phase, and also once complete, for example through disturbance from residents.
- 4.22 A response on behalf of the developer raised a number of concerns with regards the Brief's approach to open space, landscaping and green infrastructure. Primarily it raised an objection to the amount of open space proposed due to its impact on the number of houses that could be delivered. It also asserted that it shouldn't be assumed that all the drystone walls on the site can be retained, and that green corridors could comprise of pockets of widening and greening rather than needing to have green verges along their whole length. The response questioned the need for the number of biodiversity assessments required through the Brief.

Table 6: -Landscape, Green Infrastructure and Biodiversity	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Site should contain as much open space as possible and it should be distributed throughout the site.	+ive The draft brief sets out a green infrastructure framework for the site which requires a series of multifunctional and high quality connected open spaces throughout the development.
SUDS could be incorporated into open space.	+ive The draft brief identifies opportunities for open space areas to accommodate SUDS features.
Existing views to be maintained as much as possible.	+ive The draft brief sets out design principles that require the scheme to carefully consider local character and features such as views in the design of the scheme. It also suggests that the rocky outcrop area could form an elevated open space area that will enable views.
Wildlife corridors should be incorporated through the site.	+ive The draft brief sets out a green infrastructure framework which includes a number of green corridors and connected open

	space area that will allow for wildlife to move through the site.
Should maintain existing trees and plant more.	+ive The draft brief sets out principles for the landscaping of the site, requiring existing trees to be retained and new native trees to be planted.
Existing features such as hedges and walls should be preserved.	+ive The draft brief sets out a range of landscaping and green infrastructure principles, including the retention of existing landscape features.
Current wet areas should be left as open space.	+ive The draft indicative proposals map in the brief identifies opportunities for open spaces in the identified wet areas.
Buffer to be created along eastern boundary.	+ive The draft indicative proposals map identifies a green infrastructure corridor along the eastern boundary. Policy LA2.2 of the Land Allocations Plan safeguards the marshy area along the south east area of the site.
Better playground facilities to be created in local area.	+ive The draft brief recognises the potential for the current play area provision in the area to be improved. At the time of preparing the draft brief the findings of the Council's play audit are awaited but the brief explains that they should be taken into account in the development of the site.
B. Key Issues raised and the Council's response – Draft Brief Consultation	
Main issue raised	Council Response
Better play provision required in the local area.	The Council has undertaken further discussions with its leisure team to determine what level of provision would be appropriate and it is considered that the site offers the opportunity to expand the existing Briarigg play area. This will be confirmed through further discussions at the planning application stage and will depend upon the findings of the Council's play audit which is due by the end of 2016.
Support for general principles regarding open space framework i.e. types and location of open spaces, but scope for more tree planting.	Support noted.
Concern for wildlife during the development phase and when houses are built – i.e. disturbance from new residents.	+ive The Council commissioned professional ecological advice to inform the brief, and the brief highlights the main areas of the site with wildlife habitat potential. It also sets out the likely assessments that will be required as part of a planning application to ensure adequate protection for biodiversity.
The Brief should not assume that the drystone walls can be retained – should just state	+ive The words 'wherever possible' have been added to paragraph 3.7.3. The 'general principles' section already includes a reference

'where possible', to take account of topographical and efficient land use issues.	to 'wherever possible', acknowledging the need for some flexibility. The dry stone walls were identified as key landscape features in the Council's landscape advice and it is therefore right for the brief to strongly promote their retention.
The amount of open space is excessive and will compromise the ability to deliver the required number of houses on the site.	+ive The proposals map has been amended to scale back some of the indicative areas of open space to address this concern. It should be noted however that this map is only indicative, indicating broad locations rather than specific defined and measurable areas.
Green corridors can comprise of pockets of widening and greening – it doesn't have to mean the whole length.	+ive Text has been amended in paragraph 3.4.7 to make clear that pockets of planting can help create green corridors.
Question the proportionality of the number of biodiversity surveys required in the Brief.	-ive The surveys referred to in the draft brief are those recommended in the professional ecology advice that the Council commissioned to inform the Brief. It is considered appropriate to continue to follow the specialist advice received.

Type of development/Density of development

Issues and Options Consultation

- 4.23 A number of respondents considered that the proposed density for the site is too high in that it does not reflect the site's rural setting or allow for transition between town and countryside. It was considered there is a conflict between the proposed density and the need for sufficient open space.
- 4.24 In terms of the type of development a number of comments suggested that properties suitable for older people, particularly bungalows should be provided on the site.

Draft Brief Consultation

- 4.25 The provision of affordable houses was supported, although a member of the public felt that the wording of the requirement was not strong enough and could be open to challenge from the developer. The provision of some bungalows on the site was supported.
- 4.26 A response on behalf of the developer expressed concern for the reference to extra care housing provision on the site as it was not considered to be a suitable location and the required scale of an extra care scheme was considered to be inappropriate on the site. With regards affordable housing this response suggested that the reference to 'pepper-potting' should be removed and instead the Brief should promote the clustering of affordable housing in a small number of locations across the site.

Table 7: Type of development	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response

Properties suitable for older people (i.e. bungalows) should be provided.	+ive The draft brief sets out housing requirements for the site and states the provision of bungalows and houses suitable for older people will be supported and encouraged as part of the overall mix.
B. Key Issues raised and the Council's response – Draft Brief Consultation	
Main issue raised	Council Response
Welcome the inclusion of a proportion of affordable housing but do not think the brief is strongly worded enough – allows for 'wriggle room' on the part of the developer.	The Council has to have due regard to viability issues and allow for flexibility where necessary, however it is considered that brief strongly states the minimum policy requirement for 35% affordable housing, and only indicates that there would be scope for any variation from this in exceptional circumstances.
Properties suitable for older people (i.e. bungalows) should be provided.	+ive The brief encourages the provision of bungalows on the site. The specific mix and type of properties will be negotiated at the pre-application and planning application stages.
The amount of affordable housing that can be delivered has been compromised by the contents of the Brief – 35% unlikely to be viable.	+ive The Brief has been amended to scale back the proportion of open space indicated. It is not considered that there are any elements of the Brief that would compromise site viability.
The Brief should not require affordable housing to be 'pepper potted' – this is not attractive to housing associations – it should instead allow for small clusters of affordable housing.	+ive / -ive The draft brief was not intended to infer that single affordable houses should be distributed throughout the site. However to aid clarity the text in paragraph 3.3.6 and the housing requirements text box at the end of section 3.3 have been amended to refer to 'small clusters' rather than pepper potting.
The Brief should not be promoting Extra Care housing on the site – the minimum scale required for extra care (40-60 units) would not be suitable for this site, and a site nearer the town centre would be much more suitable.	-ive The Brief does not require extra care housing on the site, but as advised by the County Council considers it appropriate to retain a reference to the potential opportunity for this type of housing.
Support for the supply of starter homes but Brief should make clear that this would be part of the affordable supply and not in addition to it.	-ive It is not considered appropriate for the brief to provide extra guidance with regards starter homes in advance of the forthcoming Regulations. There is still uncertainty as to how the starter homes regime will be implemented.

Amenity

Issues and Options Consultation

- 4.27 Comments were made in relation to ensuring privacy and protection from noise/light pollution for neighbouring existing properties.

Draft Brief Consultation

- 4.28 It was suggested that the Brief should acknowledge that the railway line is a branch line therefore only subject to relatively infrequent passing noise.

Table 8: Amenity –	
A. Issues raised and the Council’s response – Issues and Options Consultation	
Main issue raised	Council Response
Buffer to be retained between houses along Burneside Road and new houses.	+ive The draft brief identified a green buffer on the eastern boundary of the site for drainage reasons and to provide a green infrastructure corridor. This will also serve as an amenity buffer but has not been designated for this purpose.
B. Key Issues raised and the Council’s response – Draft Brief Consultation	
Main issue raised	Council Response
Brief should acknowledge that the railway line is a branch line and only subject to sporadic noise.	+ive Paragraph 2.14.1 has been amended to include reference to the line being a branch line, and information regarding the frequency of trains has been added.

Drainage and Flooding

Issues and Options Consultation

- 4.29 The majority of comments received during the consultation were focussed on flooding and drainage issues, and it was highlighted as a major area of concern. Generally respondents felt that further evidence is required in relation to flood risk and how it will be managed through the development of the site.
- 4.30 A number of respondents advised that the areas identified on the constraints and opportunities consultation map did not properly reflect the areas worst affected by surface water ponding. A number of respondents described additional areas and provided annotated diagrams to illustrate wet and boggy areas.
- 4.31 Numerous respondents described the current surface water issues on and around the site. Attention was drawn to the surface water flooding issues on Burneside Road and around the potential primary and secondary access points to the site. Comments were made in relation to poor drainage in the area and the saturated nature of many gardens that border the site.
- 4.32 Concerns were raised that building on the site could increase surface water runoff and increase the flood risk to nearby properties and the wider area. There were concerns raised as to how surface water drainage would be dealt with, as it was commented that the site lies very close to the flood plain, and when the River Kent is in flood, there are concerns that water from the site could not be discharged properly.
- 4.33 Respondents commented that the existing known drainage problems on Burneside Road need to be resolved before any house building takes place on the site.

Draft Brief Consultation

- 4.34 Issues of drainage and flooding remained key areas of concern in the draft brief consultation. Local residents were still concerned about the risk of flooding on the site and the potential for the site to increase flood risk to surrounding properties due to an increase in surface water run-off.

Table 9: Surface Water Drainage –	
A. Key Issues raised and the Council’s response – Issues and Options Consultation	
Main issue raised	Council Response
Current surface water flooding on site in wet weather.	+ive The Council has liaised with the County Council (the lead local flood authority) to further understand the current surface water issues on the site. Their guidance has been incorporated into the draft brief. The draft indicative proposals map identifies areas that could be utilised for SUDS and it provides guidance on how surface water from the development should be managed.
Existing problems of surface water flooding on Burneside Road need to be resolved.	+ive The Council has liaised with the County Council who have advised that they are undertaking investigations for a scheme that will address the existing surface water flooding issues on the far eastern part of the site and the Burneside Road area close to the existing farm track entrance into the site.
Concerns that runoff from the site will increase once developed.	+ive The draft brief sets out advice from the County Council with regards the management of surface water runoff and requires that the runoff rates from the site will not exceed greenfield runoff rates.
Major concerns over risk of increasing flooding to adjacent properties and the wider area.	+ive The draft brief (and policy LA2.2 of the Land Allocations Local Plan) confirms that a flood risk assessment will be required for the site which will need to demonstrate that the development will not be at risk of flooding and importantly that it will not increase the risk of flooding in surrounding areas.
Constraints and opportunities map does not properly show all ‘wet/boggy’ areas.	+ive The constraints and opportunities map has been updated to include the wet/boggy areas that were identified through the consultation.
B. Key Issues raised and the Council’s response – Draft Brief Consultation	
Main issue raised	Council Response
Continued concern of risk of surface water flooding on the site and to surrounding properties.	+ive The Council has further engaged with the County Council (Lead Local Flood Authority) and the Environment Agency to discuss issues on the site. All parties are satisfied that a solution for the site is achievable, and the County Council is progressing a scheme to address the existing culvert and surface water issues on and around the site.
Paragraph 3.9.3 should reference the new SUDS manual that was issued in 2015.	+ive The reference to the SUDS manual has been updated to refer to the CIRIA SUDS Manual c753.

Infrastructure

Issues and Options Consultation

- 4.35 Local sewerage capacity was raised as a key concern by respondents, and the Environment Agency also commented that works to resolve capacity issues would need to be undertaken to ensure no increase in sewer overflows into the river Kent.
- 4.36 Concerns were raised with regards the impact that additional traffic generated by the development of the site would have on Kendal's highway infrastructure, particularly key junctions in and around the town centre.
- 4.37 Concerns were also raised about the capacity of social infrastructure in Kendal, particularly schools and health facilities, to serve the additional population from the development site.

Draft Brief Consultation

- 4.38 The capacity of the sewerage infrastructure in north Kendal continued to be an area of concern in the draft brief consultation, as did the capacity of Kendal's highways infrastructure to accommodate the road traffic from the new development.

Table 10: Infrastructure	
A. Key Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Sewerage infrastructure capacity issues in the local area must be resolved before any more houses are built.	+ive The Council has liaised with United Utilities with regards sewerage infrastructure capacity. UU has advised that once more details are known (i.e. at pre-application/planning application stage), for example the approach to surface water management and proposed connection points to the foul network then the delivery of the development can be coordinated with the delivery of any necessary infrastructure improvements. The draft brief recognises the current capacity issues in North Kendal/Burneside and the Council will continue to liaise with UU to ensure they are addressed to facilitate the delivery of the site.
Concerns over impact of additional development on the site on Kendal's infrastructure particularly schools and health services.	+ive The Council has liaised with the County Council as the education authority in the preparation of the brief. The draft brief makes it clear that Cumbria County Council will re-assess the situation regarding school places when a detailed proposal from the developer setting out the housing mix is available. The Community Infrastructure Levy will be collected from the development and could be used as source of funding for additional school provision if required.
Concern about impact of the extra traffic that will be generated on the site on Kendal's highways infrastructure.	+ive The Council assessed the impact of Local Plan sites on the network in Kendal during the preparation of the Land Allocations document (see Kendal Transport Improvements Study, 2012). This has resulted in a series of junction

	improvements and sustainable transport measures being designed and implemented in the town to mitigate the impact. The draft brief makes it clear that a transport assessment and travel plan will be required for the site at planning application stage to determine traffic impacts and mitigation, and the County Council will advise in more detail at this stage.
B. Key Issues raised and the Council's response – Draft Brief Consultation	
Main issue raised	Council Response
Continued concern regarding the capacity of the existing sewerage infrastructure in the local area.	+ive The Council has continued to engage with United Utilities who have confirmed that there is sewerage capacity to accommodate the development, provided that connection points are carefully managed and 'foul only' flows into the sewerage network are ensured.
Concern about impact of the extra traffic that will be generated on the site on Kendal's highways infrastructure.	See Council Response from Issues and Options stage - no further change. The finalised brief makes it clear that a transport assessment and travel plan will be required for the site at the planning application stage to determine traffic impacts and mitigation, and the County Council will advise in more detail at this stage. Additionally a series of junction and sustainable travel improvements are underway in Kendal to mitigate the impacts of new development – see http://www.cumbria.gov.uk/kendalimprovements/ for a list of projects and progress update.
Paragraph 2.16.1 needs to be amended as it is understood there is no longer a constraint to sewerage network in light of advice from United Utilities.	-ive Whilst United Utilities have advised that there will be sufficient sewerage capacity to accommodate the site, this does not mean that there is no longer a constraint. The system in North Kendal is still relatively constrained and any new connections managed carefully. It is therefore considered appropriate to leave this reference in the brief.

Lighting

Issues and Options Consultation

- 4.39 It was suggested that light pollution on the development should be minimised through the use of LED street spot lighting.

Draft Brief Consultation

- 4.40 No specific comments were made in relation to lighting in the draft brief consultation.

Table 11: Lighting	
A. Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response

Light pollution should be reduced by using LED road spot lighting.	+ive The draft brief states that lighting should balance safety needs with light pollution and potential impacts on amenity, wildlife corridors etc.
--	---

Viability

Issues and Options Consultation

- 4.41 No viability issues were raised by members of the public. The response on behalf of the developer Russell Armer stressed that viability issues must be given due consideration in the development of the brief. In particular when promoting sustainable design features or in setting open space requirements.

Draft Brief Consultation

- 4.42 The response on behalf of the developer raised viability concerns due to the amount of open space proposed and the amount of areas where the Brief proposes outward facing housing.

Table 12: Viability	
A. Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Brief must take into account viability issues and the need to deliver a significant number of houses on the site when considering design and open space requirements.	+ive The Council considers that the draft brief and its indicative proposals map strikes the right balance in its suggested developable areas and open spaces.
B. Key Issues raised and the Council's response – Draft Brief Consultation	
Main issue raised	Council Response
The amount of open space proposed, and requirements for single sided outward facing development will significantly undermine the site's viability and compromise the number of units, and proportion of affordable housing that can be delivered.	+ive The amount of open space indicated on the proposals map has been revised. Also additional flexibility has been added within the guidance for the character areas to enable a wider range of layout and house orientation options.

Opportunities and Constraints Map

Issues and Options Consultation

- 4.43 A number of comments were made that suggested that the draft constraints and opportunities map did not correctly identify all the wet/boggy areas and a number of respondents provided descriptions and annotated maps to show additional areas.

Draft Brief Consultation

- 4.44 It was commented that an arrow showing the opportunity for a pedestrian/cycle connection through the Briarigg play area was missing from the map.

- 4.45 It was suggested that the arrow showing an opportunity for a connection through the privately owned open space should be removed as it is not considered to be deliverable.

Table 13: Opportunities and Constraints Map	
A. Issues raised and the Council's response – Issues and Options Consultation	
Main issue raised	Council Response
Not all wet/boggy areas have been identified on the map.	+ive The draft opportunities and constraints map has been amended to include additional wet/boggy areas, based on responses received and liaison with the County Council.
B. Key Issues raised and the Council's response – Draft Brief Consultation	
Main issue raised	Council Response
Pedestrian/cycle access arrow at the Briarigg play area is missing from the opportunities and constraints map.	+ive The arrow has been added to the opportunities and constraints, and proposals maps.
Pedestrian/cycle access arrow through the private open space is undeliverable and should be removed from the opportunities and constraints map.	-ive It is still considered appropriate to show this on the opportunities map as it is considered that the developer should attempt to explore it as an opportunity. It has not been shown on the proposals map given the current constraints.

Principle of Development

Issues and Options Consultation

- 4.46 A few people stated their objection to the principle of using the site for housing development. The site is allocated in the Local Plan for housing development; the principle of allowing development has therefore been established. The Local Plan (Land Allocations DPD) was approved in December 2013 and was subject to an independent examination process.

Draft Brief Consultation

- 4.47 A few people expressed dissatisfaction with the principle of the site being developed during the draft brief consultation.

APPENDIX 1: Responses received during the Issues and Options Consultation on the Development Brief for North of Laurel Gardens, Kendal

SUMMARY OF RESPONSES

THIS APPENDIX PROVIDES A SUMMARY OF THE RESPONSES RECEIVED DURING THE ISSUES AND OPTIONS CONSULTATION ON THE DEVELOPMENT BRIEF FOR NORTH OF LAUREL GARDENS, KENDAL

It is broken down as follows:

Category A comments – these are comments received on matters relating to topics covered by the Development Brief. It is split between members of the public and organisations.

Category B comments – these are comments received on matters not covered by the Development Brief, for example those that may relate to matters of whether the site in principle is acceptable for the development it is allocated for in the Local Plan.

Category C comments – these are comments received about the Proposals document which are general in nature, non-site specific.

Category D comments – these are comments received about Appendix 3 Site Information Working Document (general)

Category E comments – these are comments received about Appendix 3 Site Information Working Document (site specific)

Category F comments - Drop in Event comments – a record of all responses made at the drop in event on the 12 January 2016.

Category A comments – comments received on matters relating to topics covered by the Development Brief.

Topic Area	Member of public comments	Organisation comments
VISION	<ul style="list-style-type: none"> • Site should be in keeping with the development already in place at Briarigg, Applerigg and Kentrigg – i.e., a variety of properties with reasonable space around. (J&C Kitchen) • The vision for this site should aspire to deliver a development that will: <ul style="list-style-type: none"> - Emphasise the rurality of this edge of town site more strongly seeking to create a semi-rural rather than urban or suburban environment. - A design and layout that responds sensitively to the sites edge of Kendal/open countryside setting, incorporating a larger than average percentage of open green space. Retaining as much of the sites natural landscape features as possible including the rocky out crop and existing Lakeland stone walls. - The site should be sensitive to the existing residential properties. - Integrate with the neighbouring residential community, with pedestrian/cycle access links to Briarigg, Burneside Road and open countryside to the north. - Provide well connected green corridors and new green spaces. - Providing a mix of well-designed homes no more than 2 storey high. - A dwelling layout that avoids construction on the crown of drumlin mounds but perhaps includes bungalows instead of houses around the base. (K and PM Neighbour) • Should take account of rural outlook and the general peacefulness of the area. Reduced number of dwellings and more green space required. (D and V Birkett) 	<ul style="list-style-type: none"> • The draft vision in appendix 3 highlights the key considerations for the site. Improving pedestrian links with surrounding area is particularly important. Welcome the emphasis in the draft vision on the need for a sensitive design response to the settlement edge/open countryside nature of this site. This could be strengthened by referring to the maintenance of the green gap. The need for landscaping to mitigate the impacts on visual amenity of neighbouring developments and the need to integrate the site into the settlement character of Kendal should also be recognised. (Friends of the Lake District)

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> The vision should be to accept the limitations dictated by the problematic drainage of this site by incorporating proper water courses to take water away from new and existing houses. (R Milnes) A site that blends in with the slope of the land and the surrounding countryside. (N Tweats) Site should ideally be left as water soak up land, but if has to be developed, a maximum of 100 houses with lots of green space left around, tree planting and houses fitting in with the environment would be my vision. (M Syred and J Sumner) 	
ACCESSIBILITY AND MOVEMENT		
General	<ul style="list-style-type: none"> Vehicular access should only be opposite Carus Green as shown. Should it be necessary to have alternative emergency vehicle access via Briarigg play area, it is VITAL that this is <u>strictly</u> only able to be used by such vehicles. (J&C Kitchen) Site should have a 20 mph speed limit. The 30 mph speed limit on the main road appears to be largely ignored. (A Plint) People will make for the nearest exit for employment, schools and shopping. (A Plint) Speeding traffic and road safety around northern access point will need to be addressed prior to development. (K and PM Neighbour) Could be beneficial for traffic distribution if two vehicular accesses. Public transport route could then be considered which would be useful for the elderly. Burneside to Kendal bus route has only 1 bus per hour - not adequate. A cycle link between the Briarigg Estate and Burneside Road should be included within the design. (K and PM Neighbour) 	<ul style="list-style-type: none"> Access points and through routes must be designed to serve the development and avoid unnecessary permeability. Reference to 'Manual for Streets' Item 4.6. (Cumbria Constabulary and on behalf of Police and Crime Commissioner) I can confirm that as these developments lie some way from the Strategic Road Network Highways England has no specific comments to make on these documents. It is felt that as they are some way from the SRN they will not affect the safe running of those routes. (Highways England) Brief should maximise opportunities to promote sustainable transport options, and facilitate a shift away from personal car use. Brief should promote provision of walking and cycling routes through the site and provide safe connections with neighbouring developments and Kendal town centre. Brief should promote the use of the bus service by ensuring safe pedestrian access from the site to bus stops. Existing rights of way should be maintained and where possible enhanced. Traffic calming

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> • All the essential road safety measures should be in place as a prerequisite to development. (K and PM Neighbour) • Proposed access floods and has poor visibility.(D and J Hadler) • Essential that footpaths maintained and ideally improved so that people will walk. Cycleways that cut out 'Kentrigg Hill' would be an encouragement to cyclists. (N and N Scott) • A railway halt in this section would be an asset. (N and N Scott) • Bus service needs extending – last bus to Kendal about 6pm. Buses are not used as infrequent – no Sunday services. (N and N Scott) 	<p>measures should be pedestrian/cyclist focussed. (Friends of the Lake District)</p>
Vehicle access	<ul style="list-style-type: none"> • Current issues of flooding and restricted sight lines in the proposed access way location. (D Towler) • Removal of Briarigg play area to facilitate access would increase traffic noise, speeds and congestion through Briery Meadows. (D Towler) • Access point at Carus Green is unsuitable for the volume of traffic being considered. It is on a bend in an area that floods. Access through Briarigg play area is also not sufficient for a development on the proposed scale. Request further evidence on access point and traffic modelling. (A Chant) • Proposed access is on a difficult section of Burneside Road due to excessive speed and a bend in the road. (K Harper) • Proposed access area on onto Burneside Road is frequently inundated with run-off from the fields to the west (north of the site) and overflow from the marshy area along the eastern side of the site, sometimes causing flooding of the nearby houses.(K Harper) 	<ul style="list-style-type: none"> • Consider the proposed access off Burneside Road to be the main viable access for the site. The main point of access is essentially agreed by the Land Allocations policy and the reference to the extension of the 30mph speed limit. Cumbria County Council, as Highways Authority, need to agree the principles of the access as part of this brief rather than leaving it open to a planning application to address this issue. (Russel Armer) • A secondary access point adjacent to the green space and play area is mentioned and it is noted that an existing public right of way provides existing pedestrian public access across the site to this point. The existing green area provides an important facility for existing residents and this could be further reinforced by development of the site. We would have concerns about any secondary vehicle access in this area and how it would affect that well established green space but recognise that there would in all likelihood be a need for an emergency vehicle access. We assume that SLDC will enable

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> • Potential secondary access: play area was required as part of existing estate so shouldn't remove or reduce it. How would emergency vehicle access be enforced? Is it suitable for emergency vehicles to be routed through a quiet estate rather than the more direct route along the main road? Access is not wide enough in this area – it is private drives and gardens beyond the turning circle. (K Harper) • The potential access at the bottom of Burneside hill near Carus Green Golf Course where the planners envisage putting a roundabout, is, in our opinion, extremely hazardous. (D and V Birkett) • Area adjacent to Briarigg Play Area where secondary “emergency” access is shown is prone to surface water flooding, and road at this point is single width with no pedestrian pavement. Not clear how traffic from the new development would be restricted from using this more direct access to Kendal along Briarigg to junction with Burneside Road. Current traffic volumes already make this a hazardous five way junction with limited visibility. (R Milnes) • Access from site through to Briarigg for cyclists and pedestrians acceptable but should not lose play area. If lost then a new one should be provided close by. Should not be vehicle access through to Briarigg - would cause unacceptable congestion on Briarigg, a residential area. (N Tweats) • Serious concerns about ‘potential secondary/emergency vehicular access’. Would need drop down bollards or it will become an alternative access for all vehicles causing loss of amenity to dwellings on the existing estate. Junction with Burneside Road has very poor sight lines. Risk of accidents, if this became a general alternative site access.(J Tawn and R Green) 	<p>access to this public greenspace from the development site. This should be explicitly confirmed by the brief. (Russel Armer)</p>

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> • Burneside Road is very busy and 30mph speed limit not adhered to. Slope and bend in road outside numbers 218-226 create safety issues – numerous accidents on this stretch, vehicles travel too fast downhill. Golf course has increased traffic. No point on this stretch could provide safe access point. Also flooding problems. (S Toye) • Possible secondary access point goes through children’s play area and road through estate is narrow and bendy. Access point onto Burneside road from Briarigg is a difficult junction. (S Toye) • Main and secondary access points not considered appropriate and could increase flood risk to adjacent properties as surface water would be displaced. (I Lambert and K Slosarska) • If developed, access at Carus Green and through Briery Meadow essential. (M Dodd) • Burneside Road is very busy, with cars, lorries and golf club traffic. There is a steep hill and a dangerous bend near to the proposed access. (W Looker) • Restricted vision at proposed entry point. I believe bungalow at 218 Burneside Road is owned by Russel Armer but a turning at the bottom of the hill will not be safe either especially in bad weather when road is prone to ice and frost. (N and N Scott) • Should be no vehicular access through Briery Meadows estate. All motorised traffic should use the proposed access on Burneside Road. Traffic calming measures needed on Burneside Road – Briery Meadows junction already difficult and will get worse with more traffic. (M Syred and J Sumner) 	

Topic Area	Member of public comments	Organisation comments
Pedestrian and cycle – access	<ul style="list-style-type: none"> • Have the owners of the 'Natural Private Open Space' highlighted on the Draft Constraints & Opportunities Map been consulted on the proposed cycle / footpath connection? (D Towler) • Footpaths through the development should be maintained. Cyclists travelling between Carus Green and Kentrigg would benefit from a level path if a connection could be made through the natural private open space (no.7 on map).(R Milnes) 	<ul style="list-style-type: none"> • Note a number of potential options for linking the development with the peripheral rights of way marked on the plan – have no concerns with the principle of this. However the potential is also raised in relation to point 7 on the map where access is indicated between the site and a private open space area. This is not something the developer could bring forward as it is in third party ownership – have no issue with it being noted as an aspiration, but other elements of the brief should not depend upon this and this should be made clear in the brief. (Russel Armer) • The brief should address the following rights of way and access issues: <ul style="list-style-type: none"> - Seeking opportunities to enhance public rights of way and accessible natural green space. (Natural England)
Public Transport – access	<ul style="list-style-type: none"> • Will local bus services be entering the site? (D and V Birkett) 	
Materials and surfaces roads etc	<ul style="list-style-type: none"> • Development should have no non-porous surfaces that drain to soak away areas to reduce surface water run-off. Or mains drainage from all non porous surfaces should take rain water well away from the development site. (R Milnes) 	
Existing rights of way	<ul style="list-style-type: none"> • Public right of way lies diagonally across one of the fields and is heavily used by dog walkers. Clarification required on the diversion of the footpath and impacts that it may have on existing/new property owners. (D Towler) • Public Rights of Way should be preserved and a cycleway provided. (D and V Birkett) • Existing paths all in areas worst affected by surface water and are wet and boggy. This should be taken into account and routes should be provided that are passable 	<ul style="list-style-type: none"> • Intention to retain existing rights of way. There is a right of way that runs along the northern perimeter of the site then half way along cuts south to eventually come out at the green area on Briarigg. Despite this being the definitive public right of way there is clearly a popular more direct desire line between Burneside Road and Briarigg towards the eastern boundary of the site. Would be keen on hearing the County's views on whether this should be retained

Topic Area	Member of public comments	Organisation comments
	<p>all year round. If this is not achieved then further use of adjacent farm livestock fields, with no public rights of way will be used. (I Lambert and K Slosarska)</p>	<p>or better served by the informal desire line. The existing footpath cuts a line through the development but does not actually form a useful link unlike the desire line. The area in which this is located is likely to be amenity space and it is noted that the draft opportunities and constraints map indicates this as open space. We are of the view that the public would be better served by the right of way being diverted along the line of the desire line or even further to the eastern boundary of the site to provide a more direct link between Carus Green and Briarigg and along the route that would have a more enjoyable setting than retaining the current right of way which is more likely to be through a housing area. Early consultation with the Ramblers Association is essential. (Russell Armer)</p>
<p>Managing traffic</p>	<ul style="list-style-type: none"> • Windermere Road /Burneside Road junction, Sands Avenue/Blackhall Road junction and the County Hall roundabout junction all have traffic congestion issues and operate at capacity during peak times. Any traffic mitigation measures to those junctions or the surrounding areas that could be delivered through this brief should be welcomed. (K and PM Neighbour) • Must consider traffic impacts on Kendal Town, which already has major issues. Infrastructure improvements must be in place before houses are built. Transport assessment must be in place (and meet standards) before houses are built. Air quality issues in the down must be given due regard. House building cannot come before health and wellbeing of residents. (D Whitmore) • General concern over the increased traffic congestion along Burneside Road and the knock-on effect on Kendal town centre. (D Towler) 	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> The increased number of vehicles and consequent air pollution will be a very telling factor. (D and V Birkett) 	
<p>OPEN SPACE, LANDSCAPING AND BIODIVERSITY</p>		
<p>General</p>	<ul style="list-style-type: none"> Site should reflect the proximity to the countryside and not be high density. It should preserve existing trees, hedges, walling etc where possible. (J&C Kitchen) Site should have a play area for children and seating for adults, landscaped to provide a pleasant meeting area. (J&C Kitchen) Key aspects: <ul style="list-style-type: none"> Retention of the rough marshy ground along the full length of the south east edge of the site. Beyond that westward, a 20 metre mature tree and shrub landscape buffer along the full length of the rough marshy grounds western boundary. Westward beyond that a possible cycle link between Briarigg and Burneside Road. (K and PM Neighbour) We value what we have now - open green field views. Would value a design and layout with a tree and shrub landscape buffer along the full length of the eastern boundary to mitigate noise pollution and protect existing residents' outlook and privacy. (K and PM Neighbour) Should maintain as much open space as possible. Site visible from Windermere Road and Kendal Fell and Golf Course. Aerial view of site in wider landscape should be taken into account. Should retain natural and semi-natural greenspaces – would help merge with rural landscape, provide buffers and enhance biodiversity. Retain mature trees and plant new ones to reduce visual impact and provide wildlife refuges. Retain stone walls where possible. Opportunities to maximise open space should be taken. 	<ul style="list-style-type: none"> The landscaping scheme (choice and location of species) must not compromise surveillance opportunities (nor create hiding places) as plants mature. (Cumbria Constabulary and on behalf of Police and Crime Commissioner) Landscaping proposals should consider what contribution the landscaping of a site can make to reducing flows from surface water discharge. This can include hard and soft landscaping such as permeable surfaces. (United Utilities) The site sits in a prominent location between the edge of Kendal and the open countryside. The brief should seek to promote the provision of high quality green infrastructure throughout the site. In line with requirements of Policy LA2.2 areas of marsh should be safeguarded from development. The brief should ensure the retention of existing trees and hedgerows as well as promoting a need for new tree planting and maximising opportunities for the creation of wildlife corridors throughout the site. (Friends of the Lake District) Draft opportunities and constraints map sets out landscaping needs – developer has no particular objection but the brief must make clear any particular sensitivities. The land to the south eastern area presents an opportunity for a multi-functional area if the public right of way can be diverted through or along the edge of this area. Will provide a more pleasant route between Burneside Road and

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> • SUDS could be incorporated sensitively into green space. (K and PM Neighbour) • Priority should be given to children’s play area. (K and PM Neighbour) • The ground should not be flattened any more than is necessary (should remain undulating). Should be green corridors around the site to allow wildlife to migrate. Green spaces to be spread all over the estate. (D Whitmore) • Existing views to be kept open as much as possible. More information required on proposed 'public open space' along eastern boundary of site. With the recent flooding the strip highlighted as open space / marshy ground needs to be at least double the width. Could act as a flood alleviation area, wildlife corridor and natural break between new development and existing houses along Burneside Road. More information required on how development brief would consider the 'sensitive edges' to the existing houses along the southern boundary of the proposed development site. (D Towler) • Green spaces need to be spread out across the proposed development and not just within one area. Need to consider wildlife corridors and flood alleviation becks. Existing stone walls, hedgerows and mature trees should be retained. (D Towler) • Should maximise open spaces and tree planting especially on boundaries abutting existing houses on Burneside Road and Briery Meadows, to minimise noise, pollution etc. Existing ‘marshland’ needs preserving to retain habitat for wildlife and plants. (D and K Birkett) • Should maintain all existing trees, and plant more trees, if this helps decrease surface water flooding. Consideration should be given to including beneficial 	<p>Briarigg, but given some of the existing vegetation and the dampness of this area it may also in effect form a wetland habitat which will also enhance biodiversity as well as providing a key element of the drainage strategy and strong landscape setting to the site. Given that it is the lowest part of the site, has the most varied existing vegetation, is already used as a desire line by residents, it is clearly the key area for drainage, landscape enhancement and open space at the site. (Russell Armer)</p> <ul style="list-style-type: none"> • Clear guidance on the most sensitive areas of landscape must be provided by the brief and some input from a landscape specialist would assist. (Russell Armer) • Indicating any additional significant elements for landscaping could reduce the capacity of the site – amount of areas offered for landscaping must not overburden the ability to provide housing. (Russell Armer) • Open space should correspond with where the drainage features are required as this will result in a multi-functional area and ensure a sufficient site area to deliver the required number of houses. (Russell Armer) • The brief should address the following landscape issues: <ul style="list-style-type: none"> - Avoiding harm to the character of nationally protected landscapes and locally valued landscapes. - Seeking opportunities to contribute to landscape restoration and enhancement. (Natural England) • The brief should address the following green infrastructure issues:

Topic Area	Member of public comments	Organisation comments
	<p>open space, green infrastructure and biodiverse amenities. (R Milnes)</p> <ul style="list-style-type: none"> • Maintain trees, green space and courses of existing footpaths and rights of way that are heavily used by existing local residents. (R Milnes) • Expect all existing trees and bushes on the site to be preserved, and further trees planted, if this assists with site drainage, as well as enhancing the site. (I Lambert and K Slosarska) • Should housing occur then there must be plenty of green space. This site is visible as you enter Kendal from Plumgarth roundabout – will spoil the entrance to the town by covering it in houses. (N and N Scott) • Would like to see green areas left and maintained with some tree planting. (M Syred and J Sumner) • Ideally permeable paving, green roofs –plants on the roof – see epa.gov.uk. Tree planting and lots of green areas. (M Syred and J Sumner) 	<ul style="list-style-type: none"> - Making a positive contribution to the creation, protection, enhancement and management of networks of green infrastructure. (Natural England) • The site triggers the impact risk zone for a number of Sites of Special Scientific Interest and the Council should check these in more detail. A summary is as follows: <ul style="list-style-type: none"> • Lake District National Park – 680m (w) (regarding landscaping) • River Kent & Tributaries – 220m (e) (triggered due to residential development of 100 units or more, and water discharge issues) • Scout & Cunswick Scars – 1km (triggered due to residential development of 100 units or more, and recreational pressure and disturbance issues). (Natural England) • Due to the recent floods there must be a focus on reducing run-off as much as possible in order to reduce pollution into the River Kent and tributaries SAC. (Natural England) • Green Infrastructure will be important to reduce the recreational pressure on the Scout and Cunswick Scar SAC. • The following biodiversity issues should be considered and incorporated into the briefs: <ul style="list-style-type: none"> - Avoiding harm to the international, national and locally designated sites of importance for biodiversity. - Avoiding harm to priority habitats, ecological networks and priority and/or legally protected species protection.

Topic Area	Member of public comments	Organisation comments
		<ul style="list-style-type: none"> - Seeking opportunities to contribute to the restoration and re-creation of habitats, the recovery of priority species populations and biodiversity enhancement. (Natural England)
Type of open space	<ul style="list-style-type: none"> • A playground is required to accommodate older children not just toddlers (as existing one does). • Better playground facilities. If Briarigg playground removed for access purposes it needs to be compensated by better facilities for children elsewhere on development site. (D Towler) • Consideration for a play area. (D and V Birkett) • One use for the marshy land by the railway would be to turn it into a natural wildlife area, and it could act as a drainage area for the rest of the site. (N Tweats) 	
DESIGN AND LAYOUT PRINCIPLES		
General	<ul style="list-style-type: none"> • Building should be avoided in areas of difficult topography, drainage and loss of amenity to neighbours. High buildings should be avoided due to visibility of the site from both Windermere Road and Kendal Fell. (K and PM Neighbour) • Preservation of privacy to adjoining properties. Consideration of orientation to existing properties combined with noise mitigation in the design and layout. (K and PM Neighbour) • Should be similar style/design/density to Briery Meadows estate. Houses to be no more than 2 storeys high. (D Towler) 	<ul style="list-style-type: none"> • Cumbria Constabulary welcomes the opportunity to comment on this consultation. We seek the Council's support in encouraging prospective developers to achieve Secured by Design accreditation for this site. In order to identify vulnerability to crime and to minimise delay in the planning process, it would be beneficial for developers to consult with the Force Crime Prevention Design Advisor prior to application stage. (Cumbria Constabulary and on behalf of Police and Crime Commissioner)

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> Should not be set out in formal straight lines to just maximize property numbers. Visible site and design and density aspect to a new development is vital. Development should be sensitive and considerate to the existing houses along Laurel Gardens and Burnside Road that face onto the site. (D Towler) Our prime value as residents is that of the green open space – this will be a great loss. Materials and design should be in keeping with nearby properties i.e. slate roofs, use of natural stone where possible.(D and V Birkett) Buildings should fit in with the environment on this side of the railway (M Syred and J Sumner) 	<ul style="list-style-type: none"> The brief should promote high quality design which is sensitive in scale and density to the surrounding landscape. (Friends of the Lake District) Important to balance the need to deliver a significant amount of houses with the full range of other requirements relating to access, drainage, landscaping etc. (Russel Armer)
Materials	<ul style="list-style-type: none"> Building materials should be subdued and natural in tone and colour to blend in with the natural surroundings. Use of local limestone facings should be encouraged where ever possible. Use of natural rendering rather than the bright white and yellow renders that stand out. (K and PM Neighbour) 	<ul style="list-style-type: none"> Careful consideration should be given to the site's prominence in the wider landscape and the need for the use of sympathetic materials. The brief should promote the use of local materials such as wood, limestone and slate. (Friends of the Lake District)
Height	<ul style="list-style-type: none"> Houses to be no more than two storeys high. (D Whitmore) Dwellings should not be more than two storeys. (D and V Birkett) 	
Style	<ul style="list-style-type: none"> Brief should ensure the buildings are in keeping with the look of the Briery Meadows Estate, which fit in with the natural environment and be built to look cheap and ugly. (M Syred and J Sumner) 	
Density	<ul style="list-style-type: none"> What is to be the density, and will high rise multi occupancy flats be avoided? This is a site with open views which should be maintained. (A Plint) 	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> • Should not be a standard, high density urban/suburban housing estate. Should be sensitively designed and in keeping with edge of Kendal open countryside setting. Should incorporate a larger than average percentage of open green space. Should retain as many natural landscape features as possible including the rocky out crop and stone walls. If site is to be achieved with sufficient open space then the dph of 30 to 35 is unrealistic, and should be set lower. (K and PM Neighbour) • Should be built to a similar standard as Briery Meadows estate. Most important is that the density must be the same or lower (around 20 dph). (D Whitmore) • Proposed density too high.(D and K Birkett) 	
Layout – spaces, location of development	<ul style="list-style-type: none"> • Layout must be similar to Briery Meadows (e.g. the houses not built in straight lines.) The roads should not be straight or flat. (D Whitmore) • Has provision been built into the plans for open space, planting, play area, on road parking? (S Toye) • There should be consideration given to the privacy of the existing homeowners surrounding the development. (M Syred and J Sumner) 	<ul style="list-style-type: none"> • The design and layout should take reference from the built environment of the historic town of Kendal. The development brief should also highlight the need for design and layout to reflect the sensitive location of this site between the built environment of Kendal and the open countryside beyond. (Friends of the Lake District)
Renewable Energy and Sustainability	<ul style="list-style-type: none"> • Houses should be energy efficient. The option of solar panels should be made available at cost (i.e. no profit). (D Whitmore) 	<ul style="list-style-type: none"> • Whilst United Utilities acknowledges that the Code for Sustainable Homes has now been scrapped as a result of the Housing Standards Review, we suggest that the Council should consider water efficiency measures and the design of new development within the Development Brief as follows: • <i>“The design of new development should incorporate water efficiency measures. New development should maximise the use of permeable surfaces and the most sustainable form of drainage , and should</i>

Topic Area	Member of public comments	Organisation comments
		<p><i>encourage water efficiency measures including water saving and recycling measures including water saving and recycling measures to minimise water usage". (United Utilities)</i></p> <ul style="list-style-type: none"> The site layout should be designed to ensure resource efficiency. The brief should encourage effective siting and orientation to maximise solar gain and shelter where appropriate. (Friends of the Lake District)
TYPE OF DEVELOPMENT	<ul style="list-style-type: none"> Could possibly provide a small convenience store. (J&C Kitchen) Accommodation suitable for OAPs and people with disabilities. (A Plint) Some bungalows suitable for elderly people should be included to enable people to downsize and free up larger housing.(N Tweats) 	<ul style="list-style-type: none"> Housing mix should be informed by the identified need in the area and provide a range of affordable housing options.(Friends of the Lake District)
AMENITY ISSUES	<ul style="list-style-type: none"> LED road spot lighting should be used to reduce light pollution. (K and PM Neighbour) 	
INFRASTRUCTURE including developer contributions break down by infrastructure type.	<ul style="list-style-type: none"> United Utilities have identified a sewerage capacity issue for this site. Development should only start when system has been upgraded to meet the site's full capacity. (K and PM Neighbour) All infrastructure and utilities must be in place before houses are sold. In particular roads and pavements must be finished. Brief must state that sewage system from Kendal to Burneside must be fixed before these houses are sold. (D Whitmore) Sewerage system in north Kendal is under capacity and new development(s) would have to wait until these facilities are upgraded by United Utilities. Is there any information from UU when such an upgrade is 	<ul style="list-style-type: none"> Provision of broadband internet with fibre-optic links (Cumbria Constabulary and on behalf of Police and Crime Commissioner) There are known issues relating to the sewer network capacity relating to this site – these should be highlighted and addressed through the brief. (Friends of the Lake District) Community infrastructure needs should be identified through consultation with the local community. The provision of cycle ways linking the development to Kendal and Burneside would be beneficial. (Friends of the Lake District)

Topic Area	Member of public comments	Organisation comments
	<p>earmarked? Until the complete upgrade to the sewerage system occurs no development can occur. (D Towler)</p> <ul style="list-style-type: none"> • Sewage system needs to be fully functional and adequate before major building goes ahead. Flooding in and around the area occurs on a regular basis. Where is all the extra run-off from the development going – to an already overloaded drainage system? (D and V Birkett) • Sewerage system is not adequate for any further buildings –needs to be addressed before any plans are drawn up. (N and N Scott) • Section 9 acknowledges the public sewer issues – how are the planned houses going to be accommodated on the public sewer network? (D and J Hadler) • The necessary facilities in Kendal, i.e. hospitals, doctors, dentist, schools are already overloaded. Further development will only exacerbate the situation. (D and V Birkett) • SLDC needs to consider cumulative impact of development sites across Kendal on local schools - both for primary and secondary schools. (D Towler) • When it comes to community infrastructure and facilities, with the increase in population this side of Kendal, an increase in bus service would be useful. (N Tweats) • Will the local services be expanded to cope with the extra 400+ people that building 190 houses will bring about? – school places, doctors. (S Toye) 	<ul style="list-style-type: none"> • United Utilities asset register appears to indicate sewage arising from this development area would join the problem Burneside sewer just upstream of the point at which (Kentrigg Walk) regular overflows take place from the sewer to the river. Any additional flows would be likely to exacerbate this problem and therefore as stated “Existing capacity issues on the sewer network north of Kendal/Burneside area need to be addressed”. Works to resolve the capacity issue must be undertaken prior to the development of the area for housing etc if the sewage would end up in this part of the network. United Utilities should be consulted. (Environment Agency)
FLOODING / DRAINAGE	<ul style="list-style-type: none"> • In light of recent flooding drainage MUST be of paramount concern. Local gardens have suffered standing water recently and even in moderate rainfall are waterlogged - current drainage is barely adequate. (J&C Kitchen) • Need regular public monitoring of the site, especially after rain, to check on soil and stream water levels and findings to be publicised. Carus Green road flooding 	<ul style="list-style-type: none"> • According to the Environment Agency’s Flood Map the site lies within Flood Zone 1 (low probability of tidal or fluvial flooding). There are no Main Rivers within, or adjacent to this site. (Environment Agency) • We support the comments that have been included within Section 9 highlighting the need for any proposals to connect foul only to the public sewerage system. Consideration must be given to

Topic Area	Member of public comments	Organisation comments
	<p>must be dealt with urgently. Groundwater levels – if these are high, attention must be paid to the planting of trees, and permeability of gardens must be ensured in the future.(A Plint)</p> <ul style="list-style-type: none"> • Unless flooding/drainage are dealt with no one would buy a house, as recent flooding in parts of Kendal where houses were for sale, has demonstrated. (A Plint) • Will the main sewer be able to cope with increased volume? Neither the planning department officials, nor the building regulation department were able to answer the question, and United Utilities did not have the answer available on the phone. (A Plint) • Both fields flood, creating lakes within all the lower dips. In the recent flooding there was a massive lake in the rough marshy ground along the south east edge of the site. Flood water was coming up from the ground and running down the lower end of the bridleway into Burneside Road. Electricity substation was under 3 feet of water. Adjacent houses were flooded. Burneside Road was completely flooded at this point. Excess water did not drain away as it was now on the edge of the identified flood plain. The ground floor level at Carus Green golf club, club house was also under water. There would therefore seem to be a huge problem with surface water run off if it can only run off into a flood plain. (K and PM Neighbour) • Run off from houses must be stored/controlled before it enters the river Kent or it will increase the amount of flooding in Kendal. (D Whitmore) • Need more consideration of flooding issues. Building on sites without improving infrastructure will increase risks to existing properties. The Council must take responsibility for this. (C Hill) 	<p>the disposal of surface water, in line with the surface water hierarchy. (United Utilities)</p> <ul style="list-style-type: none"> • It may be necessary to coordinate any infrastructure improvements with the delivery of development. In accordance with paragraphs 156 and 162 of the National Planning Policy Framework (NPPF), we recommend the final Development Brief incorporates the following detail, in relation to infrastructure provision: <i>“Once more details are known, for example the approach to surface water management and proposed connection points to the foul sewer network, it may be necessary to coordinate the delivery of development with timing for the delivery of any infrastructure improvements.”</i> (United Utilities) • Developers should, where viable, consider the use of permeable paving and cycleways, increased landscaping and a reduction in the use of hardstanding as a means to reduce surface water run-off rates. United Utilities would expect greenfield run-off rates to be maintained. We would also encourage the use of SUDS as part of the proposals for this site as a means to mitigate flooding. We note and support the comments raised by SLDC Environment Protection on this matter. Should sites be developed by more than one house builder it may impact on the delivery of a holistic and sustainable drainage strategy across the entire site. Prior to the determination of any planning application(s), the Council should seek to finalise a suitable drainage strategy for the whole site. (United Utilities) • Surface water should be discharged in the following order of priority:

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> • Alarmed at flood risk that will be caused to residents of Burneside Road and Kendal more widely. The site and surrounding area regularly floods and the high number of houses will add to the run-off in this area. [Photograph of flooding on Burneside Road provided with response]. (D and J Hadler) • The site even after normal rainfall has an extremely large 'lake' at its bottom end due to runoff from the hillside. When houses are built on this hillside runoff will increase and pose a risk to the exiting estate. Concern over the impact of new housing developments on existing houses in Kendal. (M Howard) • This field gets very wet on both the east and west sides. Areas affected are not adequately indicated on the plan. On the west side, close to the railway line, wet area spreads into field and there is no drainage from this point. Same is true on eastern side of field beside back gardens of houses on Burneside Road. 224 & 226 Burneside Road have flooded, as does the road outside. Only part of field that does not become very wet is higher northern side at rocky outcrop. If this field is built on what is going to happen to the water? At the moment the field soaks up a lot of water and holds it. As I understand it, the intention is to build a large drain from the new housing development towards the river. It is intended that this will pass under the Burneside Road and under the golf course land. As the golf course and the fields by the river flood considerably, where is the water going to go when we get very heavy rain? The water from the development will still have to flow towards the river. As the river is flooded, it will either back up towards the development and thus flood the development, or, if there is a lid on the outlet to the river that will shut, the water will still back up to the 	<ul style="list-style-type: none"> - An adequate soakaway or some other form of infiltration system. - An attenuated discharge to watercourse. - An attenuated discharge to public surface water sewer. - An attenuated discharge to public combined sewer. • Applicants wishing to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available. Approved development proposals will be expected to be supplemented by appropriate maintenance and management regimes for surface water drainage schemes. On larger sites it may be necessary to ensure the drainage proposals are part of a wider holistic strategy which coordinates the approach to drainage between phases, between developers, and over a number of years of construction. On greenfield sites, applicants will be expected to demonstrate that the current natural discharge solution from a site is at least mimicked. The treatment and processing of surface water is not a sustainable solution. Surface water should be managed at source and not transferred. Every option should be investigated before discharging surface water into a public sewerage network. A discharge to groundwater or watercourse may require the consent of the Environment Agency. New development should manage surface water run-off in a sustainable and appropriate way. Developers should look at ways to incorporate an element of betterment within their proposals. This approach is in accordance with paragraph 103 of the NPPF. (United Utilities)

Topic Area	Member of public comments	Organisation comments
	<p>development with the same outcome. It will increase the flooding of the houses by the site entry point too. I do not see any way that can prevent a development built on this field from flooding when we get the heavy rain, such as the rain that recently caused significant flooding in Kendal. This is an area adjacent to the flood plain of the golf course and surrounding fields and thus is not a good site for development. The recent flooding in the north of this country has shown the shortsightedness of building on land likely to flood. (N Toye)</p> <ul style="list-style-type: none"> • Everyone is now aware of the flooding incidence on Burneside Road from the railway bridge right through to Burneside itself. These areas flood routinely not just in response to significant weather events. This is due primarily to the capacity of the river Kent to absorb surface water either through run off or via the drainage system. The fields that the proposed development covers currently provide a major support to the hydrogeological system acting as a sponge absorbing thousands of gallons of water through the winter months which reaches a maximum during bad weather. I walk around these fields on a daily basis and the 'wet and boggy' areas outlined on the plan are incorrect in that they miss out the worst affected areas. The whole of the perimeter of the field should be shown in blue on the plan - the only area shown on the plan is one of the least affected. Throughout winter and often in summer too, the biggest area of standing water is to the left of the footpath entrance to the field marked no.3 on your plan. Gardens in Laurel Gardens, flood by the boundary wall during heavy rainfall. This has always been the case but is worsening - the area along the line of the footpath and the dry stone wall should also be classified as a wet/boggy area. In the adjoining field the northern 	<ul style="list-style-type: none"> • It is essential that the site is as permeable as possible post development so that run off does not exceed current levels and as such the development brief should strongly discourage the use of surfacing materials such as tarmac and promote the use of permeable surfaces and the incorporation of effective SUDS. The brief should promote the incorporation of waste recycling provision within the site. (Friends of the Lake District) • Despite developer's early engagement with United Utilities and Cumbria County Council it is crucial for SLDC to drive these discussions forward so the brief can be a usable document setting out the necessary upgrades and timescales for foul and surface water systems. (Russell Armer) • The site and immediate properties located downstream have a history of flooding, in particular no.s 224 and 226 Burneside Road which are susceptible to localised flooding primarily due to run off from the development site and the marshland area flooding and spilling to the north. There is a known culvert that serves the watercourse and runs through the rear garden of 218 Burneside Road before crossing under the road and routing through Kent Lea. Understood that the culvert is constructed in stone where it crossed under the road. It becomes 2 pipes as it crosses under the properties and then becomes a stone culvert again near the rear of 1 Kent Lea. It is understood the culvert eventually outfalls to the River Kent. Aware that previous investigations have been undertaken by SLDC and CCC but understand that the culvert could not be fully surveyed due to blockages and a build-up of silt and gravel. Based on this it is

Topic Area	Member of public comments	Organisation comments
	<p>boundary adjacent to the footpath from Hallgarth is also boggy throughout all of the winter months. This extends approximately 5 metres from the boundary edge [amended plan attached to response]. Surface water drainage arrangements put in place when the existing development was undertaken were insufficient and have caused and exacerbated flooding on Burneside Road. I have discussed the drainage proposals with United Utilities and I assume they would be a precursor to development on this site. They are based on discharge to the River Kent and the surrounding flood plain area of Carus Green. Whilst this may be effective when the River is running at a 'normal level' it is clearly not effective in a flooding situation. I walk my dog daily around this area of the river and know that on many occasions each winter (and often in summer too) the route is impassable due to flooding. On all such occasions the proposed drainage developments would be ineffective causing backup in the drains leading to more flooding outside the floodplain. Furthermore if development of the land were to proceed, the volume of surface water that such a system has to cope with would increase enormously. In the first instance all of the water absorbed and held by the ground in the field during wet weather would be routed to the river. I am not satisfied that a proper, up to date hydrogeological risk assessment has been carried out to model the effects of this and request that one is undertaken prior to any further discussion regarding development. I also believe that when the current development was devised the water management and flooding issues were underestimated. That has already caused major problems in the area and in my opinion the new drainage works should be completed and assessed for at least</p>	<p>considered that the existing stone culvert is currently unsuitable and that a new upgraded culverted system will need to be constructed to alleviate against existing and future flooding. Understand that CCC are leading on this as the culvert runs through third party land and affects several properties. (Russell Armer)</p> <ul style="list-style-type: none"> • Preliminary ground investigations at the site confirmed that underlying ground conditions will generally provide suitable permeability characteristics to develop a sustainable drainage system based on the principles of infiltration. Due to the site's topography and history of flooding run-off will pond on the site during the wetter winter months. It is therefore suggested that a combination of infiltration based SUDS (permeable block paving, geocellular crates, swales) are combined with detention and attenuation based SUDS to manage and control run-off from the development. Suggested that the area that currently floods and collects run-off (marshland to rear of no.218) is utilised and formalised into a detention basin with a flow control device to control off-site flows to greenfield run-off rates. This off site discharge would connect into the new upgraded culverted watercourse. (Russell Armer) • United Utilities may accept unrestricted wastewater flows into existing foul sewer in Briarigg though further investigation required. Due to site levels and topography it is anticipated that approx. only 60% of the new dwellings would be able to discharge to this system via a conventional gravity sewer. Remainder of site would need to be served via a new adopted pumping station and rising main to

Topic Area	Member of public comments	Organisation comments
	<p>one full winter before any further housing development is proposed. I believe this would be sufficient to reveal their inadequacy. I recognise that this consultation seeks only to address minor development matters but I think that it is imperative to revisit the water management issues given recent events. I and other residents are very concerned that these issues were never properly addressed and indeed have also not been properly addressed in respect of other recent housing development in Kendal such as the Auction Mart and must therefore be re-examined and the full results published prior to any development progressing. There is a real danger of the various responsible authorities namely SLDC, Cumbria County Council and United Utilities, not having a coherent plan to manage the overall impacts of the proposed development and that it proceeds on a basis which is unsuitable. (A Chant)</p> <ul style="list-style-type: none"> • Areas of wet/boggy ground are not accurately drawn on the map. They do not show the current extent of boggy ground which stretches along the railway line side far greater than that which is shown. Extensive areas of year round boggy ground are also completely missed off the map. The area near the public footpath by the playpark and around the boundary wall to the east and west is constantly wet and boggy. Furthermore the area of land that backs onto rear gardens on Burneside Road is another area of wet and boggy ground that is missed off the plan. This is wet year round but was substantially flooded during Storm Desmond. (K Harper) • There is a serious omission on the SLDC map dated Dec 2015. The map shows just one area arrowed as “wet/boggy” area at the west edge of the development against the railway line. There is no reference to a far more serious area in the south corner of the 	<p>discharge to this network. Previous correspondence with UU has confirmed that the existing combined sewer in Burneside Road cannot be utilised as a point of discharge for wastewater flows (and therefore negate the need for a pumping station) due to capacity issues. Discussions are currently being held with UU to determine whether this is still the case or whether there is a programme in place to upgrade the network in this area. (Russel Armer)</p>

Topic Area	Member of public comments	Organisation comments
	<p>development immediately north of the Briarigg play area (ref 3 on map) which borders the rear gardens of the adjacent houses. In periods of heavy rain, water often collects to form ponds in the field at this point [photo attached]. We value our security from house flooding. The exceptional rain of early December 2015 showed that properties backing onto this area could become threatened by any increase in surface water collecting here. We understand it to be the responsibility of the local planning officer to ensure that there is no increased risk of flooding of new or existing properties in the planning of new developments. Given the recent ongoing costs associated with the clean-up of December 2015 flooding we would suggest that the local authority cannot afford to increase the risk of flooding more properties. Hence the planning officer needs to be aware of and to include this problem area on the development map. (R Milnes)</p> <ul style="list-style-type: none"> • We believe current planning permissions granted have to ensure that the protection from flooding, provided by the green-field area to be developed, is maintained or improved. It appears that more and more relevant bodies are agreeing that the current very wet winters are becoming the norm, and that it can be no longer said that these winters are an exception. (R Milnes) • There are two main areas of boggy ground, one being the Burneside Road end by the transformer, and the other over by the railway line where there is an extensive marshy area. (N Tweats) • This is a large area that currently acts as a general soak away. In heavy rain water can be seen running in streams down into these two fields from the fields above them. This water ends up running down towards the river and does affect the gardens it passes through on 	

Topic Area	Member of public comments	Organisation comments
	<p>route. Once built on – houses, roads, pavements, driveways, parking lots – there will be very little land left to act as a natural soak away. This water has to go somewhere. This is a very wet area. As it is, the current electric sub-station is often standing in water and the road (Burneside) outside no.s 224,226 and the entrance to the golf complex floods when there is any heavy rain, not just in unusual extreme rain. This flooding did not use to happen and seems to have coincided with building of housing. The plans allow for a belt of land left behind houses on the Burneside Road but this will not be adequate. The gardens at the bottom of the hill (i.e. no.s 224,226 even with the current fields behind them, can be found under water. These are extremely liable to being waterlogged. Should the natural soak away area be reduced this situation can only get worse. There are 2 streams in the vicinity of the bungalow. Should the fields be built on the natural thing will be that water tries to flow towards these streams. This will lead to excess water in the grounds of the bungalow, the road, the housing on the opposite side of the road and in the Kent Lea group of housing. It has been proposed that a large pipe takes water from the fields and that water is diverted from the streams into the pipe. The pipe will go under Burneside Road into the golf course and end up in the fields adjacent to the river. The land by the river is a flood plain. Every time there is heavy rain, a common occurrence in this area, this land floods. The river is a powerful force and over the years has eroded the land adjacent to it, so reducing the flood plain area. A proposed pipe would be emptying water into an already flooded area. Pressure being such, water would back up in the pipe so that it would not be able to do the job it was intended for. (S Toye)</p>	

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> • The surface water flooding and wet boggy areas marked on the draft constraints and opportunities map are incomplete. There are large areas of standing surface water, visible for the majority of the winter months, on the development site near map location 3 and along the rear of adjacent properties [photo attached]. In addition, the majority of the land around the perimeter of the site west, east and south boundaries are all normally heavily sodden throughout the winter months. (I Lambert and K Slosarska) • A requirement for this site is to accept the limitations of the proposed site with regard to water drainage, and to provide a plan which ensures that the flood defence mechanism provided by this green field site is replaced by a robust and safe alternative – the responsibility of the local planning officer in charge. I would also like to see how this development plan affords improvements and remedial actions required to improve the already precarious flood defences of the wider Kendal community. (I Lambert and K Slosarska) • I expect there to be very little opportunity to achieve any soakaway drainage on the existing greenfield from any non-porous surface of this new development – given the existing conditions of the site, and its marginal ability to cope with current levels of rainfall. I believe it is also imperative that the effects of the proposed development on the flooding risk to properties in Kendal, which were flooded in early December 2015, is taken into account. This development will no doubt increase the flood risk to those said properties. To fail to protect any properties from flooding due to proposed new developments would be negligent on the part of SLDC. I would expect to have already seen environmental modelling analysis, showing rainfall levels, margins of safety used, existing 	

Topic Area	Member of public comments	Organisation comments
	<p>capabilities of the site, various options for the development and the impact levels and the shortfall of capabilities for drainage? When is this to be published? (I Lambert and K Slosarska)</p> <ul style="list-style-type: none"> • It has been demonstrated by the recent winter weather that the existing properties surrounding the development site are afforded only marginal defence mechanisms from the current greenfield. These defences may become insufficient if there are any changes to the greenfield site. [photo evidence provided] We have been informed that any future developments must adhere to guidelines that require the flood defence mechanisms to be appropriate for the recent years average rainfall, plus a safety margin – source Cumbria County Council official at Kendal drop in centre, Market Square January 2016. I and other residents are very concerned that all the above flood related issues have been understood by SLDC and that a robust analysis is carried out, and then whatever development is built, is not detrimental to existing or new properties in respect to flooding. (I Lambert and K Slosarska) • If developed, flood prevention essential. (M Dodd) • We are objecting to this development as the land is in an area which stands in water and after rainfall is prone to flooding on the road, into houses and gardens nearby. There would be a significant increase in the amount of sewerage and water from this development. (W Looker) • Our main concern is that any building on this site will increase water runoff and increase the problem of flooding in the immediate area at the end of Burneside Road especially to houses 224/226 and to the Carus Green Golf Club sit, or if water is piped away to cause additional problems off-site. This area holds a lot of 	

Topic Area	Member of public comments	Organisation comments
	<p>water and putting down hard surfaces of houses and roads is bound to increase the run off. (N and N Scott)</p> <ul style="list-style-type: none"> • The drainage on Burneside Road needs addressing before any building takes place. There is run off onto Sparrowmire Lane – the bridleway that exits on the bend on to Burneside Road after no226 funnels water from the green gap area from railway line across fields, collecting around substation north east of proposed site and overflows into road causing regular flooding problems. (N and N Scott) • Not enough consideration given to the risk of the development in increasing flood risk. Map fails to show a significantly wet/boggy area in the field close to 27 Blackthorn Close. Photographs attached of the area on a wet day. (M Syred and J Sumner) • Existing gardens in Blackthorn Close remain saturated for several weeks after heavy rain which demonstrates the land does not drain well. Major concerns that situation will be made worse and flood risk will increase from new development. (M Syred and J Sumner) • Should be plenty of land left free for drainage, and water should be drained away not left to sit in ditches which could become stagnant. (M Syred and J Sumner) 	
GROUND CONDITIONS, CONTAMINATION		
ARCHAEOLOGY		
HISTORIC ENVIRONMENT		
PHASING		
VIABILITY		
IMPLEMENTATION	<ul style="list-style-type: none"> • Has the Council any idea as to when it is hoped this site will be developed? (N Tweats) 	<ul style="list-style-type: none"> • We would recommend that developers prepare a Construction Management Plan (CMP) in the development of these sites. Allowing time to plan

Topic Area	Member of public comments	Organisation comments
		<p>and prepare before work starts on site can significantly reduce the risk of a pollution incident. A CMP can identify activities that could cause pollution to improve risk management thereby reducing the risk of pollution incidents during the construction phase. The CMP can be used to identify surface waters and groundwater on, under or adjacent to the site. This also includes any small (dry) ditches capable of transporting water. Efficiencies and potential cost savings together with improved relationships with clients, local regulators and neighbours and reduce likelihood of complaints are additional benefits of a CMP. A Construction Management Plan can be used to manage:</p> <ul style="list-style-type: none"> - the means of access for demolition and construction traffic; - the loading and unloading of plant and materials; - the storage of plant and materials used in constructing the development; - wheel washing facilities; - measures to control the emission of dust and dirt during construction; and - a scheme for recycling/disposing of waste resulting from demolition and construction works (Environment Agency)

Category B

Other issues raised –

- I value the Green Gap behind our house. I paid a lot of extra money for the views and feel it is a grave injustice that SLDC are not compensating me for this huge loss. Views over open fields have a high value when selling a house. When I purchased the house the status of Green Gap meant that it would not be built-on. (D Whitmore)

- No comments (Canal & River Trust)
- No comments (Historic England)
- I agree there is a need for more homes in this area but I disagree we need more houses. How can the true problem of housing be solved when nobody will look at the real reason for the shortages of homes. There are villages throughout the country with some up to 50% holiday and second homes left empty while people are desperate for places to live. Well paid reliable jobs are essential there are areas with enough housing but no jobs for people, which is a recipe for disaster. Let's hope the new English anthem isn't Jerusalem by William Blake as we won't have any green fields left after all the proposed building. (C Hill)
- We have concluded that we have no representation to make on this occasion. This is because the land allocated in your consultation document does not appear to encroach on the consultation zones of major hazard establishments or MAHPs. If there is no encroachment HSE does not need to be informed of the next stages in the adoption of the above document.
- General comments on role of organisation, no site specific comments in relation to development brief. (Marine Management Organisation)
- I am writing with extreme concern regarding the proposed development north of laurel gardens, off Burneside Road in Kendal. I purchased my home because of its position - I have a lovely view of the fells, it is extremely quiet as the road is a cul de sac and the air is clean due to really no passing traffic. I was also informed when I purchased the property that the field abutting the estate was one above green belt and would never be built upon. How is that laws can so easily be changed? I was also informed that the toddlers play area in front of my house (an absolute delight when seeing the young people enjoying their play) was a condition for the planning permission for the estate. Apparently, that none of that matters! If I went against planning permission, I am sure it would! I am horrified at the situation that is arising. I understand that there is a possibility of houses being constructed on the said field and not only that but the access way could be in front of my house! Overnight, the value of my house will be devastated as you can well imagine. I am very very distressed about this. (M Howard)
- Whilst supporting the need for more housing in South Lakeland, and specifically in Kendal, we feel this is totally the wrong site. There is and has been for many years regular flooding in this vicinity, often making Burneside Road difficult or impossible to use. We understand the flooding became worse after the building of our estate at Briery Meadows. However, the situation became very much more serious after the December 2015 floods which also blocked the Burneside Road railway bridge. We all have to work on the basis that such occurrences will become more frequent. It would therefore be wrong to base decisions on previous advice from the Environment Agency and other public bodies, even if this work has been carried out in the past five years, now that has now been overtaken by events. We object to the proposal. (R Davies)
- The term 'affordable housing' is a misnomer. The pricing of houses still does not equate with wages in the area. (D and V Birkett)
- Will the town benefit in any way from the development? What consideration has been given to the erosion of the green belt? Is Kendal town to expand to incorporate Burneside village? (S Toye)
- Families with children should be offered housing nearest to exits for schools. This would also ensure that play areas are near to children's homes and fenced for safety. (A Plint)
- Due to the high risk of flooding to the properties at the lower end of Burneside Road and surrounding area this development is not viable as illustrated by photographs taken in 2004, 2005 and 5th December 2015 [photos attached]. Should be left as greenfield site. (M Dodd)

- Overall vision for the site – left as agricultural land/green space. Used as a dog walking area. It would be ideal to develop this into a nature reserve – maybe funnelling some of the water into ponds and the diversity of wildlife might be increased. (N and N Scott)
- Increasing the population of Kendal puts a strain on health services, schools and employment. The latter needs to be addressed. When there is more employment in the town then the houses will be bought by younger people. How many of our children stay in Kendal to work? I recently added up amongst a group of 10 families who still live in Kendal that are close friends. We have 25 children and 6 remain in South Lakeland.

Category C

GENERAL COMMENTS NON - SITE SPECIFIC – PROPOSALS DOCUMENT

Topic Area	Member of public comments	Organisation comments
Purpose/Whole Concept		<p>Re-iteration of general comments made in relation to the Phase 1 briefs, which remain relevant:</p> <ul style="list-style-type: none"> - Status of brief should be made clear at the outset. Important to emphasise briefs are for guidance and are not policy in themselves. - Plans should be entitled as ‘indicative’ or ‘illustrative’ rather than specific proposals maps. - Concern about the emphasis on sustainability criteria. Briefs should be realistic about what can be achieved within viability margins. They should not be a shopping list for particular environmental standards or credentials. Briefs should not create an expectation that certain sustainable design features will be delivered. Green Roofs, Walls and Roof Gardens should not be included in briefs. They are not realistic deliverable items. Unreasonable to ask for grey water recycling – would cost an additional £5k per house. - New requirements cannot be sought through Supplementary Planning Documents. - Should not be suggesting that allotments can form part of open spec provision on site – not appropriate.

Topic Area	Member of public comments	Organisation comments
		<ul style="list-style-type: none"> - Air quality assessment requirements are unreasonable. - Not appropriate to include aspiration for self-build in briefs. Not feasible on these types of sites. – more suitable for small windfall sites. (Russell Armer)

Category D

Appendix 3 Site Information sheets – general

Topic Issue	Member of public comments	Organisation comments

- Appendix 3 provides a good range of information and has been beneficial in providing context.

Category E

Appendix 3 Site Information sheets – Site Specific comments:

Topic Issue	Member of public comments	Organisation comments
Section 11 – Known Constraints	<ul style="list-style-type: none">• Surface water flooding information is incomplete (annotated map provided at drop in event showing additional areas).	

Category F

Drop in Event comments. All responses submitted at the drop in event (12 January 2016)

- Retain feel of green spaces, trees and use higher land footpath links from existing Briary Meadows Estate.
- Do **not** provide 'through access' or secondary access in centre of estate – would spoil the existing attractive play area which is well placed on higher land and greatly valued; would also increase traffic movements through the estate at the expense of safety, peace and quiet of residents alongside. It would also have an adverse impact on "secure by design" issues. Conventional wisdom in smaller Cul-de-sacs with limited through routes have better security. Secondary access would become primary route for most so should be avoided.
- Follow existing pattern of house types (range from small to large incl. affordable) all mixed in together and arranged around small cul-de-sacs.
- Ensure separate drainage system and has capacity without affecting the existing pumped system.
- Break up urban form with mix of formal and informal open-space and arrange house types around these. Try and replicate the attractive character of the present estate.
- The secondary access route (indicated as a possibility on the AECOM document would @ a dangerous one - as an entry and exit point and an ongoing route through the estate – it is hazardous now – so more traffic would make it much more so. It would be seriously disastrous to the estate.
- Concerns regarding flooding on building site and access road. Have been informed only one access road (opposite golf club) – concerned that additional access may be opened near play park (3) on map. No facilities in area – shops, pubs etc. Burneside Road very busy now – will make even worse! Only one Bus an hour along Burneside Road.
- The "Natural private open space" (Ref 7) is not available for sale (or part sale) and so the opportunity for a cycle or footpath connection doesn't exist. The boundary between this private land and the development where the marshland is needs to be extensively screened with trees. – J. Humble – Briary Meadow Trust Group.
- Concerned about secondary access at (3), existing road and junctions have restricted visibility and extra traffic would create extra risk and in addition would create more noise. Happy for it to be restricted to emergency services however. New play area needed – could be adjacent to the large rock which is already used for play. Footpaths need to be upgraded if path from railway to Carus Green. Proposed main access has poor sightline. Cycle access at 7 would be great for keeping cyclists away from Road if possible.
- Our concern is that the 'secondary access', through Briarigg, will become another 'primary access' (in addition to that at Carus Green, unless it has bollards that can be lowered for access for emergency vehicles only.) The size of Briarigg, winding through tight residential

development, would be over-stressed if it became another 'primary access'. Also, the junction of Briarigg into Burneside has very poor sight lines, making it risky with the present traffic density, I believe this junction would be 'dangerous' with 197 more vehicle-generating houses.

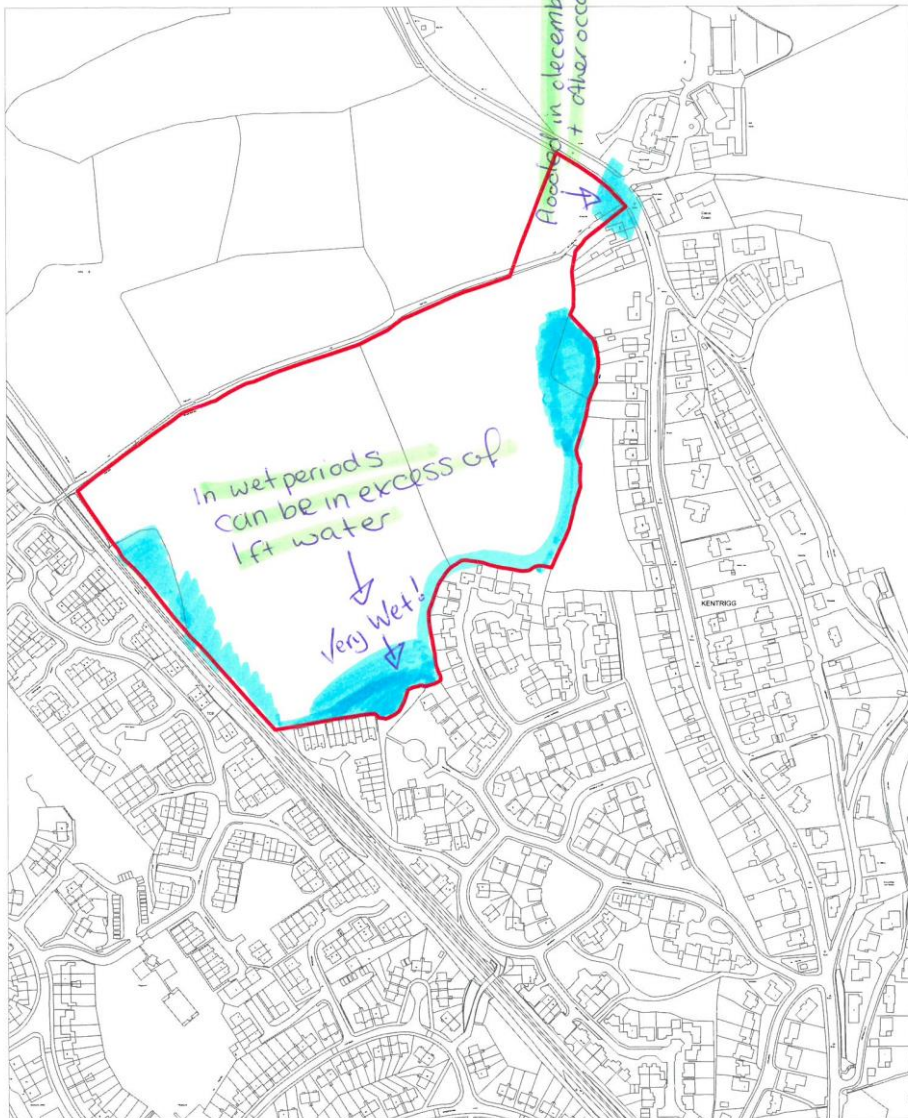
- Existing round the main footpaths and rights of way should be encouraged to remain. Without adequate provision for walking (dogs particularly) then the next 3 fields towards Burneside will probably become the new 'dog-walking' fields (Section 7 – Open space access).
- Major concern about inadequate explanation about how flooding will be managed:
 - (1) Surface water – may result in higher water levels near (3) Briarigg play area and result in more flooded gardens and potential house damage. 3 gardens on Laurel Gardens flooded up to 4 Inches deep during weekend of 5th+6th of December + 26th of December.
 - (2) Kendal Town Centre – impact from immediate run off from impermeable surfaces into drains system and straight into the river. Surely a higher risk than is currently, not what Kendal wants.
- Section 11 of the SL Dev. Brief was incomplete – not identifying surface water effected areas and SLDC environment protection – not entirely correct.
- Must be extremely generous with edge sensitive areas to existing houses!
- Garden areas need to be left in a permeable state, as per natural ground, not compacted material hiding builders waste, otherwise the surface run-off will be increased above theoretical design figure and will exceed the capacity of SUDS system such as may be proposed/built by the developer.
- Surface water drainage will need to take account of the high river flood levels and the fact that the river ponds over a large area thus it could be necessary to go some distance to achieve a reasonable fall or gradient – on site storage or pumped discharge could resolve the issue but as noted above, poor ground conditions would exacerbate the issue.
- The development area is currently used for dog walking - dog waste is a reducing problem but this could increase as the walking area is reduced. In this case adequate provision of waste bins will be important.
- House building on the high, northern boundary of the site will infringe on the view of the houses to the south and it is suggested that consideration is given to keeping housing away from the highest points or restricting buildings height in the area.
- Vehicles passing under the railway bridge at the lowest point of the road into town present a potential hazard to pedestrians on the footpath. The natural increase in traffic will increase the risk to pedestrians and consideration should be given by council and developer to improvements here: options -restrict road to single bend and increase pavement width, construct pedestrian underpass under the railway and give vehicles the full width of the bridge.
- Be aware that the area immediately north of your point (3) – BRIARIGG PLAY AREA is a very wet boggy area which fills in heavy rain. The existing footpath goes through this area. This is not currently identified as a "Wet/Boggy" area on your map.

- If this Briarigg play area becomes a regular access to the new development, the increase in traffic along Briarigg will cause congestion at the already dangerous (poor visibility) junction with Burneside Road.
- Bus stop is outside No. 161/163 Burneside Road, not as shown on constraints map.
- Potential secondary/emergency access – this location is not appropriate as it runs through the middle of a play area, this play area is popular and well used. This play area was included as necessary, a stipulation as part of the original plan, when the Briary Meadows area was built due to No. of houses. The No. of houses has not reduced therefore the play area should not be removed/reduced.
- The estate cannot sustain a secondary access – volume of traffic, cars, the road is not wide enough at the turning circle and out of the estate. Through traffic (and a potential for cars at speed is not appropriate through a quiet residential area.
- There would need to be serious consideration on drainage, the section of land which is identified as potential secondary or emergency access is the wettest part of the field and can often be under in excess of one foot of water. I would be seriously concerned about how additional houses would impact on this issue. Living on the edge of the field I would be concerned regarding the impact on my property, as I have been informed that 21 blackthorn close recently had a sale rejected due to the house already being at flood risk.
- Personally I do not feel secondary access through Briarigg would be appropriate due to:
 - (1) The road leading to the existing park is not wide enough to carry traffic – currently gardens do not allow space for pavements. This point would make it unsafe for additional traffic.
 - (2) The main route into Briarigg already can become unsafe (due to cars driving too fast). Knowing that there are so many children on the estate it would concern me that additional traffic would make the area unsafe.
 - (3) Although the route would be a secondary route, people would use the route that was closest/quickest + Briarigg would become a 'rat-run'.
- Loss of the park, this would need to be replaced.
- There would need to be consideration given to the opportunity for a cycle path by the end of blackthorn close. Thoughts about extra traffic passing my house – where already I get people coming up my drive thinking its public right of way. Consideration to make the right of way clear would be needed.
- It would be important for the housing to be finished in a way that blended in with the existing housing in Briarigg. I would ask that the placing of housing was done sensitively to already built houses. I.e. I would not want a row of houses built along the wall of my garden!! I would ask that sensitivity would be used with positioning.
- I feel that open spaces/areas for park/green areas would need to be positioned to compliment already existing houses – to 'separate' the two areas. I would not want it to become one estate.
- There would need to be suitable children's play areas. A small shop would be acceptable but I would not want a pub/café/ or any other business.

- I would want the audience of the properties for sale to be similar to Briarigg rather than Hallgarth. There would be need for affordable housing for local people(similar to my 80/20% property that I sell on for 80%).
- Consideration would need to be given to access opposite Carus green as visibility is not great.
- Green areas – consideration to wildlife areas to attend wildlife and re-home existing wildlife. In the five years I've lived there, wildlife has increased, would be sad to see this decline again.
- In addition to major issues relating to the sewer network capacity and the need to mitigate against existing flood risk on the east part of the site close to Burneside Road: a proper assessment of the impact of covering this area with impermeable concrete and tarmac, on existing properties needs taking into account.
- Number 21 Blackthorn Close has recently failed to sell as it is considered to be at risk of flooding. The area of the field immediately north of Briarigg play area regularly floods following heavy rain. The size of the resulting pond has expanded in recent years, It seems that the field up the hill from houses on Blackthorn Close, acts as a soak for heavy rain. The sewerage on the existing Briarigg estate is, I believe, not connected to the network. If the sewerage in the newly proposed development is not either, this creates a further risk in terms of flooding to the existing housing.

A number of annotated maps were also produced at the drop-in event (see below)??

North of Laurel Gardens, Kendal



North of Laurel Gardens, Kendal



Reproduced from the Ordnance Survey mapping permission of the controller of Her Majesty's Stationary Office Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings. Licence No. 100024277.

Reproduced from the Ordnance Survey mapping permission of the controller of Her Majesty's Stationary Office Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings. Licence No. 100024277.

12 Jan 2016

wet boggy areas currently not marked on map.

North of Laurel Gardens, Kendal



These areas are
consistently wet during the year, not just
after flooding.



North of Laurel Gardens, Kendal



New pedestrian
bridge over the
river to provide
easy access for
secondary school ☺



Help fill the House of Ideas!

Use the stickers to show which things **YOU** think are most important for this development.

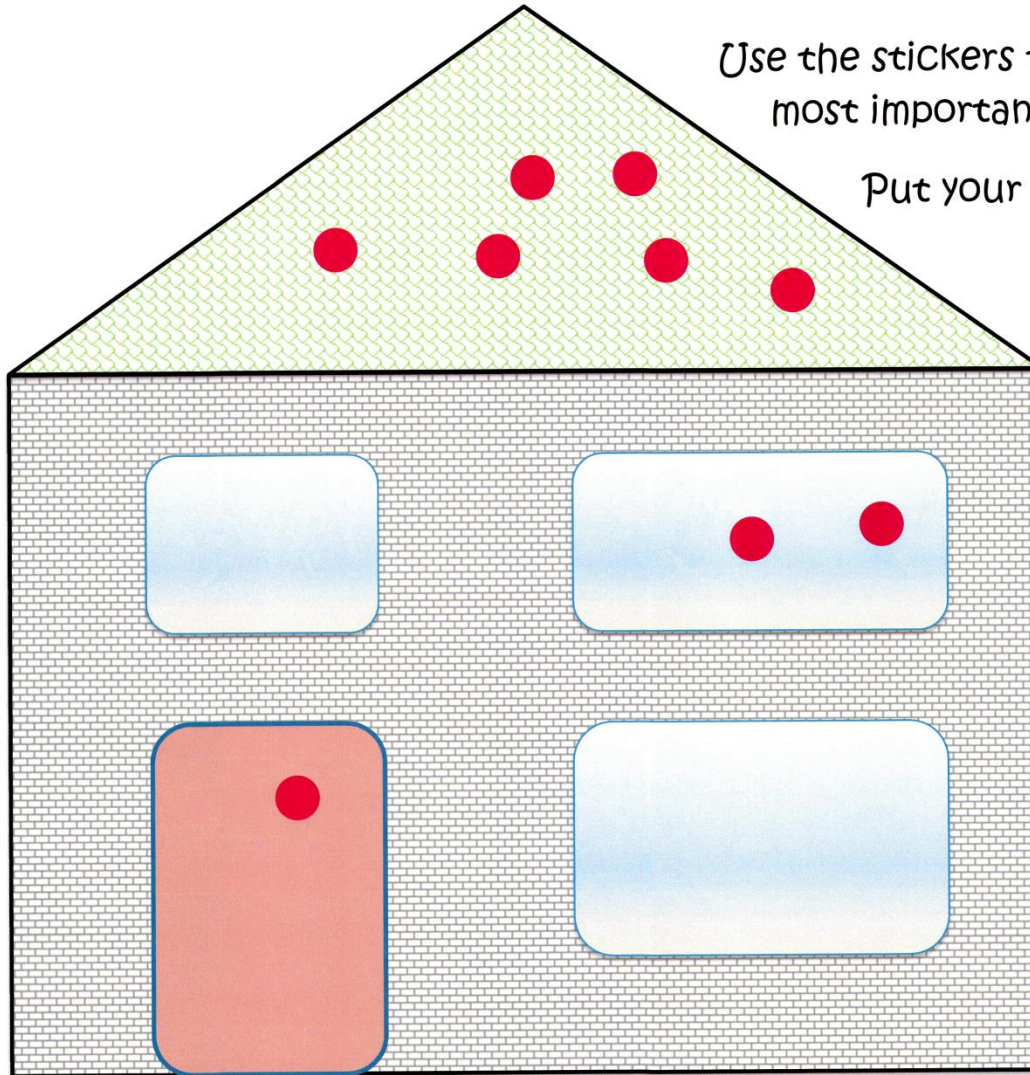
Put your sticker on the:

Roof if you think green spaces, play areas or nature areas are the most important

Door if you think footpaths, cycle ways or other transport is most important

Windows if you think the type of houses and what the buildings look like are the most important

Bricks if you think something else is more important and then use a sticky-note to tell us what it is!



APPENDIX 2: Responses received during the Draft Brief Consultation on the Development Brief for North of Laurel Gardens, Kendal

SUMMARY OF RESPONSES

THIS APPENDIX PROVIDES A SUMMARY OF THE RESPONSES RECEIVED DURING THE ISSUES AND OPTIONS CONSULTATION ON THE DEVELOPMENT BRIEF FOR WEST OF HIGH SPARROWMIRE, KENDAL

It is broken down as follows:

Category A comments – these are comments received on matters relating to topics covered by the Development Brief. It is split between members of the public and organisations.

Category B comments – these are comments received on matters not covered by the Development Brief, for example those that may relate to matters of whether the site in principle is acceptable for the development it is allocated for in the Local Plan.

Category C comments - Drop in Event comments – a record of all responses made at the drop in event on the 7 January 2016.

Category A comments – these are comments received on matters relating to topics covered by the Development Brief

Topic Area	Member of public comments	Organisation comments
GENERAL ISSUES		
		<ul style="list-style-type: none"> • Concern that the number of constraints being applied to the site in the draft brief will severely limit the ability to deliver the number of houses envisaged for the site. (Steven Abbott Associates LLP on behalf of Russell Armer) • Section 1.3 of the Brief, Figure 1 should emphasise the employment roll that the development of the site itself plays in the local economy, in terms of the need to provide housing for working aged people to maintain the economy, and the employment opportunities for local companies created by house building, as well as the revenue that would be generated for the Council such as additional Council Tax, Community Infrastructure Levy and New Homes Bonus. (Steven Abbott Associates LLP on behalf of Russell Armer) • With regard section 1.7 relating to consultation and engagement, the Council has carried out a substantive as well as extensive public and stakeholder conversation and we would recommend that the word 'substantive' should be inserted into this sentence to give more credit to the degree of work that the Council has carried out in consulting the local community and ourselves about the site. (Steven Abbott Associates LLP on behalf of Russell Armer) • With regard to Section 3.2, land uses, and paragraph 3.2.2, the text recognises that the map is indicative. However, we would suggest that this is further emphasised because there may need to be more

Topic Area	Member of public comments	Organisation comments
		<p>significant changes than tweaks to the general location of development and landscaping at the planning application stage. Russell Armer has carried out a full topographical survey of the site and this in itself is a stronger indicator of what should go where than the proposals map. It should be made clear to the public/Councillors/Planning Officers that the maps are broad-brush and that no definitive distances, areas or layouts can be taken from this plan and that at the point of an application being submitted any layout will need to be judged on its own merits, and that any planning application proposal may in the end look significantly different from the proposals map. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> • The proposals map is too inflexible and not broad brush enough particularly if, in its current form, it hoes out for public consultation and appears essentially the same as a final document. (Steven Abbott Associates LLP on behalf of Russell Armer)
VISION		
	<ul style="list-style-type: none"> • Agree with vision. (P Cunliffe) • Vision is acceptable. (R Milnes) • Have not drafted the right vision. (LC and EG Odiam) • No. Once again you are using up land that was originally classified as green field. You state that the Vision is to provide accessible green spaces of high value to people and wildlife but you will be decimating what is currently there. (N Scott) 	
ACCESSIBILITY AND MOVEMENT		
General		<ul style="list-style-type: none"> • With regard to the general principles on page 25 we have a concern that this is a long shopping list and

Topic Area	Member of public comments	Organisation comments
		<p>that some of it may conflict. The suggestion for a layout conducive to encouraging public transport is a particular concern because a road designed for public transport may not necessarily be attractive to cyclists and pedestrians. We are of the view that there is no likelihood of a bus service running through this development as it would also have to run through Briarigg and this is not possible. We would suggest that the wording is changed to reflect an emphasis on pedestrian and cycle movements and that the reference to encouraging public transport through the site should be deleted from the general principles section. There is a bus stop on Burneside Road in close proximity to the site. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> • With regard to page 27 and vehicle routes through the site, it must also be remembered that such requirements must be balanced with the efficient use of land and that the road to a large extent, as well as the design of it, will have to follow the topography. (Steven Abbott Associates LLP on behalf of Russell Armer)
Vehicle access	<ul style="list-style-type: none"> • Ensure no access through Briarigg play area. Protect integrity of the children's play area. (J Anderson) • To put a roundabout at option 2 at the bottom of a steep hill on this B road, close to an existing service road for 16 houses in Kent Lea etc, would be ridiculous, bringing large HGV vehicles to a halt, excessive noise and exhaust pollution, also headlight invasion on existing properties. (H Baldwin) • The plan should give vehicle access between the 2 estates therefore not create 2 island estates. Access to all 	<ul style="list-style-type: none"> • With regard to Section 2, Site and Site Context, paragraph 2.4 we understand there is planning history on the access plot offered as the alternative access to the site. This should be reflected in paragraph 2.4. (Steven Abbott Associates LLP on behalf of Russell Armer) • With regard to vehicular access we have concerns about 3.4.4 where there is mention of potentially extending the reduced speed limit to Burneside we are not of the view that the development justifies this

Topic Area	Member of public comments	Organisation comments
	<p>traffic via the proposed emergency vehicle access, and move the play area to a more convenient site. (C Chapman)</p> <ul style="list-style-type: none"> • Option 2 – main point of vehicular access by way of a roundabout at the bottom of Burneside Hill would cause a major hazard and also increase air pollution to everyone living in that area. Burneside Road is used by heavy vehicles travelling to Croppers factory in Burneside. A roundabout in that position would not add to road safety. (C Chapman) • Option 1 should be discarded completely, for the following reasons – <ul style="list-style-type: none"> - It represents an unacceptable and totally unnecessary loss of Green Gap field in the gap between Kendal and Burneside, - It would produce an unwelcoming entrance to Kendal at that point, - It uses land at the electricity sub-station which frequently floods, and most importantly, - It would access onto Burneside Road on the inside of the bend, with restricted visibility southwards, unable to be improved because of existing development (and parking). <p>Option 2 should be accepted as the most appropriate access to the development, for the following reasons –</p> <ul style="list-style-type: none"> - Access at this point on Burneside Road provides much better visibility, particularly southwards up the hill at Kentrigg, - Burneside Road is wider at this point, enabling a better layout for a mini roundabout to give access to the site and to provide for some traffic calming, - Pedestrian access to the Bus Stops on Burneside Road would be much easier at this point, 	<p>and it is a burden that should not be placed on the development. However, we are of the view that given the length of time required to make changes to the speed limit that is required this process should be started now by the LPA. We also have concerns in this paragraph about the mention of a roundabout and we are of the view that this is not justified based on the information provided by our transport consultant and should be deleted. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> • With regard 3.4.6 we would reiterate that cooperation would be required from SLDC Estates because they own the area for the emergency vehicle access. The last sentence states that this access route could be fitted with a bollard. We are of the view that this should be changed to “will” be fitted with a bollard because, if not, it will cause concern to residents on Briarigg.

Topic Area	Member of public comments	Organisation comments
	<p>- The northern housing area in the development can make full use of the field views on the northern boundary, whilst being designed to front the green gap. This would prevent the estate backing onto the green gap, with the resulting rear property views that would be seen from Burneside Road whilst travelling southwards to the Kendal boundary. (P Cunliffe)</p> <ul style="list-style-type: none"> • I basically agree with the vision but would like to see more than one access point for vehicles as, as most people already know, Burneside Road is a very busy thoroughfare, bearing in mind the number of HGVs etc accessing/exiting Burneside, the vehicular movements for approx. 200 properties would exacerbate the situation even further. (D Daws) • Having attended the consultation event at Carus Green there does not seem to be a solution to three very important problems: <ul style="list-style-type: none"> - Flooding to the bottom houses on Burneside Road and Kent Lea, - Sewerage, - Traffic – access on an already dangerous and busy road. <p>The layout and design of the development is unimportant until these problems have been satisfactorily resolved. (M Dodd)</p> • Access out and access into the site I believe would be better than one entrance. (J Gios) • Road Safety – the proposed road access Option 2 is not in a safe place because of the hill/bend – Option 1 has more space to develop a new roundabout or other access. The 	

Topic Area	Member of public comments	Organisation comments
	<p>best access to the site is through the south i.e. Briarigg etc – why was this not proposed? (D and J Hadler)</p> <ul style="list-style-type: none"> • Please keep to the vehicular access from Burneside Road otherwise Briarigg will be ruined as lovely estate. (M Howard) • I have been informed that the junction for this development is changing from original plans and will be alongside 216 Burneside Rd in the space where there is currently a bungalow (218) . In the light of there being no parking for 157,155 and 153 Burneside Rd and that all residents park on the main road opposite to this bungalow how do you envisage finding a solution to this issue? The number of cars parked for these residents alone is 4 and this does not include visitors to these or surrounding houses. This will create a dangerous situation for the families that at present park on the main road but have access along the grass bank to their cars. A similar issue occurs at the row of terrace houses near Carus Green Golf course and will create a complicated and potentially dangerous junction for the massively increased volume of traffic that will be created by this development. (D Park) • A further cause for concern is that at the time of the floods in December 2015 the area of Kendal north of the railway bridge on Burneside Road was cut off from access by all vehicles. A vehicle was trapped under the railway bridge and traffic could not get in or out through Burneside as there was flooding at Carlingdale in Burneside. This meant there was no access for services such as Police, Ambulance or Fire. I know the town was cut off but this area of Kendal was cut-off within a cut-off town. This emphasises that all traffic travels along Burneside Road in 	

Topic Area	Member of public comments	Organisation comments
	<p>one direction or another it is not fit to take a further increase in cars. (N Scott)</p> <ul style="list-style-type: none"> • Option 2 for the main point of access is at the bottom of a hill. Traffic frequently hurtles down the hill and there have been instances of collisions with parked cars and garden walls. Mention is made of mini roundabouts. At this point there is no room for a roundabout and no way, given the limitations of existing houses and gardens. Putting in traffic calming measures would not be a successful measure unless they started right on the brow of the hill or even at the base of the hill on the Kendal side. The favoured point of access is not a lot better. Visibility will need to be greatly enhanced as this point is still on a bend at a point where all cars are speeding up having come down the hill. If the road is narrowed as suggested to slow traffic down, how will the very large lorries on their way to Croppers be accommodated. The draft policy says that a 2nd access point is 'ideal' but does not say it is a requirement. In which case would a 2nd access point actually materialise? The location of this emergency access also gives cause for concern, as it appears to go through a current play area! How can this be? Is in not somewhat dangerous for the children? (S Toye) • It should be noted that the main vehicle access into the site given as Option 2 is through land which has been flooded to a depth of around 60cm in the past, in consequence of overland flow. (D.I. Aikman) • I have worries about the proposed vehicle entrance at 218 Burneside Road. <ul style="list-style-type: none"> 1) Parking for the houses on the main road i.e. 153,155 and 157 Burneside Road who don't have parking spaces at the back of their houses. 	

Topic Area	Member of public comments	Organisation comments
	<p>2) The amount of traffic this will cause problems for people getting across the road if you go with roundabout.</p> <p>I catch the bus to and from town from the bus stop near 163 Burneside Road, the returning bus stop is at 218 Burneside Road where you propose to knock through to make road. I have very limited mobility and am worried how I will get across the road. At the moment it is fairly busy, but if you build an entrance there, it will at least double the traffic. I have lived here for more than 34 years and would like to know what facilities are you prepared to make for the residents who live near one of the proposed entrances. (K Bainbridge)</p> <ul style="list-style-type: none"> • Access to the site from Option 2 would be very dangerous due to the speed and volume of traffic – HGVs, buses etc. (W & A Looker) 	
Pedestrian and cycle – access	<ul style="list-style-type: none"> • The links northwards are to be welcomed, since they will enable residents to access the lane, the railway overbridge, and thus access the community assets on the Hallgarth development, however, links southwards onto the Briarigg development must be improved and provided as a requisite of this Brief. Only 2 links are shown on the June 2016 Constraints and Opportunities Map – one onto the very poor quality, narrow, fenced, railway side path southwards to the railway bridge, and the second across Private open space, which may not be allowed by the landowners. Whilst the Brief does suggest a bollarded emergency vehicle access from Briarigg into the development from the south, it does not seem to suggest that this point should also become the major pedestrian / cycle link between the two adjacent developments. A link 	<ul style="list-style-type: none"> • With regard to paragraph 2.10, accessibility, it is important that a clear indication is provided as to whether the public right of way diversion would receive the support of the Ramblers' Association. We understand the County Access Officer is going to contact the Ramblers' Association but we would emphasise that this should be resolved through the development brief rather than through any future planning application. (Steven Abbott Associates LLP on behalf of Russell Armer) • With regard to the constraints and opportunities map on page 19 we note that a double arrow is included between the south eastern edge of the site and Area 7. Area 7 is in different ownership to the Development Brief site and we would question this

Topic Area	Member of public comments	Organisation comments
	<p>at this point is absolutely necessary. It would enable residents of the new development – pedestrians, cyclists, and schoolchildren – to access Burneside Road at its junction with Briarigg/Applerigg, convenient for the bus stops and with roadside pavements for their journey to school or Kendal, without having to climb and descend the hill of Kentrigg. The footpath along the rear of Burneside Road properties, at the level of the new housing at Briarigg and Laurel Gardens, should be linked to the new development, if at all possible. Developers should be required to enter into discussions with the landowning Trust to try to negotiate mutually acceptable access. (P Cunliffe)</p> <ul style="list-style-type: none"> • Three links are proposed into the ancient footpath linking Hallgarth and Burneside Road. This is currently a narrow footpath between stone walls and hedging. This is not suitable for a cycleway without widening it and so destroying a wildlife habitat and an historic walkway. This would be an act of vandalism. (S Toye) • Please will you ensure that along with highways representations there is a strong recommendation for foot/cycleway provision. (Cllr B Gray) 	<p>linkage. We understand that SLDC has asked the landowner whether they would be willing to provide pedestrian connections from the site to it but understand the landowner would not agree to this so would ask that it be removed from the Brief. Conversely, there is no arrow between the site and Area 3 at Briarigg play area, which is an important pedestrian/emergency vehicle access to the site. An arrow should indicate this connection. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> • With regard area 'C' on the Brief, and access between the site and Briarigg, we are aware that SLDC have control of the land and confirmation should be sought from the Estates department before adopting the Brief that there will be no impediments imposed by the Council from the perspective of land ownership. The allocation of the site is part of the Council's plan and necessary to deliver much needed housing in Kendal and, consequently, we would not expect any impediments from a land ownership perspective. We would have concerns about being left in a situation where one part of the Council was encouraging the development of the site but another effectively saw it as a ransom strip. (Steven Abbott Associates LLP on behalf of Russell Armer) • Paragraph 3.4.13 of the Brief talks about a connection through privately owned land marked as 7 on the constraints and opportunities map. We understand that the Council have asked the question of the neighbouring Trust and they have said no. Russell Armer are likely to receive an even less encouraging response from the landowners should we approach

Topic Area	Member of public comments	Organisation comments
		<p>them and are of the view that this reference to a connection should be removed from the Brief as it is non deliverable. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> • It is suggested that the emergency vehicular link to Briarigg is ‘unobtrusively integrated’ into the existing play space; we would suggest that this is a desirable pedestrian and cycle route and as such should be surfaced appropriately. (Steven Abbott Associates LLP on behalf of Russell Armer)
Managing traffic	<ul style="list-style-type: none"> • Due to the significant number of additional school children that the site will generate, highways safety improvements must be made to ensure safer walking routes to schools. Developer should enter into a Section 106 agreement for offsite highways improvements aimed at speed reductions on this stretch of Burneside Road from Sparrowmire Road junction to the town boundary at the golf club which: <ul style="list-style-type: none"> - Incorporates and builds on the current speed table, adjacent to the railway bridge, (which on its own does very little to calm the traffic in this area), - Includes the provision of two additional speed tables between the Aikrigg Avenue and Applerigg/Briarigg junctions, one near the Applerigg/Briarigg junction and one near the steps from Applerigg where the footpath on the west side terminates causing all pedestrians to cross Burneside Road, - Involves one of those tables being designed and installed as a Pedestrian crossing (probably the one closest to Applerigg junction, which would then allow all pedestrians to cross safely to the Bus Stop at Kentrigg Walk), 	<ul style="list-style-type: none"> • Under “Opportunities” we would ask what is being considered in terms of traffic management measures on Burneside Road and constructively suggest that this should be made clear by the Brief rather than it potentially forming an aspirational shopping list for interested parties. (Steven Abbott Associates LLP on behalf of Russell Armer)

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> - Involves the original speed table near the railway bridge also being converted to a Pedestrian crossing (it already serves that purpose, without any protection for the numerous school children pedestrians), - Creates a narrowing of the road under the Railway bridge, creating a Priority direction and corresponding Give Way, and thus allowing the narrow footpath under the bridge, widely used by school children, to be widened, - Allows for the very narrow footpath at the south east stretch of Burneside Road adjacent to the Aikrigg Avenue junction to be widened, - Allows for the Aikrigg Avenue junction itself to be improved to aid pedestrian road safety. - The extension of the 30 mph speed limit between Burneside and Carus Green Golf Course, and - The creation of a 20 mph zone from the Kendal Boundary at Carus Green to the junction with Sparrowmire Lane. This would calm the traffic on Burneside Road, on what has become a residential road, with housing attached at Kentrigg, Applerigg, Briarigg, and this new development. <p>All of the above measures would considerably increase the safety of the substantial number of school children, and ordinary pedestrians, who use these sub-standard footpaths at their peril. Reducing traffic speeds and widening the footpaths would jointly address this expanding problem. Such a Planning Obligation appears to conform to the requirements of Regulation 122 of the Community Infrastructure Levy Regulations, and to the relevancy tests of TCPA Section 106 Agreements. The</p>	

Topic Area	Member of public comments	Organisation comments
	<p>Brief should make it very clear that such a Planning Obligation WILL be required in order to gain approval for this development. (P Cunliffe)</p> <ul style="list-style-type: none"> • Would like to see a maximum speed limit of 30mph along the whole of Burneside Road as having a 40mph limit ending at the access point(s) is also a potential danger area. Perhaps a roundabout or traffic lights? (D Daws) • The idea of an entry road to the new housing at the bottom of Kentrigg hill is problematic because of the steepness of the hill. Large vehicles having to give way to progress towards Kendal would lose their momentum for getting up the hill. There would be an increase of pollution close to established houses. Has anyone looked at the difficulties of traffic getting up the hill on Burneside Road on an icy or snowy morning. There can be queues of cars waiting their turn. Again an increase in traffic is going to exacerbate problems that already exist. (N Scott) • Clearly traffic management is not limited to just this site. Kendal already has major traffic problems. The extra traffic from this site alone will cause Kendal to become grid-locked for large periods during the day. Infrastructure changes must be in place before these houses are built. Also "01 Local Plan - Land Allocations Adopted Dec 2013.pdf" states on Page 56; 3.18 "Development is likely to result in significant impacts on traffic flows on Burneside Road and the Kendal Town Centre network. A transport assessment and travel plan will be needed and it is likely that some off-site highways and transport mitigation will be required." This assessment must be in place and meet the standards (see below) before these houses are built. Air Quality must be below the statutory limits of "The Air Quality Standards Regulations 2010" in Kendal before 	

Topic Area	Member of public comments	Organisation comments
	<p>houses are built. SLDC are not above the law. SLDC must NOT continue to pursue it's current policy of putting house building before the health and well being of its residents". The proposed Dowker's Lane bypass for Lowther Street must be in place before these houses are built. Development Brief must state SLDC's Traffic Standard for "Acceptable Junction Performance" must be met in Kendal before these houses are built. The definition of SLDC's Standard for "Acceptable Junction Performance" can be seen on page 9 of "Kendal Transport Study (Jan12).pdf". Developers do not have to improve these situations and, without major (not minor as currently proposed) infrastructure changes in Kendal, meeting and maintaining the standards will only get worse year on year due to the increase in house building and hence traffic. (D Whitmore)</p> <ul style="list-style-type: none"> • Traffic on Burneside Road between Carus Green and the railway bridge frequently exceeds the 30mph limit as shown by the intermittent use of speed cameras; this is particularly the case with traffic coming towards the town centre. This presents a risk to people crossing the road to or from the bus stops and to vehicle trying to exit the Briery Meadows estate. There is also a risk to pedestrians on the pavement where it passes under the railway bridge. These risks will inevitably increase with increasing traffic levels resulting from new development and measures to mitigate the risk should form part of any development plan – just relocating the speed limit sign will not change driving habits. (D I Aikman). 	
Parking		<ul style="list-style-type: none"> • The traffic and movement framework refers to the Cumbria Parking Standards. We are of the understanding that Planning Officers of SLDC do not

Topic Area	Member of public comments	Organisation comments
		<p>insist on these standards so are of the view that it should not be mentioned in the Brief. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> 3.4.2 – ‘well integrated parking that doesn’t dominate the street scene’; this is subjective, it would be better to suggest a mix of appropriate car parking solutions. (Steven Abbott Associates LLP on behalf of Russell Armer)
OPEN SPACE, LANDSCAPING AND BIODIVERSITY		
General	<ul style="list-style-type: none"> The draft Brief clearly identifies the importance of retaining an attractive green landscape and managing rainfall run-off through the application of SUDS. In this respect some lessons can be learnt from the development of the Briery Meadows estate. Here, ground in some areas was naturally poorly drained making gardening a difficult proposition, plants died in waterlogged ground. Elsewhere run-off from one garden sometimes impacted badly on the adjacent downslope garden. In addition, soil permeability rates were adversely affected by soil compaction and burial of building debris of all sorts, none of which improve the soil properties. In consequence of the above, gardens are sometimes paved or boarded over with the result that run off rates naturally exceed the green field rates. The development North of Laurel Gardens has the potential to create an attractive well drained green landscape if the developer includes in his schedule, provision for the removal of all his waste material from whatever source and returns the soil to its natural relatively uncompact state and the Council incorporates such a requirement in their specification and conditions. (D I Aikman) 	<ul style="list-style-type: none"> The Landscape/ Green Infrastructure Requirements box under paragraph 3.6.14 in presentational terms, looks like planning policy and is too prescriptive in the light of the comments we have made about the balance between landscape/amenity space and space for development. (Steven Abbott Associates LLP on behalf of Russell Armer)
Landscape	<ul style="list-style-type: none"> The plan appears to be incorporating the natural features of the land to advantage, i.e. the rocky outcrop and marsh 	<ul style="list-style-type: none"> Aspirations of a landscaped verge generally conflict aspirations of swales/blue-green corridors; given the

Topic Area	Member of public comments	Organisation comments
	<p>areas, which could be used to encourage wildlife. (N Tweats)</p>	<p>volume of land required for each of these it would be useful if the brief noted that 'corridors' need not indicate fully continuous strips as these are inevitably difficult to achieve due to numerous constraints. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> • There is an assumption that the existing drystone walls can be retained; due to topographical changes and efficient land use this is often not the case therefore more flexibility needs to be given by stating that these will be retained 'where possible'. (Steven Abbott Associates LLP on behalf of Russell Armer) • Paragraph 3.7.2 refers to trees and shrubs on land in close proximity to the site. This should be deleted from the Brief as my client has no control of such features outside of the site. (Steven Abbott Associates LLP on behalf of Russell Armer)
Open Space	<ul style="list-style-type: none"> • I would like to see more green space and wider roads. Better provision for play area to accommodate extra families. (J Gios) • I approve of the maintenance of green tracts, some open space, the rocky outcrop and some trees. Planting of new trees however seems minimal. (S Toye) • Paragraph 3.6.5 of the Draft Brief refers to an audit of all the Council's play spaces which will provide recommendations for treatment of existing spaces and future provision. As a local resident with strong interest in development of the play space at the southern end of the Briery meadows area, I have discussed this with Council staff on a number of occasions but have had no contact with the auditor(s). The few items of play equipment are frequently in use and it is suggested a few more relatively 	<ul style="list-style-type: none"> • There are a number of concerns about the land use proposals map on page 21. As we have mentioned on previous Development Briefs the key objective of the brief is to accommodate a significant number of dwellings at the site. In our view at this point in time the open space is excessive, equating to one third of the site, and we would particularly question the extent of the area with regard to the rocky outcrop shown as 'D'. We would also question the need for any significant space in the centre of the site where the key function of this area seems to be to form a through route between the public right of way running along the northern boundary of the site and Briarigg. It would seem arbitrary to accommodate such a significant area of open space in this location given

Topic Area	Member of public comments	Organisation comments
	<p>uncomplicated items which require some agility or physical skill would be an attractive addition for the children. (D I Aikman)</p> <ul style="list-style-type: none"> • With reference to paragraph 3.6.8 of the Draft Brief it should be noted that there has been a lot of broken glass in this area (marked B) in the past. (D I Aikman) • With reference to paragraph 3.6.9 of the Draft Brief it should be noted that part of the area of land identified as 'C multifunctional green space' does flood following heavy rain. (D I Aikman) • The proposed development should not compromise existing housing. The children's park is an essential feature of the Briarigg estate. It is designed for young children and this facility is not replicated in the Hallgarth estate play facility. The Hallgarth park is not easily accessible by small children and parents. The requirement for 'dual access' to a new estate is ridiculous. The Briarigg estate has had single access for 15 years and there have never been any issues. There is equally no access through the strawberry fields new housing estate into the existing housing estate. Providing even emergency access will compromise the safety and wellbeing of children who can currently play and access the small park which is VERY well used and should not be removed. The other so called play area in the estate is not at all suitable for the younger children and the same goes for Hallgarth given that access during the winter is severely restricted due to high levels of water within the field. The constant presence of broken glass and vandalism seen in the Hallgarth park also makes it unsuitable for toddlers and the like which is not found in the Briarigg park. As per the right of a child to play. You 	<p>the potential elsewhere. Concerns are also raised about the extent of open space next to the railway as this does not accord with the extent of marshy ground. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> • We have looked at the landscape mitigation advice provided to the Council by professional Landscape Architects, Woolerton Dodwell (WD), and note that in landscape terms their suggestions look very different and much more contained than those in the draft Development Brief. In the light of this we would question the significant chunks taken out of the site which have not been recommended by the Council's own landscape mitigation advice. In our view the plan provided by WD is much more in tune with the Local Plan objective of accommodating a significant number of houses on the site. The proposals map in the Brief in our view takes the capacity of the site down to something in the order of 130 houses when this should be in the order of 197. However we would question some of WD's assumptions on the northern boundary (duplication of footpath and need for screening given the existing green lane). (Steven Abbott Associates LLP on behalf of Russell Armer) • It is suggested that the amenity potential of the right of way adjacent to the railway should variously have its amenity/leisure potential increased and incorporated into a green corridor. If this is the aspiration then a green corridor is prescriptive where, local widening/pockets might be just as valid a response. (Steven Abbott Associates LLP on behalf of Russell Armer)

Topic Area	Member of public comments	Organisation comments
	<p>have a duty to our children’s human rights and removing or compromising access to open safe places to play is unacceptable. Dual access cannot be justified neither can using the Briarigg road as ‘site access’ during the construction phase be allowed. (J Colclough)</p>	<ul style="list-style-type: none"> The green infrastructure framework must be seen in the context of providing 197 houses at the site and we would question the need for at least the extent of the rocky outcrop designation B and the width of designation D, semi-natural green spaces, as well as paragraph 3.6.11 which talks of other areas of open space. In the light of the amount of space being indicated on the proposals plan for the site providing even more open space on top of this could cripple the viability of the site for housing. (Steven Abbott Associates LLP on behalf of Russell Armer)
<p>Biodiversity and Nature Conservation</p>	<ul style="list-style-type: none"> The area is a drumlin field with wet hollows. We are potentially to lose the gap between Kendal and Burneside. Its biodiversity is to be destroyed. What plans are there to protect wildlife, flora and fauna such as newts during the development and after from general interference by the new residents. (S Toye) 	<ul style="list-style-type: none"> With regards to section 1.6 (Habitat Regulations Assessment), United Utilities have indicated that they are now in a position to accept foul drainage for the site and this in itself protects the interests of the River Kent Special Area of Conservation (SAC). This would suggest that paragraph 1.6 can be partially deleted/amended. (Steven Abbott Associates LLP on behalf of Russell Armer) With regard to section 2.9, ecology and biodiversity, there are a number of potential habitats mentioned but we would suggest that this section should also say that there are no ecological or landscape designations that directly affect the site. However it is recognised that the River Kent Special Area of Conservation does have a hydrological connection at the site. It must also be recognised that SLDC carried out work in relation to this issue in justifying the allocation of the site. (Steven Abbott Associates LLP on behalf of Russell Armer) A summary of the findings from our site survey are set out below:

Topic Area	Member of public comments	Organisation comments
		<ul style="list-style-type: none"> - Bats: low numbers of common species were recorded feeding along the boundaries of the site. Boundary features such as hedge lines can be retained. Impacts on bats should be negligible and the addition of additional boundary planting should benefit bat species. No additional surveys are considered necessary at this site. - Reptiles: full presence/absence surveys have been undertaken. No reptiles have been recorded on the site. No additional surveys are considered necessary. - Great crested newts: two wet areas on the site do not appear to hold water for sufficiently long in the summer to support amphibian breeding. A small area of standing water is associated with a spring and small stream. This was tested for Environmental DNA (eDNA) via an approved Natural England methodology. The results were negative for the presence of Great Crested Newts. No additional surveys are considered necessary. - Breeding birds: low number so f common bird species were recorded on site. The retention of boundary features will maintain the site's potential for use. A pre-commencement survey for breeding birds would be required to confirm the absence of nest sites. - Hedgerows: two hedgerows on the site boundary were classified as important under the hedgerow regulations but these are outside the redline boundary. A third hedgerow

Topic Area	Member of public comments	Organisation comments
		<p>boundary which forms the site boundary is not classified as important under the hedgerow regulations. Whilst all hedgerows are a UK BAP habitat, it is incorrect to say that they are all classified as important under the hedgerow regulations.</p> <ul style="list-style-type: none"> - Phase 1 habitat survey: ecologically notable areas of the site were confirmed as the boundary areas including marshy grassland and trees lines. The core development area was considered to have low ecological value. (Steven Abbott Associates LLP on behalf of Russell Armer) • Scrub associated with the hedgerows to the north and unmanaged grassland to the East is of higher value than that elsewhere on the site. All of the scrub is however easily replaceable within a comprehensive landscaping scheme as it comprises common fast growing species. In particular, a large proportion of the scrub comprises blackthorn which spreads easily and can pose risk to members of the public due to bacterial loading on its spines which are well known to cause infection. It would be advisable to cut back or replace much of the blackthorn along the footpath to the north of the site to reduce the potential injury to users of the footpath and future public open space. (Steven Abbott Associates LLP on behalf of Russell Armer) • Green corridors are referred to paragraph 3.7.3. Linear landscape corridors are referred to but we would have concerns that this should not be read as

Topic Area	Member of public comments	Organisation comments
		<p>being in addition to the main areas of open space themselves. In terms of wildlife it is highly likely that a housing development with in-plot as well as amenity area landscaping would of itself foster biodiversity to a far greater extent than an agricultural field. Reference to the rocky outcrop should be deleted. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> • We would question the proportionality of the number of surveys mentioned at paragraph 3.7.5 and that the wording should say “may include” as opposed to “likely to include”. (Steven Abbott Associates LLP on behalf of Russell Armer) • For the two sites in Kendal we welcome that mitigation measures to protect the River Kent and Tributaries SSSI/River Kent SAC have been incorporated as part of the Appropriate Assessment for the overriding Land Allocations Policy. We advise that specific mitigation measures are further detailed within the Development Briefs in order to ensure the water quality of the River Kent is not reduced by additional housing. (Natural England) • We would welcome a specific greenspace provision for dog walking/exercising as a potential way to reduce visitor pressure (and in particular the disturbing impacts of dogs on ground nesting birds) on Scout & Cunswick Scars SSSI which are part of the Morecambe Bay Pavements SAC. (Natural England)
HOUSING		
Affordable Housing	<ul style="list-style-type: none"> • I welcome the inclusion of a required % of Affordable Housing within the development. I welcome that it should be distributed throughout the development, and should be 	<ul style="list-style-type: none"> • With regard to paragraph 3.3.4 and the aspiration that not less than 35% of the homes on the site must be affordable and that this will only be subject to

Topic Area	Member of public comments	Organisation comments
	<p>indistinguishable. I also welcome that there should be a range of house types and tenures. However, I do not think that the % of Affordable Housing should be negotiable at all. The supply of Affordable Housing is one of the major Values and Aims of SLDC’s Council Plan, and has been included in the Local Plan Core Strategy DPD. The Council’s Household Survey and Market Assessment back up the requirements. Consequently there should be NO “wriggle room” for developers to water down the requirements, and the phrase “will only be subject to negotiation should the developer be able to robustly demonstrate that there are significant viability constraints” (para 3.3.4) should be deleted. The middle bullet point in the Housing Requirements box at 3.3.12 on page 24 should have the subjective phrase “subject to viability” removed. Of course developers will try to show that (their financial) viability is constrained, but if the site is allocated under the present Planning Policies – then 35% is what it should contain, not 1% less. (P Cunliffe)</p> <ul style="list-style-type: none"> • Paragraph 3.3.4 of the draft Brief states that in accordance with Core Strategy policy CS6.3 no less than 35% of the homes on the site must be affordable, whereas the summary Brief document states ‘subject to viability’ no less than 35% must be affordable. These conflicting statements do not give confidence that the housing needs of a segment of the population are being addressed. The Council should confirm their definitive requirement. (D.I. Aikman) 	<p>negotiation should the developer be able to robustly demonstrate that there are significant viability constraints, we believe that this has already been compromised by the Brief itself in its current format. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> • With regard to the box on page 24 there is reference to mixing/pepper-potting affordable housing within the scheme. In our view the situation at the moment with affordable housing is so fraught that planning authorities should, wherever possible, encourage schemes that are appropriate and result in a reasonable expectation that they will be taken up by a Registered Provider. As has been mentioned many times on individual planning applications, pepper-potting affordable dwellings throughout a development is in no way attractive to affordable housing providers and given the competition for resources at the moment such an approach could lead to a lack of interest from a provider. In addition, we would point to the fact that policy CS6.3 of the Core Strategy refers to affordable housing being mixed within the development and does not use the term pepper-potting. We would recommend that the Brief should use wording to indicate affordable housing being provided in 2 or 3 clusters within the development, which is both an appropriate and attractive response to inevitably smaller dwelling sizes. (Steven Abbott Associates LLP on behalf of Russell Armer) • The Brief should consider how the affordable housing integrates with the wider housing area and not just

Topic Area	Member of public comments	Organisation comments
		<p>how it integrates with this particular site. (Steven Abbott Associates LLP on behalf of Russell Armer)</p>
<p>Dwelling types</p>	<ul style="list-style-type: none"> • What proportion of this housing will go to local, young people? There is not the infra-structure of jobs in Kendal that will cover the cost of a mortgage. If you surveyed where our sixth - formers are 5, 10 years after leaving school you will find a low proportion continuing to live locally. So who will buy? They will sell to people who want to live in Kendal and the people who can afford are going to be retirees. Is the infra- structure set up for them? (N Scott) • The mix of housing proposed is to be welcomed as is the idea of energy efficient homes. (S Toye) • As far as housing requirements are concerned we should like to see number of 2 and 3 bedroom bungalows included. My wife and I would very much like to downsize to a bungalow from our present 4 bedroom home on Briarigg. It is some time since any bungalows were built in Kendal, so this development would be a good opportunity. (N Tweats) 	<ul style="list-style-type: none"> • Section 3.37, housing for older people, again the allocation for the site does not mention any form of extra care housing and we have deep concerns about this for a number of reasons. In the first instance it would be better that any such housing is closer to a range of shops and facilities within the Town Centre and closer to the hospital on the opposite side of the settlement from this site as well as the range of other medical facilities that the Town Centre provides e.g. doctors, dentists, opticians etc. For extra care housing to be even remotely viable it has to create an economy of scale with units of 40 to 60 beds. This would create a very large footprint building with associated car parking and infrastructure, which we do not think the site can accommodate in any form. In our view this will also result in the need for a three storey block and we do not think this would be appropriate for the site. In light of the amenity/landscape constraints that are applied we can only assume that the Council thinks the same so, to a large extent this aspiration for extra care housing is in conflict with the other requirements of the Brief. Perhaps the Council could consider the County Hall site for such a use under current policy as part of the new Local Plan or Town Centre Action Plan. We would suggest that reference to this type of housing should be removed from the Brief. (Steven Abbott Associates LLP on behalf of Russell Armer) • With regard to 3.3, housing requirements, and paragraph 3.3.3 we support the objective of

Topic Area	Member of public comments	Organisation comments
		<p>increasing the supply of starter homes but it should be made clear that this would be as part of the affordable mix and not in addition to it. (Steven Abbott Associates LLP on behalf of Russell Armer)</p>
DESIGN AND LAYOUT		
<p>General Principles</p>	<ul style="list-style-type: none"> • Please will you ensure that there is a strong recommendation for design that harmonises with the established local environment. (Cllr B Gray) • I welcome the Brief's comments on types and design of properties, and the desire to prevent yet another field of identical "ticky tacky boxes", totally lacking in inspiration. An attractive, sustainable, residential development, which respects its location at the edge of town adjacent to Green Gap fields, with high quality design, is required under section 3.5, and this is welcomed. (P Cunliffe) 	<ul style="list-style-type: none"> • 3.4.2 – General Principles notes the 'general avoidance of cul-de-sacs'. Cul-de-sacs offer an efficient use of valuable allocated housing land and promote lower vehicle speeds. Provided that cul-de-sacs are designed to allow cycle and pedestrian permeability then they are a useful form in the hierarchy of roads and are inevitable on a constrained site and should not therefore be discounted. (Steven Abbott Associates LLP on behalf of Russell Armer) • 3.4.2 – 'consideration of layout in order that it does not prejudice future development'; either the Development Brief should indicate where it expects future development and where links would be desirable so that this can be planned for or this should be removed from the brief. Our view is that any future development to the north of the lane would not be accessed via the land North of Laurel Gardens and that any vehicular link may be difficult due to the topography, therefore if there is a desire for this then it must be outlined as part of the brief. (Steven Abbott Associates LLP on behalf of Russell Armer) • 3.5.2 – we agree that any development of the site should be of high quality; however, we question why the response to this site should be 'imaginative and innovative'. (Steven Abbott Associates LLP on behalf of Russell Armer) • Standardised house types will be an essential part of

Topic Area	Member of public comments	Organisation comments
		<p>any home builders response to a site the size of the land North of Laurel Gardens and to infer that these would be unacceptable is incorrect. We believe that the aspiration is that home designs are high quality, contextually sensitive in either detailing or use of materials and offer variety of form. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> • The brief requires that houses ‘front’ onto variously, streets, open spaces and footpaths; it needs to be recognised that this expectation is unrealistic as houses cannot front in multiple directions. Further access, drainage, topography and efficient land use will all influence the final layout and some flexibility needs to be given to the eventual application to determine what can be delivered whilst giving consideration to surveillance and animation of these spaces. (Steven Abbott Associates LLP on behalf of Russell Armer)
Housing Character Areas	<ul style="list-style-type: none"> • Development adjacent to the northern Countryside fringe: I welcome the Brief’s Objectives, Design, Appearance, Orientation and Layout requirements for this area of the development. The Brief recognizes that these properties will be the first sight of Kendal when entering from Burneside direction, and as such they “should not turn their backs” onto the viewers, nor should they fence off the views with urban “close board timber fencing”. Developers should be required to design according to the Building for Life principles, particularly in this sensitive, edge of town, location. (P Cunliffe) 	<ul style="list-style-type: none"> • Character Area 1: The requirement for designs to reflect a rural/agricultural landscape appear to conflict with the requirement for a gateway (and the Carus Green Golf Club on the opposite side of Burneside Road) (Steven Abbott Associates LLP on behalf of Russell Armer) • Character Area 2: As noted above we question the requirement for the rocky outcrop to be treated differently to the remainder of the character area, the assumption has been made that the area is undevelopable; however, we feel that this has not been adequately tested. If the aspiration is that this be left undeveloped due to concerns of landscape impact then this should be clearly stated so that these

Topic Area	Member of public comments	Organisation comments
		<p>constraints can be tested by an appropriate method. The draft brief requires that this area not appear as a suburban housing estate; this is subjective and it is inevitable that any large quantum of housing will have an impact therefore it would be useful if the brief could be more specific about which elements of 'suburban' housing it deems unacceptable. This character area is the most remote from existing built form therefore the requirement for design cues to be taken from the local vernacular would appear to be misplaced when this is not required in other character areas. The brief requires the houses not to turn their back on the public footpath to the north; inevitably any properties on this boundary will be accessed from the south (or will require significant changes to the existing topography to allow them to be accessed from the north) and will step up to the northern boundary. The brief should reflect that the existing topography will constrain the ability to face this boundary or even provide animation or surveillance other than from upper floor windows. This issue is replicated in the requirement that houses front onto the rocky outcrop. We would question the requirement for bungalows within this character area due to the existing sloping topography. If the aspiration is for a reduced ridge height due to concerns of landscape impact then this should be clearly conveyed so that this can be tested by the appropriate methods/professionals. (Steven Abbott Associates LLP on behalf of Russell Armer)</p> <ul style="list-style-type: none"> • Character Area 3: The brief calls for the design to be 'contemporary and imaginative'; this is prescriptive and should be left to the discretion of the applicant.

Topic Area	Member of public comments	Organisation comments
		<p>We would also argue that this character area has more context than Character Area 2 (and therefore more potential to look tacked on that Character Area 2).</p>
Environmentally sustainable design		<ul style="list-style-type: none"> In relation to the general principles covered by Section 3.8.2 we are of the view that this should be removed from the Brief. This represents a shopping list where some of the requirements, for instance green roofs, would conflict with other requirements including developing in character with the surrounding area. Most of the principles referred to are dealt with through Building Regulations and the Housing Standards Review and this should be in line with the Core Strategy and Land Allocations DPD. (Steven Abbott Associates LLP on behalf of Russell Armer)
AMENITY		
Noise		<ul style="list-style-type: none"> With regard to railway noise it needs to be appreciated that the line forming the western boundary of the site is in effect a branch line off the west coast main line and that noise from the limited number of trains is very sporadic. Measures should not be imposed through the development brief before a noise assessment is carried out. We would suggest that the brief should just refer to the requirement for a noise assessment to be carried out in support of any application at the site. (Steven Abbott Associates LLP on behalf of Russell Armer)
General amenity	<ul style="list-style-type: none"> It should be noted that the attractiveness of the Briery Meadows estate has been intermittently impaired by the random disposal of dog waste, paper, drink cans etc. This problem has been evident for years and an additional bin was installed to improve the situation. It is almost certain 	

Topic Area	Member of public comments	Organisation comments
	<p>that this random disposal of waste will impact the route through Briery Meadows to the proposed new estate and it is therefore essential that bins for litter and specifically dog waste are installed at frequent intervals through both estates. (D I Aikman)</p>	
INFRASTRUCTURE		
Sewerage	<ul style="list-style-type: none"> • The sewerage system on Briarigg is under-capacity. It stands in some areas and stinks in some houses. It won't take more from this development. (J Anderson) • Would like to see a commitment to sort the sewage (particularly) and drainage problems of the Burneside area before potentially adding to the problems. The system capacity does need to be large enough to take both Burneside and the new development. (D Daws) • Having attended the consultation event at Carus Green there does not seem to be a solution to three very important problems: <ul style="list-style-type: none"> - Flooding to the bottom houses on Burneside Road and Kent Lea, - Sewerage, - Traffic – access on an already dangerous and busy road. <p>The layout and design of the development is unimportant until these problems have been satisfactorily resolved. (M Dodd)</p> • There are on-going problems with sewage in the Burneside Road area. This must be addressed before any further houses are built as this would be detrimental to people already having problems. It is my understanding that Kendal Town Council had already agreed that no further housing would happen in this area until the sewage system had been updated. (N Scott) 	<ul style="list-style-type: none"> • With regard to paragraph 2.16, utilities, paragraph 2.16.1 needs to be amended because we understand there is no longer a constraint to the sewerage network in the light of advice from United Utilities. (Steven Abbott Associates LLP on behalf of Russell Armer)

Topic Area	Member of public comments	Organisation comments
	<ul style="list-style-type: none"> • I note that there is a capacity issue concerning the sewer network for the north of Kendal that needs to be addressed by a supplementary system, However it appears that the foul drainage is to be connected to the current system. This is the water that will cause flooding for others, not necessarily for residents on the new development, as previously experienced by residents in the vicinity of no.s 224 and 226 Burneside Road after the last development was built in this area. (S Toye) • The drains/sewage system in parts of Briarigg estate does not function properly, there is often a smell of sewage inside and outside some of the houses because the system is not fully effective. The Briarigg sewage drains will not cope with sewage from the proposed additional homes coming into this under capacity drainage system. (J Cloclough) • Problems with sewerage in this area needs attention (W&A Looker). 	
FLOODING / DRAINAGE		
Surface Water Drainage	<ul style="list-style-type: none"> • The existing land drainage is inadequate and relies on the garden area of no.218 Burneside Road as a holding area for excess water from flooding the existing houses, requiring a new large culvert. (H Baldwin) • Having attended the consultation event at Carus Green there does not seem to be a solution to three very important problems: <ul style="list-style-type: none"> - Flooding to the bottom houses on Burneside Road and Kent Lea, - Sewerage, - Traffic – access on an already dangerous and busy road. <p>The layout and design of the development is unimportant</p>	<ul style="list-style-type: none"> • We are pleased to note that our previous comments have been taken into consideration in the latest version of the Development Brief. The flooding an drainage sections of the Development Brief highlight that any flooding issues on the site are related to surface water. In the brief the extent of the flooding experienced in December 2015 has been described, which is welcomed. Cumbria County Council, as the Lead Local Flood Authority, will advise on the surface water management aspects of the Brief and any planning application for the site. (D Hortin, Environment Agency)

Topic Area	Member of public comments	Organisation comments
	<p>until these problems have been satisfactorily resolved. (M Dodd)</p> <ul style="list-style-type: none"> • I am concerned about flooding the development will bring at Burneside Road and Carus Green. I am supportive of development but surface water drainage needs to be addressed asap. • See my previous photo and letter. This area floods regularly. Access option 2 will increase the flooding whereas option 1 has more space (but will still flood?). (D and J Hadler) • Please make quite certain the drainage systems are definitely able to cope with water problems. Another flooding estate in Kendal will be totally unacceptable as obviously it could have been avoided. (M Howard) • Can the drains cope with the extra capacity, the low lying land on Burneside Road is prone to frequent flooding, with a lot of the water coming from the proposed building site, how can you ensure that building on this site with all the hard landscaping is not going to exasperate the flooding? (A Kirk) • Drainage must be engineered to prevent an increase in flooding risk. This site has drainage problems in heavy rain conditions, and properties were in danger in December 2015. (R Milnes) • Whilst some consideration is being given to drainage I was told by highways that the new drainage system that will be put in to route water from this area of development will be enough to take away current run-off. The run-off will increase when housing, roads are built. Can we be assured that the builders will provide sufficient holding areas for this water. The new drains will take the water behind Kentrigg and hence to the River Kent. Is this 	<ul style="list-style-type: none"> • With regard to paragraph 2.15.2 there is no emphasis of the severity of the historical flooding issues or what a poor condition the off-site culvert is in. There is no mention of CCC proposals to construct a new off-site culvert, though it is mentioned later. (Steven Abbott Associates LLP on behalf of Russell Armer) • Paragraph 3.9.3 should reference the new SUDS manual C753 that was issued last year. The referenced L698 document is a SUDS handbook meant for use on-site. (Steven Abbott Associates LLP on behalf of Russell Armer)

Topic Area	Member of public comments	Organisation comments
	<p>allowed for in Kendal's future flood schemes? (N Scott)</p> <ul style="list-style-type: none"> <li data-bbox="488 236 1285 1198"> <p>The whole site is down as a Flood Zone 1 on the Environment Agency flood map so not at risk of river flooding, however as a local I know that this area is at risk of surface water flooding. Also there is at present inadequate culvert capacity. How will the developers mitigate the flood risk? As I understand there are plans to have a drainage system that passes under Burneside Road and ends up in the fields in the vicinity of Sandy Bottom. These fields flood at any heavy rain, not just the one off extremely heavy falls. The area acts as a flood defence for the town of Kendal. If these fields are already flooded how can more water be discharged onto them? The water will surely back up the pipes? Greenfield run off rates are talked about but not explained. What is the rate and how does it apply to this site? A sustainable urban drainage system is also raised. If this means trying to match the natural drainage rate of the fields how can it be achieved? You might try to have special surfaces on roads but the amount of area covered by houses and garages alone means that the current drainage rate could never be met. I note development is proposed to the NW of the lane and the last houses on Burneside Road – certainly this is the area of most flooding potential. Currently the electrical substation frequently stands in water and these houses are right next to it. (S Toye)</p> <li data-bbox="488 1209 1285 1437"> <p>Paragraph 2.15.2 states 'small areas along the western and eastern boundaries of the site are shown to be at risk of surface water flooding'....this statement is misleading. Visual evidence over a long period of time confirms that a significant length of the site perimeter floods on a regular basis, particularly the eastern boundary, much of which is</p> 	

Topic Area	Member of public comments	Organisation comments
	<p>wet all year round. There is at least one perennial spring in the area and additional spring eruptions have been noted further to the west following heavy rain. (D I Aikman)</p> <ul style="list-style-type: none"> • Paragraph 2.15.2 also states ‘surface water issues on and around the site relate to the capacity of the culvert which takes water from the water course....towards the River Kent’ This rather vague statement is misleading. As far as I am aware, areas of the site to the west have no connections to the culvert referred to above and flood quite independent of it. Equally the eastern perimeter is wet all year round regardless of any culvert capacity issues whilst the area in the vicinity of the electricity transformer commonly remains ponded for days following heavy rain – again the culvert capacity would appear to be irrelevant. (D I Aikman) • Paragraph 3.9.3 states ‘surface water run-off after development must not exceed greenfield runoff rates....’ In this context it must be born in mind that the greenfield run-off rates currently are a cause of localised flooding therefore the surface water run-off rates must be reduced below the greenfield rates if flooding is to be avoided. This paragraph also states ‘SUDS should follow the CIRIA principles....’ If the system is to be sustainable and future flooding avoided, it is essential that appropriate arrangements for maintenance and occasional repair or rehabilitation of the system are incorporated into the development plan along with the associated financing arrangements. (D I Aikman) • Paragraph 3.9.5 states that the preliminary investigations have confirmed that the underlying ground conditions will provide suitable permeability characteristics to develop a 	

Topic Area	Member of public comments	Organisation comments
	<p>SUDS scheme based on infiltration. In light of the known surface water run-off issues discussed above, this statement is open to question; no evidence of the characteristics have been provided and characteristic values given. Clear evidence is required before any such SUDS proposals can be accepted by the Council or the local residents. (D I Aikman)</p> <ul style="list-style-type: none"> • Paragraph 3.9.6, first bullet states 'The peak run-off from the development...should never exceed the peak greenfield run-off rate for the same event'. However it should be noted that the success of storm water storage facilities, which could form part of a SUDS approach, is likely to be more dependent on their ability to contain long duration relatively low intensity run-off than on peak storm run-off of much shorter duration. (D I Aikman) • Problems with flooding in this area needs attention. (W & A Looker) 	
ENVIRONMENTAL PROTECTION (POLLUTION, CONTAMINATION, GROUND CONDITIONS)		
Air Pollution		<ul style="list-style-type: none"> • With regard to section 3.12, air quality, we note that policy CS10.2 is referred to in terms of an air quality assessment. We would question the need for such an assessment given that the site is located outside of the Air Quality Management Zone for Kendal. It should be deleted. (Steven Abbott Associates LLP on behalf of Russell Armer)
ARCHAEOLOGY		
		<ul style="list-style-type: none"> • I agree with the outlined methodology for dealing with archaeological assets, as described in paragraph 3.11 of the brief. (J Parsons, Historic Environment Officer, Cumbria County Council)
HISTORIC ENVIRONMENT		

Topic Area	Member of public comments	Organisation comments
PHASING		
VIABILITY		
		<ul style="list-style-type: none"> • In our view the capacity of the site has been reduced significantly (to no more than 130) and the amenity areas required by the map in its present form would result in significant amounts of one sided development to access roads which is costly, increasing infrastructure costs on each dwelling significantly. From looking at the proposals map we estimate that around one third of the site is given over to open space which is in clear conflict with the number of dwellings the site is expected to deliver. Consequently, based on the indicative proposals map, we do not think it would be viable to offer 35% affordable housing. (Steven Abbott Associates LLP on behalf of Russell Armer) • With regard to the public footpath along the railway line there are difficulties in terms of how the development faces on to this in that again we could be in a position where an access road has to be built for single sided development which is not an efficient use of the land, therefore affecting the viability of the site. (Steven Abbott Associates LLP on behalf of Russell Armer) • The existing overhead power cables have not been mentioned as a constraint and it has been assumed that they will be relocated in the draft proposals plan. Due to the location and size of open space on this boundary the relocation of this asset would only add a

Topic Area	Member of public comments	Organisation comments
		<p>few plots to the number delivered which makes the cost per plot very high. This should give further justification to a re-examination of the quantum of open spec necessary on the northern boundary to reduce the impact of this constraint. (Steven Abbott Associates LLP on behalf of Russell Armer)</p>
IMPLEMENTATION		
	<ul style="list-style-type: none"> I am concerned with frequently used words such as 'where possible' and 'could be'. These give no reassurance that proposals will be carried through as outlined as they provide get out means – for example, by stating that it wasn't possible. You might strongly recommend tree retention but can't it be enforced? (S Toye) 	
OPPORTUNITIES AND CONSTRAINTS MAP		
	<ul style="list-style-type: none"> You show on the development brief the stream drain however you want to call it running on the development map whereas according to the HM Land Registry dated 15th March 1995 Title No. CU111229 which shows the drain/stream on our property. The outline in red also seems to be on our property. 	

Category B comments – these are comments received on matters not covered by the Development Brief, for example those that may relate to matters of whether the site in principle is acceptable for the development it is allocated for in the Local Plan.

- Very disappointed to see more greenfield sites used for the development of new homes. In no way against new homes (we found it very difficult to find an affordable home in an area close to work and family) but more use should be made of brownfield sites. The development North of Laurel Gardens will take away the natural drumlins that are key to the transition from Kendal into the fells of the lakes. As mentioned I see there is a need for more housing it is just a shame the majority seem to be greenfield sites. (A Woodburn)
- We have reviewed the above consultation document and can confirm that National Grid has no comments to make in response to this consultation. (National Grid)
- I can confirm that the Canal and River Trust has no comment to make in respect of this document. (Canal and River Trust)
- We have concluded that we have no representation to make on this occasion. This is because the land allocated in your consultation document does not appear to encroach on the consultation zones of major hazards establishments or MAHPs. If there is no encroachment HSE does not need to be informed of the next stages in the adoption of the Brief. (J Moran, Health and Safety Executive)
- Thank you for consulting Historic England on the above document. At this stage we have no comments to make on its content. (G Laybourn, Historic England).
- General comments on role of organisation, no site specific comments in relation to development brief. (Marine Management Organisation)
- From a mining perspective, we have no comments to make on these proposals. (Mining Team, Network Rail)
- An initial Officer review of the documentation has not identified any strategic cross boundary issues, therefore at this stage we have no comments to make. (M Rushworth, North Yorkshire County Council)
- Please provide evidence of unfulfilled demand for additional housing – why only 35% affordable housing? Market in Kendal is very quiet with circa 300 properties for sale (J Anderson).
- Don't want to see it proceed. Wish to see green fields protected and not built on. (J Anderson)
- To start developing North of Laurel Gardens for 150-200 houses on an already congested B road, vehicles trying to access Windermere Road, before a northern relief road from Windermere Roads to the A6 Shap Road is constructed would in my opinion be unwise. (H Baldwin)
- I was well received at the Brief consultation event but some of my questions and concerns could not be answered as the Brief itself does not cover the areas of traffic movement and concerns over sewage and drainage. If these problems can be overcome then I personally would welcome the development. (D Daws)
- Still very unhappy as obviously my house view will be ruined and price reduced. We bought the houses because of their position etc. (M Howard)
- You seem to be intent on destroying the green belt between Kendal and Burneside. (A Kirk)
- This development is basically infilling. We are potentially to lose the gap between Kendal and Burneside. Are there not sites, of a brownfield nature, that can be used for development? (S Toye)
- No consideration has been given by SLDC as to what will happen in 40 years' time and beyond. Plans need to be put into place to move development close to the M6, the most logical area to develop. (D Whitmore)

Category C comments - Drop in Event comments

North of Laurel Gardens, Kendal

Draft Development Brief: Drop-in Event

Carus Green Golf Club, Function Room – 21st June 2016 – 11-7pm

Attendance: 91 Individuals

Comments:

- Green space D. Why is this not further south where the 'wet bit' is!? Green space to assist with drainage.
- No more than 150 houses
- Emergency Access: - To be bollarded to ensure it does not become 'general access'.
- Where pedestrian/cycle route proposed by No. 9 Blackthorn Close: - Additional fence required to ensure privacy of existing property + to ensure people are aware as to which is public right of way as opposed to my drive!!
- Audience for purchase of property to reflect Briarigg.
- Houses style to reflect those on Briarigg – variation and sensitively positioned.
- Speed restrictions: - safety of children.
- Park facilities to be improved.
- Area behind Blackthorn Close – essential to retain green space due to flooding issues.
- DO NOT WANT HOUSES / GARDENS backing onto Blackthorn Close Properties,
- DO NOT WANT A PATH which is fenced on both sides (like behind 1,2,3,4 Blackthorn Close)
- Area behind Blackthorn Close – Green area to include large shrub planting to ensure privacy. But not 'huge trees' that will affect foundations.
- Where is the water that sits in the field going to go?!?!
- Drainage needs serious consideration.
- Emergency access only through Briarigg, speed restrictions for child safety. Bollards essential.
- House style to reflect Briarigg / Blackthorn close.
- **Drainage**
- Drainage + Ecology (wildlife corridors, hedgerows, marshland, biodiversity)
- Play Area needs to accommodate extra children + young people.
- Concerns include:
 - Housing density + style
 - Vehicles onto B'side Road (a 'C' Road) which is already having problems at each end (pollution etc.).

- Encroachment onto green gap.
- Enough parking for all the houses so they are not parking on the streets. Please!
- Important to provide adequate drainage on Northern end of development
- Before any development the sewerage system must be upgraded as required by Inspector following enquiry.
- Access (1) is preferable to (2) this option is dangerous owing to speeding traffic down hill.
- Parking in the vicinity of existing houses on Burneside Rd near golf club entrance needs controlling as this would be a busy junction / access.
- A northern relief road would solve the traffic situation & reduce traffic on Burneside road.
- Problems:
 - Flooding + general drainage
 - Roads – speed / quantity of traffic
 - Issue on Dec 2015 when floods occurred – Burneside Rd from Railway bridge to Burneside was isolated – flood / blockage at bridge + road flood at Carlingdale / Burneside. This area includes roads off including Kentrigg, Applerigg, Briery Meadows etc.
 - Infrastructure needs looking at – where are the jobs? If increase in people? Schools / Hospital / Dentists etc
- Blocked drains on East of Burneside Road (on hill approaching Carus Green) affect drainage / flooding.

If you would like a copy of this document in another format such as large print, Braille, audio or in a different language, please call **0845 050 4434** or email **customer.services@southlakeland.gov.uk**

