















**Land North of Laurel Gardens**

**2020-CfS-14**

**SHELAA ref XXX**

Narrative Description

THIS LAND HAS PLANNING PERMISSION ALREADY. PASSED BY COMMITTEE 2021

Topic	What we will consider in assessing sites:
Planning Policy	
Physical and other Constraints	
Infrastructure Capacity	
Nature and Wildlife	
Water and Flooding	
Heritage	
Landscape	
Resources and Land	
Hazards and Amenity	
Sustainable Communities	



**Land at Kendal Parks North**

**2020-CfS-18**

**SHELAA ref XXX**

**RECOMMENDATION – Planning application in progress**

**Narrative Description & Impact**

This site is already within the Local Plan and allocated for development. Planning Application SL/2018/0959 submitted and current status VALID.

Topic	What we will consider in assessing sites:
Planning Policy	
Physical and other Constraints	
Infrastructure Capacity	
Nature and Wildlife	
Water and Flooding	
Heritage	
Landscape	
Resources and Land	

<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Prizet Services Northbound A591****2020-CfS-19****SHELAA ref XXX****RECOMMENDATION – Reject / Remove site from Local Plan****Narrative Description and IMPACT**

- Unsustainable location / Low Active Travel
- Biodiversity / natural habitat loss
- Road safety impact
- Damaging to Kendal's rural setting
- Conflict with Kendal Vision / Town Centre Strategy

This Greenfield site is situated miles from the town centre at an unsustainable location on a dual carriageway. There is no requirement / need for this development which contradicts policy for Sustainability. The existing service station offers costa coffee already. This application has been brought to SLDC Planning Committee twice already (2<sup>nd</sup> time reduced in scale) and both times, the Committee have determined in line with Officer's recommendation for refusal. This is based on unsustainability and lack of need. There are already available facilities at Burton in Kendal motorway, Kendal Town Centre and Ings.

Therefore no need to damage the landscape and lose Biodiversity by further development here. The Service station may add EV charging points without the need for development.

<b>Topic</b>	<b>What we will consider in assessing sites:</b>
<b>Planning Policy</b>	Conflict with the Sustainability, Climate Emergency / Biodiversity

	Conflict with the Kendal Vision / Town Centre Strategy
<b>Physical and other Constraints</b>	
<b>Infrastructure Capacity</b>	
<b>Nature and Wildlife</b>	
<b>Water and Flooding</b>	
<b>Heritage</b>	<ul style="list-style-type: none"><li>• impact on the historic environment including: conservation areas, listed buildings, scheduled monuments, archaeological remains, registered historic parks or gardens, locally important (non-designated) heritage assets</li></ul>
<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Prizet services Southbound****2020-CfS-20****SHELAA ref XXX****RECOMMENDATION – Reject / Remove site from Local Plan****Narrative Description and IMPACT**

- Unsustainable location / Low Active Travel
- Biodiversity / natural habitat loss
- Road safety impact
- Damaging to Kendal's rural setting
- Conflict with Kendal Vision / Town Centre Strategy

This Greenfield site is situated miles from the town centre at an unsustainable location on a dual carriageway. There is no requirement / need for this development because Scroggs Wood is already allocated for office / commercial / employment use.

Therefore no need to damage the landscape and lose Biodiversity by further development here.

Planning Applications for similar on the northern side of the Prizet service station have already been recently determined by Planning Committee and refused on grounds of it not being a Sustainable location

<b>Topic</b>	<b>What we will consider in assessing sites:</b>
<b>Planning Policy</b>	Conflict with the Sustainability, Climate Emergency / Biodiversity / Active Travel

	Conflict with the Kendal Vision / Town Centre Strategy
<b>Physical and other Constraints</b>	
<b>Infrastructure Capacity</b>	no Active Travel due to the lack of cycle way and footpath.
<b>Nature and Wildlife</b>	This area is a wildlife biodiverse 'buffer' between rural and Kendal Town
<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	The rural / natural landscape should be protected. The existing development at this location is already out of character and current policy
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	<p>This site is an unsustainable location. Further development would create additional travel movements by car. The Local Plan already has Scroggs Wood for employment / commercial use, waiting to be built. Therefore no requirement for this type of development at Prizet</p> <p>access to a range of facilities and services either by active travel (walking/cycling) or public transport Active Travel not appropriate for this remote site on dual carriageway due to road safety issue</p>

**Land off Canal Head****2020-CfS-30****SHELAA ref XXX****Narrative Description and IMPACT RAG****RECOMMENDATION – SUPPORT FURTHER CONSIDERATION****Narrative Description & Impact**

- Greenfield loss ? Biodiversity loss
- Sustainable land strategic location for development /regeneration – Kendal Vision

The CfS document does not include the classification of Brownfield or Greenfield?

Kendal Vision and Town Centre Strategy have this area within the focus of regeneration of the Town Centre. Therefore this land should be considered as part of that planning. Therefore this site should be considered strategic and considered only as part of the Kendal Vision development plan

Topic	What we will consider in assessing sites:
Planning Policy	Site to be considered part of the strategic Kendal Vision. Not piecemeal
Physical and other Constraints	Site is hemmed in by Castle site with only one viable entrance adjoining - SLDC Recycling Centre, Kendal Ski Centre, Kendal Town Council allotment
Infrastructure	concerns due to SLDC recycling centre and Ski Centre traffic

<b>Capacity</b>	
<b>Nature and Wildlife</b>	Important trees on castle side. Current wooded boundary to allotment would require sensitive handling.
<b>Water and Flooding</b>	
<b>Heritage</b>	Kendal Castle and historic buildings located nearby. Very close to Conservation area and protected woodlands
<b>Landscape</b>	consider as part of Kendal Vision –Town Centre strategy design
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	The area is sensitive – being so close to the castle and its important woodlands, and the Canal path, and also a rare open space close to the centre of town. Any forthcoming design must therefore be sympathetic to the location, and a net contributor to the quality of the townscape.
<b>Sustainable Communities</b>	



**Land at Stainbank Green, Brigsteer Road****2020-CfS-31****SHELAA ref XXX****RECOMMENDATION – Reject / Exclude site from Local Plan****Narrative Description and IMPACT**

- Loss of Greenfield, Biodiversity and wildlife habitat including bats, birds,
- Proximity to and within the setting of the World Heritage Site Lake District National Park and Scout Scar SSSI (natural buffer zone)
- Steep and challenging topography – limestone bedrock – viability issues
- Flooding – underground water courses, water run off towards town
- Unsustainable location due to steep ascent and lack of Active Travel / Road safety
- Loss of green space amenity – footpath through buffer zone
- Archaeology – Roman Road runs through these fields, Roman remains expected

This site is a field to the West of the existing allocation 2020-CfS-74 which is known as ‘Land off Brigsteer Road’ . CfS -74 has already been given Planning Permission for 88 homes in the fields adjacent to this CfS-31. The remainder of the allocation CfS-74 (approx. 100 homes) does not have Planning Permission and it should be removed from the Local Plan. The reasons also apply to this new CfS -31

Topic	What we will consider in assessing sites:
Planning Policy	Viability issue – physical constraints increase development costs plus increased land cost, materials etc which result in Developer failing to deliver 35% affordable homes. This has already been evidenced with the first phase of this allocation

	<p>and with similar allocations in Kendal area.</p> <p>The allocation adjacent to this field was classed as complex development back in 2013 (the time it was allocated) the degree of complexity has increased since then, flood risk, extension of World Heritage Site and local gov policies regarding Climate Emergency / Biodiversity</p>
<b>Physical and other Constraints</b>	<p>limestone bedrock outcrops and pits. Stone walls, mature hedgerows</p> <p>steep slopes falling South East towards existing housing, underground water routes (limestone)</p>
<b>Infrastructure Capacity</b>	<p>One access through the site (North) to Brigsteer road which is a lane with inadequate width and steep slope, leading to junctions with adjoining estates which are already at capacity. Risk to road user and pedestrians. No space for cycle path, no pavement on the higher reach and only on one side of the middle reach with inadequate width for a buggy or wheelchair at some points. Vehicles exceed speed limit due to the straightness of the road and its rural setting. Canopy of trees of both sides of the road restrict visibility due to light conditions eg. dark or challenging to see when driving into the low sun</p>
<b>Nature and Wildlife</b>	<p>this field with trees at the North end provides home for birds, bats and plant species, a safe and natural route via the footpath to our World Heritage Site, Lake District National Park with Scout Scar. It is a wildlife biodiverse 'buffer' which enhances and protects the World Heritage Site.</p>
<b>Water and Flooding</b>	<p>the steep levels of limestone bedrock cause water to run down through these fields and are part of the 'Green Wedge'. Building homes on these fields may cause more water to flow towards Kendal. There would need to be suitable flood protection / management measures delivered which add to the cost of development. There is also the risk that cutting into the limestone to create the infrastructure to support the homes might cause these underground water flows to deviate from their current natural route.</p>
<b>Heritage</b>	<p>World Heritage Site is only a few metres away!</p> <p>A Roman road run north-south across the land, potential archaeological remains</p>
<b>Landscape</b>	<p>World Heritage Site only a few metres away! The proposed new development removes Kendal's rural 'buffer' and would lessen the town's attractiveness as a place to visit and/or live</p>
<b>Resources and Land</b>	

<b>Hazards and Amenity</b>	<p>Arsenic and radon exist on the land</p> <p>The proximity of the by-pass will cause constant noise pollution for the proposed new homes. Potential overlooking and noise for the existing properties</p>
<b>Sustainable Communities</b>	<p>This site is not a sustainable location, it is 100m higher than the town centre and access is via steep narrow lane with limited pavement and no room for cycleway. This prevents Active Travel for the majority. Residents of existing homes situated lower and closer to the town centre are already more likely to drive due to the steepness and time required to walk in (25mins) . Only one bus that has infrequent service and the route takes in Stonecross and Wattsfield estates before going to town centre. Minimum 20mins min travel time on the bus</p> <p>Increased rainfall on this high ground with steep fall towards existing homes and town could cause flooding.</p> <p>Winter snow and ice on the steep slope of Brigsteer Road from site entrance to Underwood. Currently not gritted.</p>

**Parkside Fields Kendal**

**2020-CfS-32**

**SHELAA ref XXX**

**RECOMMENDATION – Reject / Remove site from Local Plan**

**Narrative Description and IMPACT**

- Unsustainable location
- Landscape - impact on view
- Green space & biodiversity loss

Site is within a woodland on a steep location visible from town and from the bypass and World Heritage Site. The site is not part of an existing community.

Loss of biodiversity and natural habitat.

Topic	What we will consider in assessing sites:
Planning Policy	Biodiversity loss and not Sustainable location
Physical and other Constraints	
Infrastructure Capacity	
Nature and	biodiversity / natural habitat loss – woodland

<b>Wildlife</b>	
<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Land East of Gillthwaiterigg Lane**

**2020-CfS-50**

**SHELAA ref XXX**

**RECOMMENDATION – Support further consideration**

**Narrative Description & IMPACT**

- Greenspace loss
- Outside the development boundary

This farmland is has natural rural habitat to the North and East. To the South it connects with existing employment business park (depot). Planning conditions could be applied to deliver net positive biodiversity. Note, this land is OUTSIDE the Kendal Development boundary. This is set at the lower edge of this site. The field the other side of this south east edge has just received Planning approval SL/2020/0743. This is for Motor dealership and employment business park. Therefore CfS 50 could be assumed the extension to this employment business park and accessed via it.

With this in mind, the site could be considered a logical and sustainable site for development of the same use category. To be determined. Noted the field immediately south of CfS50 already has planning permission for depot and is currently being used by the EA for storage site for Flood Relief project.

Topic	What we will consider in assessing sites:
Planning Policy	
Physical and other Constraints	
Infrastructure	

<b>Capacity</b>	
<b>Nature and Wildlife</b>	
<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Kendal Parks Road**

**2020-CfS-56**

**SHELAA ref XXX**

**RECOMMENDATION – Reject / remove from Local Plan**

**Narrative Description & IMPACT**

- Risk of overdevelopment – cramming / viability and biodiversity loss

This small space is a natural green space with a water course. If CfS 18 is approved for development then this little space should remain to provide a buffer for biodiversity however it needs to be ‘maintained’ and according to the CfS document this is not the case today.

If the site is to be developed then it should deliver Affordable Housing however, with abnormal costs being quoted by the agent, would this be viable?

Topic	What we will consider in assessing sites:
Planning Policy	
Physical and other Constraints	
Infrastructure Capacity	
Nature and Wildlife	
Water and Flooding	
Heritage	



<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Land on the north side of Greenfields****2020-CfS-58****SHELAA ref XXX****RECOMMENDATION – Support further consideration****Narrative Description & IMPACT**

- Sustainable location / Active Travel
- Greenfield / biodiversity loss

This is a sustainable location and will deliver AFFORDABLE homes.. Subject to water / flood management. Biodiversity loss will need to be managed with a net increase either at this site or on another / off set.

Topic	What we will consider in assessing sites:
Planning Policy	
Physical and other Constraints	
Infrastructure Capacity	Limited access through Longlands View. Access would be better achieved from Whinfell Drive if this was possible.
Nature and Wildlife	
Water and Flooding	

<b>Heritage</b>	
<b>Landscape</b>	Greenfield
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Land east of Fowl Ing Works**

**2020-CfS-60**

**SHELAA ref XXX**

**RECOMMENDATION – – SUPPORT FURTHER CONSIDERATION**

**Narrative Description & IMPACT**

- Sustainable location
- Loss of Greenfield / biodiversity

CfS 58 as it is a sustainable location. Type of homes and tenure need to be validated vs need. If other sites 58 as 60 are developed, this could be left as green space?

Biodiversity loss will need to be managed to a net positive gain and approval subject to flood and water management plan

Topic	What we will consider in assessing sites:
Planning Policy	
Physical and other Constraints	
Infrastructure Capacity	
Nature and Wildlife	
Water and	

<b>Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Land at Mintsfeet****2020-CfS-62****SHELAA ref XXX****RECOMMENDATION – SUPPORT FURTHER CONSIDERATION****Narrative Description & IMPACT**

- Loss of Greenspace

This is an extension of the existing employment business park therefore enabling growth with reduced need for new infrastructure. However this site is part of the area that Kendal Town Council - Kendal Flood Relief Working Group and the Environment Agency are actively working on to improve public amenity as a deliverable of that scheme. Therefore this needs to be reviewed by those parties for impact / conflict

It is currently widely believed to be a part of the new nature area, being beyond the existing flood defences.

<b>Topic</b>	<b>What we will consider in assessing sites:</b>
<b>Planning Policy</b>	Flood Zone 2 under current flood scheme, so would be disallowed
<b>Physical and other Constraints</b>	
<b>Infrastructure Capacity</b>	
<b>Nature and Wildlife</b>	Appears to clash with potential nature site of new flood scheme
<b>Water and</b>	Flood Zone 2 under present flood management

<b>Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	
<b>Resources and Land</b>	Land believed to be earmarked for nature site in current flood scheme
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Land at Prizet North of petrol station southbound A591**

**2020-CfS-65**

**SHELAA ref XXX**

**RECOMMENDATION – Reject / Remove site from Local Plan**

**Narrative Description and IMPACT**

- Unsustainable location / No Active Travel
- Loss of Greenfield / Biodiversity / natural habitat
- Road safety impact
- Conflict with Kendal Vision / Town Centre Strategy

This Greenfield site is situated miles from the town center at an unsustainable location on a dual carriageway. There is no requirement for this development because Scroggs Wood is already allocated for office / commercial / employment use.

Therefore no need to damage the landscape and lose Biodiversity by further development here.

Planning Applications for development on the northern side of the Prizet service station have already been recently brought to SLDC Planning Committee and determined in line with the Officer’s recommendation to refuse on grounds of it not being a Sustainable location.

Topic	What we will consider in assessing sites:
Planning Policy	<p>Conflict with the Sustainability, Climate Emergency / Biodiversity / Active Travel</p> <p>Conflict with the Kendal Vision / Town Centre Strategy</p>



<b>Physical and other Constraints</b>	
<b>Infrastructure Capacity</b>	No Active Travel due to the lack of cycle way and footpath.
<b>Nature and Wildlife</b>	This area is a wildlife biodiverse 'buffer' between rural and Kendal Town
<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	The rural / natural landscape should be protected. The existing development at this location is already out of character and current policy
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	<p>This site is an unsustainable location. Further development would create additional travel movements by car. The Local Plan already has Scroggs Wood for employment / commercial use, waiting to be built. Therefore no requirement for this type of development at Prizet</p> <p>Active Travel not appropriate for this remote site on dual carriageway due to road safety issue</p>

**Name of Site: Land at Oxenholme House, Helmside Road****2020-CfS-66****SHELAA ref XXX****RECOMMENDATION – support further consideration****Narrative Description and IMPACT**

- Sustainable location via public transport however not for Active Travel

The site is currently residential mixed use with a car park for the nearby station an important additional resource. The car park is very well-used in a station site that is otherwise very cramped. The Council consider this site to offer opportunity for promotion and take up of the public transport rail corridor, to support a concept of travel hub' instead of homes

Topic	What we will consider in assessing sites:
Planning Policy	
Physical and other Constraints	
Infrastructure Capacity	Highways enforcement has been taken on site in past.
Nature and Wildlife	High visibility risk from the Helm

<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	Impact on the Helm would require mitigation
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	Station parking is important amenity, preventing fly parking elsewhere.
<b>Sustainable Communities</b>	

**Land west of Helsington****2020-CfS-70****SHELAA ref XXX****RECOMMENDATION – Reject / Remove site from Local Plan****Narrative Description and IMPACT**

- Unsustainable location / Low Active Travel
- Damaging to the World Heritage Site and Kendal’s rural setting
- Loss of Greenfield / Biodiversity / natural habitat
- Road safety impact
- Conflict with Kendal Vision / Town Centre Strategy

This Greenfield site is situated prominently, high on the edge of Town within a few meters of the Lake District National Park World Heritage Site. It is highly visible from the LDNP, the Kendal By-pass, Helm Crag and all of Kendal. Developing on this site conflicts with our Council’s policies for Sustainable development, Biodiversity, Climate Emergency and the Kendal Vision / Town Centre Strategy.

Access is intended via the Stonecross Meadow estate (Jones Homes) , this could create road safety and issues through this estate and traffic back-up at the junction with Milnthorpe Road. The lower edge of the site would infringe on the rural setting of the Helsington Laithes natural environment.

The steep gradient of this site will deter Active Travel – walking and cycling. There are no local services / shops.

Topic	What we will consider in assessing sites:
Planning Policy	Conflict with the Sustainability, Climate Emergency / Biodiversity

	<p>Conflict with the Kendal Vision / Town Centre Strategy</p> <p>Damaging to the World Heritage Site and Kendal's rural setting</p> <p>Viability – physical constraints increase development costs, this has already been evidenced with the first phase of this Brigsteer allocation and risks failure to deliver Affordable Homes</p>
<b>Physical and other Constraints</b>	<p>Overhead power cables</p> <p>Site is +100m above town with steep gradient, limestone bedrock. Previous developments have underestimated the constraints and this has caused viability issues resulting in failure to deliver Affordable homes</p>
<b>Infrastructure Capacity</b>	<p>Existing estate roads do not have cycle ways and visibility could be poor due to parked cars. The junction with Milnthorpe will cause traffic back-up and increased volumes to manage toward town centre. Junctions such as Romney are already over capacity.</p>
<b>Nature and Wildlife</b>	<p>This area is a wildlife biodiverse 'buffer' which enhances and protects the World Heritage Site.</p>
<b>Water and Flooding</b>	<p>The steep levels of limestone bedrock cause water to run down through underground routes which are not possible to manage. Similar to the issue for Castle area (says the EA). Building homes on these fields could cause more water to flow towards Stonecross. There would need to be suitable flood protection / management measures delivered which add to the cost of development (impacting viability)</p>
<b>Heritage</b>	<p>World Heritage Site is only a few metres away!</p> <p>Scout Scar SSSI</p> <p>A Roman road run north-south across the land, potential archaeological remains</p>
<b>Landscape</b>	<p>World Heritage Site only a few metres away! The proposed new homes will be visible from the Lake District National Park World Heritage Site, this conflicts with the policy and could risk the site's designated status.</p> <p>The proposed new homes will also be visible from the by-pass, currently the view seen is of fields and then long distance over to the hills beyond. This removes Kendal's rural 'buffer' and would lessen the town's attractiveness as a place to visit and/or live.</p>

<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	This site is close to the by-pass which produces a lot traffic / road noise. Residents of new homes built here will suffer this due to the high ground and proximity. Prevailing west wind
<b>Sustainable Communities</b>	<p>This site is an unsustainable location. It is +120m higher than the town centre and access will be through an existing estate with steep gradient, limited pavement and no room for cycleway. This precludes Active Travel for the majority. Residents of existing homes sited lower and closer to the town centre are already most likely to drive due to the steep gradient and the time required to walk (min. 30 mins). It is too difficult for most to carry shopping or manage children up the hill.</p> <p>Increased rainfall on this high ground with steep fall towards existing homes and town could cause flooding.</p>

**Land adjacent to Scroggs Wood**

**2020-CfS-71**

**SHELAA ref XXX**

**RECOMMENDATION – SUPPORT FURTHER CONSIDERATION**

**Narrative Description & IMPACT**

- Sustainable? Bus service however major road to cross in order to reach bus stops going North OR a considerable walk through site 72 to reach the bus stop near Lumley Road. This likely to result in more vehicle use
- Damage to landscape – highly visible location – entrance to Kendal.
- Significant Greenfield loss

As an employment site this has merit in combination with CfS-71 however for housing it is questionable due to distance from the town centre, primary schools, shops. Active Travel via cycling is supported via ‘to be’ improved river corridor route but shops are too distant, the closest convenience store is at Kirkland. These lack of local services would encourage car travel. The nearest bus stop to town centre is near Lumley Road junction with Milnthorpe Road which is approx. 10mins walk from the South of this site however bus service is frequent.

Topic	What we will consider in assessing sites:
Planning Policy	
Physical and other Constraints	

<b>Infrastructure Capacity</b>	
<b>Nature and Wildlife</b>	
<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	



**LAND AT SCROGGS WOOD (allocated)**

**2020-CfS-72**

**SHELAA ref XXX**

**RECOMMENDATION – – SUPPORT FURTHER CONSIDERATION**

**Narrative Description & IMPACT**

- Sustainable location / Active Travel
- Greenfield / biodiversity loss
- Landscape – visual impact - approach to Kendal
- Enabler for town centre regeneration by re-location of business to this site

This site is already within the Local Plan , there are issues with viability. Although this is a large greenfield site , the employment opportunity could help business to re-locate from town centre freeing up area for regeneration

As an employment site this has merit however for housing it is some distance from the town centre. Active Travel via cycling is supported via 'to be' improved river corridor route but shops are too distant, the closest convenience store is at Kirkland. These lack of local services would encourage car travel. The nearest bus stop to town centre is near Lumley Road junction with Milnthorpe Road which is approx. 5 mins walk from the South of this site however bus service is frequent.

It is also a large loss of Greenfield and would negatively impact the rural appearance of Kendal when seen from the A591

<b>Topic</b>	<b>What we will consider in assessing sites:</b>
<b>Planning</b>	

<b>Policy</b>	
<b>Physical and other Constraints</b>	
<b>Infrastructure Capacity</b>	
<b>Nature and Wildlife</b>	
<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Land to the west Burton Road**

**2020-CfS-73**

**SHELAA ref XXX**

**RECOMMENDATION – – SUPPORT FURTHER CONSIDERATION**

**Narrative Description & IMPACT**

- Loss of Greenfield /Biodiversity
- Sustainable location
- Multi-generational housing offer

This area is sustainable location with good access for Active Travel, regular bus service and services close by. Adequate green buffer screening would be needed between site and Helme Lodge

Appropriate planting and green spaces required to deliver overall positive for biodiversity

Topic	What we will consider in assessing sites:
Planning Policy	
Physical and other Constraints	
Infrastructure Capacity	
Nature and	

<b>Wildlife</b>	
<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Brigsteer Road Site Allocation****2020-CfS-74****SHELAA ref 332****RECOMMENDATION – Reject / Remove site from Local Plan**

*Note – this refers to southern part of the allocation which does not have Planning Permission*

**Narrative Description and IMPACT**

- Unsustainable location / Low Active Travel
- Viability concern
- Loss of Greenfield / Biodiversity / natural habitat
- Negative impact for Road safety
- Damaging to the World Heritage Site and Kendal's rural setting, the site is visible from the LDNP and by-pass
- Conflict with Kendal Vision / Town Centre Strategy

This site situated high on the edge of Town has been allocated since 2013 which pre-dates the designation of Lake District National Park as a World Heritage Site and the expansion of the LDNP to within a few meters of this site, our Council's Climate Emergency declaration and Town Centre Strategy plus the Kendal Vision. This site is an unsustainable location and is classified as 'complex'. It conflicts with many of our policies, priorities and aspirations for Kendal.

The revision of the Local Plan is the opportunity to remove this remaining part of the allocation which has no planning permission granted.

Topic	What we will consider in assessing sites:
Planning Policy	Viability – physical constraints increase development costs. The time lag since the site was allocated has seen costs rise to the point where the Developer fails to deliver 35% affordable homes. This has already been evidenced with the first phase of

	<p>this allocation and with similar allocations in Kendal area</p> <p>This allocation was classed as complex development back in 2013 and this complexity has increased since then due to flood risk, the extension of the LDNP World Heritage Site in 2016 and the change of Gov policies regarding Climate Emergency/Biodiversity and sustainability.</p> <p>Conflicts with the Kendal Vision / Town Centre Strategy</p> <p>Proximity to the boundary / setting of the LDNP World Heritage Site setting and also Kendal's rural setting as</p>
<p><b>Physical and other Constraints</b></p>	<p>Limestone bedrock outcrops and pits, underground water courses through the limestone</p> <p>Overhead power cables</p> <p>Steep slopes / gradients falling South East towards existing housing, underground water routes (limestone)</p>
<p><b>Infrastructure Capacity</b></p>	<p><b>Severe impact.</b> This lower part of the site intends deliver approx. 100 homes with 2-5 bedrooms. Due to the unsustainable location: steep gradient and distance from town, Active Travel will have low take up and there is a very limited bus service. Therefore new homes will generate a high number of new vehicle movements from home owners and delivery services, accessing work, senior school, children's clubs and activities, shopping and other services, none of which are within easy walking distance. Close to 100% of this extra traffic will travel East from the site and then onto the existing minor estate roads. This will increase the risk of accident for all users of the roads and pavements from the site and through the Vicarage and Kirkbarrow estates. There are three primary schools (off Greengate and Vicarage Drive ) and also Kendal College which need protection from traffic.</p> <p>Brigsteer Road is a narrow road with steep gradient, leading to minor roads on the Vicarage and Kirkbarrow estates which are already congested with tailbacks at the junctions with Milnthorpe Road. It also feeds to Greenside with tailbacks at Beast Banks / All Hallows Lane</p> <p>No space for cycle path. Steep gradient &amp; undulations deter Active Travel</p> <p>No pavement on the higher reach of Brigsteer Road</p> <p>Pavement only on one side of Brigsteer Road for much of the route to town. Sections are less than a buggy or wheelchair's width causing pedestrians to walk in the road.</p> <p>Vehicles exceed the speed limit on Brigsteer Road due to the straightness of the road and its rural setting. This also deters</p>

	<p>Active Travel</p> <p>Canopy of trees of both sides of the road from site entrance to Underwood restrict visibility due to light conditions eg. dark or challenging to see when driving into the low sun</p> <p>Traffic from North and South of Kendal use Greenside – Brigsteer – Stainbank – Vicarage as a ‘rat run’ to avoid the town centre ‘one way’ route congestion. This has not been taken into consideration by CCC</p>
<b>Nature and Wildlife</b>	<p>These fields are not used for agriculture, they have rough grasses and wild flowers, provide home for birds, bats and plant species. They provide a safe and natural route via the footpath to our World Heritage Site, Lake District National Park with Scout Scar (SSSI) This area is a wildlife biodiverse ‘buffer’ which enhances and protects the World Heritage Site.</p>
<b>Water and Flooding</b>	<p>The steep levels of limestone bedrock cause water to run down through these fields and are part of the ‘Vicarage Green Wedge’. Surface water channels down in streams towards Vicarage and via underground routes which are not possible to manage. Similar to the issue for Castle area (says the EA). Building homes on these fields could cause more water to flow towards Vicarage / Stonecross. There would need to be suitable flood protection / management measures delivered which add to the cost of development (impacting viability)</p>
<b>Heritage</b>	<p>World Heritage Site is only a few metres away!</p> <p>Scout Scar SSSI</p> <p>A Roman road run north-south across the land, potential archaeological remains</p>
<b>Landscape</b>	<p>World Heritage Site only a few metres away!</p> <p>The proposed new homes will be visible from the Lake District National Park World Heritage Site, this conflicts with the policy and could risk the site’s designated status.</p> <p>The proposed new homes will also be visible from the by-pass, currently the view seen is of fields and then long distance over to the hills beyond. . This removes Kendal’s rural ‘buffer’ and would lessen the town’s attractiveness as a place to visit and/or live</p>
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	<p>Arsenic and radon exist on the land</p> <p>The proximity of the by-pass will cause constant noise pollution for the proposed new homes. Prevailing Westerly wind</p>

<b>Sustainable Communities</b>	<p>This site is an unsustainable location. It is +120m higher than the town centre and access is via narrow road with steep gradient, limited pavement and no room for cycleway. This precludes Active Travel for the majority. Residents of existing homes sited lower and closer to the town centre are already most likely to drive due to the steep gradient and the time required to walk (min. 25mins). It is too difficult for most to carry shopping or manage children up the hill.</p> <p>There is one bus that starts at 9.21 and run hourly until 17.25 Mon-Sat. The journey time to town centre is 25 mins. This service is not adequate and does not support work, school journeys or the evening economy (leisure)</p> <p>Increased rainfall on this high ground with steep fall towards existing homes and town could cause flooding.</p> <p>Being +100meters above town, snow and ice form on the steep gradient of Brigsteer Road . This road and most others on the gradient are not gritted.</p>
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**Land at Castle Green Road****2020-CfS-101****SHELAA ref XXX****RECOMMENDATION – SUPPORT FURTHER CONSIDERATION****Narrative Description & IMPACT**

- Sustainable location
- Loss of Greenfield / Biodiversity
- Landscape – high valley side location, part of site visible from across town

Sustainable location with Active Travel. However it is a Greenfield and part of it is visible from across town. There are green gaps and trees next to the site which will partially mitigate view.

Topic	What we will consider in assessing sites:
Planning Policy	Conflict - Greenfield/Biodiversity loss  Conflict with Kendal Vision/Town Centre Strategy
Physical and other Constraints	trees
Infrastructure Capacity	There are two main roads into town from the site to manage the vehicle traffic and the main road to Sedbergh.  The junction would require some significant reworking to enable safe access.

<b>Nature and Wildlife</b>	
<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	<p>This is a undulating greenfield site which part of can be seen from the opposite side of town</p> <p>The developer refers to town house dwellings which are tall, design would need to mitigate the visual impact of the development ie view</p>
<b>Resources and Land</b>	The land is currently grazed
<b>Hazards and Amenity</b>	The lower easterly edge of the site borders existing housing therefore design would need to consider
<b>Sustainable Communities</b>	<p>Edge of town setting with bus servicing the area 8.00 until 17.30 Mon-Sat. Two main roads to town, neither have a cycleway.</p> <p>Walking time to lower town centre 20 mins?</p> <p>Active Travel supported by having local schools and convenience store for light shopping</p> <p>Site is on the edge, with a green gap to the North and South</p>

**Land at Brigsteer Road Kendal****2020-CfS-103****SHELAA ref XXX****RECOMMENDATION – REJECT / REMOVE FROM PLAN****Narrative Description & IMPACT**

- Unsustainable location / Low Active Travel
- Loss of Greenfield - Biodiversity / natural habitat loss
- Negative impact Road safety

This site sits on the lower edge of the new Underbarrow Ghyll Brow development and is next to the SuDs of that development . Although this is for one property, it needs to be considered together with CfS 74 because it will add to and be affected by, the issues regarding road safety, unsustainability and buffer for the World Heritage Site .

Topic	What we will consider in assessing sites:
Planning Policy	Conflict with Greenfield / Biodiversity Conflict with Active Travel & Road safety
Physical and other Constraints	
Infrastructure Capacity	unsustainable location: steep gradient and distance from town, Active Travel will have low take up and there is a very limited bus service.

	<p>Brigsteer Road is a narrow road with steep gradient, leading to minor roads on the Vicarage and Kirkbarrow estates which are already congested with tailbacks at the junctions with Milnthorpe Road. It also feeds to Greenside with tailbacks at Beast Banks / All Hallows Lane</p> <p>No space for cycle path. Steep gradient &amp; undulations No pavement on the higher reach of Brigsteer Road</p> <p>Pavement only on one side of Brigsteer Road for much of the route to town. Sections are less than a buggy or wheelchair's width causing pedestrians to walk in the road.</p> <p>Vehicles exceed the speed limit on Brigsteer Road due to the straightness of the road and its rural setting. This also deters Active Travel</p> <p>Canopy of trees of both sides of the road from site entrance to Underwood restrict visibility due to light conditions eg. dark or challenging to see when driving into the low sun</p>
<b>Nature and Wildlife</b>	
<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	<p>This site is an unsustainable location. It is +100m higher than the town centre and access is via narrow road with steep gradient, limited pavement and no room for cycleway. This precludes Active Travel for the majority. Residents of existing homes sited lower and closer to the town centre are already most likely to drive due to the steep gradient and the time required to walk (min. 25mins). It is too difficult for most to carry shopping or manage children up the hill.</p> <p>There is one bus that starts at 9.21 and run hourly until 17.25 Mon-Sat. The journey time to town centre is 25 mins. This is service is not adequate and does not support work, school journeys or the evening economy (leisure)</p> <p>Vehicles exceed the speed limit on Brigsteer Road due to the straightness of the road and its rural setting.</p> <p>Canopy of trees of both sides of the road from site entrance to Underwood restrict visibility due to light conditions eg. dark or</p>

	<p>challenging to see when driving into the low sun Winter snow and ice on the steep slope of Brigsteer Road from site entrance to Underwood. Currently not gritted.</p>
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**Name of Site Longmeadow Lane/Wandales Lane, Natland****2020-CfS-106****SHELAA ref XXX****RECOMMENDATION – To be determined**

Agricultural land occupying field up to WCML from edge of Natland village. Would deplete Green Gap between Natland village and Oxenholme. Poor access through village, as land is constrained by WCML. If CFS9 was developed, the site would make more sense, but otherwise it is an island in the Green Gap.

<b>Topic</b>	<b>What we will consider in assessing sites:</b>
<b>Planning Policy</b>	Green Gap
<b>Physical and other Constraints</b>	Constrained by WCML
<b>Infrastructure Capacity</b>	No current easy access through Natland village or to Helm Lane or Oxenholme Lane
<b>Nature and Wildlife</b>	Green Gap
<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	

<b>Sustainable Communities</b>	
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**Land at Natland Mill Beck****2020-CfS-107****SHELAA ref XXX****RECOMMENDATION – Reject / Remove site from Local Plan****Narrative Description and IMPACT**

- Loss of Greenfield / Biodiversity / natural habitat – Key Green space amenity
- Negative impact Road safety

This site has already been through the Planning Process and determined to be unacceptable for development via the Mill Beck lane or route south of the beck. This key natural habitat enjoyed by local residents and others alike. Safe rural 'green space' which must remain as such.

Flooding may be an issue.

Topic	What we will consider in assessing sites:
Planning Policy	See Previous Planning applications Oakmere Homes
Physical and other Constraints	
Infrastructure Capacity	
Nature and Wildlife	



<b>Water and Flooding</b>	
<b>Heritage</b>	
<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Land at former Busher House Office****2020-CfS-121****SHELAA ref XXX****RECOMMENDATION – SUPPORT FURTHER CONSIDERATION****Narrative Description & IMPACT**

- Brownfield site – In accordance with the Kendal Vision / Town Centre Strategy
- Consider residential or employment
- Ideal for affordable housing.

Topic	What we will consider in assessing sites:
Planning Policy	Conforms with policy and Kendal Vision / Town Centre Strategy
Physical and other Constraints	
Infrastructure Capacity	
Nature and Wildlife	
Water and Flooding	

<b>Heritage</b>	
<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	

**Land at former Mintsfeet Highways Depot****2020-CfS-122****SHELAA ref XXX****RECOMMENDATION – SUPPORT FURTHER CONSIDERATION****Narrative Description & IMPACT**

- Brownfield site – In accordance with the Kendal Vision / Town Centre Strategy
- Consider residential or employment. Possible relocation site for HWRC.

Topic	What we will consider in assessing sites:
Planning Policy	Conforms with policy and Kendal Vision / Town Centre Strategy
Physical and other Constraints	
Infrastructure Capacity	
Nature and Wildlife	
Water and Flooding	
Heritage	

<b>Landscape</b>	
<b>Resources and Land</b>	
<b>Hazards and Amenity</b>	
<b>Sustainable Communities</b>	