

KIRKBY TOWN COUNCIL'S SUGGESTED RESPONSE TO THE SLDC CONSULTATION ON THE PREPARATION OF THE LOCAL PLAN 2025/2040

INTRODUCTION

1. South Lakeland District Council (SLDC) are currently consulting on the preparation of the next Local Plan which will run from 2025 to 2040. Although local government re-organisation will take place over the next few years, a successor authority will be able to adopt this Plan and if SLDC did not continue with the plan making process, a policy vacuum could arise. The Government's advice in the current circumstances is that authorities should continue with plan making.
2. The Town Council in September 2020 submitted its initial views and in July of this year agreed to canvass 14 local groups and organisations for their views (a list of those groups is attached at **Annex 1**). Six responses were received, these were from the following Groups and copies of the responses are attached to this report:
 - 1st KL Scout Group (**Annex 2**)
 - Kirkby Lonsdale Rugby Union Football Club (**Annex 3**)
 - St Mary's DCC (**Annex 4**)
 - The Big Vision (**Annex 5**)
 - Kirkby Lonsdale Methodist Church (**Annex 6**)
 - Community Interest Company (CIC) (**Annex 7**)
3. The Town Council must submit views by the SLDC deadline of 29 October.
4. Members of the Town Council were supplied with a full copy of the South Lakeland Local Plan Review; Issues and Options (June 2021) document; details of all the sites that have been put forward by landowners; and attended a Workshop on 5 October to better understand the issues involved and to come to some preliminary views. Councillors were able to attend the SLDC drop-in session on 12 October at the Lunesdale Hall and participate in a Zoom discussion with Council officers on 14 October

BACKGROUND

5. SLDC issued a document entitled South Lakeland Local Plan Review : Issues and Options, June 2021, together with a Summary leaflet. In addition, there are a number of supporting documents available on the web site, including a Housing Topic Paper.
6. The Local Plan will set out strategic policies for the whole of South Lakeland and the specific ways in which settlements will develop over the plan period. It is therefore a critical document for towns and villages such as Kirkby Lonsdale.
7. A Call for Sites has already taken place. All the sites put forward in Kirkby Lonsdale are on a plan prepared by SLDC and included at **Annex 8** to this report.

8. At this stage SLDC stress that no sites are proposed for development. After this consultation SLDC will undertake a technical assessment of all sites (a Strategic Housing and Employment Land Availability Assessment), consult on the outcome and then prepare a draft Local Plan for consultation in the summer of 2022.
9. The Local Plan is extremely wide ranging and is being developed around 8 themes including climate change, healthy people and communities, greener travel and enhancing the natural and built environment. It is suggested that the Town Council comment on the wider strategic issues when policies are set out next year in the draft Local Plan and concentrates at this time on Theme 3 which covers specific towns, villages and rural areas. The relevant section in the Issues and Options document for Kirkby Lonsdale is 4.4.5 Policies for our places: Kirkby Lonsdale, pages 97 - 104.

POLICIES FOR OUR PLACES: KIRKBY LONSDALE

10. In respect of Kirkby Lonsdale 9 questions are posed by SLDC. A number of these raise factual questions or ask for further information and these are dealt with in **Annex 12** rather than in the body of this report. **Annex 12** also puts forward a number of issues not included in the current Issues and Options document which the Town Council considers should be addressed. This report covers the key issue of what further development should take place in or on the periphery of Kirkby Lonsdale and responds to Questions 64, 68 and 70. It also raises key issues in relation to the use of Community Infrastructure Levy (CIL) in relation to Kirkby Lonsdale.
11. The policy options and approaches adopted by SLDC are crucial to the way the Town will be developed in the future. Land for new housing and land for employment use are the two main issues for the Town, and capacity, which is not an issue directly addressed by SLDC, is crucial. These issues are dealt with in turn below.

CAPACITY FOR NEW DEVELOPMENT

12. The development of further land for housing or employment will put pressure on existing resources be they physical or social. Underpinning any new allocations of land should be a thorough investigation of the town's capacity to support new development, including sewerage and drainage capacity, highway issues, and the capacity of both schools, the Lunesdale Surgery and social services to cope with increased numbers.
13. The Town Council takes the view that unless it can be clearly demonstrated that there is capacity for new development then there should be no further significant expansion of the Town. Of particular concern is the capacity of St Mary's Primary School which is referred to in the comments of St Mary's DCC (**Annex 4**).

LAND FOR NEW HOUSING

14. The comments which follow are predicated on the key point above, that capacity issues are satisfactorily resolved.

15. Kirkby Lonsdale is classified as a Key Service Centre (along with Grange-over-Sands and Milnthorpe) and there is an expectation by SLDC that it should accommodate a degree of new housing. The current Local Plan allocated sites for 133 units, all of which are now completed or under construction and, since 2003, 188 homes have been completed. The Town has the strongest housing market in SLDC. **The key question is: how much further land should be allocated for housing up to 2040 and where should it be?**
16. The Town Council has previously resolved that as the Town made a major contribution to SLDC new housing development in the last Plan period, a very much smaller contribution should be made during the next Plan period. It also resolved that the 1 hectare of currently allocated employment land at Kendal Road be re-allocated for housing. The Council on a number of occasions has stressed that the Town needs a good supply of truly affordable new housing to meet local needs.
17. This approach is broadly supported in the Issues and Options paper which recognises the physical development constraints of the Yorkshire Dales National Park (YDNP) boundary, the town's landscape setting, prominent physical features and the A65.
18. It is suggested that the Council support's limited new housing development, subject to it being demonstrated that there is the capacity to support it. Providing 50% of the target in the last Local Plan (circa 70 units over the 15 year period) would help meet housing need and build on the Town's strengths as a key service centre.
19. The Call for Sites resulted in land coming forward to the south, west and north of the Town (see **Annex 8**). In the past the Town Council has supported the outcome of a 2017 Economic Assessment of the Town, that major new development should not take place to the south of the A65.
20. If the Town had to accommodate circa 70 units it is suggested that this could be done in two ways. By the release of small sites making up this figure, **or** by one site providing the total amount.
21. After considerable discussion two suggestions have come forward.

OPTION 1, NEW HOUSING LAND

22. This would comprise the allocation of three sites shown on **Annex 9**
 - Land at the entrance to Oakfield Park (site 2020-cfs-29) currently allocated for employment uses – this could provide about 20 units.
 - Land between QES and Kendal Road (site 2020-cfs-55) which could accommodate circa 40 dwellings.
 - Land at Bridge Brow which could accommodate circa 10/15 dwellings

OPTION 2, NEW HOUSING LAND

23. Of the larger sites which have been identified, only one is considered as a possible site for development. All other sites are considered too peripheral to the Town and

in particular the Town Council would reiterate its view that development south of the A65 should not be permitted

24. The Showground site (2020-cfs-45) (**Annex 10**) could in theory accommodate 80 to 100 units. However, it is a site which could also deliver other benefits to the Town as well as potential disbenefits in terms of increased traffic and pedestrian flows on Fairbank and through Queens Square.
25. New housing on the site should be limited to 70 units, located in the south eastern part of the site, with an extension to the existing cemetery also located in this area, with a new vehicular access to the cemetery.
26. The site is highly prominent and new development should not be permitted on the central part of the site – this should be laid out as a mixture of open space and parking – the latter to replace parking on Fairbank, which would be removed as part of the development, and to provide further visiting parking for the Town and Rugby Club.
27. The opportunity should also be taken to provide a new access to the Rugby Club, thereby reducing or eliminating vehicles having to use Raygarth.
28. Whilst significant alterations would need to be made to Fairbank to provide access to the site, the removal of all parking on Fairbank would improve traffic flows, but would have to be matched by traffic calming to reduce traffic speeds.

LOW COST/AFFORDABLE HOUSING

29. As outlined above, one of the major concerns in the Town is to have housing which will enable younger people to live and work in the Town. A significant element of new housing which is provided should be low cost, truly affordable housing – this might include an element of social housing.
30. In addition, there is concern that the number of second homes is increasing, which depletes the stock of housing available to local people. The Local Plan should consider how this is addressed within Kirkby Lonsdale and across the Plan Area.

LAND FOR EMPLOYMENT USES

31. Over the last plan period most of the available employment land at the two business parks either side of the A65 and at the Underley Business Park has been developed, leaving little scope for new businesses to develop.
32. The Issues and Options report suggests that a review of employment land be undertaken and that further land might need to be identified. The Call for Sites resulted in sites adjacent to both business parks coming forward.
33. If further employment land could be identified within the Town's current boundaries that would be the best solution. However, it is not considered that this is possible and of the sites that have come forward for development, the site best

sited to provide additional employment land is considered to be to the north of the existing industrial estate, north of the A65 (site 2020 - cfs - 46) (**Annex 11**).

- 34.** Allocating land for employment use does not result in the creation of local employment. However, if industrial floorspace can be provided as part of this there is then a greater incentive for firms to take up floorspace and provide local employment. The Town Council would ask SLDC, or the successor authority, to consider the direct provision of industrial units as a pump primer to the provision of local jobs.

COMMUNITY INFRASTRUCTURE LEVY DELIVERY PLAN

- 35.** Responses on a number of other questions and points relevant to the Town are included in **Annex 12**, but two matters that are extremely relevant to the Town over the next few years are the capacity of St Mary's Primary School (see above) and the future of Church Brow/Ruskin's View.
- 36.** The Community Infrastructure Levy (CIL) is essentially a contribution made to SLDC by developers based on amounts of certain types of new development, mainly housing. A proportion of this is passed on the Town Council (15%). The remainder is allocated across the SLDC area towards major infrastructure projects - this is included in the Infrastructure Delivery Plan. The Town Council has made representations before about local schemes that should be included, but the only mention in the last review of the Plan (2017) was an increase in primary school places in Kirkby Lonsdale and it was deemed that this should be addressed by S106 developer contributions and not CIL.
- 37.** Addressing the issues of St Mary's is beyond the ability of a developer to address unless a major expansion of the Town was proposed (which it isn't). Therefore, if this issue is to be resolved main stream funding from SLDC or inclusion in the CIL Delivery Plan is essential.
- 38.** As councillors know, works to save Church Brow/Ruskin's View is likely to cost over £1m. This is a major infrastructure project of great economic and environmental importance to the Town and is already being supported by the Town Council's portion of CIL receipts and its own resources. The Town Council consider that the SLDC CIL Delivery programme should also support this work and contribute to the cost of the work.

RECOMMENDATION

If the Town Council are minded to agree with the views expressed in this report, then it is recommended that the report and its Annexes, including the comments of six local groups or organisations, be forwarded to South Lakeland District Council as the formal views of the Town Council on this stage of the Local Plan.

(Councillor Mike Burchnall)

ANNEX 1

Circulation of Local Plan Report in Kirkby Lonsdale

Community Interest Company

Chamber of Trade

Big Vision

St Marys Church

Methodist Church

St Joseph's RC Church

Community Hub/Cupboard

Scouts and Guides

QES

QES Studio

St Mary's Primary School

Civic Society

Rugby Club

Women's Institute

Lunesdale Surgery

ANNEX 2

1st Kirkby Lonsdale Scouts

I don't think there is little we can say about Kirkby Lonsdale development plans, except to make a few general observations.

1. The Scout Group covers Kirkby and the surrounding areas. My subjective view is that the number from Kirkby itself has been falling and it would benefit us to have more affordable housing for young families in Kirkby.
2. We encourage Scouts to look after their environment and encourage the Town Council to do as well in determining the type and construction of any development, and supporting infrastructure such as renewable energy sourcing.
3. Safety is also very important to us and we would push that any development allows for children to walk safely to other areas of Kirkby, especially allowing for appropriate road crossings on the A65.

Comments on behalf of Kirkby Lonsdale RUFC with particular reference to site ref 2020-CfS-45.

I refer to the recent correspondence that you issued on behalf of KLTC. We would like express our comments in support of the development of the land that adjoins part of the curtilage of the Rugby Club ground. The site reference above refers.

In terms of the Rugby Club per se, we would hope that by negotiation with Underley Estate and any developer, it would then be possible to provide an alternative access to the Rugby Club site/land. KLTC will be aware that certain residents on Raygarth, the existing access route, have expressed their concerns as to the volumes of traffic that, on certain occasions, access the Rugby Club site. If an alternative access to the Club could be developed, this would then negate this issue with our neighbours in the Raygarth community.

We are aware that the Rugby Club is an important asset to our local community and the use of our open spaces has increased exponentially during the last 18 months. Developing this particular site alongside Fairbank could open up access for the Community to even more space with use of the land owned by the Church. It would also provide the Church with direct and usable access to an under utilised asset.

Between all parties we could also look at the provision of additional car parking, which again would fulfill a need by the greater KL Community, particularly if Fairbank is to feed the new access to the development.

I will keep this submission, on behalf of KLRUFC brief. The Club would be more than happy to discuss, with any relevant parties, the way forward; that is if KLTC consider the site appropriate for inclusion in any developments for the period 2025/40.

Neil Anderson pp. KLRUFC

RESPONSE FROM St MARY'S DCC TO SLDC CONSULTATION

Thank you for the opportunity to contribute to the SLDC Local Plan Consultation. The following are some general comments about future development in, or around, Kirkby Lonsdale.

1. Environmental credentials.

We would hope that any new development does not simply meet current environmental standards but has the highest possible environmental credentials, including flood management. With Eden Project North so close, it offers an exciting opportunity to showcase the same ethos in a domestic development.

2. Impact on the local infrastructure.

We would encourage very careful consideration of the impact of further development on the local infrastructure. Public transport is limited and it creates a heavy reliance on private cars. (e.g., It is impossible to get from Kirkby Lonsdale to and from places such as Lancaster or Kendal in the evening by public transport: There is only one bus a day that goes to Oxenholme Station (and this is only on weekdays, during term time)). Provision of public transport will always be a challenge for rural communities, but there is a pressing need to be proactive in reducing our environmental impact. Consideration needs to be given to the possibility that further development, coupled with the reliance on private cars, will exacerbate the parking issues in the town.

3. Affordable housing and the impact of second homes.

We would encourage careful consideration of the issues that second homes and lack of affordable housing can cause. This is a difficult issue and the power(s) to exercise control over any future development may not currently exist. However, in a number of parts of the country, attention is being drawn to the negative impact that second homes can have on a community. These are issues that could have a detrimental effect on the sustainability and resilience of Kirkby Lonsdale as a thriving community.

4. The impact of any new development on St Mary's Primary School.

St Mary's Primary is a church school and so we have a particular interest in the issues that any further housing development will raise.

a) Capacity

The present situation is that St Mary's Primary School is close to capacity and so the impact of any further housing development on demand for places needs careful consideration. When the most recent development in Kirkby Lonsdale was being considered, it was suggested that this development would not result in any additional

primary school aged children seeking places at St Mary's. In reality, this assessment was incorrect. Also, the current development has limited the ability to expand the school to accommodate any future pressure on school places.

b) The close relationship between St Mary's School and the Rainbow Parish.

The current school was built in the 1980s to serve the communities of the Rainbow Parish. A number of smaller local schools had closed during the previous decades and the capacity of the National School was insufficient to cope. There is a very close, and very important, relationship between the school and the ecclesiastical parish. (This close relationship is clearly visible in the school badge, which has a central cross representing St Mary's Church, surrounded by six crosses, representing the other six churches that formed the Rainbow Parish when it was established). Over the years this close relationship has developed into a collaborative partnership with a common vision to work together for the wellbeing of both children and their families. Consequently, whereas in some places it might be possible to manage school capacity by adjusting the catchment area, this would be hugely detrimental in the case of St Mary's school. It would undermine its foundation, its ethos, its relationship with the parish and the collaboration that benefits the children and their families.

5. Burial Ground.

We strongly believe that consideration must be given to linking the provision of additional burial ground space to any new development. The space for burials in the 'open' part of St Mary's Churchyard is likely to be used up in around 3 to 4 years. The number of people who choose to be cremated is increasing but the evidence is that there will be an ongoing need for burial space. There are also strong pastoral/wellbeing arguments for local provision and easy access.

6. Comments relating to a specific site:

'2020-CfS-45 – Showfield' in the Call for Sites document.

With thoughtful planning and careful consultation, development of this site should also include a number of community benefits:

- a) It should offer a solution to the difficult traffic/parking issues in Fairbank.
- b) It should provide dedicated, or improved, access to Kirkby Lonsdale Rugby Club.
- c) It should include the provision of additional burial space and good access.
- d) It should provide improved access to the town via the Brow from the Rugby Club, and to the scheduled monument 'Cockpit Hill'

The Big Vision, Kirkby Lonsdale – response to SLDC Local Plan Review

August 2021

Background:

The Big Vision is the title of the project the Churches are undertaking which considers the three church buildings in Kirkby Lonsdale (St Mary's Church of England, Kirkby Lonsdale Methodist Church and St Joseph's Roman Catholic Church), the Rectory buildings including the Rectory, the Vicarage and St Mary's Cottage, and the Cemeteries, the Glebe Field and Cockpit Hill.

Our vision: that the Churches, the surroundings and the Rectory buildings are creatively and sustainably utilised for the benefit of the local community, visitors and the Ministry and Mission of the church.

Our response:

1. *Section 4.3.5.5. Question 62: SWOT analysis.*
 - a) *The 'economic potential' study commissioned by SLDC in 2017 noted that there are a large number of community groups but not much collaboration or interaction between them. Since 2017, we believe that these groups (Church, CIC, Town Council, Community Hub/Cupboard etc) are now much more aware of each other and collaborate far more together. We believe that it would now be now more accurate under 'Strengths' to say 'active community groups with much successful collaboration and working together' than 'active community groups...'*
 - b) *In our opinion there is a missing opportunity around the future of young people and young adults in our community. The SWOT analysis correctly identifies that the threat of the 'ageing demographic and limited affordable housing mean that some younger people and families move elsewhere'. With the exceptionally high and rising house and rental prices in KL, it is almost impossible for young people starting their careers to be able live in the town, unless they live with parents (and we are aware of many who do). This situation is not sustainable and will result in the town becoming priced out to all but the wealthy and/or those moving into the town from other areas. We would like to see a corresponding opportunity identified along the lines of 'actively working to provide employment and housing*

opportunities for young people' in order to enable them to live and work in the area.

2. Section 4.3.5.8. Policy approaches and initiatives. We are in agreement with the Policy Approaches PA 3.5 a to f. We are in particular agreement with PA 3.5/c which talks about 'small scale development which is sensitively located designed and located'. Kirkby Lonsdale is a historic and very attractive town and the setting of St Mary's Church, the Rectory and Vicarage, the churchyard, Ruskin's View and the Brow is particularly special. Through The Big Vision project we have plans to develop St Mary's Church into a thriving centre which sits at the heart of our community. We also have ambitions to open up to public use and enjoyment the Scheduled Ancient Monument known as Cockpit Hill and the Motte which sits in the Glebe Field just above Ruskin's View. We believe the interests of the town, both as a place to live and as a place to visit, will be best served by the sensitive siting of any new developments, together with good contemporary design which can mirror the architecture seen in the town.

Submitted by

Peter Gregson, Chair, The Big Vision Project Team

peter@thebigvision.org.uk

www.thebigvision.org.uk

ANNEX 6

DRAFT RESPONSE TO SLDC FROM KIRKBY LONSDALE METHODIST CHURCH

Thank you for the opportunity to contribute to the SLDC Local Plan Consultation. The following are some general comments about future development in, or around, Kirkby Lonsdale.

1. Environmental credentials.

We would urge that any new development does not simply meet current environmental standards but has the highest possible environmental credentials, for carbon neutral new building, with no use of fossil fuel heating systems in any new build. It should also include robust water management and flood mitigation particularly with the potential location of the site between Fairbank and the Rugby Club. With Eden Project North so close, it offers an exciting opportunity to showcase the same ethos in a domestic development.

2. Impact on the local infrastructure.

We would encourage very careful consideration of the impact of further development on the local infrastructure. Public transport is limited and it creates a heavy reliance on private cars. (e.g., It is impossible to get from Kirkby Lonsdale to and from places such as Lancaster or Kendal in the evening by public transport: There is only one bus a day that goes to Oxenholme Station (and this is only on weekdays, during term time)). Provision of public transport will always be a challenge for rural communities, but there is a pressing need to be proactive in reducing our environmental impact. Consideration needs to be given to the possibility that further development, coupled with the reliance on private cars, will exacerbate the parking issues in the town.

3. Affordable housing and the impact of second homes.

We would encourage careful consideration of the issues that second homes and lack of affordable housing can cause. This is a difficult issue and the power(s) to exercise control over any future development may not currently exist. However, in a

number of parts of the country and in particular our county of Cumbria, attention is being drawn to the negative impact that second homes can have on a community. These are issues that could have a detrimental effect on the sustainability and resilience of Kirkby Lonsdale as a thriving and viable community.

4. The impact of any new development on St Mary's Primary School.

a) Capacity

The present situation is that St Mary's Primary School is close to capacity and so the impact of any further housing development on demand for places needs careful consideration. When the most recent development in Kirkby Lonsdale was being considered, it was suggested that this development would not result in any additional primary school aged children seeking places at St Mary's. In reality, this assessment was incorrect. Also, the current development has limited the ability to expand the school to accommodate any future pressure on school places.

b) The churches in Kirkby Lonsdale work Ecumenically and provide a fulltime Family Project Leader to support the community school and families. We recognise in recent times the challenges and issues faced by schools during the Pandemic and the ability to support the well-being of children and families is a high Priority. Overcrowded classrooms are undesirable and provision of safe space for children to learn and grow should be taken into consideration as we live with ongoing threat of this virus.

5. Burial Ground.

We would recommend consideration to be given to the possibility of linking the provision of additional burial ground space to any new development. The space for burials in the 'open' part of St Mary's Churchyard is likely to be used up in around 3 to 4 years. The number of people who choose to be cremated is increasing but the evidence is that there will be an ongoing need for burial space. There are also strong pastoral/wellbeing arguments for local provision and easy access.

6. Comments relating to a specific site: '2020-CfS-45 – Showfield' in the Call for Sites document.

With thoughtful planning and careful consultation, development of this site should also provide a number of community benefits:

- a) It should offer a solution to the difficult and oft dangerous traffic/parking issues on Fairbank and Fairgarth Drive.
- b) It should provide dedicated, or improved, access to Kirkby Lonsdale Rugby Club.
- c) It should include the provision of additional burial space with good access.
- d) It should provide improved access to the town via the Brow from the Rugby Club, and to the scheduled monument 'Cockpit Hill' an early Norman Motte and Bailey.

ANNEX 7

Dear Kevin

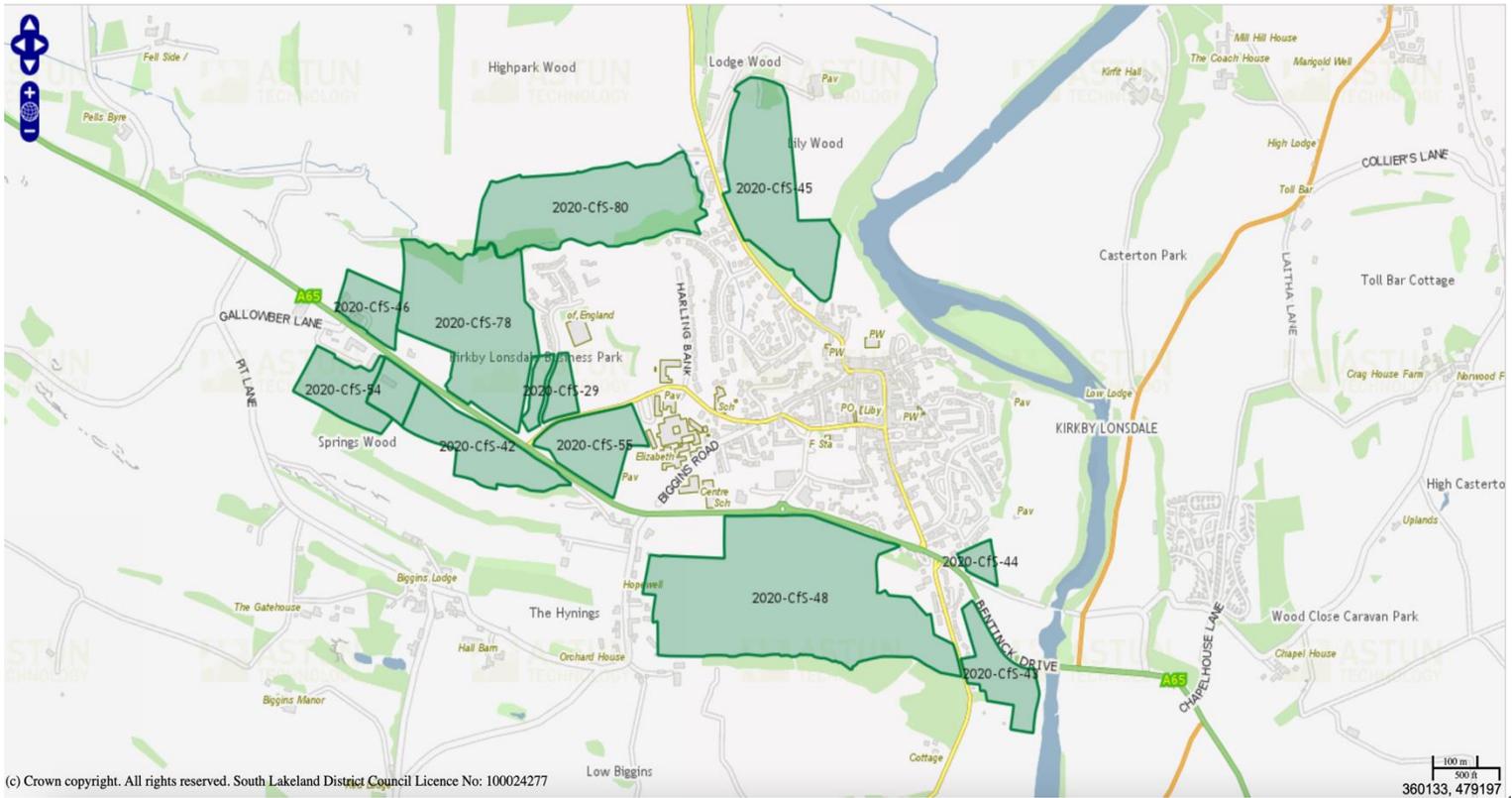
The Directors of Kirkby Lonsdale and Lune Valley Community Interest Company considered the South Lakeland Local Plan Review Consultation Document when it met in August and I was asked to send a summary of our views to feed into the Town Council's discussions on the subject (which I understand will be taking place at the end of September).

The CiC recognises that Kirkby Lonsdale is one of the principal service centres in South Lakeland and provides a good range of facilities, employment opportunities and utilities for its growing population; as such it should expect to accommodate some further growth both to its housing stock and its economy over the 2025 to 2040 period. Clearly however this growth should be carefully situated to avoid spoiling or compromising the town's fine heritage assets or its landscape setting on the edge of the Yorkshire Dales National Park. New housing should be carefully stitched into or added to the town whilst utilising local building styles and materials; it should also be accompanied by appropriate open spaces and any necessary infrastructure such as school expansion and health facilities. Whilst the CiC did not express a strong preference for where any growth should take place it would generally support an emphasis on small scale and infill schemes rather than large scale estate development- particularly any development which would force more traffic through the historic town centre. At the same time the plan should champion further public realm improvements for the town and improved walking and cycling networks.

I hope that this can be brought to the attention of the Town Council and incorporated into any response to the District Council.

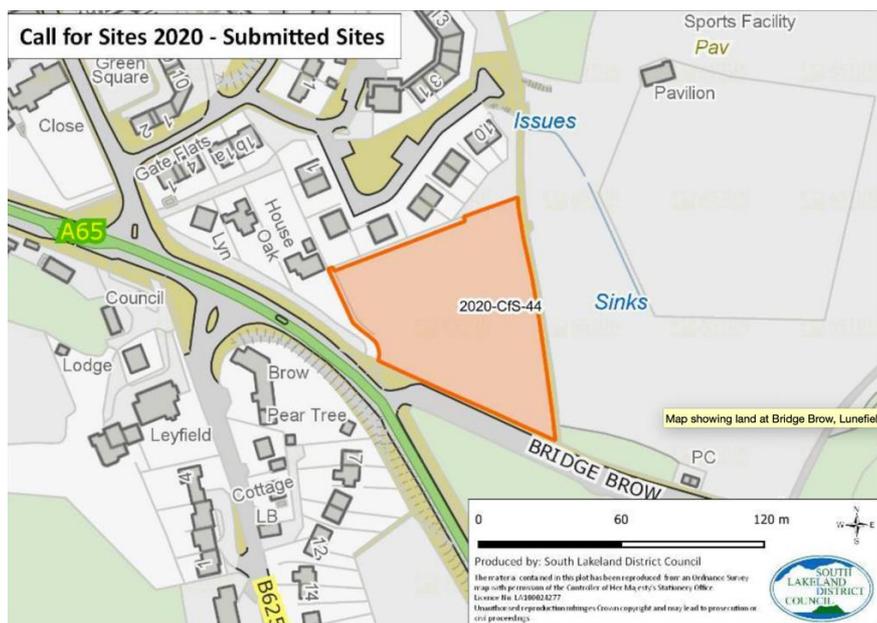
Kind regards,

Richard Greenwood (on behalf of the CiC)



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Responses to questions raised in the Issues and Options Report (June, 2021) not covered in the main report; and other points which should be considered as the Local Plan is developed.

Question 62 - Nothing to add to the SWAT analysis

Question 63 - Add to plan the issue of the future of Church Brow/Ruskin's View

Question 64 - Largely dealt with in the main report and the policy approaches are broadly supported. The need to address the issue of Church Brow/Ruskin's View should be added to PA3.5f.

Question 65 - Fortunately, Kirkby Lonsdale has been less affected by recent retail trends and where vacancies have occurred new occupants have taken the empty premises. There is a finite number of premises in the Town Centre and the current balance of shops, restaurants and public houses serves the town well. This balance should be maintained and in particular ground floor premises should remain in commercial use and not be permitted to change to residential.

Question 66 - Site 2020-cfs-44 is shown as greenspace but is not open to public access. To be consistent it should be shown in white, similar to other sites of similar status.

Question 67 - A short section of footpath should be provided between the entrance to Oakfield Park and the footpath leading to the QES all weather pitches.

Question 68 - This is largely dealt with in the report and the development boundary would need to change if either option for residential development was taken forward. In relation to the remainder of the boundary the Town Council would support its retention as shown - the Council in particular would not support any further development south of the A65 either for residential or employment use, including south of Bentinck Drive, and would not support further development to the west and north of the Town between the A65 and B6254.

Question 69 - Nothing to add to the services and facilities outlined.

Question 70 - Dealt with in the main report and in the response to question 68.

There are two other points that the Town Council would like SLDC to consider:

- In order to improve the Town's connectivity, the Town Council is supporting the extension of B4rn into the Town. This will assist local businesses and those working from home, together with their families. The Local Plan should support this initiative.
- There are a number of highway issues within the Town (e.g. speeding, the need to make the Town more pedestrian friendly, and traffic calming/part pedestrianisation). The Council would look to the Local Plan to support these initiatives.

