

Burneside Neighbourhood Plan 2016



Neighbourhood Plan Objectives

Our Lead Authority:

South Lakeland District Council (SLDC), with the Lake District National Park (LDNP)

The Owner of the Neighbourhood Plan:

Burneside Parish Council (*Strickland Roger & Strickland Ketel*)

Professional Consultant: Mr Nigel McGurk, Erimax Ltd.

Our aspirations:

Our aspiration is to transform Burneside into a world-class village, for the benefit of the whole community, businesses and visitors alike. The foundation and drivers for change will be based on our rich heritage, world-class manufacturing facilities, unique character and shared values. Together we can rejuvenate our village and inspire change.

Burneside Parish Council

Our parish council has embraced the *Localism* ethos. We fully endorse the transfer of power, authority and resources from central government to local government and other local public agencies, who in turn devolve to and empower communities and individuals to take more responsibility and ownership of many aspects of their lives, at a local level.

The Burneside Partnership

This public/private partnership was formed in 2014, with the fundamental aim of inspiring sustainable development and seizing the opportunities that *Localism* offers local communities.

The Partnership comprises:

Ellengreen Estate (landowner), James Cropper PLC, The Anglers Inn Trust (charity for the benefit of Burneside and landowner) and Burneside Parish Council.

In 2015 the Partnership commissioned and published, *A Vision for Burneside* document. During the creation and communication of this document, our partners and many other Burneside stakeholders were consulted.

The Burneside Neighbourhood Plan is the logical next step: inspired by this innovative approach to *Localism*, together with our determination to transform our village and community, the parish wishes to engage the whole community in the process.

Many communities struggle to find consensus between its key stakeholders and major landowners. Burneside Parish does not have this problem. Engagement with our key stakeholders and partners has been extremely positive. Indeed, the previous chair of

SLDC stated, *'if anyone can do this, Burnside can'*. Therefore, we are optimistic that our aspirations, while ambitious, can be achieved.

The 4 CORE ELEMENTS to our Neighbourhood Plan

- ❖ Development & Infrastructure (*making it happen*)
- ❖ Environment & Design
- ❖ Services & Facilities
- ❖ Traffic & Transport (*movement*)

The Aims & Objectives under each of these 4 headings:

1. Development & Infrastructure

Aim:

We want the population and the local economy to grow hand in hand, to create a vibrant and sustainable community. We want to build a community and village that is a special place to live, work and visit; celebrating our heritage and unique character.

Objectives:

(a) HOUSING

- i. To provide sufficient sites for up to 300 dwellings;
- ii. To attract and retain younger people to live in our community, not least by offering starter homes, but also offering a more diverse mix of affordable housing tenures in line with the latest government policy;
- iii. Design should include a mix of housing types, clear boundaries to the village, with excellent permeability (*this includes considering the extent of movement, or the restriction, of people and vehicles*). Connectivity and accessibility, at all levels, will be key components of our plan;
- iv. Continued provision of additional dwellings at satellite farmsteads, which are a feature of our parish, subject to appropriate design and scale.

(b) EMPLOYMENT

- i. To provide up to 2 hectares of employment land;
- ii. To use sites with a variety of scale and uses, either within or close to the village.

2. Environment & Design

Aim:

We want to create a 'heart' to our village; a place that we, as a community, are proud of. We want both a natural and man-made environment that is world-class in design and character.

Objectives:

- (a) To create a village centre, the 'heart' of our community. This should celebrate our heritage, re-connect our close links with the river, paper-mill and rural community, as well establish an identity as a village that is welcoming and inviting for everybody;
- (b) We seek to protect and enhance our identity as a village and community by retaining a clear, green boundary between Kendal Town and ourselves; to preserve and enhance the important, iconic natural landscape at the entrance to the Lake District National Park;
- (c) We seek to protect and enhance our natural environment with the development of green spaces, natural features such as trees, woodland and hedgerows. The iconic River Kent (a Special Area for Conservation or SAC) should take prominence, with provision for greater accessibility and visibility;
- (d) The design of new development and infrastructure would take prominence, using sustainable, quality materials and specifications that will inspire. We need to rejuvenate the appearance of the built environment.

3. Services and Facilities

Aim:

Continuing the theme of a village centre, we have investigated other, so-called 'world-class' villages and communities'. Nearly all are founded on industrial heritage; a reflection of past glories. We are different. We base our present and future lives on an existing, vibrant, innovative world-class business, James Cropper PLC, which thrives in our midst and is, and has been, an intrinsic part of our community for centuries.

Objectives:

- (a) We stand at the entrance to the Lake District National Park, surrounded by outstanding countryside, on the banks of the River Kent. We have a railway station, and easy access to the M6 motorway. These considerable assets will enable us to develop a vibrant, sustainable village and community.

- (b) We plan the development of a 'festival ethos', based in the heart of our village, to celebrate the manufacture of paper and paper-related products, which could include, as examples, arts & crafts, food & drink;
- (c) We wish to develop new and innovative sports and leisure facilities that will compliment some existing, excellent facilities. We aim to establish inclusive facilities that cater for all ages, abilities and needs, creating both formal and informal activities, for the benefit of all. It is important that these facilities are well-connected, accessible and can be used throughout the year. We aim to take better advantage of the Dales Way regional trail and National Cycle Route 6 (NCR 6), both of which pass through our village;
- (d) The development of new housing, infrastructure, as well as new employment and commercial activity will inevitably precipitate the need for better services. This could include high quality shops, cafes, pubs, restaurants, meeting places and other public services. This would, in turn, create a more healthy, sustainable environment and community, which could lessen the need to access services and facilities further afield.
- (e) Burneside should also be world-class in the generation and distribution of sustainable, *green* energy. In 2015, Burneside Community Energy (BCE) was formed as a direct result of the Vision. This community company has installed PV solar panels on the roof of the Mill, generating energy for the Mill, as well as providing local shareholders and our community with an annual dividend. BCE has now commissioned a feasibility study to assess other heating and energy opportunities within the village that could potentially benefit our local community;
- (f) It is imperative that we develop effective communications, both in a real and virtual sense, throughout our community, with high-speed connectivity to the world at large;
- (g) Burneside has an important story to tell; of its past, present and future. We aim to inform, interpret and celebrate all aspects of our lives, landscape, environment and heritage. Initially, we will look at improving the entry experience into our village, at all points. Identifying Burneside and the Mill is an initial step towards creating Burneside as a destination of choice.

4. Traffic and Transport (movement)

Aim:

To create a safe, healthy environment that is accessible by all; by commercial and private vehicles, by cycle and on foot (N.B. NCR 6, the Dales Way, access to commercial and business sites are important factors in this equation).

Objectives:

- (a) We plan to develop new housing and commercial opportunities, paying due regard to the way that traffic and transport impact on the parish and our community. New development must not increase the parking burden and we will seek to incorporate ways of managing parking facilities;
- (b) We recognise the need to manage effective movement, connectivity and accessibility around the parish, particularly the village, by the creation of new vehicular, cycle and pedestrian routes, in order to link Kendal, Bowston and other parts of the parish;
- (c) The issue of HGVs accessing and leaving commercial and industrial sites in the village core is a key component in traffic movement. The best ways of managing these movements must be considered. A location for a vehicle park for HGVs and other transport, close to the village, is an option that should be considered;
- (d) We recognise the need for a more effective and integrated public transport system that connects our village with the surrounding areas, developing Burneside village as a destination of choice. Our train station is an important factor in this. In this regard we are looking at the feasibility of moving our station to a more central point within the village;
- (e) There are issues with road design and traffic in other parts of the parish, notably the east-west through routes between Windermere Road and Shap (A6) roads, involving Hollins Lane and Hall Road, as well as Garnett Bridge Road and Bonningate. There is an expectation that increasing volumes of traffic accessing the Shap Road on the A6, will inevitably put further pressure on roads within our parish. We will continue working with Cumbria Highways and landowners to ensure that suitable road widening and provision of suitable passing places are provided on essentially rural roads. A balanced approach is needed, both to support the local economy, including farming vehicles, and to avoid attracting unwanted or unsuitable vehicles.
- (f) Although Burneside is served reasonably well by public transport, we will seek to improve those services and to improve services in other areas. For example, not all trains stop at Burneside. Bowston residents have a 'bus service only when schools are open, Also, Bowston does not have a bus link to Staveley and Windermere. The 'bus stops at Plumgarths are badly situated and access from Hollins Lane on foot is severely restricted without adequate footpaths.

APPENDIX 1

The full Neighbourhood Planning Team:

Steering Group (*delivering the plan, on behalf of the Parish Council*)

Claire Ellwood (community)

Mark Cropper (community)

Emma Butterworth (community)

Jennifer Harrison (parish councillor)

Sue Cook (community/deputy leader)

Patrick Willink (community)

Tony Hill (parish councillor/leader)

Chris Granger (parish councillor)

Claire Ellwood (community)

John McCurdie (parish councillor/secretary)

David Ginsberg (chair of parish council/ex officio)

Neighbourhood Planning Team (*wider consultation team*)

Claire Gillham (community)

Romola Acland (community)

Keith Hurst-Jones (SLDC councillor)

Steve O'Connell (community)

Sue Clothier (community)

Brian Smith (community)

Edward Acland (community)

Mark & Kim Baker (community)

Laura Miller (parish council)

Judith Notley (community)

Stan Collins (Cumbria County councillor)

Jannice Wilkinson (deputy chair parish council)

Our Community Monitors (*representing the community at meetings, as observers*)

Alan Thompson (community)

Revd. Canon Nigel Davies (community)

Parish Councillors not mentioned above

Arty Cropper

Derek Wade

Nigel Byrom

Pennie Ridyard