

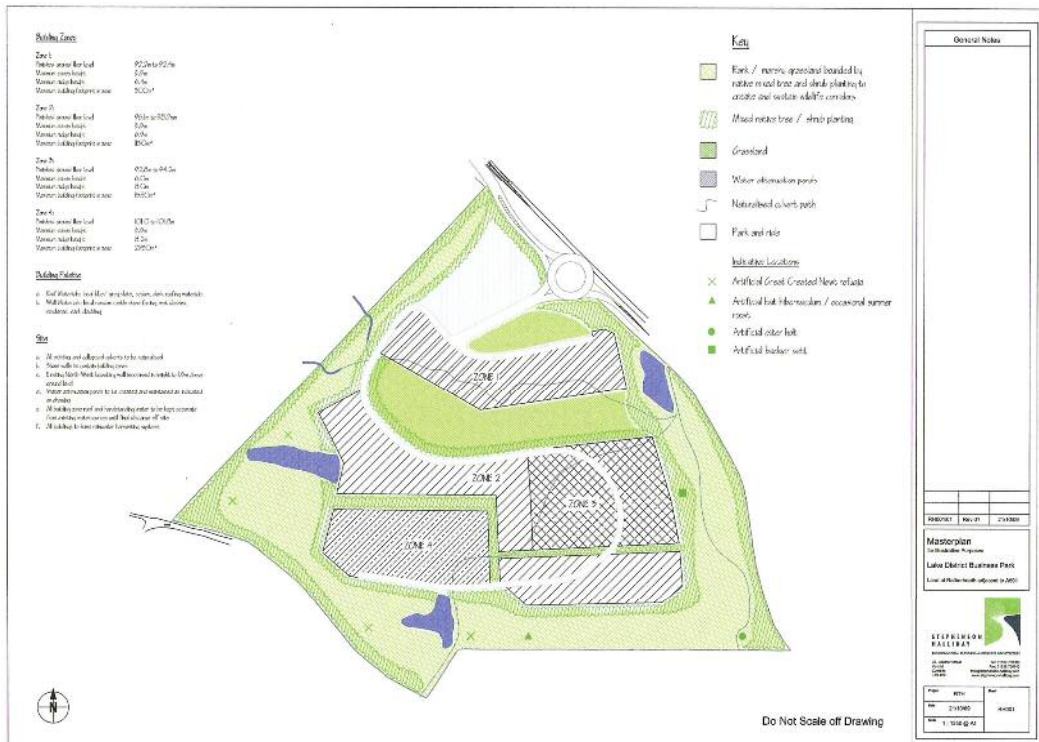
Non-technical summary of the Environment Statement

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Chapters 5 through to 12 of this document constitute the Environment Statement in support of the planning application. Appendices 1 through to 17 contain the referenced substantiating reports, surveys, assessments and other literature.

The scope of the statement considers issues of landscape and visual impacts; ecology, flora and fauna; impacts upon water and hydrology; archaeology; traffic and transport implications; light noise, air and other pollution. The likely impacts of development are discussed in terms of duration, permanence, extent and significance (not just in isolation but also as cumulative effects). Alternatives to the development of the site at Ratherheath are also discussed by way of sequential assessments.

Ecology: the site is assessed in Chapter 6 and Appendix 13 as not being host to any significant ecology due to its historical use as heavily grazed and improved agricultural land. The land is however used as a foraging area by a number of species, some species: such as otters, badgers and bats use parts of the site as a transit route to access the hinterland to the southwest of the site. Assessment is that if the non-functioning culverts were opened up and naturalised, and protected wildlife corridors created around and across the site, the site's biodiversity could be enhanced and its ecological functions improved. Emphasis on taking cognisance of the Ecologist's work has driven the Illustrative Masterplan RH001/01 below:



The Illustrative Masterplan bounds the development within the scope of the studies and assessments undertaken.

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Landscape impact: it is assessed within Chapters 5, 7 & 8 plus Appendices 4 to 12 that the functional employment elements of the proposed development will impact negatively on the site, a scenario mitigated by the landscaping contained in the Illustrative Masterplan. Because of the undulating topographical nature of the site intervisibility between various areas of the proposed development is impractical: a factor that mitigates against the cumulative effects of the development. The undulating topography means that when the development is viewed from outside the site large parts of the buildings and infrastructure are screened: particularly the lower levels and car parking. In addition the established high tree backdrop to the site prevents the development intruding into the skyline.



Image illustrating the aggregation of development in the locality

All alternative potential sites assessed, in the LDNP and South Lakeland, as part of the Environment Statement have issues of similar or greater magnitude.

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Visual Impact: it is assessed in Chapter 5 & Appendices 4 to 8 that the development will be visible to a number of viewers: primarily those travelling along the A591. In addition the development will be partially visible from a small number of discrete locations on the fells in directions to the north and west of the site. From most of these viewpoints the existing industrial developments at Croppers Paper Mill, Burneside and Mintsfeet Industrial Estate, Kendal appear in the same or nearby vistas. Even from elevated viewpoints because of the oblique angle of the view the site is back dropped by the landmass at Ratherheath.

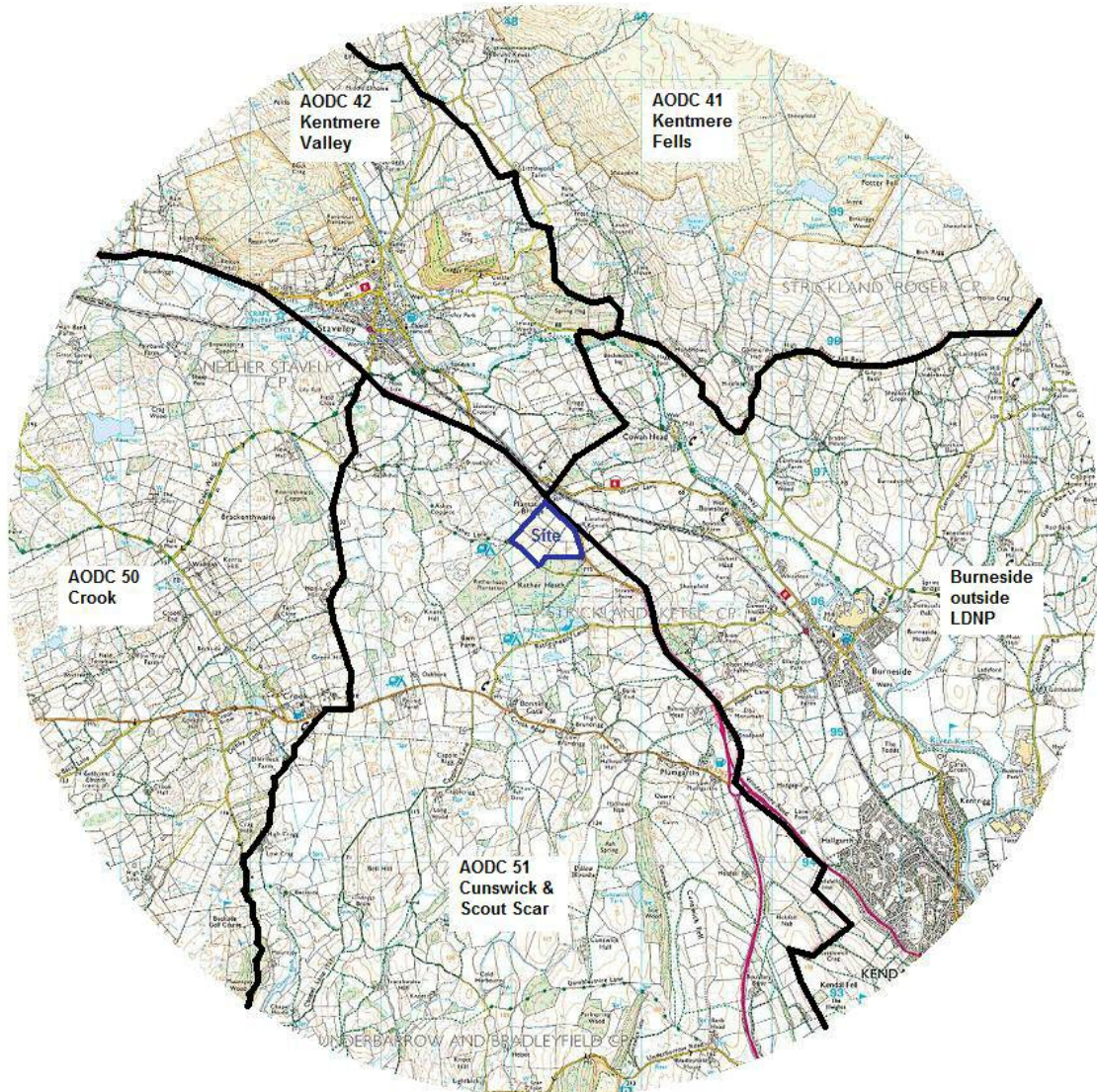


Image of the 4km area around the site assessed for landscape and visual impact

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Water & Hydrology: the site is assessed in Chapter 9 & Appendix 15 to have 4 small watercourse inputs and one outfall: which eventually discharges to the River Kent at a distance of over 1km away. The watercourses ought to be contained in stone culverts but these are in various stages of dilapidation which has created ad hoc ponds and wetlands. It is intended to naturalise the culverts and provide 3 water attenuation ponds within the development to encourage both functionality and biodiversity. The water bodies created and the watercourses naturalised will be kept separate to cater for the competing requirements of white clawed crayfish and great crested newts.

Archaeology: the site is assessed in Chapter 11 & Appendix 16 to have always been common or allotment land, never having contained buildings, structures or roads.

Traffic & Transport: the access junction roundabout and implications of the Park & Ride are assessed in Chapter 10 & Appendix 14. The roundabout is considered to function at well below capacity in all scenarios. The Park & Ride and improved 15 minute Stagecoach 555 public transport offer between Windermere/Bowness and Kendal are considered to be viable and of benefit to the LDNP.

Light, Noise, Air & Other pollution: these issues are considered in Chapter 12 and determined to have resolvable design safe solutions based on adopting the best of current and anticipated modern standards.