

Kendal Futures Board Meeting Minutes

Wednesday 14th September 2022

3.00 – 4.30 pm

Brewery Arts

Present:

Mark Cropper, Chair

Paula Scott, Kendal Futures

Susanne Long, Kendal Town Council

John Haley, Professional Services

Graham Booth, Large Employer

Alistair Kirkbride, Transport

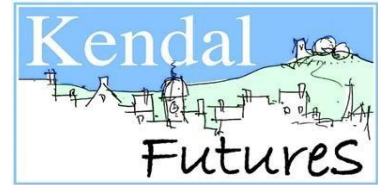
Jim Bland, NFU

Robin Ashcroft, South Lakeland District Council

Nick Taylor, Kendal Futures

Matt Williams, South Lakeland District Council

Miriam Randall, Creative Industries & Innovation



Heather Askew (Guest, Brewery Arts)

Jamie Allison, SL Professionals Group

Apologies:

Noel Farrer, Delivery Advice & Govt Liaison

Rhian Harris, Culture & Festivals

Tina Dulson, Kendal BID

Cath Purdy, Housing

Kelvin Nash, Kendal College

Geoff Cook, South Lakeland Local Committee

1. Apologies and membership

As above.

2. Declarations of interest

No declarations were made for the meeting agenda.

3. Minutes & matters arising

The minutes of the meeting held on 13th July were agreed as a true record.

Mark reported that he, Susanne, and Paula held a positive meeting with Cllr Jonathan Brook. A wide range of topics were covered including public realm, improved engagement with the planning stage of schemes and how to establish a future positive working relationship with the new authority. **ACTION: Paula to share the actions from that meeting via the CIC Working Group notes.**

The KFB agreed to invite Cllr Jonathan Brook and Cllr Peter Thornton to join the Board as Shadow Authority representatives. **ACTION: Paula to invite the Shadow Authority members to join the Board.**

Updated costs have been requested for the next phase of the town centre movement and placemaking activity. Town centre inventions are essential to create solutions for Kendal which can be progressed regardless of the outcome of the Northern Access Route (NAR), and possibly sooner. Susanne is joining the NAR Reference Group for KTC and has requested an update meeting with officers. Jamie already represents KF on this group.

4. Infrastructure/junction improvements at Boundary Bank

The meeting welcomed Graham Eastham from W McClure and James Stephens from English Lakes Ice Cream. W McClure has been seeking land to relocate their distribution centre to Kendal for 30 years. They are seeking 7-10 acres, suitable for a 24-7 operation, and have now partnered with Lakes Ice Cream, a key supplier. Relocating together will help to reduce carbon emissions and create economies of scale. Both businesses shared their business plans and rationale for relocation with the KFB ahead of the meeting. W McClure employ up to 165 staff currently, and Lakes Ice Cream have 17 but this will increase. Relocation is needed within 2-3 years.

They are currently exploring possibilities around the Kendal Fell/Boundary Bank/Quarry in partnership with two local landowners. To make the site viable, a new road junction from the A591 is needed. A roundabout has been estimated to cost £6-8m, with the private sector able to contribute £3m.

The KFB discussed the suitability of the site and the pros and cons of this and other sites including J36. McClures would prefer to be closer the National Park and in planning terms, J36 would only be viable if all other options were exhausted. Discussions have been held with SLDC.

Robin reminded the group that Ulverston's Cross a Moor roundabout was funded by Homes England, Cumbria LEP via the Growth Deal and some CCC/SLDC monies. The LEP have confirmed they currently have no suitable funding and local authority funding would now have to be sought from the new Westmorland and Furness Council from April.

The KFB agreed that development at Boundary Bank was logical and could create other opportunities for Kendal, such as relocating other services and releasing opportunity sites for other development. Traffic flows must be managed into the town centre via Fellside. An integrated proposal, involving the Local Authorities, landowners and local businesses would be desirable and a body is needed to underwrite and take ownership of the scheme.

They also agreed the logic for businesses who need a lot of space to be sited at J36, particularly those who employ smaller numbers of staff, which may require the planning rules to be challenged. There was concern about losing employment in Kendal but recognition of a potential net positive effect if town centre sites can be released for greater benefit.

Alistair questioned whether a roundabout was the correct solution for the Kendal Fell site and suggested a simpler on and off access road which would be cheaper and easier to deliver. He explained that the highway authority must follow guidance rather than rules and these businesses won't produce vast traffic volumes. Kendal Futures could start these conversations.

The KFB agreed support for the proposal to relocate to the Kendal Fell/Boundary Bank site with caveats. Although there are challenges, the site could bring additional benefits to Kendal and improve vibrancy. Additional work could be commissioned to consider the logical boundary for the town based on the quality of the landscape. The right business in the right place was key and visionary options for creating a small enterprise zone or similar could support business ambitions.

ACTIONS:

- **The CIC/Working Group to discuss further and feedback to the KFB, and consider speaking to the National Park, CCC and others.**
- **Robin and Matt to discuss a potential new access route into Kendal with SLDC's planning and the Local Plan teams.**
- **Paula to share Graham Eastham's contact details and site images.**

5. A Visionary approach to transport

Alistair Kirkbride presented his vision for creating a framework for developing an integrated sustainable transport network in Kendal in line with the Vision and recommendations of the Citizen's Jury for Climate Change.

Transport schemes must address problems, get people where they need to go, link to economic vitality and identify positive impacts.

Movement patterns are generally stable, and infrastructure development in the UK is largely related to car use. The challenge is to rebuild infrastructure for other transport options. Travel to work patterns are widely understood, but full movement patterns are needed to plan for 21st Century travel behaviour.

In Montreal, there is very little private car use in favour of electric bikes, buses and car club schemes accessed by a single payment card. Places must be redesigned based on where and how people want to travel centred around mobility hubs. Local authorities don't have the resources to do this, so KF should develop this approach via Sustainable Urban Mobility Planning. The next step is to identify priorities and challenge positively by showing how lifestyles could be better with a good transport system. An appetite for change among the public needs to be created. People can't aspire to, or understand, transport they've never experienced.

The KFB agreed to develop this approach further and discuss with the new authority's transport group in time. There is a need to develop practical tasks and examples rather than discuss theories. The work will also link to the junction and placemaking work.

ACTIONS:

- **Paula to share Alistair's presentation with the KFB.**
- **Paula to add this item the CIC/Working Group agenda for a smaller group to consider in more detail and invite Alistair to the next meeting.**
- **Nick and Alistair to develop further with the Transport and Getting Around Action Group.**

6. Project updates

There was insufficient time to discuss project updates. **ACTION: Paula to share a project update via email.**

7. Partner and project updates

There were no further updates.

8. Any other business

Year 1 funding report for SLDC is being prepared for the Vision Manager £50k funding which if agreed will release the Year 2 funds.

9. Date of next meeting

Wednesday 16th November – 3pm – 4.30pm

Venue to be confirmed.