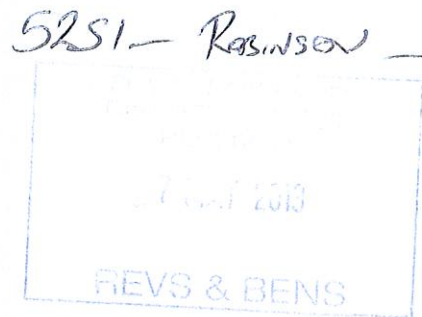


## INFRASTRUCTURE – HIGHWAYS

With specific reference to:

### **LAND DEVELOPMENT RI2IM-mod(Kendal)**



Dear Mr. Berkeley,

I prepared an information sheet that we distributed to all the residents of Oak Tree Road and Rowan Tree Crescent. This sheet was taken round to every house, and I discussed with everybody (45 out of 51 households) the contents and the issues prior to David Salisbury going round to the houses a few days later with the attached petition. We did the petition in this way because there is a general feeling that people will sign anything, and we wanted to ensure that people knew what they were signing in order to give the petition the credibility that it merits.

\* \* \* \* \*

The CCC highways response for SLDC was carried out as a paper exercise. This I learnt a few weeks before the Hearing. But at least I had the opportunity to talk to those in CCC responsible for their recommendations – albeit too late. Not that they would have changed their paper recommendations.

I enclose below the brief CCC document that was probably forwarded to AECOM.

Additional work	None
CCC comments	Satisfactory access can be achieved. Access from either or both Oak Tree Road and/or Castle Green Road A65. Based on current design guide (manual for streets) recommends permeability. In order to 'open up' the development and move away from a cul-de-sac approach, both roads could be used for access. Traffic calming is likely to be required on Castle Green Road. A secondary access should be considered in this context.

SLDC/CCC/AECOM still seem elusively undecided as to where the access road would go, despite CCC's representative at the Inspector's Hearing in November stating that he thought his preferred option would be to come off Castle Green Road.

- Why is this view not reflected in the CCC summary on the above sheet?
- Did they modify their submission to AECOM in the light of what was said at the Hearing?
- Why does CCC still talk in terms of the A65, when at the Hearing Terry McGough was clearly corrected by people on the balcony indicating that it was actually the A684?
- What substantial traffic calming measures are to be introduced on the A684? (see later about Councillor concerns)
- When was the last traffic survey/study carried out on the A684? (The volume and the speed of the traffic on that road and Sandylands Road have increased drastically in the last two years, as the route has developed into a rat-run avoiding the centre of town.)
- Were residents' concerns shared with AECOM?
- Why hadn't CCC at least measured the width of the road?

- Did CCC/SLDC notify AECOM that in 1999 the developer who lost the appeal to build only on R56 did not even consider opening up the Oak Tree Road butt for vehicular access? Likewise it did not figure in the Atkins Report in 2009.
- To what does the wording 'Additional work – None' incredibly refer to?

**Our first petition** highlighted the following concerns that residents had:

- Narrowness of road (4.8 meters) at certain key points
- Existing difficulties for traffic passing
- Current perceived need for parking on the pavement
- Steepness and angle of north-facing exit onto A684 (should read more west facing, but the result is the same)
- Relatively long-term treacherous road conditions in frost and snow
- Possible access onto R56 was disregarded by the developers and Inspector in 1999, and did not feature as such in the Atkins Report in 2009
- Unviability for two-way traffic, especially at access points and outside 41- 49 Oak Tree Road and 16 Rowan Tree Crescent
- The cul-de-sac at the top of Oak Tree Road faces the wrong way and a 180 degree loop would be required over R56 and R141 to gain access onto R121. Neither of the two former fields are intended to take dwellings, being for access and SUDS purposes only
- The number and volume of additional cars generated by approximately 60 houses, would more than double the current volume and problems
- Inaccessibility for construction vehicles
- Current waiting times onto the A684, which is now a rat-run in its own right

To the above we would now add that

- Much of Rowan Tree Crescent is **4.25 metres** wide!

How does this square with Cumbria's Design Guide for the Lay-Out of New Residential Developments?

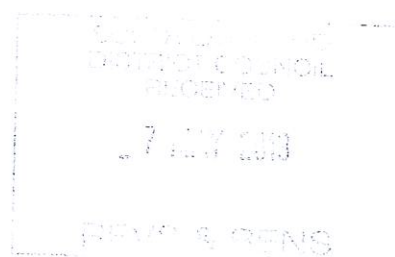
- For 60 dwellings the road width should be 5.5 metres
- There should also be 132 parking spaces provided for 60 houses, giving some indication of the potential number of vehicles using the development.

The access point at the Oak Tree Road cul-de-sac (and elsewhere) is 4.8 metres, and Rowan Tree Crescent is mostly 4.25 metres!

(It is often currently necessary to drive on the pavement on Rowan Tree Crescent when you meet a vehicle coming in the opposite direction.)

Little or no notice of our last petition or objections had been taken, so we modified our previous petition and issued an information sheet/up-date (copy attached).

SLDC has employed consultants (AECOM) who have endorsed SLDC's/CCC's views.





AECOM comments	<p>CCC comments endorsed. It is noted that a parcel of land in the south of the site is not proposed for development but for open green space/landscaping/on-site flood attenuation measures and access. It is understood that the southern part of the site has not been proposed for development in order to enable access into the site, it is to provide open space/landscaping measures and on-site flood attenuation measures. The site would ideally have more than one access to prevent an extended cul-de-sac development, however the positioning of this access would need to be mindful of the existing Castle Green Close junction on the western side of Castle Green Road. There is good visibility along Castle Green Road which would allow for a new junction although it would be advisable to extend the 30mph speed limit to cover this junction - currently it turns to 40mph just south of Oak Tree Road. There is an existing cul-de-sac stub on Oak Tree Road which could be further extended to provide access into the site (land ownership permitting).</p> <p>There are footways on both sides. Traffic calming would help to ensure speeds within Oak Tree Road are controlled, as given its straight nature and therefore perceived clear forward visibility from Castle Green Road, it could lead to excessive speeds towards the eastern end. There is a pedestrian footway and a bus stop on Castle Green Road.</p>
----------------	--

- The first four lines repeat themselves.
- The A65 nomenclature is not corrected.
- There is no mention of how many current exits there are onto the A684 between the Castle Green Hotel and Rusland Park (9 within a distance of approx. 400 metres), and there is a school crossing.
- There are serious visibility problems for many of the exits onto Castle Green Road.
- There would be footway problems on one side of Castle Green Road.
- There should be no lack of clarity at this stage – it is noted/it is understood.

Category	Element	Key
Green	Visibility	<p><i>Green</i> – There are not considered to be any known highway factors which would prejudice delivery. No concerns</p> <p>– There are constraints which will need to be overcome or kept in mind as the site develops but there is sufficient comfort that solutions can/could be engineered and mitigation provided.</p> <p><i>Red</i> – There are constraints which can be addressed but the cost of works could be prohibitive or individual factors may require further consideration.</p>
Green	Land ownership	
Green	Road width	
Green	Pedestrian access	
Green	Integration	

- How can the road width possibly be green?
- There are serious visibility issues on Oak Tree and Rowan Tree already (see below)
- The visual impact of an access road through R56 and R141 is not in the legend but it would have been red.

AM peak 2 way trips (rounded)	35
PM peak 2 way trips (rounded)	38
Total 2 way peak movements	73

- What criteria are used for these putative journeys?
- Do the above refer to the A684 or Oak Tree Road or the traffic generated and coming onto Oak Tree Road or is that traffic shared between Oak Tree Road and an exit onto Castle Green Road.....?







All 3 photographs are misleading - 1 and 2 where you could drive a Challenger tank through them, and 3 which is pretty much irrelevant, since there will never be a road leading directly from the Oak Tree Road butt to the nearly indistinct Castle Green Road.

Any pictures taken with a wide-angled lens will be 'misleading', and if the AECOM photos were shown to a Planning Committee with no site-specific knowledge, then they would wonder what our concerns really were!

I consider that the AECOM response and pictures are little better than a paper exercise too, since they do not reflect the true problems of access onto R56, should Oak Tree Road be opened up.

**The critical highway issues that should have been looked at would be:**

- the steep, narrow and highly dangerous bottom and bend on Oak Tree Road;
- the almost blind bends outside 29, 31, 33 and 26 Oak Tree Road and 4, 6, 8, 10 and 5 Rowan Tree Crescent;
- the width of the road at the top outside 43, 45, 47 49 Oak Tree Road and 16 Rowan Tree Crescent;
- The even greater narrowness of Rowan Tree Crescent;
- What exactly are the traffic calming measures on Oak Tree Road, Rowan Tree Crescent and the A684 that will sort out all of the problems? Double yellow lines outside most dwellings?

**Some 'more relevant' pictures would have included:**

(I have not even included the serious issues relating to the width and dangers on Rowan Tree Crescent, preferring to look more meaningfully at AECOM'S inadequate response over certain highways issues related to this site.)



The bottom of Oak Tree Road. Steep. Narrow. Bad in winter. You can slide across the A684 in ice and snow. Dangers of cars coming down and unable to keep to their side of the road. Blind bend. At 90% from the A684. Also blind bend as you come up from town.

DEVELOPMENT COUNCIL  
RECEIVED

7 MAY 2013





Going up Oak Tree. Bad in winter. Existing parking problems. Cars come up the road and round the first bend across the central reservation. This area does not clear easily of ice and snow. Additional problems caused by the cut-off to the right and allowing access to nos. 2-10 Oak Tree Road.



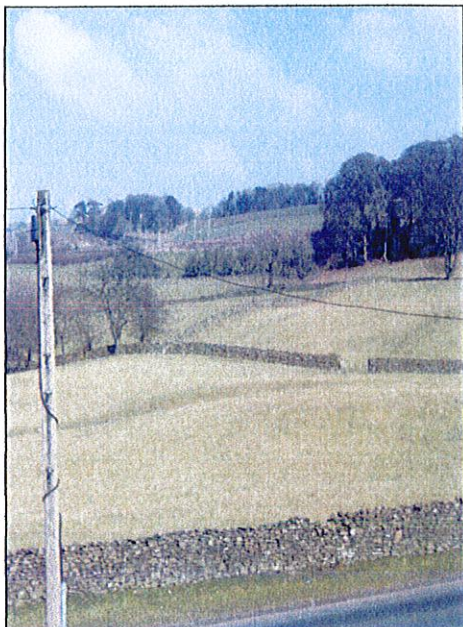
Top of Oak Tree Road. Outside 30, 28, 26, 47, 45, 43, 41, 39, 37, 35, 33, 31. Currently illegal parking on both sides of the pavement. It is often impossible for cars to pass if not. Blind bends outside 30 and 26 Oak Tree Road not captured here. You often have to drive in the other direction in order to avoid problems.



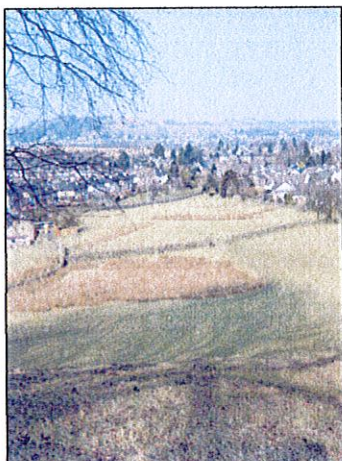
The Oak Tree Road butt that would be supposed to take two-way traffic. It looks quite a bit different to the AECOM photo! It also does not take into account the number of cars already using and needing this butt to relieve existing parking problems. Outside 43, 45, 47, 49 and 30 Oak Tree Road and 16 Rowan Tree Crescent. This is not a 'misleading' photo.

7 MAY 2013  
REVS & PENS





R56 and R141 – seen as you look up from Castle Green Road. This is a far more logical picture than AECOM's. The site boundary will probably go diagonally from the second tall tree above the top of the field, through the gap between the fields and to the semi-break in the wall at the bottom. There will be one or two roads across it. This photo helps to highlight the rise in height and the quality of the landscape. In planning terms R141 should not be split up!  
Taken from the top house on Castle Green Road.



R56 and R141 - the fields destined to have roads across them. This photo helps one to appreciate the heights involved, the proximity of the reed beds and the great-crested newt colony.

Taken from the top of R141.

There is much analysis of the Oak Tree/ Rowan Tree access, but little about the developments on a possible opening up of an entrance from Castle Green Road. This would lead me to feel that it is a foregone conclusion that the decision has already been made to open up the Oak Tree Road butt! If access off Castle Green Road is seriously considered, then the detail supplied by CCC and AECOM is worse than inadequate.

But, this is where the Strategy Team have missed yet another opportunity to discuss and consult with residents. If the land is ever to be developed, then why hasn't SLDC tried to offer the possibility of no access through the Oak Tree Road butt?

The local CCC Councillor is currently vigorously campaigning to sort the existing traffic problems out on Castle Green Road, namely the volume and more importantly the speed of the traffic on a road that already has 9 exits onto it between the Castle Green Hotel and Rusland Park. Where is this reflected in CCC documentation and thought? Where is there mention of the school crossing?

And in many ways AECOM misses the point too. I hope not deliberately. Access onto the site (the built site) is not at the end of Oak Tree Road or off Castle Green Road. This is access onto R56 (and R141). Access onto the built site would be via R141.

So why hasn't SLDC already provided a site-specific highways design brief on this very sensitive and unusual site/approach?

Highways issues actually leading onto the built site (the 2 fields behind Oak Tree Road) have not been addressed. Roads, pavements, lighting, signage and calming measures would blight high quality landscape, and even SLDC slightly recognises the value of the latter.

Finally it should be noted once again that highways and access only form part of our objections, and therefore cannot be taken in isolation from the loss of beautiful landscape, the drainage and flooding issues, the risks to the biodiversity (including the concerns for the great crested newt colony) and the history of the site.

All of our concerns over landscape, drainage/flooding, biodiversity, highways and sustainability feature prominently on the SLDC and the government's agenda, so how is it that this site is still being considered for development?

I should very much like to speak at the relevant time at the hearing, please.

Yours sincerely,

Austen Robinson (02.05.2013)

[REDACTED]