

Allithwaite Road Action Group



(PH1)

Submission to the Inspector for the removal of R89
from the South Lakeland District Council's Land
Allocation Development Plan (LADP)

28th April 2013

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Introduction

The 'Allithwaite Road Action Group' was formed following an open meeting organised by Russell Armer and the proposed development of what is known in the LADP as R89. We know it as 'Berry Bank'.

The group is made up of seven households that overlook Berry Bank from the North West side of the B5277, also known as Allithwaite Road and one house that is adjacent to Berry Bank on the West side.

The group was horrified at the proposed building plans and agreed to meet to discuss the situation. The initial discussions highlighted the lack of full understanding within the group of the LADP and a lack of awareness of the previous consultation process and its direct implications on the community. Had we fully understood the situation and its implications we would certainly have responded as a group to the first consultation process with regard R89, contradicting data that was presented at the time and recommending to yourself that R89 be removed from the plan.

As a group we do believe there should be land identified for the building of affordable houses in Grange over Sands and as there are three 'brownfield' sites they should be prioritised to fulfil the identified number required without using 'green spaces'.

There are three 'brownfield' sites in the area of which one, Guide's Lot, sits directly behind the seven houses on Allithwaite Road.

Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided it is not of high environmental value
(National Planning Policy Framework para 17 and 111)

In our submission we will:

- make general observations on elements of the amended plan and challenge what has not been included
- consider the safety elements of the B5277 that lead up to and pass R89
- the implications of traffic movement including all the proposed identified builds from Grange over Sands to Flookburgh
- implications for the wider community

General Observations

SLDC still describe Grange over Sands as a 'Key Service Centre' in the amended plan despite having been presented with evidence to the contrary. Predictions of housing needs should therefore be reduced.

The following points have still not been taken into account:

- The local 11 to 16 secondary school is located in Cartmel and not Grange over Sands
- Post 16 students have to travel to either Ulverston, Barrow, Kendal, Milnthorpe or Lancaster to ensure they are fulfilling the legal requirements that all young people have to remain in either full time education or work based training until they attain the age of 18
- There is no permanent police station- only an office provided by Grange Town Council
- The nearest petrol stations are on the A590- one near Newby Bridge and the other near Witherslack

Grange over Sands is not a 'Key Service Centre

There should be good public transport:

- Accessibility to hospitals MORE THAN 1 hour by public transport
- A&E Barrow is 23.3 miles 38 minutes – Lancaster is 29.1 miles 41 minutes (this assumes good traffic conditions)
- Access into Grange is poor limited mainly to the B5277/8 looping off the A590 to Grange, Allithwaite, Flookburgh, Cark and Holker
- Although a local bus service operates through the town and nearby villages, integration of services is poor.
- To visit the Kendal Hospital, without own transport from Berry Bank, could mean two or three changes of buses. Eg Departs Kents Bank 9.45 (530) - arrives Grange station 9.58 - (X6) departs 10.23 - arrives K Village 10.46 - (41) departs K Village 10.51 and arrives hospital 11.05.
- To visit Furness General, Barrow in Furness, would mean two changes of buses using a bus pass eg: Berry Bank (532) 9.48 – arrive Grange Station 9.58 – Depart (X6) 10.30 – arrive Furness General 11.27 (journey time 2 hours 11 minutes). Depart Furness General (X6) allowing two hours for an appointment 14.24 – arrive Grange Station 15.23 – depart (532) 16.31 – arrive Berry Bank 16.43. (journey time 2hours 19 minutes) – Any later there is no connection.

532 timetable states:- Service X6 – change at Grange Station – Every effort will be made to maintain connections but these cannot be guaranteed

- Grange over Sands suffers from problems associated with the impact of the private car. For pedestrians Grange environment is noticeably poor. Footpaths are narrow and there is a strong sense that the car is the dominant feature on Kents Bank Road and Main Street (leading to Allithwaite Road).
- Development in Key Service Centres should be of a scale and nature appropriate to fulfil the needs of local communities in terms of housing, employment and service and to enhance the quality of rural life.
- Tourism is a fundamental part of the local economy of Grange and the need is to maintain and enhance the strength of tourism.
- Significantly higher traffic levels could threaten core economy activity of town.

Coalescence

The SLDC Core Strategy 20th October 2010 stated the following:

- *Reviewing green gaps between individual settlements in order to ensure that they are kept distinct and maintain their individual character.*
- *Designate a series of green gaps to prevent coalescence of individual settlements and thereby protect their individual character and setting*

R89 is the last field between Grange over Sands and Kents Bank on the B5277. The area was made up of four hamlets: Blawith (the East end of Grange and the original gate to the Bay in the 1200s), Grange (a small fishing village), Cart Lane (a fishing community) and Kents Bank (the starting and landing point for the route across Morecambe Bay).

If R89 is made part of the LADP then the final coalescence will happen linking Grange over Sands and Kents Bank. We believe this contradicts the SLDC Core Strategy statement and are grounds for removal from the LADP

Housing Need

The LADP housing need statistics are flawed when you consider the following:

- Based upon the LADP questionnaire responded to by 18.7% of households in Grange over Sands and District
- Assumes Grange over Sands is a Key Service Centre and is allocated extra housing (GADAG 2012/13)

Available Housing in the Cartmel Peninsula - Empty Homes in the District March 2013

(Source:- SLDC Empty Homes' Officer March 2013)

Area	Number of empty homes
Upper Allithwaite (for example, Lindale, Cartmel Fell)	11
Lower Allithwaite (for example Allithwaite, Cartmel)	34
Cartmel Fell	10
Staveley-in-Cartmel (for example Ayside, Canny Hill, Newby Bridge)	14
Lower Holker (for example Flookburgh, Cark)	20
Grange-over-Sands	71

The group carried out Internet research (February 2013) on available properties for sale in Grange, Kents Bank and Allithwaite and found:

- Total flats and houses available 167 with prices from £75k to £600k+

Anecdotal evidence is not necessarily admissible but two of our group have had private discussions with local estate agents. They commented:

- 'we do not need any more houses building in this area'
- 'we have enough housing stock already'

We would contend that apart from the necessity for affordable houses which would total 120 if built upon the brownfield sites there is not a need for a massive house building programme in the area

Traffic and Traffic Safety

The next four points could easily have been placed in the 'general observations' section of this submission. However they both impact greatly upon the B5277 which we will demonstrate is a speeding and dangerous road based upon Cumbria County Council Data.

The group would like to query the basis of the modelling upon recently collected traffic data. Are the outcomes based upon an urban model? If it is, then again the outcomes are flawed because it should be based upon a rural model. The model records how long traffic waits at traffic lights. The nearest traffic lights to Grange over Sands and District are Milnthorpe, Kendal and Ulverston. Traffic lights are normally found on 'A' roads or large towns and cities and are there to allow safe movement of traffic. As there are no traffic lights how relevant can the produced data be as a 'safe assessment' of traffic movement?

The AECOM Report (March 2013) for Further Highway Evidence to support Submission SLDC Land Allocations DPD uses a short time frame of movement of cars to work i.e. 8.00 am to 9.00 am. It could be safe to say that commuter traffic will be between 7.00am and at the latest 8.00am as this is the time required to reach, say, Kendal or Barrow in Furness for an 8.30 – 8.45 start. Commuters are also returning after six o'clock.

As has been stated previously there is no secondary school in Grange over Sands. Local children attend a variety of schools but the majority of pupils attend Cartmel Priory School. All pupils who do not reside in Cartmel are eligible for free transport irrespective of living within 3 miles of the school. The major reason for this are the dangerous roads which lead to Cartmel. i.e. country lanes with no pavements. The very fact the Cumbria County Council provides free transport on health and safety grounds suggests that the infrastructure is unsafe and dangerous for pedestrians.

The AECOM Report on page 3 states:

'The junction in Flookburgh of the B5277/B5278 and local roads Main Street and Moor Lane are not included in this analysis, in agreement with SLDC and CCC, as it was felt that given the locations of the sites there was to be little if any traffic turning from the B5277/B5278 route at this junction and therefore minimal impact upon turning movements and traffic flows at this point. The exclusion of this junction at this stage does not exclude the opportunities being identified to alter the junction in the future if this is deemed necessary'

Moor Lane is a long straight road nicknamed 'Mile Road' It used to lead to Cark Airfield (2nd World War). It is now an industrial area with a very large national caravan park, several garages, a farm, liveries, caravan stores, light industry such as vehicle work, Flookburgh Fishermen and the famous 'Cartmel Sticky Toffee Pudding' plus numerous other businesses. The road has two speed limits of 30 mph and 40 mph. The area has expanded greatly over the past five years. A traffic survey should have been carried out here because the bulk of the traffic delivering goods, going for car repairs and the cars and caravans, mainly travelling at weekends visiting the site. All have to pass through Grange over Sands and Allithwaite driving up 'Risedale Hill'. Risedale Hill is the only route to these areas and directly passes R89. Traffic details will be discussed later. It would be worth asking Cumbria County Council how many times in the year they have to repair the road surface at the junction to Moor Lane because of the heavy weight of the traffic. We are aware that it happens on a regular basis. Therefore it is much used by heavy goods vehicles which require a wide sweep to either enter or exit the junction.

Business and Industrial Use

As mentioned earlier there has been an increase in industrial development on Moor Lane, Flookburgh. Any deliveries coming from the motorway have to pass along the B5277 and pass R89

There were 21,000 holidays taken at the Haven site last year, about 30% using the train as opposed to car.

Cartmel Sticky Toffee Pudding Company have approximately 2 daily deliveries in and about the same of deliveries out (not including the 'run' to the shop in Cartmel)

The Fish and Game Co. approximately the same but this is all subject to variation of course.

Industry classification is as follows with implications for R89:

Class B1. Business

Use for all or any of the following purposes—

as an office other than a use within class A2 (financial and professional services),

for research and development of products or processes, or

for any industrial process,

being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class B2. General industrial

Use for the carrying on of an industrial process other than one falling within class B1 above or within classes B3 to B7 below.

B8. Storage or distribution

Use for storage or as a distribution centre.

Proposals in the LADP are as follows:

- Berners Pool M378M/R381/R383 B1
- Land South of Allithwaite Road MN25 M B1 and B2
- Station Yard Flookburgh EN 42 is B8 surely increase in traffic
- Guides Lot R350M B1

If Station Yard, Flookburgh becomes a distribution centre then there will be a likely increase in delivery vans which has already seen an increase since 2002 of 28%. It is likely any goods will travel from the motorway along the B5277 and up the narrow Risedale Hill and then passed Berry Bank, a recognised speeding road.

As is recognised, most houses have two or possibly three cars per household. Any industrial development will also lead to increased car and delivery van movement. The group also wonders which firms are likely to set up in Grange over Sands and whether there is the suitably qualified workforce able to take up these positions.

2.72 acres of designated B1 & B2 use land for sale in Flookburgh just behind the Fish & Game Company but until sold and in use, we are unable to speculate on traffic potential.

The other observation relates to the AECOM report page 10 Table 12.16 B5277/Fernhill Road Junction Outputs (Junction 6)

The table statistics has minimal traffic leaving the car park and the modelling makes predictions for future years. The statistics take no account that at this moment in time the car park is having a large Health Centre built upon it and will have patients from two large practices as well as associated services including a pharmacy. This will mean there will be a continuous flow entering and exiting the site with the strong likelihood there will be vehicle queues. The traffic flow data is therefore flawed.

Bearing in mind the report has been based upon local traffic flow data between 8 and 9 am and 5 and 6 pm on 29th January 2013 our group believes the following:

The traffic survey carried out by AECOM for SLDC is very much flawed and does not take into account that the percentage of population in the Grange over Sands area are retired and unlikely to be driving between the hours of the study. To gain a more detailed statistical view a greater sample could have been collected over the past six months, using more appropriate times, days and months in the year. To make a decision on whether the infrastructure can cope with the increase in housing using this small sample does not 'hold water'

The LADP had identified a large number of sites which total in the first round to 651 houses in Flookburgh, Allithwaite and Grange over Sands. The B5277 from Junction 6 as identified in the AECOM report, will take the weight of the traffic to approximately 500 houses. Housing developments now include two parking spaces per house for cars which could mean 1000 cars passing along Allithwaite Road. If they pass along they also have to pass back increasing traffic flow by possibly 2000 journeys. The group appreciates that this would not happen every day even 75% would compound the problems of an already busy road. However it is not just cars that would increase. There has been, in the last four years an 11% increase in delivery vans such as Tesco, Asda and the growth of on line purchases. It is not just resident car movement. A further 1000 cars will need fuel and as already stated there is a dearth of local petrol stations

Traffic flow increases during the March to November holiday season. There are several caravan sites and lodges in the Flookburgh area and they all require access from the B5277 as it passes R89.

- Haven Bourne Leisure Limited – Lakeland Holiday Park has 842 statics and 185 touring pitches. The group is seeking an expansion programme using the old East Plain Farm.
- Old Park Wood Caravan Park has 386 static caravans
- Sandgate Country Park has some 26 lodges.
- Willow Park Caravan Site near the Lakeland Holiday Park also has a number of static caravans.

Also during the year there are major influxes of traffic for visitors to:

- Cartmel Races
- Holker Flower Festival
- Cumbria Steam Gathering
- Large car boot sales on Cark Airfield
- The weekend parachute club on the airfield
- Prom Art, which is spread over most of the promenade in Grange over Sands
- The Edwardian Festival

- Regular events at Holker Hall
- Historic Car Rally

Many visitors make 'a weekend' of most of the events which again swells the traffic moving in and around Grange over Sands, putting further pressure on 'on road' parking and car parks. Parking in Grange over Sands on a normal weekend is problematic without the added influx of further traffic.

R89 Berry Bank

R89 sits to the South of the B5277. The Allithwaite Road begins at the junction of Cart Land and Cartmel Road morphing from Kents Bank Road. It is a winding hill, known locally as Risedale Hill, where at one corner an articulated lorry will have to cut the bend in order to negotiate the hill



(PH2)



(PH3)

Towards the brow the road has tight zigzag bends and leads to a blind summit.



(PH4)

There is only one pavement and its width is only sufficient to allow either a pram, mobility scooter or dog walker to pass. If two meet then one has to step into the road.



(PH5)



(PH6)

The group invited comments and observations from residents around the area and among the many emails received, with the following email making reference to the outline building proposals on R89 but the final paragraphs relating very much to the safety on Risedale Hill

Objections to Berry Bank development site



to me

Dear Sir

We are writing to give you our full support to your objections to the Berry Bank development, as outlined in the GADAG objection document.

Whilst we agree that the housing stock in Grange for families needs to be improved, we don't think the proposed development is suitable for the following reasons:

- the number of properties on this relatively small site is excessive*
- the development would erode the distinction between Grange and Kents Bank*
- the development would rob the area of a valued green space which characterises the town*
- the development would dominate the local area which, for the most part, is characterised by 'discreet' housing. When viewing the site from Carter Road, the majority of housing is bungalows, dormer bungalows and character properties which are sensitive to and do not impose on the environment. Armer Homes confirmed to me that the development would follow the gradient of the existing slope ie the elevation of the new homes would dominate the area rather than being discreetly 'lowered' through excavation of the hill (which is not ideal either!)*
- The infrastructure of Grange cannot cope with the increased volume of traffic which would be generated.*
- As the parents of two young children, we find that there is no safe and reasonable pedestrian route from our home off Carter road to the centre of Grange. The pavement along Allithwaite Road down Risedale Hill is too narrow to safely walk holding the hands of our two children, particularly given the volume and proximity of the traffic. Walking with a pram is difficult due to the narrow pavement, and walking pushing a pram with one walking toddler is impossible. We would not even feel comfortable letting older children walk alone on these pavements. The resulting dependence on car travel and the increase in traffic would put further pressure on Grange roads. Public transport from this area is inadequate in terms of getting to and from school. Given that the development is aimed at families, we do not believe this is a suitable development site for families for these reasons and would be extremely concerned over the safety of local children.*

*-Risedale Hill is a notoriously difficult road to navigate due to the multiple bends and blinding by sun whilst travelling up the hill. We regularly witness 'near misses' where vehicles almost collide due to these difficulties.
-little or no thought has been given to how local schools would cope with a sudden influx in children
-Other development sites would better support the town's aim to be environmentally friendly, as outlined in the Grange Regeneration report 2007.*

We would be happy to support you further if required and we can be contacted on this email address.

Yours Faithfully

Mark and Sheryl Illingworth



Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- consider the needs of people with disabilities by all modes of transport***

National Planning Policy Framework para 35

General Observations related to R89

At the brow of the hill the road opens out but is still in a 30 mph zone. Various traffic surveys have been carried out but the group have identified one which was carried out directly opposite R89 and some 20 yards to the left of the proposed junction into R89.

Results from last County Council Traffic Survey completed 3-8 July 2008

- 25,252 vehicles were recorded in 6 days
- 4209 vehicles passing in either direction per day
- Median speed 33-which means half the cars were going 33 miles per hour or faster
- Speed of cars at 85 percentile are used to set the speed limit on a stretch of road. In this case, cars at the 85 percentile were travelling at 38 miles per hour therefore speed limit would have been set at 40mph
- 3788 vehicles driving in excess of 38 miles per hour – 631 vehicles per day – 1 every 137 seconds (average)

2000-2010 Stats show no increase in car traffic but 28.6 % increase in light vans and delivery vans. Therefore average increase over 4 years equals approximately 11% mainly due to the rise in delivery of online purchases

Police vehicle parking bay positioned directly in front of site R89.

7 March 2012 Concerns from the local community were raised about speeding vehicles in Grange, Lindale and Allithwaite at the Grange and Cartmel Neighbourhood Forum. Subsequently it was set as a priority by Neighbourhood Policing.

3 July 2012 Neighbourhood Policing Report-officers have ...been out monitoring vehicle speeds and penalty tickets have been issued

21 Nov 2012 Neighbourhood Policing Report-officers have ... monitored vehicle speeds and penalties have been issued.

Access to the Civic Amenity Site ('The Tip')



(PH7)



(PH8)



(PH9)



(PH10)

The above photographs show the access road to Guides' Lot 'Tip' which is situated just before the brow of Risedale Hill on the B5277. The 'Tip' is open three days a week from 8 am until 4 pm Thursday to Saturday. The access is a single lane track and there are many instances of traffic queuing on the road in both directions creating traffic hold ups. Significant problems arise when access is required by a car and/or trailer turning right across the line of traffic. If they are unable to cross the line of traffic, vehicles back up to the blind corner. Cars have been known to drive into residents' drives and if entering traffic meets exiting traffic then it is a regular occurrence for vehicles to be reversing back onto the B5277. This can cause further difficulties as some motorists do not know how to reverse trailers.

'Over a period of one hour we counted over 50 vehicles, some with trailers trying to access and exit the site, this is very difficult and dangerous because two way traffic is impossible, many have to back out on to the busy B5277 to let vehicles exiting the site out so that they can try to gain access themselves. Many resort to driving into our driveway to avoid oncoming traffic coming out.'

Tom and Ann Blakemore – Glyndon

In the light of a major increase in likely traffic using the B5277 the group would like to recommend a full traffic survey is carried out on this junction during the summer months as this is the period when most garden refuse is deposited. This should demonstrate traffic flows which would increase with the projected build between Grange over Sands and Flookburgh including industrial areas.



(PH11)



(PH12)

The two views show the exit from Guides' Lot, the small industrial yard and a future development of three houses. Recycling skip wagons and trailers access and leave the site all week. They are large vehicles that have to cross over onto the wrong side of the road in order to drive towards the A590 and possibly the M6.

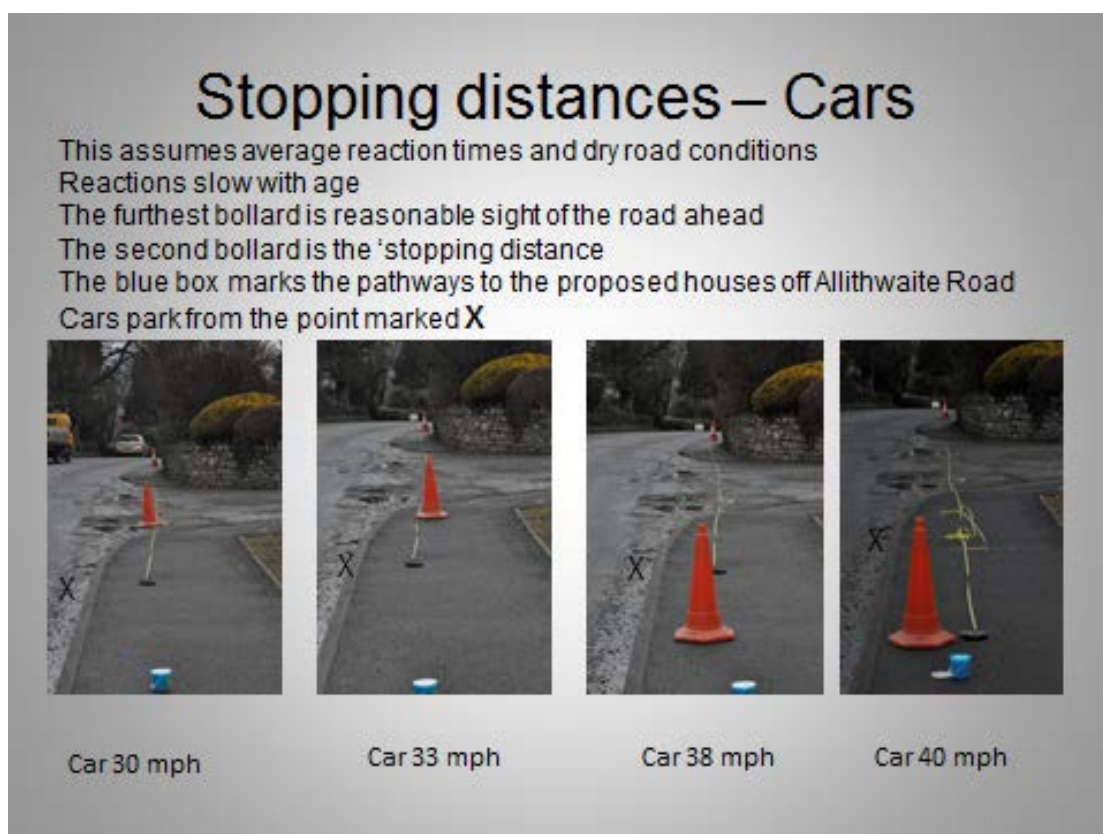
There is also a joinery firm on the industrial site which makes large wooden caravan type buildings. Exiting and access is again very limited and can be dangerous with the necessary wide turning circles required. Whilst no planning application has been made for R89 prospective plans

have been made public. The junction to R89 will be slightly offset to the right of this exit and likely to cause even more traffic problems.

Cumbria County Council have deemed the road a 'safe road' because there have been no accidents. We are aware of at least three crashes and one fatality on this stretch. It would appear that the lack of accidents is a matter of luck as we as a group often hear speeding cars in the evening and wait for the crash!

The group has carried out some research on the road to demonstrate how dangerous it is at present and if there is to be a major increase in traffic then it is more likely there could be further accidents.

The slides were used in a presentation given to our local MP and then to a group of County, District and Town Councillors and refers to stopping distances



Stopping distances – Lorries

This assumes average reaction times and dry road conditions

Reactions slow with age

The furthest bollard is reasonable sight of the road ahead

The second bollard is the 'stopping distance'

The blue box marks the pathways to the proposed houses off Allithwaite Road

Cars park on road from the end of the tape in left hand photograph **X**



Lorry 30 mph



Lorry 33 mph



Lorry 38 mph

Parking regulations

Parking regulations:

With regard to B5277:

B' roads are numbered local routes, which have lower traffic densities than main 'A' roads.
Wikipedia

R89 is situated on the crest of Risedale Hill on B5277. Relevant laws and rules from the Highway Code with regard to parking and parking on hills and grass verges:

242 You MUST NOT leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.

Laws RTA 1988, sect 22 & CUR reg 103

243 DO NOT stop or park:

- Opposite or within 10 metres (32 feet) of a junction, except in authorised parking space
- Near the brow of a hill or hump bridge
- In front of an entrance to a property

244 You MUST NOT park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams and pushchairs.

Law GL (GP)A sect 15

The proposed R89 Berry Bank green field site is on the crest of Risedale Hill where immediately to the left there is a road junction. Traffic emerging from this road junction cannot presently see to pull out into the main B5277. Any illegal parking in front of the proposed housing or on the grass verge and footpath will have a serious and dangerous impact on this emerging traffic and pedestrians.

The B5277 is a dangerous road that already has difficulty coping with the weight of traffic. Caravan wide loads make regular journeys to the Flookburgh area and the escort vehicle has to close the Risedale Hill in order for the transporter to have clear access of travel. SLDC have also granted planning permission for two further industrial units which will be accessed from the B5277 along the un-adopted road that also carries the recycling lorries already mentioned, an occupied house and with SLDC planning permission granted for three further houses off the same road. This will further increase the traffic load.

Disability access to amenities and other matters

**Consider the needs of people with disabilities by all modes of transport -
National Planning Policy paragraph 35**

- Accessibility to hospitals more than one hour by public transport. 2 - 3 changes by bus to Kendal, 2 to Furness General
- Distance of proposed affordable houses to nearest shop/sub post office in Kents Bank is 0.75 mile. Bridle path is shorter but not accessible by wheelchair or mobility scooter
- Nearest shops in Grange accessible by narrow pavements which only allow passage for one person, buggy, wheelchair or dog walker. One person passing has to step into busy road.
- Camber of one pavement steers you into road on Risedale Hill
- Inconsistent dropped kerbs on Risedale Hill
- Traffic hazards - Lindale to Flookburgh - approximately 6 miles
- Lindale - Grange 4 car showrooms, increasing volume of traffic on narrow roads without pavements
- Road from Grange to Flookburgh narrow without pavement for many stretches or pavement on one side of the road only. This is very narrow in some places suitable for one person only walking. The road is inadequate for many HGVs, caravans or wide loads which travel on it, they often mount the pavement or take up more than one half of the road forcing oncoming traffic to pull in causing a halt in traffic flow.
- Limited car parks which are on a steep incline which are difficult for the elderly or disabled.
- The road from Grange to Allithwaite leads to large holiday park with nearly 1000 pitches. This road is narrow with blind corners with no pavement in many parts or just enough pavement for one person with an oncoming pedestrian being forced on to the road.
- To summarise, for a B road, it takes large numbers of vehicles - cars, delivery vans, caravans and wide loads which causes hold-ups and is a danger to pedestrians.
- The junction of Kents Bank Road and Cartmel Road is part of the National Cycle Network Route 40. The junction has had numerous accidents including one fatality
- Increased numbers of cyclists and runners, particularly large groups is now prevalent

With an increase in the number of houses plus planned industrial units, congestion will increase as will danger to pedestrians and road users.

A Wider Implication

The wider implication for all is related to the flat area of R89 which abuts Allithwaite Road. The slide which follows was also used in the various presentations and if this area of the field goes then there will be no landing area for the NW Air Ambulance to land. This is the second time in as many years the field has been used



'It is our only safe landing place for North Grange and Kents Bank'

Neil Airey NW Air Ambulance Pilot 12th April 2013

(PH13)

Summary of the specific objections

As a group we do believe there should be land identified for the building of affordable houses in Grange over Sands and as there are three 'brownfield' sites they should be prioritised to fulfil the identified number required without using 'green spaces'.

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Grange over Sands is not a 'Key Service Centre

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Listening to those who actually live in the area and may well have better ‘local knowledge’!

‘What ifs’ are not necessarily good reasons to put forward to prevent further greenfield building in Grange over Sands. However traffic and infrastructure issues are. Grange over Sands has specific ‘pinch points’ that cause hold ups or do not provide a safe passage for pedestrians. So ‘what if’ there is an accident on Lindale Hill? These do occur and when they do, all traffic is diverted along the B5277 to return to the A590 at the Haverthwaite crossroads and vice versa. Grange over Sands would certainly gridlock with the traffic. It is a ‘what if’.

However one group of residents actually stated ‘ what if’ and following the ignoring of ‘local advice’ all seems to have become true

‘Look carefully what was done here and ensure it is never done again like this, anywhere in South Lakeland. Consult, listen, negotiate and arrive at a solution acceptable to the whole community. Everything should be done to avoid the appearance of cosy collusion between developers and council, excluding the local community from the process’

Letter to Mr Dan Hudson, Development Strategy Manager SLDC from Nick Cotton with regard the Russell Armer development of Biggins Road, Kirkby Lonsdale 11th March 2011

Please listen to those of us who live in Grange over Sands and from our point of view R89. We prefer to call it Berry Bank. It is far more personal and not just a letter and number as a reference but an important green space that if taken, will see the full coalescence of four historic hamlets. Grange over Sands has been here since approximately 1200, but known then as Beidegate, and Kents Bank, the ancient footfall for those crossing the sands of Morecambe Bay.

It should not happen.

For and on behalf of the Allithwaite Road Action Group

All questions and points of clarification should be addressed to the Chair at:
allithwaiteroadactiongroup@gmail.com

28th April 2013