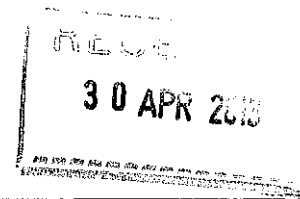
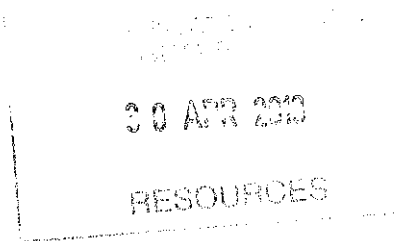


Development Plans Manager  
South Lakeland House  
Lowther Street  
Kendal  
LA9 4DL

28th April 2013



Dear Sir:

Grange-over-Sands does not meet SLDC's own definition of a Key Service Centre, but it has been allocated 500 extra residential units on that basis. This 'housing need' is based on a flawed interpretation of statistical model data based upon questionnaires returned by less than 20% of Grange-Over-Sands households in 2001. The large development (MN25M) will extend the boundary of Kents Bank so that there is only 220 metre gap between Kents Bank and Allithwaite on the B5277.

Also, SLDC's amended Land Allocation Development Plan does not address the fundamental problems.

### **1. Notorious traffic bottle-necks**

- (a). On the B5277 through Grange-Over-Sands on Main Street.
- (b). On the B5277 Allithwaite Road, between Cartmel Road Junction and Cardrona Road.
- (c). On the B5277 through Allithwaite Village at Holme Lane and Church Road.
- (d). At Flookburgh Market Street along to and including Station Road in Carl.

The increase housing proposed will only add to the inadequate situation as most new residents seeking employment will need to travel to Kendal, Lancaster, Ulverston or Barrow-in-Furness to find work.

The forthcoming opening of a supermarket at the roundabout of Widermere Road, Main Street and Lindale Road on at present Batemans Garage in Grange will undoubtedly add further congestion to the peninsula road.

In general the roads throughout the Cartmel Peninsular are already inadequate for residents, delivery vehicles and tourists. The proposed housing within the Kents Bank area will only make congestion worse in general, and particularly at commuter times. And, if the employment units that have been identified at Carl and Risedale go ahead the road problem will become untenable without some relief road scheme being considered, ideally being implemented before any housing development takes place.

### **2. Dangerous pavements for pedestrians**

- (a). On the B5277 through Grange-Over-Sands on Main Street and Kents Bank Road. The width in places put pedestrians in direct conflict with vehicles at present let alone the future.
- (b). On the B5277 Grange-Over-Sands between the Fire & Rescue station and Thornfield Road where the width of the pavement is not wide enough for a pushchair/wheelchair. Further on the pavement stops altogether on the other side of the road.
- (c). On the B5277 Grange-Over-Sands Allithwaite Road between Rowan Side and the top of Risedale where the width of the pavement is just wide enough for a pushchair/wheelchair on one side but with no pavement at all the other. Here it is particularly dangerous for passing pedestrians as traffic on a whole show disregard to the winding road and close vicinity of pedestrians.

### **3. Lack of Services for the expanding population.**

- (a). No additional Primary School within the allocated area as laid down by the education authorities.
- (b). No Secondary School.
- (c). No easy or near access to hospital and emergency treatment without involving long journeys. Public transport to existing hospitals are expensive and limited or non existent after certain hours.
- (d). No petrol station for vehicles. The nearest is a 12 mile round trip on the A590
- (e). No supermarket other than the small scale proposal at the Bateman roundabout.

(f). No plans for community or recreational centres/areas. Russell Armer's proposal for housing on site R89 showed a lack of awareness for open space in its plans.

The lack of these facilities will only cause more traffic congestion as new homeowners seek outlying services. The number of houses identified will put a further 1000+ vehicles on the existing road network everyday.

**4. Additional Flooding.**

Flooding at present exist along stretches of the railway embankment at Cart Lane and Kents Bank. The Green Field sites identified for housing will inevitably lead to increased flooding at the bottom of Kirkhead Road, Kentsford Road and Carter Road.

The old Victorian water system can not cope at present, hence the emergency holding tanks recently installed by United Utilities.

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**5. Detrimental to existing commerce.**

The Cartmel Peninsula with its open vistas has been recognised by SLDC in the past as an important area for tourism, bolstering local employment and providing local landowners with a sustainable business in the form of caravan sites. Yet, this major source of income will be reduced from visitors not wishing to holiday in a sprawling conurbation area.

In conclusion. The development of this scale is totally out of keeping with the local environment and is far bigger than the original equally unacceptable proposal of previous decades. The development sites proposed in the Kents Bank area are now going to concentrate 66% of the total allocated housing for Grange Over Sands in this one area. A previous Planning Inspector stated that it was an important green space in 2001 and this led to its removal from SLDC's 2006 Local Plan. Just because the Government dictates a need for extra housing SLDC should not be able to develop what is in effect a new town in an area of few facilities or job opportunities but with an established yet fragile holiday destination.

Yours faithfully

