

Dear Sir

As residents of Grayrigg we wish to express our concerns regarding the allocation of land as shown in document "Land allocations DPD" which forms part of the local development framework. Although we are not against the principle of additional housing and particularly low cost housing provision, due consideration must be given to the suitability of such land from the point of view of safe access, land conditions and how any development would fit into the fabric of the village as a whole.

Our main concerns centre around the area of land bearing the LDF reference RN257. Access to this land would be gained by the local road served by the junction with the A685 at Punchbowl Barn. This T junction inclines very steeply with gradient of between 5% and 25% when joining the A685. The A685 also features a notorious blind bend at this point and has severely restricted vision of oncoming traffic from the right. Locals turning right at this junction have to edge out to the centre markings before being able to safely pull out. Local cyclists generally dismount at this point and walk past Punchbowl Barn in order to get a clear view. Despite the 30MPH restriction, traffic generally exceeds the speed limit at this point. Attempts to calm the traffic with the use of Police speed traps and temporary speed display equipment organised by the residents have failed thus far. Furthermore, in winter, runoff rainwater draining from the elevated agricultural land belonging to Sunny Bank farm and that which overflows the ancient tanks belonging to the former Blacksmiths works at Anvil Cottage freezes and makes this traffic deceleration zone additionally treacherous. Significant works must be undertaken to improve visibility at this junction and this could not be achieved without demolition of some roadside residential properties which would compromise the overall objective.

Due to the low lying nature of the current agricultural land proposed, it is very poorly drained and significant drainage/flood defence work would have to be undertaken to make this land suitable for development.

Furthermore, consideration must be given to how any such development of RN257 would impact upon existing residents. This site is overlooked by 14 existing properties and a significant reduction in privacy and amenity would result.

To the contrary, the land with the LDF framework reference RN258 is generally more suitable although it would require extension of the 30MPH zone towards Tebay and beyond the entrance to Sunny Bank Farm. In fact a widened entrance to Sunny Bank Farm Lane with shared access would prove a safer option as the junction offers good visibility. It is overlooked by only 2 properties and would also be in keeping with the ribbon development of the village along the A685. We would support development on

this site.

Not that we are in agreement with the principle, but given that the LDF supports the loss of agricultural pasture, more suitable sites exist within the village of Grayrigg. In particular, the pasture to the rear of Grayrigg Church and School, Ref No 174.3M, is well served by a local road that benefits from good clear views at its junction with the A685. Given the proximity to the centre of the village, the traffic is considerably slower at this point. The School and Church can also be accessed from this field without the need to cross the busy A685. This site is not directly overlooked by any existing properties.

To conclude, we support the principle of development of Kendal as the Principle Service Centre for South Lakeland but would question whether Grayrigg, which features no industrial or commercial development beyond that which serves the principle activity of agriculture, should be included within the LDF at this stage. Access to Kendal is achievable primarily by private motor vehicle as the heavily subsidised Bus service is infrequent and often suspended in Winter. The A685 features no footpaths or cycle paths and is not generally safe to those who cycle the 9.5 miles daily to the centre of Kendal and back. Other than the Village Hall, Church and School there are no facilities in the village at all. Any development would therefore promote the increase in use of private motor vehicles.

Until brown field and edge of town green field sites such as Canal Head, Auction Mart, Brigsteer Road, Boundary Bank, and the fields opposite Queen Katherine School are developed or proven conclusively to be inappropriate for development, marginal sites such as Grayrigg should be discounted.

Signed as residents of Grayrigg

Laura Domville-Powney

Thomas Powney

