From: Greg Gilding []
Sent: 10- Feb- 11 12:43
To: McNeill, Alastair
Cc: Subject: RE: Flookburgh housing land allocations
Alastair
That plan is the revised site proposal and is the plan we wish to be considered for the housing land allocations.
We intend to talk to a highways consultant to see if any worthwhile science can be added to the traffic and highways benefits the proposal is believed to achieve.

I have reattached the plan to save you trawling through emails to find it.

I trust this is all we presently have to do to have the land considered for allocation. The village meeting was well attended and all proposals discussed. My understanding is that a further meeting is planned at which a public consensus of a preferred allocation will be voted/decided upon. After which I would hope that all will voice their opinions to yourselves.

Regards Greg

From: McNeill, Alastair [mailto:A.McNeill@southlakeland.gov.uk] Sent: 07 February 2011 14:30 To: Greg Gilding Cc

Subject: FW: Flookburgh housing land allocations

Greg

Thanks for sending this modified scheme for information which I shall forward to Lorayne Woodend and Dan Hudson, Development Strategy Manager.

As discussed we will not record this as a response to the current public consultation until you have confirmed this, or submitted a revised site proposal.

Regards

Alastair McNeill

Principal Development Plans Officer South Lakeland District Council 01539 717352

-----Original Message-----From: Greg Gilding [mailto:] Sent: 07- Feb- 11 13:58 To: McNeill, Alastair Cc: Subject: Flookburgh housing land allocations

Alistair

Please put the attached plan on the consideration list for housing land allocations.

Attached is a plan showing the site for housing land and other village amenity lands for the Flookburgh site we discussed on Friday. The housing land area is slightly larger than that indicated on the plan on Friday because I have now included the "white" land.

The site as you know offers the village some real and lasting benefits in terms of amenity, highways, and public infrastructures.

Particularly in relation to the church, footpath improvements, access improvements, and the village green and playground.

We are likely to get some traffic information on traffic flows and comment on the Station Road footpath, together with some technical insight from our consultant on the merits of the highway proposals in the light of the traffic information we obtain.

It is our understanding that Mr Wilson has been informing the local population of this proposal to gauge local support and views, together with speaking to the vicar who is very supportive of the proposals for many reasons, obviously the improvements to the church land and parking but also the infrastructure and housing benefits.

No doubt there will be a further input of views and comment on the proposal and further information we may submit on behalf of the land owner in the course of the next few weeks.

If in the meantime you need further information please let me know.

Regards Greg

Greg Gilding Fisher Wrathall Architectural

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GENERAL IMPROVEMENTS

The land outlined and the adjacent undeveloped land represents an opportunity to improve the vehicular highway and pedestrian links of the north and west parts of the village. It also provides an opportunity to improve access to the primary school, Ravenstown and other village and tourist amenities south of the main village. Also improving the amenity and access of the Main Street which is currently a main thoroughfare.

The proposal also enhances the viability of the Railway Station by providing more housing and infrastructure in close proximity to the station, whilst also improving the pedestrian links to and from the station.

The environment and openess of the land around the church is a deliberate part of the proposal in that it seeks to protect the church from close proximity development whilst at the same time improving access to and facilities in and around the church and churchyard.

The road and footpath network and links proposed for this development can be designed to be inclusive to cyclists, disabled users, and pedestrians with the side roads likely to be for mixed users with traffic calming and reduced speeds. The main spine road proposed will have reduced speed and facilities for cyclists and pedestrians.

A NEW LINK ROAD

The new road link from Cark railway bridge to Main Street. This reduces traffic flows in the now congested and heavily parked Main Street. Parking and living in Main Street will be improved due to reduced traffic flows at all times. Pedestrian use of Main Street will also improve due to the reduced number of vehicles. Thus access to local shops and services to residents in main street will be improved on a permanent basis.

It is envisaged that the new road will become the main access to parts of Flookburgh and to Ravenstown. Thereby improving access for public, private and emergency vehicles by providing alternative routes to the existing difficult access via Main Street.

This road will enable improved public and private transport access to the primary school which has recently had significant financial investment.

B NEW JUNCTION

New road junction at the southern end of the new road and Main Street. This allows improved road access to Ravenstown and the primary school both for private and public transport and emergency vehicles.

C IMPROVED EXISTING FOOTPATHS AND NEW FOOTPATHS

The existing unmade and narrow footpath from Main Street to the Railway Station through the existing fields will be improved as part of the new road proposal. The first section adjacent to Main Street will run in the same place as present but can be physically improved. It will then be made to run alongside the new road to the side of the village green and play area, linking with existing and new paths as indicated.

New footpaths are planned to the church and to Cark from the development. This will provide improved pedestrian links to the church, railway station and Cark village.

D VILLAGE GREEN AND RECREATION SPACE

A new village green amenity and childrens play park will be provided adjacent to a new side road serving the church. This facility together with the new churchyard and church parking create an undeveloped and open area adjacent to the grade 2* listed church, thereby preserving the setting of the church and open vistas of the church from the surrounding areas. The village green can accommodate seating, landscaping and planting in addition to recreation spaces, play ground and sports field.

E NEW CHURCHYARD

This space is land which has been donated to the church and parish. The land facilitates the provision of a new access road and footpath to the church. This land increases the churchyard area and can only enhance the setting of the church and the amenity value of the church and the Parish Room for church and private functions.

F CHURCH CAR PARK

The land adjacent to the new churchyard and new access road is intended to be used as vehicular parking for the church for use at all church and Parish Room functions. Presently parking for church and village functions is in Station Road which gets congested and has limited parking spaces available without creating inconvenience to road users or to church users. Disabled access and parking can only be improved by having allocated spaces in the new car park rather than parking ad-hoc in Station Road.

G PARISH ROOM

The Parish Room is under utilised due to parking and access difficulties in Station Road. Whilst these difficulties do not prevent use of the Parish Room at present, the proposed new church car park and improved access will enhance the use and viability of this village amenity.

- H STATION ROAD FOOTPATHS The footpath to the side of Station Road is broken and disjointed in terms of it's continuity and accessibility. It is also narrow and none existant in parts. Footpaths through the new development will allow a safe and pleasant walk as an alternative to using Station Road and provide alternative access to main
- NEW ROAD JUNCTIONS The new junction allows traffic calming, visibility and physical improvements to the road adjacent to Cark railway bridge. The new road will alter the traffic priorities and speeds at this point.
- J GREEN BUFFER ZONE The proposal creates, enhances and preserves a green buffer zone proposed between Cark and Flookburgh against the future spread or convergence of the villages. This area can be planted and landscaped and may be dedicated or donated to the parish.
- K EXISTING FOOTPATH IMPROVEMENTS Improvements are envisaged to the footpath through to the railway Station from the development, together with integration of this existing footpath into new footpath links around the development.

destinations ie the railway station, Cark village and the churches.

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notes

Wrathall

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client MR WILSON

project LAND AT FLOOKBURGH

title SKETCH PROPOSAL

date	scale	drawn
1-11	at A1 1:1250	GG
^{job} FL	drwg no. 01	rev.