

December 17<sup>th</sup>, 2015.

Development Plans Manager,  
South Lakeland District Council,  
South Lakeland House,  
Lowther Street,  
Kendal,  
Cumbria,  
LA9 4QD.

Dear Lorraine Woodend,

As you will no doubt see from below I raised a few points of concern in December 2012, when it was last proposed to increase the number of dwelling in Silverdale. Many of the points I raised then are equally relevant today or with time have become bigger issues in themselves. I also appreciate some costs and travel times may have changed but not significantly. I would like to politely request that the council take my points from 2012 into consideration along with my points from today.

Having just experienced a second 'once in a hundred year flood' since 2005, flooding must be an important consideration. As you can see from my address I live on a spur off Cove Drive, Silverdale, the three main development areas that concern me are;

- Site S43: Elmslack Field, Cove Road, Silverdale,
- Site S54: Land South Of Cove Drive, Silverdale,
- Site S57: Land South of Windyridge, Walling's Lane, Silverdale.

Both sites S43 & S57 can only drain into Cove Drive which already receives a torrent of surface & drains rainwater from Wallings Lane causing flooding at N<sup>o</sup>1&3 Birch Drive, furthermore as stated below in 2012, building on site S54 will cause flooding adjacent to N<sup>o</sup>22 Cove Road. The council will need to consider how it intends to resolve the current issues of flooding before it allows more farm land to be 'tarmaced over' which through the natural lay of the land can only will allow drainage rainwater and surface water to flow towards N<sup>o</sup>1&3 Birch Drive & N<sup>o</sup>22 Cove Drive, thus compounding an issue which the Council has failed to resolve in the past.

Public Transport; it has recently been announced that 'subsidised public transport' will be facing significant cuts. Should you wish to travel to Milnthorpe from Silverdale village centre (appox 5miles) 'Traveline' will happily advise you, please see adjacent example;

Royal Hotel (opp) on Emesgate Lane, Silverdale [landajtw]		→	Milnthorpe Cumbria	
Earlier	Edit / Go Back		Later	
Summary Results				
Depart/Arrive	Changes	Legs		Duration
∨ 08:20 → 10:16	1			1:56
∨ 08:22 → 09:46	2			1:24
∨ 09:13 → 10:16	2			1:03
∨ 09:30 → 10:34	1			1:04

As we're all aware commuting is a costly and time consuming experience, from my own experiences of commuting daily to

Carlisle understand this better than most people. I would therefore strongly advise the council that the best location for new housing is where employment is available, after all paying a mortgage requires an income. The last affordable housing 'Whinney Folds' that was built in Silverdale was almost impossible to fill from locally based people, even though the council advertised in Morecambe and beyond. Whilst living in an ANOB is appealing to many, it often becomes a 'millstone' that is hard to relinquish.

As the planning department will be aware that there is no mains sewerage system in Silverdale, has the planning department considered how more septic tanks will impact on the local environment. As I have stated below, when it floods the levels in the septic tanks are also affected!

Does Silverdale really fulfil the criteria for a sustainable development, possibly on paper but in reality it's questionable;

- Yes we have a well stocked Butchers, Chemist and CO-OP; however the Post office has recently closed and relocated in the newsagents which is struggling.
- Yes we have a Library; this also survives under constant threat of closure.
- Yes we have a station, 30-40min walk, either across fields / on unlit roads (no pavements) or on a shuttle bus costing over £1 each way that can be sporadic and doesn't run evenings.
- Yes we have a school; the school is full, some children already travel outside the village.
- Employment; mainly minimum wage jobs, no known vacancies.

Kind regards,

Simon Hones.

December 12th, 2012.

Dear Sir,

Reference: Area off Cove Drive which has been identified as a site with the potential for 20 Dwellings.

### Points Raised;

- Travesty of Use.
- Land available and Access, Road Safety and Congestion.
- Flooding and Drainage.
- Newts, small rodents, fauna & flora.
- Public Transport.
- Employment.
- Youth Activities.
- Consultation Leaflet.
- Budget Plan.

### Travesty of Use.

As it would appear that the proposed developments in Silverdale are in the first instance about providing affordable housing in Silverdale and that the local planning office appears to suggest that it has evidence that confirms there is a need for affordable housing in Silverdale. It seems absurd that the council owned land could be made available for anything but the 'Development of affordable Homes' and it is also absurd the council would not put into place clauses that would only allow the development of affordable homes, before the land is made available for development, after all sites are Green fields used as farmland, within ANOB and SSSI. It would appear that there is little or no argument for the development of larger and more expensive homes within the local area of Silverdale, other than normal development of the occasional property and therefore the land should not be made available for larger and more expensive homes.

### Land Availability and Access, Road Safety and Congestion.

The two fields off Cove Drive S54 owned by the council and indicated in their draft proposal, are only partly highlighted for use as the upper approximate third is now used as the soak-away area of the Bleasdale House septic tank. This means that any dwellings built in these fields will be downhill from the septic tank and its soak-away area.

The original Draft local Plan which was first made public showed a map which has since been amended, the original map showed the two council owned field, and then included a third field owned by the Nation Trust. The National trust field

would have made access possible both from Cove Drive and Emesgate Lane. However now that the National Trust field is removed from the plan access from Cove Drive will be extremely difficult to say the least.

Access from Cove Drive on to the council owned land would be first, through a 90° turn, and then between the National trust land and the corner of N<sup>o</sup>22 Cove Drive, the width at this point being 6.17m±50mm, this width restriction will make safe vehicle access to the proposed dwelling extremely difficult. Further to the difficulties with road vehicles it would also require a pavement of 1.8m thus reducing the road width to approximately 4.37m±50mm, it would appear difficult for the councils own standard radius for road junctions of 6m to be applied (Please see table attached). Having raised this point at the consultation held on the 8 November 2012 in the Gaskell Hall with Andrew Holden, he agreed that the access was going to be an issue although he hadn't made any measurements when he made an informal site visit.

Further to the difficulties of access to the proposed area off Cove Drive, there's still the very major issue of the road congestion that arises on Cove Road. Whilst I like many welcome the reduction of speed from 30mph down to 20mph, I feel that as the enforcement will be extremely difficult if not impossible, it will do little or nothing with regards to increasing road safety. My personal observations of the new 20mph speed limit, definitely has not changed lorry or car speeds on Cove road or the village. For a small village, Cove Road is uncharacteristically busy, it forms the shorter of the two routes between Silverdale and Arnside. Over recent years Holgates Caravan site with the acquisition of the Hollins Farm site, along with other Camping sites within the village boundaries have been allowed to expand 600+ static caravans with additional touring/camping with no apparent regard for the increase of traffic, these factors brings a significant increase in traffic to Cove Road. Of course local population from, not just Silverdale but the wide area and tourists benefit from the use of leisure facilities at Holgates Caravan site, again a second "grey figure" of traffic. Cove Road is also home to the village Cricket ground use both evenings and weekend, a third "grey figure" of traffic. Cove House, Abbeyfield has just expanded with "Cove Orchard" bringing a further fourteen 2/3 bed dwellings which is additional to the existing bed capacity and staff. Leeds Children's Holiday Camp Association is a welcome aspect of Silverdale, and it's fantastic for the less fortunate children that it helps, the children are often seen with their hi-vis yellow vests walking on Cove Road under close supervision, but they too bring yet more traffic.

Adjacent to one another, there is the Bowling Green visited by many both less mobile elderly and fitter younger members of the local community and from further afield, and the Playing Field visited by the very young, along with their friends and parents/grandparents. Both facilities are of course somewhat effected by the weather, which results in large concentrated volumes of traffic to specific times, such as after school, weekends etc.

The point which I've tried to make is, at certain times of the day or week which I along with others observe regularly, Cove road appears to have all the caravan

traffic, leisure traffic for Holgates and often the cricket traffic all at the same time, this doesn't always result in single trips but double trips (i.e. drop the kids off-rush home & then rush back to collect the kids/husband etc). I assume that the council will not only as part of its decision making process do a traffic survey carried out at a realistic time of year taking into account the above mentioned groups of road users, but also have a calculation for factoring in the additional road traffic of twenty dwellings (up to 40 cars) which by today's standards for those living in rural locations results in additional journeys to and from school/work and leisure activities/clubs only found in larger conurbations such as Lancaster or Kendal for example; Judo!

### Flooding and Drainage.

For many such as the retained Firemen of the village it won't come of any surprise that I've raised this issue, it will have been documented in various ways over the years by the Fire Brigade log book (pumping out gardens to prevent damage to property), Highways department by means of investment in failed schemes which would in their opinions without doubt resolve the issue of flooding to name but two. The fire brigade now only pump out properties when life is endangered.

The lay of the land is as follows; downhill from the school to Cove drive, from Walling's lane/Cove Road downhill to approximately N°22 Cove Drive, from the seaward side of the proposed building plot to N°22 Cove Drive. Basically from all direction the surface water eventually flows down to N°22 Cove Drive, however that isn't where the flooding is at its worst. The natural flow of the surface and rain water in the local area is from Walling's Lane and King William's Hill down to approximately N°22 Cove Drive. Due to the nature of the roads construction and the drains, the flooding occurs adjacent to the Junction of Cove Drive/Birch Drive, outside N°1&3 Birch Drive and into the rear gardens, basically encircling the properties. The Highways department of the council have in the past built a soak-away or sump adjacent to N°22 Cove Drive and in more recent years as this has not resolved the flooding issue, carried out additional drainage work at the junction of Birch Drive/Cove Drive, however to date, flooding is still an irregular issue that may occur at anytime, this summer 2012 it has occurred at least three times to my knowledge. In 2015 it still floods.

Should the council allow the construction of additional dwelling on the site off Cove Road, it will need to consider how it intends to resolve the current problem of flooding before it allows more farm land to be 'tarmaced over' which through the natural lay of the land will allow rain and surface water to flow towards N°22 Cove Drive, thus compounding an issue which it has failed to resolve in the past. Should in the future after any development off Cove Road flooding continue to occur at its present state or worse, will the council commit to paying compensation and resolving the flooding completely? Should the council fail to

commit whole heartedly to a full solution of the flooding, will the council then commit to, not developing the land off Cove Road?

The entire area around Townsfield and Cove/Birch Drive have Septic Tank issues, which barely manages to cope with the intended purpose of dealing with household waste fluids. Immediately after heavy or prolonged periods of rain many properties below the proposed site require their septic tanks to have an additional emptying, having more land develop that does not allow water to soak in naturally, will only exasperate these problems. After all the reason why this entire area was not further developed in earlier years is because of the very poor natural drainage.

### Newts, Small Rodents, Fauna & Flora.

As many local residents will be able to confirm, not only are these fields off Cove Drive home to a family of Deer during the day, these fields are alive with many wild flowers and by judging the number of frogs/toads (not sure which) and newts that are found in our gardens I'd guess there's a significant population of amphibians and small rodents in the area. Will the council give assurances that before development of the land is consented to, there is a full and thorough survey completed to ensure that there is nothing on the land or local area that is classed as an endangered species; animal, plant, amphibian or other.

### Public Transport.

Whilst as a cyclist it is good to read that the council want to encourage more exercise within our daily routines and life styles, to promote healthier living and to be environmentally friendly, it is also as a cyclist that has been unable to work for over five months due to being innocently knocked off his bicycle by a motorist that it would be with great reluctance that I recommend someone should walk or cycle further afield on the narrow over grown lanes where the trees meet over head and block natural light.

It is great to hear that there is a proposed increase in bus services to Lancaster but with I believe, one less train stopping at Silverdale a day.

Taken from the councils own documents;

*55% of residential car trips could be replaced by sustainable modes*

As the price of fuel rises many of us are pausing before we make a car journey, but still we drive.

*67% of residential trips are less than 5km (see below for source)*

This maybe more true within a large town or city, but less true within the rural areas.

I'm sure many will agree we all should use more public transport, however as we all know it's easy to criticise others and to justify own reasons, and one size doesn't fit all.

It was only 'January 7th, 2009' I was writing letters along with others from within the village to retain the Shuttle Bus which was threatened with withdrawal, now there is an increase of the service which of course is great, but the question many others will be asking is; but for how long? With the train service over the years, there has been a steady reduction in the local service, and with time other services will decline, the trend being fewer trains stopping at Lancaster, the Barrow/Windermere airport services are threatened with 'change trains at Preston', which if successfully staved off this time, will always be on the horizon, with fewer trains, reduced eventually down to possibly no direct trains to Manchester/Manchester Airport.

Public transport isn't getting more convenient but, time consuming and expensive. When you compare the adult 'Bay Megarider' bus tickets with other towns and cities it becomes apparent very quickly we have a worse deal compared to Preston, Manchester, Fylde Coast.

Those of you that haven't travelled from Silverdale to Lancaster by bus will be surprised to know that the current adult 'Bay Dayrider **Plus**' ticket costs £6.30, should you live in Carnforth it's £4.50 to Lancaster.

The 'Bay Megarider' (£13.50 weekly) only extends as far as Carnforth, and a single bus fare Silverdale – Carnforth £3.70 with a return at £6.80. The 'Bay Megarider **Plus**' is £19.00(weekly) does however include Silverdale, but is an agonising 53 minute journey to Lancaster by bus.

For those who don't own a car, using public transport is possibly priced at an acceptable level but once the cost of owning and maintaining a car are factored into the 'whole transport calculation' then public transport becomes very expensive, the only way to reduce car journey would be to reduce the cost of travelling on public transport and a frequent timetable. As there are no Park & Ride opportunities within the Lancaster region, only expensive Pay & Display car parking which again discourages use of Public transport.

With the national and local policy's aimed at more exercise and use of public transport I struggle to comprehend why there should be consideration given to building homes to an area that doesn't appear to have a ready supply of employment, no local jobs = commuters by various means of transport, unless the new build dwellings are all aimed at 'work from home people' or the unemployed!

I appreciate using public transport is more than commuting or travelling to a place of work, but meeting people can be difficult, it either results in arriving early or later than wished for, or standing on a windy platform, having tried using the train for social reasons on a Sunday afternoon, I discover very quickly that

even just Silverdale to Lancaster, there are huge gaps in the afternoon timetable and some of the evening trains have also been discontinued. A simple comparison of the current timetable with an earlier version quickly reveal there are less trains, but also a £4 return, and £1pp each journey for the shuttle bus means it's cheaper to drive especially when there's more than one person in the car. With this in mind, the expense of public transport for a young family means either use the car or stay within the village confines.

As not all trains are serviced by the local shuttle bus especially the evening trains, the only other options is to walk giving two choices; either along unlit roads with no pavement or across the golf course and fields usually up to your ankles in mud and animal faeces, both routes taking approximately 35-40minutes for the fitter population of the village.

As the village is directly on the Cumbrian boarder and the council recognises Cumbrian business as potential employers for the occupants of the proposed developments in Silverdale, it is only correct to consider bus travel to Milnthorpe taking almost 2hours (source; Travelline).

Putting all of the above to one side for a moment, why is it the over sixty's with the free bus travel still very often use anything but the bus, unless it's within the free usage period 9:30am – 11:00pm, is it solely the price, or is the length of journey time a huge factor as well?

As there has been a resent change to the local bus service timetable, the council will have an early indication as to whether there is an increase to public transport use by the working age population and not just a small increase of leisure use by those using their free bus passes. I of course appreciate that the council would in the future be able to carry out a structure review of all public transport usage taking in to account such factors as; free bus pass usage, seasonal influences (snow & ice), lack of trains, etc, etc.

There should also be consideration given for the village youth travelling to local Secondary Schools, Sixth Forms and local colleges in Lancaster, (Kendal College by public transport is unrealistic). Being that parents and children are now encourage to choose secondary schools, sixth forms and colleges etc, on merit, the cost of travel is also part of the family budget, free school transport is now only available to Carnforth, and Faith schools on a strict religious basis. All other schools, colleges and sixth forms travel becomes expensive and adult fares for the over 16's, for my daughter in year 11, travelling to LGGS it's £10 per week for the shuttle bus plus approximately (depending on the number of term days) £200 per term for the train, this is the same for other Lancaster schools and colleges.

## Employment.

Surely one factor that must be considered is employment. Without a ready supply of jobs any new build dwellings in Silverdale are either aimed at people 'Working from Home' or commuters and as I've tried to point out above, there's a



financial cost as well as the environmental impact. If the dwellings to be built are aimed at middle income earners and families which are more likely to be working from home, then surely they're serviced by the approximately 45plus properties of various sizes already for sale within the village. If the proposed dwellings are aimed at lower income families/starter homes etc, such as those built at Whinney Fold, then maybe the council can explain how this complies with all of their own policies such as, reducing private car journeys and increasing the use of a slow and expensive time consuming public transport system.

### Youth Activities.

Whilst there are some youth activities within the village, there are still far less activities available compared to the surrounding towns or city's, as many parents strive to provide the best tailored activities within the village many will be forced to travel further afield usually by car.

### Consultation Leaflet.

As I have to this date still not received a Leaflet, could the planning department please explain; Why if the Planning department has failed to comply with its own procedures it feels that this is a fair and proper process. I have read your letter posted on the 'keep silverdale green blog' and find it a weak response. If every other cheap advertising leaflet can find its way through the letterbox via the postman's hand then it's quite obvious the information was intended to reach the narrowest audience possible.

### Budget Plan.

It is great that the council has a policy that attempts "*to meet the needs of young people, the employees of rural businesses and those who provide support services to residents such as care workers, teaching assistants, shop assistants and those who work in the local tourism sector*". But please can the council provide evidence of the research that it has carried out and make public an example of a 'family budget plan' for one of the above family's or persons, would have to adhere to living in Silverdale, including; the mortgage/rent payments, council tax etc, and the points raised throughout this letter, taken into consideration that a family would be needed to live in one of these "Affordable homes" after all once you have paid the mortgage or rent you still have a lot of other bills and expenses to consider! I believe that Mr. Maurice Brophy was present at the Silverdale Parish Council meeting when the young lady stated "the properties of Whinney Fold are anything BUT affordable" who is best placed to know this fact, the council or the resident of a so called affordable home.

Yours sincerely,

RESIDENTIAL ROAD DESIGN GUIDE Lancashire County Council.  
Rev 0 06/85

Junction Type		Radius (metres) R	Minimum Junction Spacing (metres)		Sightlines (metres)	
Road A	Road B		Adjacent	Opposite	X	Y
Type 3A Local Distributor	Any other road *	10	80	40	4.5	60 (30 mph zone) 90 (40 mph zone)
Type 4A Collector	Type 3B Transitional	6			4.5	60

Road	road					
Type 4A Collector Road	Type 4A Collector road or Type 4B Car Way	6	30	8	2.4	60
Type 4A Collector Road	Any Type 5 road *	6	30	8	2.4	60
Type 4B Car Way	Any Type 5 road *	8 & 6 Offset	30	8	Junctions must be intervisible	
Any Type 5 road	Any Type 5 road *	4.2			2.4	30

Taken from page; 6 second half.

### 3.4.1 Enhancing people's quality of life

[http://www.lancashire.gov.uk/environment/documents/creating\\_civilised\\_streets.pdf](http://www.lancashire.gov.uk/environment/documents/creating_civilised_streets.pdf)

Lancashire County Council has a vision to reduce crime, the fear of crime and make Lancashire a safer place for all. Designing civilised streets that cater for the needs of all road users will help tackle issues that can cause fear. This includes:

- Encouraging more people to walk, cycle and use public transport.
- Improving natural surveillance by encouraging community activity.
- Encouraging road users to consider the needs of those more vulnerable.
- Discouraging anti-social behaviour.
- Reducing speeds and vehicle dominance.
- Good street lighting.

Designing for those on foot and bicycle will help increase active lifestyles which can deliver economic benefits related to better health. Addressing health is a key issue for the Government. Physical inactivity costs approximately £8.2billion per annum in addition to £2.5billion per annum spent dealing with the consequences of obesity. It is stated that despite strategy documents advocating increased active travel, motor traffic still frequently takes priority in design. Putting policy into practice will be key to achieving government objectives to reduce obesity and increase exercise. *The Investment for Health: Plan for North West England* (DH, 2003) sets out a vision for better health. The County Council is keen to improve public health across Lancashire. By creating civilised streets LCC aims to improve health and reduce the cost of inactivity by;

- Encouraging more people to travel by foot, bike and public transport to reverse the decline in walking levels and increase cycling levels.

Research by Social data in Preston, South Ribble and Lancaster (2006) identifies the potential for change:

Research by Social data in Preston, South Ribble and Lancaster (2006) identifies the potential for change:

55% of residential car trips could be replaced by sustainable modes

67% of residential trips are less than 5km