



Edward Steele

6th May 2011

Dear Mr Hudson,

Holme House Farm Site Proposal

After corresponding with Mr Law via email regarding the possibility of Holme House farm land being considered as a new possible site, please find attached maps showing the boundaries of Holme House Farm land.

The existing development at Holme House Farm is unique to South Lakeland if not nationwide in numerous aspects. The site is situated in a rural, wooded area within a secluded valley which despite sounding remote is extremely close to all amenities, public transport services and schools within South Lakeland and therefore part of the local infrastructure. The homes at Holme House Farm are low-impact (constructed from reclaimed materials), low-cost and eco-friendly for individuals of South Lakeland on low-incomes and actively seek the rural lifestyle. The site offers, besides low rent, freedom & safety which are particularly valuable traits to the families here. The houses all belong to me as the proprietor, this means that I can keep the rents low and they are not subsidized by the government in any way.

In 2010, Holme House Farm underwent a public hearing that unfortunately refused the development on the grounds of being unsustainable, with one of the main reasons being access due to the Hall Road. I have vigorously disputed this and drew up a simple proposal with ways in which to rectify access issues. Neighbouring properties have since applied for planning permission and the proposed housing development of 250 new homes in Burneside will undoubtedly use the Hall Road as a direct access road into Kendal becoming the 'unofficial northern bypass'.



HOLME HOUSE FARM
SKELSMERGH
KENDAL
CUMBRIA LA8 9AQ

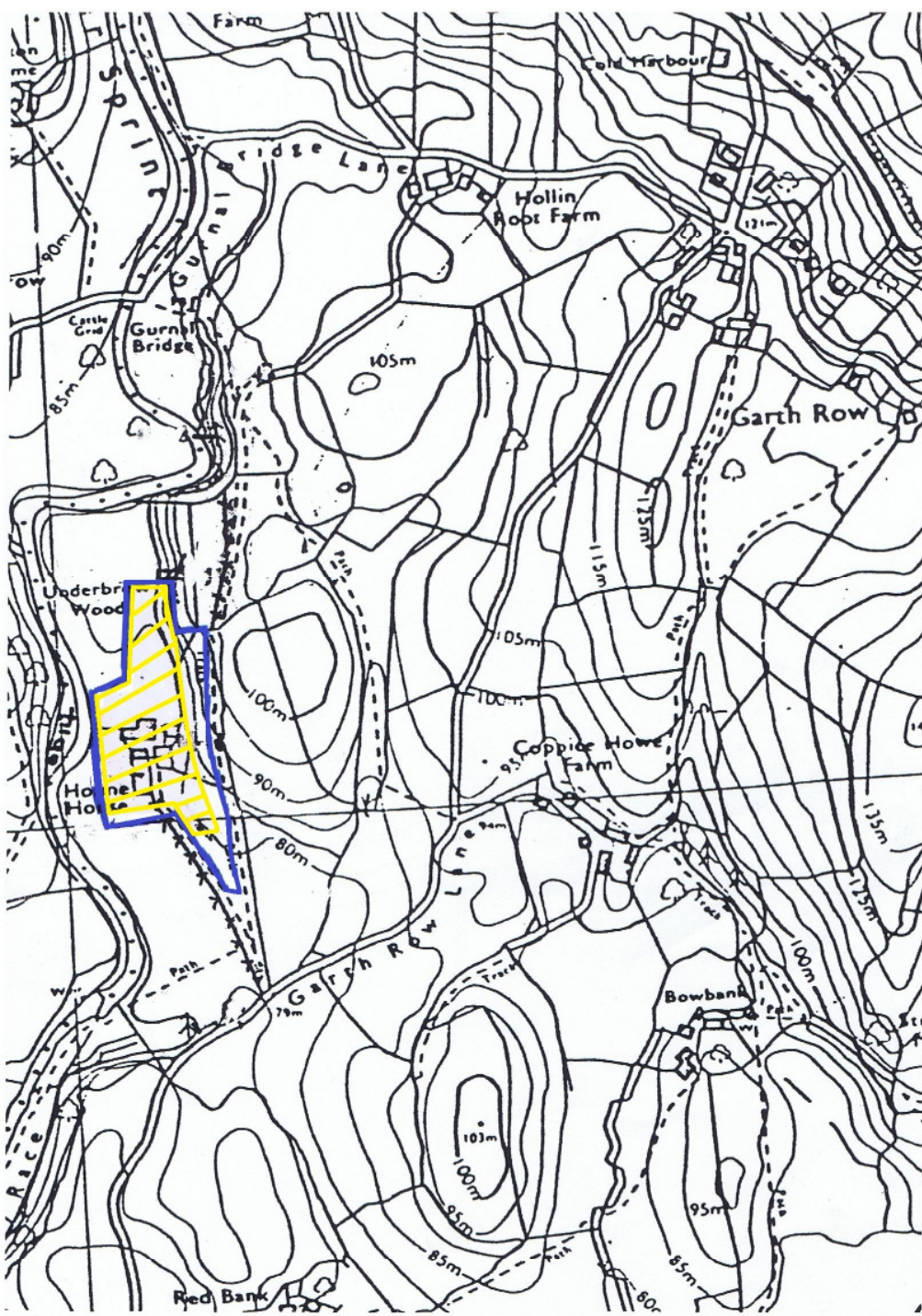
Phone: 01539 736944
E-mail: steelepig@hotmail.co.uk

Currently, the site has 21 homes but most certainly has the potential to be increased considerably and has the distinct advantage of having its own private water supply and sewerage system without having to use precious national resources.

Hopefully I have briefly included all major points to accompany the maps highlighting land boundaries for consideration as a potential new site.

Yours sincerely

Edward Steele



Key

Outlined in Blue
is the boundary of the
existing site



Outlined in Yellow
is the proposed site
boundary

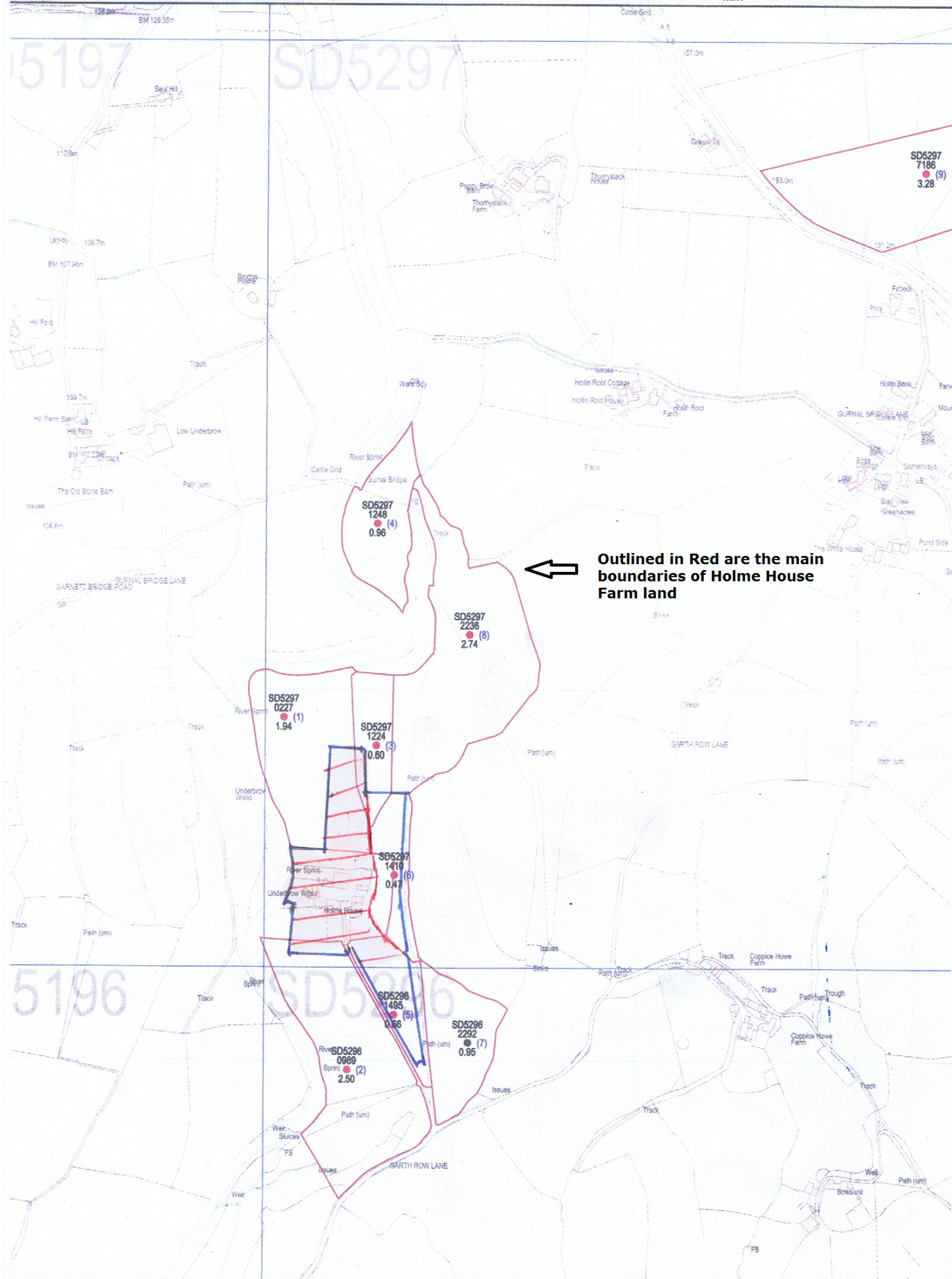


5197

SD5297

5196

SD5296



Outlined in Red are the main boundaries of Holme House Farm land

SD5297
7186
● (9)
3.28

SD5297
1248
● (4)
0.96

SD5297
2236
● (8)
2.74

SD5297
0227
● (1)
1.94

SD5297
1224
● (3)
0.60

SD5297
1410
● (6)
0.47

SD5296
1485
● (6)
0.65

SD5296
2232
● (7)
0.95

SD5296
0069
● (2)
2.50



15th April 2011

Dear Sir/Madam,

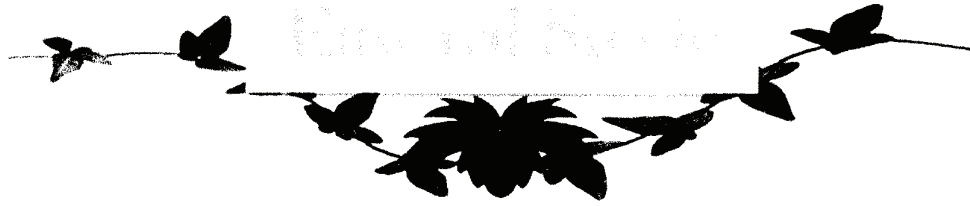
I am writing with regard to the proposed development of an additional 250 houses to be built in the village of Burneside just outside Kendal. While I am sure that the building of these much needed homes is an extremely positive one in view of the nationwide housing crisis, the question that begs to be asked is that of viability. The grounds on which Holme House Farm was refused planning permission was that of sustainability and a key area was that of access to all local amenities or rather the lack of it. The Hall Road is said to be an 'agricultural' road and in no way could support further traffic that the homes at Holme House Farm would create. Therefore, as Hall Road or any other outlying road has seen any improvements, how would the proposed development be a sustainable one when the increased traffic far outweighs that of Holme House Farm by 100 fold?

Please find enclosed, a copy of the Hall Road proposal that was submitted by myself to the local highways agency and the responses. I look forward to hearing from you.

Yours, a believer in common sense

Edward Steele





15th April 2011

Dear Sir/Madam,

In facing the housing crisis nationwide as we are, I would like to put forward a serious proposal, offering rentable accommodation at affordable rents.

The much sought after properties are on the site of Holme House Farm, built to the tenants specifications and with no adverse impact on surrounding fauna and flora or natural habitats of wildlife. Likewise, the properties are not in flood zone 3 and therefore not in any immediate danger of becoming flooded or otherwise. The carefully planned redesigning and restructure of Holme House Farm and in view of a huge housing deficit, warrants me re-applying for planning permission on behalf of all my tenants. All points mentioned by Lucy Drake at the public hearing are certainly achievable and is a shared common goal we all strive to achieve together.

Yours, a believer in common sense

Edward Steele



Keith J Masser Proof of Evidence

Highway

2.2: Since the northern road won't get built, this problem can be overcome by a simple solution of which Cumbria Council could implement. We have people from Windermere etc travel down this road, so there should be a restriction so local people are not accused of overloading this road.

2.3: With the no restriction to speed imposed, where people can drive at a higher speed since they mentioned the accident. Why is there no speed restriction being imposed in the same way as Crook Rd which is a matter of common sense.

2.4: From Holme House site their public footpath to Sprint bridge, a short walk and then a footpath into Burneside to access local transport services.

2.6: These roads have always been cleared by us although I had to obtain the salt myself due to the council not providing any until the snow had cleared. Oakbank residents do not clear the road or even offer to help when they see me doing it, except for No.9 who salt their own drive.

2.7(a): They won't respond to any form of communication when requested to do improve or maintain this road. The passing places are mainly on bends and allow plenty of room to pass, especially none local traffic.

(b): The speed restriction in tenancy agreement of which I do implement

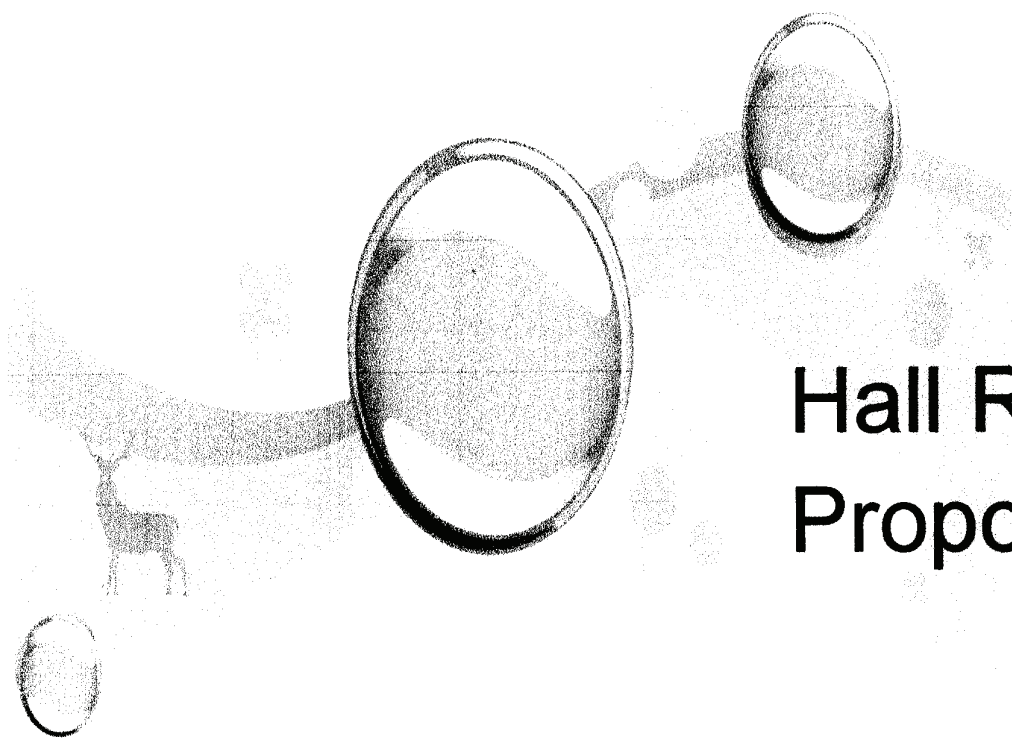
(c): All work will be completed if planning permission is granted. If they choose to close the site then I will reinstate it back to its original width with grass verge.

2.8: Why have the highway dept/ Parish Council not corrected this problem or is this only against Holme House?

3.1: This could be that Burnside is not suitable for this road so will be no new business? .

3.2 & 3.3: This was put before the Parish Council but they made it quite clear that they were not interested.

4.3: The attitude is that they are not willing to use common sense with regard to implementing speed restrictions or an improved road



Hall Road Proposal

By

Edward Steele]



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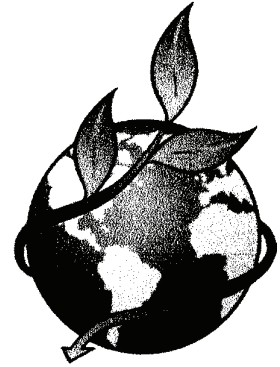
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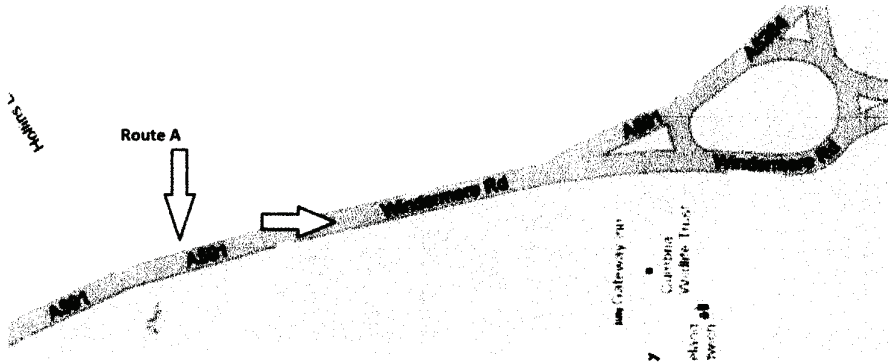
BURNESIDE

Burneside is a small village in Cumbria, England. It is located to the north of Kendal and to the southeast of Staveley, on the River Kent, just upstream from where the River Sprint joins it and has about 2000 inhabitants. In 1974 under the Local Government Act 1972 Burneside became a part of the South Lakeland district whose administrative centre is Kendal.

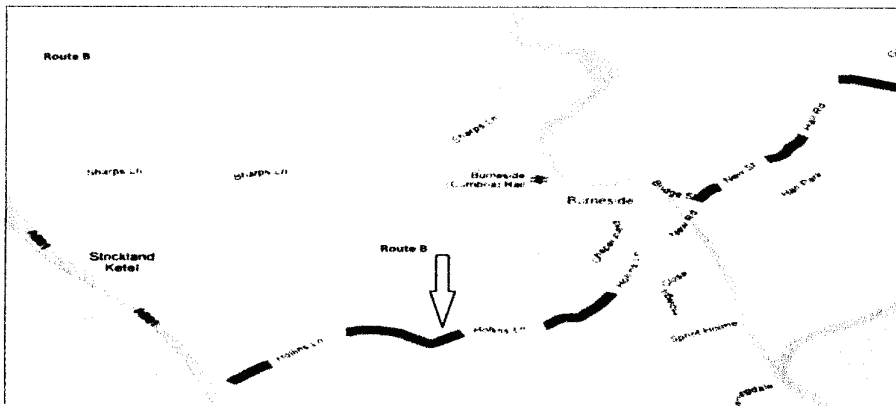
Burneside's economy is based upon the paper mill James Cropper plc, founded in 1845 by James Cropper. Originally, most villagers worked in the factory. Until the year 2000 James Cropper (a descendant of the original James Cropper) owned a large proportion of the village; it was then sold to housing agencies.

Burneside railway station is situated on the Windermere Branch Line and gives connections to Windermere railway station to the northwest, Oxenholme Lake District railway station (on the West Coast Main Line) and Lancaster railway station to the south. Burneside is around 10 miles (14 km) from the M6 motorway. However, South Lakeland is a rural location and unfortunately the public transport system is not as frequent as other boroughs of Cumbria and is emphasized by the amount of motorists using the roads.

CURRENT VEHICULAR ROUTES



The above map (Route A) shows the route into Kendal down the A591 from Windermere. This frequently has a large buildup of traffic, particularly at peak periods. When this happens, motorists then tend to opt for travelling along Hollins Lane, via Burneside and onto Hall Road, or the opposite way round, depending on the destination.



Mr Masser, an engineer from Cumbria County Council's Higways Agency, stated that

He further adds that motor vehicle collisions on the Hall Road are almost inevitable and provides a breakdown of any accidents that have occurred on this route (appendix 1), along with a map of accidents (appendix 2) occurring within close proximity but following the route of Hall Road. Despite this concern, no positive action or future plans appear to be forthcoming. It would seem that the only road works on Hall Road was the inclusion of curbs at various points along the C5056 with no distinct advantage to either pedestrian or motorist and in fact hinders both.



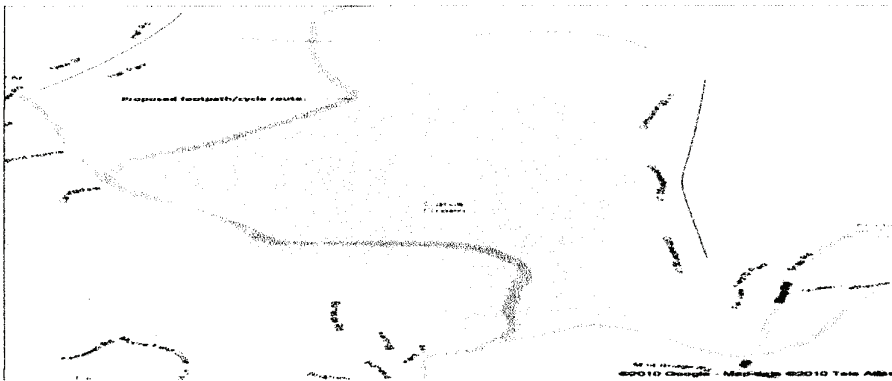
POSSIBLE SOLUTIONS

To widen one side of the road to become a two-way road that will permit two vans to pass each other without either fear of collision or having to stop or reverse and creating a queue of traffic to build up unnecessarily. Widening the road at certain points, whilst retaining the original road level, as shown in the picture with the red arrows to indicate possible places to be altered, would have numerous recompenses. Likewise, the

introduction and implementation of a 30m.p.h. speed limit to coincide with the new road layout would be immediately advantageous to motorists and pedestrians. (appendix 3)



A single cycle/ footpath from Hall Road to Gilthwaiterigg Lane to Must Hill farm entrance, with approximately 0.5km of road with no through traffic and thereafter only local traffic, could be introduced which would hopefully encourage people to walk to school and work instead of having to rely on personal motor vehicle transportation. Added to this, is the distinct bonus of potentially reducing the communities carbon footprint in the long term, whereas the immediate incentive would be boosting local commerce through local businesses attaining the contracts for the work to be completed. L&W Wilson amongst many others firms are more than capable of undertaking projects such as this, plus they are a local business. Other costs that would be incurred through implementing this cycle route could be cut dramatically by recycling the various materials required for the purpose, e.g. plantings for the road base could be used instead.

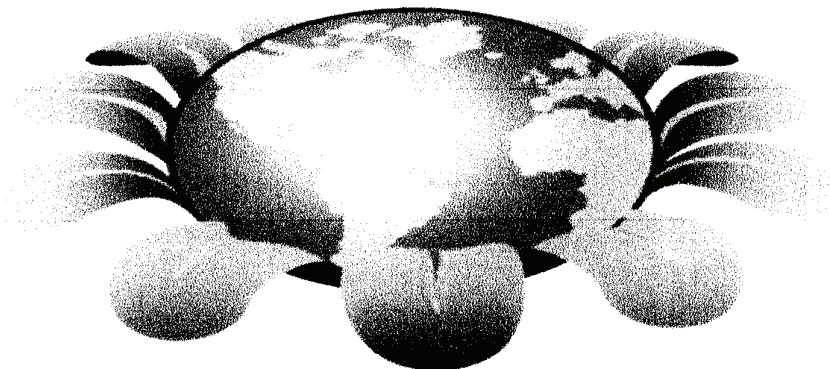


The A591 road, running past Burnside Village and splitting at Windermere roundabout with the road becoming the A5284/Windermere road, is an extremely busy through road into Kendal town centre travelling from outlying villages/towns. Just before reaching the Windermere roundabout there are turnoff junctions for Bowston via Plantation bridge/Winter Lane and for Burnside via Hollins lane. Both of these are rural roads that have seen a dramatic increase in vehicular use of recent years. However, if a simple

filter system were to be introduced at the junction for Burnside (see photo below). This would enable free flowing traffic to continue.



The filter system that currently exists when branching off from the main A591/Windermere road to head towards Burnside, is already partly two lanes, this could be adapted to incorporate the proposed filter system without too much disruption to motorists. The widening of the road on one side to permit the two lanes of traffic may be required.

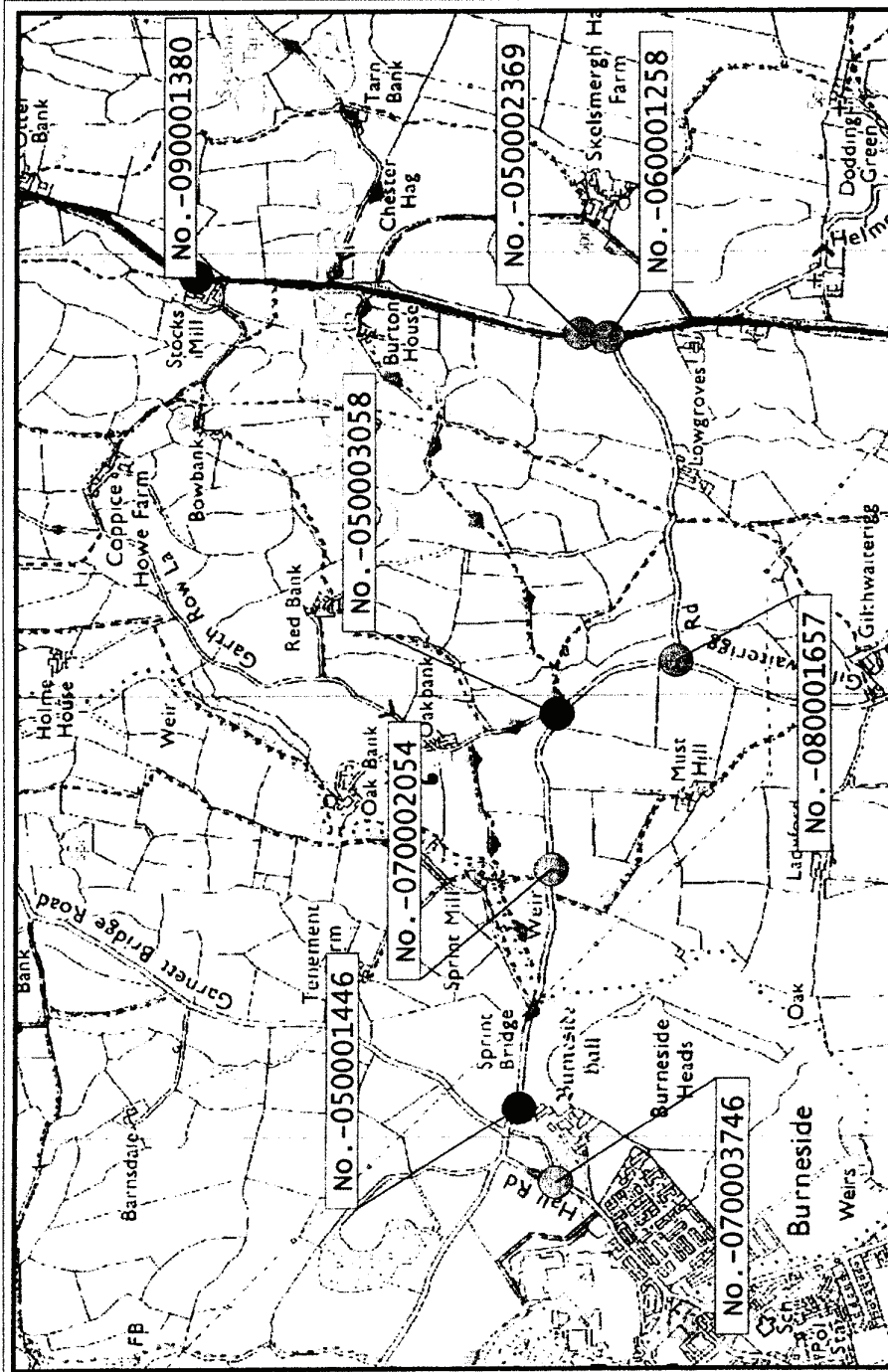




Existing junction at Burneside and the road heading to Windermere roundabout and Kendal or the M6 as seen in the above photograph. The proposed filter system is shown in appendix 3.

In conclusion it is evident that some action needs to be taken soon to rectify the traffic problems that motorists face daily when simply attempting to get on the road for the M6 but stopped for long periods of time by motorists merely travelling into Kendal and vice versa. The Highways Agency have stated that it is currently unsuitable for the amount of traffic that travels it but that does not prevent motorists and only highlights the need for action further. Rural issues have been swept aside for too long but have now become abundantly clear that these issues have developed into major problems that need addressing. The solutions that have been given cover the main aspects that would be expected for the high standards set in South Lakeland. The costs would be reduced enormously through using recycled materials, the impact on the environment would be minimal although planting trees near the road sides would be advantageous, local economy would be boosted by employing local firms. This is just one of many possible solutions, but whichever is used needs to be soon.

APPENDIX 1



APPENDIX 2

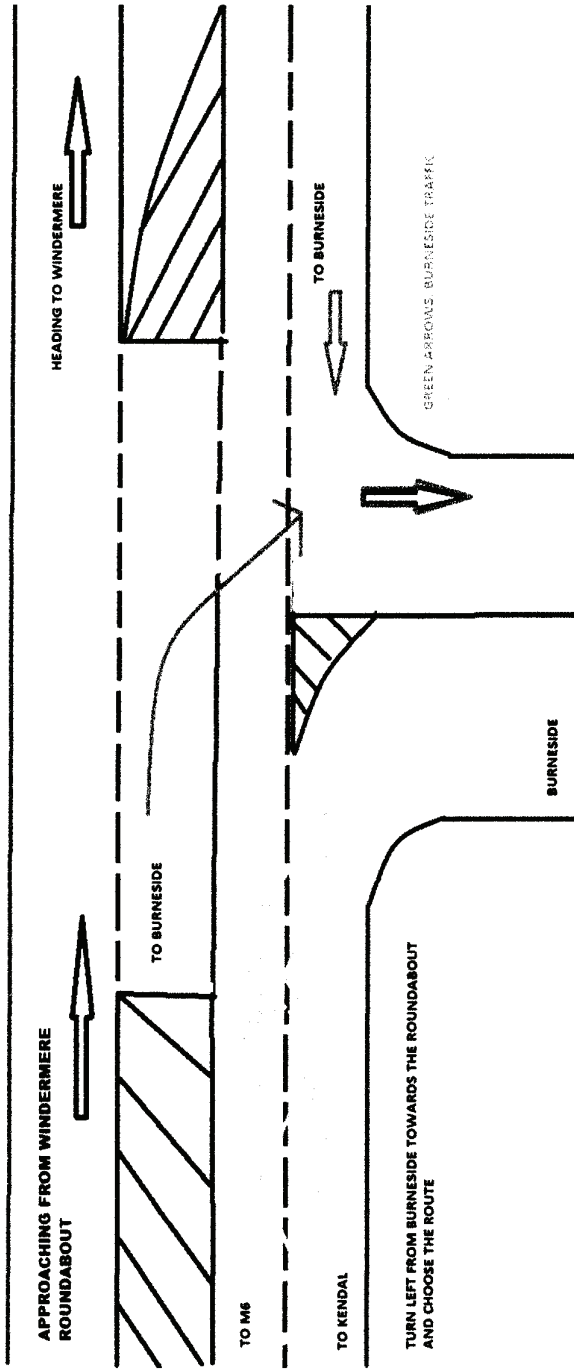
Accident Ref	Accident Date	Accident Time	Day Of Week	Severity	General Description	Location Description
050001446	12-05-2005	17:00	Thursday	Serious	A motorcycle and a car travelling in opposite directions on a very narrow stretch of road. The car travelling towards Kendal and the motorcycle towards Burnside. These vehicles met on a bend; there was no collision but the motorcyclist has lost control a	Back Burnside Road; near Burnside Hall Kendal.
050002369	20-07-2005	19:15	Wednesday	Slight	MOTORBIKE BEING DRIVEN AT APPROX 15 MPH THROUGH MEALBANK ON ROAD, JUST BEING RESURFACED AND HAVING A COVERING OF CHIPPINGS. AS DRIVER TAKING CORNER TYRES GOT CAUGHT IN BUILD UP OF CHIPPINGS; LOSS OF GRIP; DRIVER UNABLE TO KEEP CONTROL AS BIKE WENT OUT FRO	A6 BETWEEN GARTH ROW AND MINT BRIDGE; SKELMERGH
050003058	21-09-2005	11:34	Wednesday	Serious	V1 travelling on minor road from Oak Bank towards Back Burnside Road junction. At junction V1 turns right towards Burnside. V2 travelling Burnside towards Skelsmergh collides with side of V1 as it is turning out of junction.	Back Burnside Road at junction with Garth Row Lane, Kendal
060001258	15-05-2006	10:06	Monday	Slight	V2 southbound on A6 towards Kendal, indicated & came to a stop to turn right towards Burnside. V1 also southbound lost control & crashed into rear of V2, pushing it across road & onto grass verge.	A6 Shap Road Kendal at junction to Burnside
070002054	25-07-2007	17:40	Wednesday	Slight	V1 was travelling west to east, V2 was moving in the opposite direction down narrow country lane. Both cars collided, damaging both O/S areas	Minor Road from Burnside to A6 Shap Road
070003746	10-12-2007	20:00	Monday	Slight	V1 was travelling on private track round a reservoir when it collided with stationary V2, which was pushed & slid backwards & overturned	Private Land at Durnal Dubbs, Burnside
080001657	27-06-2008	23:25	Friday	Slight	V1 failed to negotiate right hand bend on wet road surface and collided with nearside raised bank and hedge.	Gilthwaiterigg Lane, Kendal
090001380	12-06-2009	14:38	Friday	Serious	Motorcycle was travelling South on the A6 he negotiated a left hand bend to find a HGV almost stationary ahead of him. He passed the HGV on the o/s and collided with a vehicle travelling North in the opposite direction.	A6, Shap Road near the Skelsmergh Burnside road turnoff.

APPENDIX 2

APPENDIX 3



APPENDIX 4



Mr. Edward Steele

13th. January 2011

c.c. Cumbria County Council
S.L.D.C.

Dear Mr. Steele

I am responding in writing, as per your request, to the letter and proposal for Hall Road which you delivered to Skelsmergh & Scalthwaiterigg PC at our last meeting on 14th December 2010 (copy appended). You emphasised that, because the four points you list in your letter refer mainly to evidence presented to the Public Inquiry as arguments against your residential and commercial developments at Holme House Farm, you feel they should still be attended to regardless of the fact that all of your developments were disallowed.

copy of
letter &
proposal
sent to
C.C. and
to S.L.D.C.

You will recall that the Chairman of our PC explained to you that none of the matters you raise come under the direct remit of the PC and that all we can do is to pass them on to the appropriate County and District councils with comment. That is the purpose of the copy list for this letter, with a request that County and District respond directly to you, copy to our PC. Taking your four points in order, the PC comments as follows:

1. The concern about the traffic dangers at the corner opposite No. 6 Oakbank was put to the Public Inquiry by residents of Oakbank on the basis that your commercial and residential developments would greatly increase traffic flows of all kinds to Holme House and thus aggravate the danger of this 'blind' corner. As these increased flows will now not develop, I believe that Oakbank residents are not now pressing for change at this junction. However, it may be that County Highways share your view that sight lines etc. at the junction do need improving and I am asking them to comment.
2. As with 1. above, I am not aware of any call from other residents for improved vision at Oakbank road end but I am again passing it on for comment to County Highways. A redundant sign could be removed and hedge cutting would improve matters.
3. The whole question of the A6 to Burneside link via the C5056 remains problematic. Nobody would pretend that the present arrangement, with high kerbs and blind bottle-necks, is adequate. As you know, various schemes for a 'Northern Bypass' were surveyed a few years ago but got no further because available funds were allocated to the west of the County. The latest 'strategic plan' lists the Northern Bypass as a project to start

again 'from scratch' at some future date. Again, all I can do is pass your extensive and thoughtful document and suggestions to County Highways for comment.

4. The 'white road' from Coppice Howe to Garth Row is a long-standing problem. As you say, the road surface and the verge vegetation have deteriorated to the point where only a tractor or 4-wheel off-road vehicle could force a way through. The road is, in reality, at best a bridleway. When the PC brought this matter to the attention of County Highways in recent years we were told that no funds were available to reinstate the road and County would press to declassify it as a road should we press them to improve it. They suggested that we press adjacent landowners to clear overhanging trees etc. and this we periodically do, with some success. Again, I pass your thoughts to County for comment.

Thank you for bringing all of the above to the attention of the PC and let us hope that County and District Councils can respond to your satisfaction.

Brenda Kell
Clerk to Skelsmergn & Scaithwaterigg PC

Date:- 1 March 2011
Your reference:
Our reference: KM/BLM/494849/1.79+1.81

Mr Edward Steele
Helm House Farm


Dear Mr Steele

**RE:- VARIOUS HIGHWAYS MATTERS – SKELSMERGH & SCALTHWAITERIGG
PARISH COUNCIL**

I refer to the letter to you dated 13 January 2011 from Skelsmergh & Scalthwaiterigg Parish Council.

As regards points 1.2 & 3 mentioned in the letter, these are all matters that would need to be addressed by highway improvement schemes that would need to be funded from the County Councils Transport Capital Programme.

In the current economic climate, the funding available for highway improvement schemes is severely limited and I can see little prospect of funds being available for these schemes in the near future.

As regards item 4 of the letter, I am sure you will appreciate that highway maintenance has been underfunded at a national level for many years and I am afraid there is little money available to significantly improve the condition of such roads. I would also observe that the recording of a route on the list of streets maintainable at public expense does not indicate any conclusive evidence that it is vehicular highway.

Please do not hesitate to contact me if you have any further queries.

Yours sincerely


Keith Masser
Acting Area Engineer for South Lakeland

CC File KENDAL 1.79+1.81
Mrs B Kell – Clerk to Skelsmergh & Scalthwaiterigg Parish Council.

Highways Dept
The Courts
Carlisle
CA3 8NA
0845 6096609

LAND DISTRICT COUNCIL

APPEAL BY MR EDWARD STEELE AGAINST AN
ENFORCEMENT NOTICE SERVED BY
SOUTH LAKELAND DISTRICT COUNCIL

RELATING TO LAND AT:

HOLME HOUSE FARM

SKELSMERGH

KENDAL

LA8 9AQ

AND RELATING TO:

- (i) the stationing and residential use of 13 additional caravans with associated external storage in the form of both open domestic storage and the placing of storage sheds and touring caravans for domestic storage;
- (ii) the stationing of two further residential caravans with associated extensions and structural additions;
- (iii) the storage of builders' materials;
- (iv) the erection of a building; and
- (v) the installation of a foul drainage system.

TOWN AND COUNTRY PLANNING (ENFORCEMENT NOTICES AND APPEALS)
(ENGLAND) REGULATIONS 2002

PROOF OF EVIDENCE OF KEITH J MASSER, BSc (HONS),
C.Eng, MICE. AREA ENGINEER OF THE LOCAL HIGHWAY
AUTHORITY, CUMBRIA COUNTY COUNCIL.

Planning Inspectorate Reference:

APP/M0933/C/09/2108315

Local Planning Authority Reference:

SL/2009/0681

May 2010

1.0 THE APPEAL SITE AND ITS LOCATION

1.1 The Appeal Site and its location in the context of the local highway network is described in the evidence of Lilian J Hopkins for the local planning authority.

2.0 RELEVANT INFORMATION ABOUT THE LOCAL HIGHWAY NETWORK PROVIDING ACCESS TO THE APPEAL SITE

C5056 Hall Road – road from Burneside to the A6

2.1 The C5056 is a narrow single carriageway rural road linking the A6 north of Kendal to the village of Burneside approximately two kilometres to the northwest of Kendal.

2.2 In addition to its natural role as an agricultural service road and a local access road to the village of Burneside, the road forms a route which is seen as desirable to local and through traffic in so far as it allows access from the A6 to/from northwest Kendal and the A591 northwest of Kendal (via Bowston) avoiding Kendal town centre, which is liable to traffic congestion.

2.3 By virtue of its width, tortuous horizontal alignment with poor forward visibility, and lack of verges/footways, the C5056 is not of a standard suitable for modern day two way traffic. Analysis of the County Council's road traffic collision data shows that in the last five years, there have been injuries caused in two incidents between vehicles travelling in opposite directions, both in fine dry conditions in daylight (See Table below and location plan Appendix A). Damage-only collisions are not formally recorded.

Accident Ref	Accident Date	Accident Time	Day Of Week	Severity	General Description	Location Description
050001446	12-05-05	17:00	Thursday	Serious	A motorcycle and a car travelling in opposite directions on a very narrow stretch of road. The car travelling towards Kendal and the motorcycle towards Burneside. These vehicles met on a bend; there was no collision but the motorcyclist has lost control.	Back Burnside Road; near Burneside Hall Kendal.
070002054	25-07-07	17:40	Wednesday	Slight	V1 was travelling west to east, V2 was moving in the opposite direction down narrow country lane. Both cars collided, damaging both O/S areas	Minor Road from Burneside to A6 Shap Road

2.4 The C5056 has no footways until it reaches the village of Burneside.

U5273 Garth Row Lane – road from C5056 to the Appeal Site

2.5 Garth Row Lane is a single track road over much of its length. Beyond Oakbank, the average width is 2.9 metres (based on six measurements of the bituminous metalled surface taken at random).

2.6 The vertical alignment of Garth Row Lane is undulating and the section north of Oakbank is particularly steep such as would be difficult to traverse in winter conditions. The road is not on a priority gritting route for winter maintenance purposes. The vertical alignment contributes to problems with poor forward visibility.

2.7 A number of informal passing spaces have been constructed without Highway Authority consent, and constitute unlawful interference with the highway. Whilst the passing spaces have provided some benefit, the passing spaces are neither laid out nor constructed to an acceptable standard, and the present arrangement is unsatisfactory for a number of reasons:

(a) To be able to be used effectively each passing space needs to be visible from the preceding space. Due to the undulating vertical alignment and bends, the passing places are not always intervisible, consequently some lengths of carriageway cannot be used without potential for traffic conflict between opposing traffic flows.

(b) The creation of passing spaces, notwithstanding their limitations, would tend to create a perception of improved ease of use, and thus lead to likely increases in vehicle speed.

(c) The specification of construction of the passing spaces is not known, but appears to be variable. Some have been finished in stone and some appear to have been created merely by excavating the highway verge down to carriageway level. The passing spaces will create a long term maintenance problem and their effectiveness will deteriorate over time through erosion via traffic and weather.

(d) The loose surface of the passing spaces, particularly when combined with a downhill gradient, will increase the risk of sliding by vehicles confronted with oncoming traffic.

(e) The loose stone surfaces of the passing spaces have potential for stones, chippings

and silt to be brought onto the metalled carriageway. Such deposits on the highway are recognised as a potential hazard for highway users particularly motorcyclists, cyclists and pedestrians.

- 2.8 The junction of Garth Row Lane with Hall Road has impaired junction visibility as acknowledged by the Appellant's Traffic and Road Safety Report, where an uninterrupted visibility splay of 2.4 x 34 metres has been recorded or an impaired splay of 2.4 x 97 metres over a 1.1 metre high hedge and between traffic signs.

Visibility splays are normally measured at a height of 1.0 metres above the carriageway and along the edge of carriageway. Given the potential for the impaired sight line to be further reduced by growth of the hedge then there are concerns as to whether even a 97 metre sight line can be relied upon.

Furthermore, for a major road where the speed limit exceeds 30mph and no data is available as to actual speeds then Volume 1 of the Cumbria Design Guide states that the required visibility splay be calculated according to the speed limit for the major road. The options are shown in the following Table and it will be seen that for Hall Road, where the speed limit exceeds 30mph, even the impaired visibility splay of 2.4 x 97 metres does not comply with the Cumbria Design Guide.

Visibility splay where major road speed not known						
Speed Limit (mph)	70	60	50	40	30	20
Major Road Sight Distance (metres)	295	215	160	120	90	45

- 2.9 Analysis of the County Council's road traffic collision data shows that in the last five years there have been injuries caused in one collision at this junction. Damage-only collisions are not formally recorded. Details of the collision are shown in the Table below

Accident Ref	Accident Date	Accident Time	Day Of Week	Severity	General Description	Location Description
050003058	21-09-05	11:34	Wednesday	Serious	V1 travelling on minor road from Oak Bank towards Back Burneside Road. At junction V1 turns right towards Burneside. V2 travelling Burneside towards Skelsmergh collides with side of V1 as it is turning out of junction.	Back Burneside Road at junction with Garth Row Lane; Kendal

3.0 Site accessibility by alternative transport modes to private car.

- 3.1 Section 3 of the evidence of Lilian J Hopkins for the local planning authority sets out national and local planning policies relating to the siting of development so that it is accessible by a variety of transport modes in particular sustainable transport i.e. walking cycling and public transport.
- 3.2 The Appeal Site is situated more than two kilometres from the key service centre facilities in Kendal and the local facilities in Burneside. The distances involved, together with the difficult nature of the routes in terms of lack of pedestrian facilities and potential for traffic conflict, effectively discourage walking as a transport mode for most trips.
- 3.3 In terms of distance from essential facilities, cycling would be a viable alternative transport mode for many trips. However, cyclists would be likely to be deterred by the nature of the road infrastructure and the potential for traffic conflict on the routes, in particular on the C5056 Hall Road.
- 3.3 The Appeal site is within reasonable walking distance (approximately 1.2 kilometres on public rights of way) of the A6 Kendal to Penrith bus route. However, the combination of the walking distance; the nature of the road infrastructure on the alternative walking routes and the relatively infrequent nature of the bus services on the route, does not make public transport an attractive alternative for most trips. It is noted that the Appellant's Traffic and Road Safety Report makes reference to trips by communal mini-bus and car sharing, but there is no detailed analysis as to the extent that this contributes, or has the long-term potential to contribute, to a reduction in vehicular movements to and from the site.

4.0 SUMMARY AND CONCLUSION

4.1 There are three main concerns regarding the Appeal Site in traffic and transport terms:

- (a) The highways which provide access to the Appeal Site have a number of deficiencies in terms of layout i.e. restricted width; poor forward visibility; lack of verges and footways; sub-standard junction visibility.
- (b) The location of the Appeal Site and the nature of the highway infrastructure leading to it combine to discourage trips by non-motorised transport modes. Indeed, trips by walking and cycle would be considered difficult to make safely because of the potential for traffic conflict.
- (c) The development will lead to increased traffic on the C5056 and U5273.

4.2 Traffic problems likely to be presented by the highway infrastructure are clearly apparent to any road user, and the potential for traffic conflict is evidenced by the previous road traffic collision history. Whilst the number of recorded traffic collisions may appear to be relatively few, i.e. three in the last five years, much of Cumbria's C-class and unclassified road network is in fact usually relatively collision free, and it is contended that three collisions on the C5056 represents evidence of road safety risk. This assertion is illustrated by a plot of collisions in the Kendal area, as shown in Appendix B, which shows how collisions are concentrated on the A and B classification roads and in the Kendal urban area.

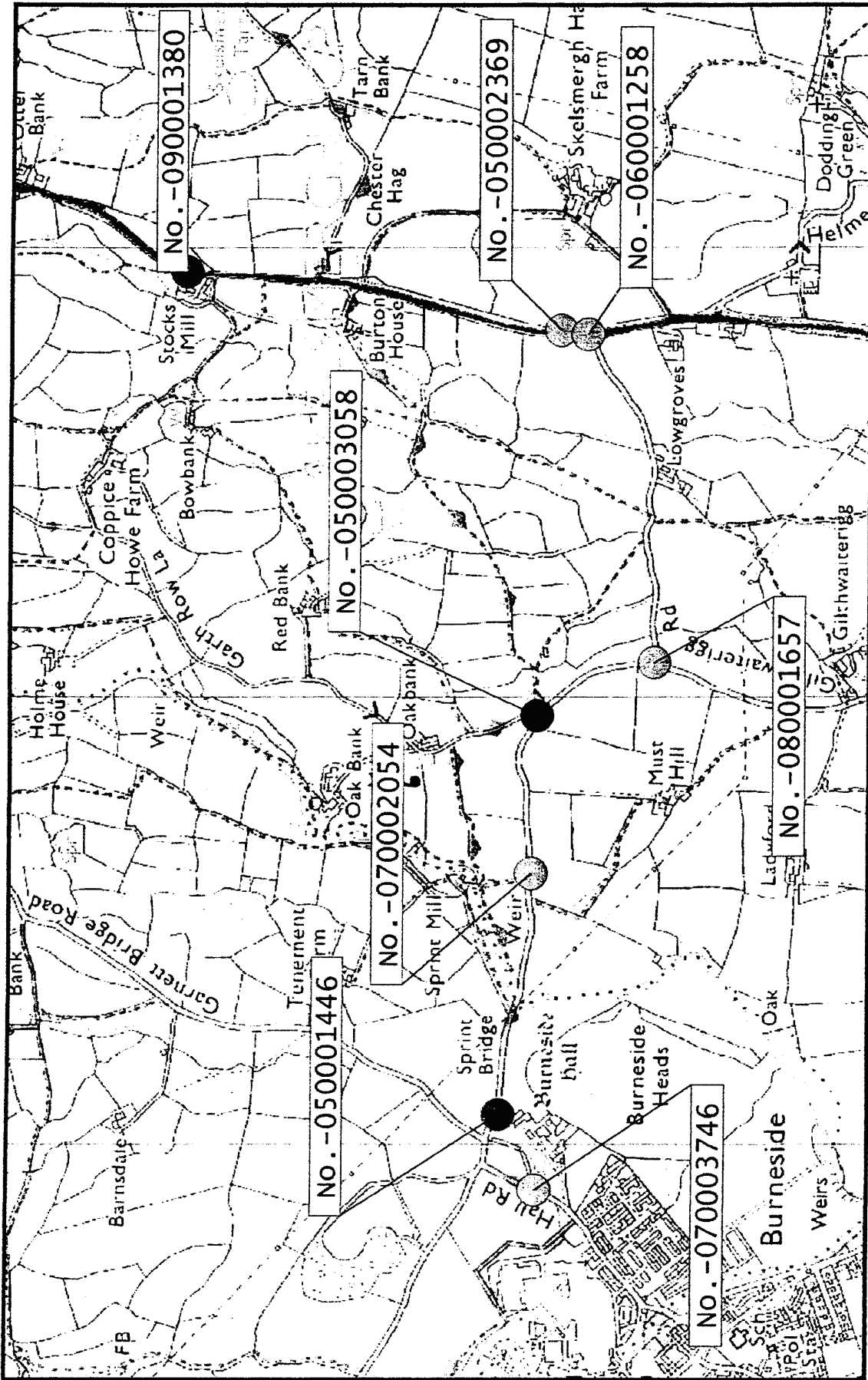
4.3 The conclusion is that increases in traffic on the C5056 and U5273 due to new development should be resisted in the interests of road safety.

APPENDICES

- A Road traffic collision plot for highway network in vicinity of Appeal Site

- B Road traffic collision summary table

- C Road traffic collision plot for Kendal area showing concentration of collisions on A and B class roads



Accident Ref	Accident Date	Accident Time	Day Of Week	Severity	General Description	Location Description
050001446	12-05-2005	17:00	Thursday	Serious	A motorcycle and a car travelling in opposite directions on a very narrow stretch of road. The car travelling towards Kendal and the motorcycle towards Burnside. These vehicles met on a bend; there was no collision but the motorcyclist has lost control a	Back Burnside Road; near Burnside Hall Kendal.
050002369	20-07-2005	19:15	Wednesday	Slight	MOTORBIKE BEING DRIVEN AT APPROX 15 MPH THROUGH MEALBANK ON ROAD JUST BEING RESURFACED AND HAVING A COVERING OF CHIPPINGS. AS DRIVER TAKING CORNER TYRES GOT CAUGHT IN BUILD UP OF CHIPPINGS; LOSS OF GRIP; DRIVER UNABLE TO KEEP CONTROL AS BIKE WENT OUT FRO	A6 BETWEEN GARTH ROW AND MINT BRIDGE; SKELMERGH
050003058	21-09-2005	11:34	Wednesday	Serious	V1 travelling on minor road from Oak Bank towards Back Burnside Road junction. At junction V1 turns right towards Burnside. V2 travelling Burnside towards Skelsmergh collides with side of V1 as it is turning out of junction.	Back Burnside Road at junction with Garth Row Lane; Kendal
060001258	15-05-2006	10:06	Monday	Slight	V2 southbound on A6 towards Kendal, indicated & came to a stop to turn right towards Burnside. V1 also southbound lost control & crashed into rear of V2, pushing it across road & onto grass verge.	A6 Shap Road, Kendal at junction to Burnside
070002054	25-07-2007	17:40	Wednesday	Slight	V1 was travelling west to east, V2 was moving in the opposite direction down narrow country lane. Both cars collided, damaging both O/S areas	Minor Road from Burnside to A6 Shap Road
070003746	10-12-2007	20:00	Monday	Slight	V1 was travelling on private track round a reservoir when it collided with stationary V2, which was pushed & slid backwards & overturned	Private Land at Durnal Dubbs, Burnside
080001657	27-06-2008	23:25	Friday	Slight	V1 failed to negotiate right hand bend on wet road surface and collided with nearside raised bank and hedge.	Gilthwaiterigg Lane, Kendal
090001380	12-06-2009	14:38	Friday	Serious	Motorcycle was travelling South on the A6 he negotiated a left hand bend to find a HGV almost stationary ahead of him. He passed the HGV on the o/s and collided with a vehicle travelling North in the opposite direction.	A6, Shap Road near the Skelsmergh Burnside road turnoff.

