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**From:** leslie stewart [mailto:]  
**Sent:** 04- Feb- 11 21:57  
**To:** Development Plans  
**Subject:** Land Allocations -LDF

I write to comment on employment land ref: E13M featured on the MILNTHORPE WITH ACKENTHWAITE PLAN and described in the EMERGING OPTIONS - RURAL KENDAL document where an extension to the existing facility is proposed, in particular regarding the issues of vehicular access and highway improvements.

When this site was identified in the existing local plan, it was recognised that access was poor and that improvements were needed, but no such improvements have been made. Now, scores of HGV's - including many of the largest legal size - arrive and exit the site daily via the hamlet of Ackenthwaite and Milnthorpe village centre. One of the operators, J T Leyland Ltd, due to a woefully inadequate access, cannot enter or exit their trucks in an easterly direction. They pass by their site entrance, take a circuitous route around Ackenthwaite and back again to their site, in order to gain access from the west side. This is clearly a ludicrous situation imposing unnecessary HGV traffic on narrow roads within residential areas. With snow and ice, this ludicrous situation turns into a dangerous one.

However, it is noted that in the current proposals the following mitigation measures are stated:-

1. Improved access to the A65/M6 via the canal bridge is an **essential prerequisite**.
2. Improved local access be provided which may involve some land purchase.

I submit that both these improvements should be effected before allocation of this land is confirmed or else, as was the case in the existing local plan, that they will never be implemented. A simple, and enduring, solution might be to build a new bridge and junction north of the current listed bridge, with a new access onto the A65, and the listed bridge closed to vehicular traffic. This would straighten out the road.

Also, when this site was evaluated for inclusion in the current local plan, it was considered an advantage that the main railway line was adjacent. There is no longer any mention of the merits of this so I further submit that the use of this asset be investigated and a feasibility study undertaken. Any industry proposing to use the site should be required to investigate possible alternative railway use as a major means of alleviating traffic through Ackenthwaite and Milnthorpe. Many industrial estates do not have the option of converting to rail traffic - it seems wrong to ignore such an asset.

Les Stewart

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