

**MINUTES OF LOWER HOLKER PARISH COUNCIL MEETING HELD AT FLOOKBURGH
VILLAGE HALL ON FRIDAY 13TH MARCH 2020**

PRESENT

Parish Councillors R Airey, B Dawson, M Keith, S Rawsthorn, & T Wilson, Parish Clerk L Prescott, T Farron MP and over 50 members of the public.

19/255 **Apologies for Absence**

Apologies were received and accepted from Parish Councillors J Ryland & G Gardner (& District Councillor), District Councillor M Cornah and County Councillor S Sanderson.

19/256 **Requests for Dispensations**

None.

19/257 **Declarations of Interest**

None.

19/258 **Minutes of the Last Meeting**

Resolved Proposed by Councillor Rawsthorn, seconded by Councillor Airey, agreed unanimously and signed by the Chairman.

19/259 **Public Participation (at the Chairman's discretion)**

a) Planning Application SL/2019/0996

The Chairman outlined the background to the Local Development Framework (Local Plan) which is the forward plan for development within the local area prepared by South Lakeland District Council and approved by the Government Planning Inspectorate. The Plan was prepared with support and input from the Parish Council. A number of meetings were held for the public by the Parish Council so local residents could contribute their opinions to the plan prepared by South Lakeland District Council. Locations for local development were identified, including either side of the railway bridge on Market Street/Allithwaite Road for housing, with a condition of development that a pedestrian bridge would be installed over the railway. The site at station approach, previously operated as a coal yard, was designated by the Local Plan for light industrial development. The Chair then invited members of the public to speak. The following concerns and questions were raised by several residents:

- i) The development represents a change of use of the site, as it is allocated for light industrial development. The number of employees would only be between 2 and 4, presumably seasonal, whereas a development of several light industrial businesses could employ around 20 permanent staff. The current light industrial site on Moor Lane has almost been fully developed, so this represents the only available site for development locally. South Lakeland District Council could encourage the development of the site by reducing initial business rates to enable new businesses to become established on the site. The site is ideally located for employee access from the adjoining railway station.
- ii) The Traffic Survey submitted on behalf of the developers was undertaken in February 2020, which is one of the quietest months locally for traffic and the location of the strips across the road was away from the site entrance and on a blind bend. This survey is not representative of the numbers of vehicles travelling on the road in peak season (can be multiplied by 10), nor the speed they travel past the entrance to the site.
- iii) The Traffic Survey had been sent to Cumbria Highways who approved the findings, however it is not clear whether a Cumbria Highways representative

has visited the site and understands the adverse camber at the entrance and the misleading traffic speed and numbers due to the timing and location of the speed monitoring equipment away from the site entrance.

- iv) The entrance to the site from the B5278 has an adverse camber and wall on one side, plus parking spaces for vehicles in front of the houses on the other side of the entrance, making it difficult to emerging drivers to judge when to emerge unless they are at an appropriate angle to the road.
- v) The Travel Plan specifies that all traffic will access and leave the site from the direction of Cark village. There is no explanation of how any caravans which inadvertently arrive from the Flookburgh direction would turn around to be able to access the site. The majority of local facilities are in Flookburgh, which would result in vehicles turning left towards Flookburgh whilst staying on the site. Traffic for light industrial units would primarily need to access the A590, which would mean turning right towards Cark.
- vi) There is a longstanding problem with regular sewage overflow entering the River Eea in Cark near the site, since the installation of a new pumping station by United Utilities behind Cark Station. This situation would be made worse by 30 caravans ie additional 30 dwellings installed on the site.
- vii) Would the 4 permanent caravans be for holiday or permanent use?
- viii) There is a rumour that the site may be developed as a traveller site. Can the developer be asked to confirm it would operate under Caravan Club rules?
- ix) Were the developers invited to this meeting? The Chairman confirmed the developers were not invited to this meeting.
- x) What is South Lakeland District Council's target decision date for this application? The Clerk advised that the original date was 14 February 2020, but documentation continues to be received and a new date has not been advised.
- xi) Some larger vehicles used to deliver to the Coal Yard, some of them had to reverse into the junction to be able to access the site. The road opposite the junction has been hit by large vehicles in the past and it is likely that drivers of caravans, being less experienced than professional HGV drivers, would experience difficulties accessing the site safely.

Mr Farron responded to the concerns raised by residents and supports their objection to the current Planning Application and will support the Parish Council's decision, which should influence the Planning Authorities' decision. He highlighted the importance of the type of reasons which can be taken into account when objecting to this application, which include the access, sewage and the change of use. He is going to contact the CEO of South Lakeland District Council to insist that the decision is made in public by the Planning Committee and not a Planning Officer, which will enable interested parties to speak directly to the Committee before a decision is made. Local residents can also respond individually and as the details of the application may change, it is important that they keep up to date with the details of the current application.

b) Planning Development behind Bridge House

The Chair advised that he understands that Russell Armer has purchased the site and asked the meeting whether they would be prepared to support a planning gain of a footbridge over the railway at the expense of the numbers of affordable housing. The Chair of the Furness Rail Partnership (Tim Owen) advised that any new structures over a railway must be of a height to accommodate future electrification, so a ramp may be needed to access a pedestrian bridge. There was a consensus to support a footbridge, but no agreement in relation to affordable housing.

c) Police

A resident asked Mr Farron whether following the increase in robberies in the local area if he could get more Police to be available during night hours. The A590 speed cameras could presumably also be used to track criminals leaving the area. Mr Farron advised that currently there are a maximum of 8 Police Officers based in Kendal, to cover most of South Lakeland. The numbers have declined in the last 10 years, but they are currently recruiting more Officers and re-opening/opening stations, which will include 1 on the Cartmel Peninsula. The cameras on the A590 are currently only speed cameras and can only track vehicles breaking the speed limit, which should be improved to do both, like some in Lancashire.

19/260 **Planning Applications**

The following Planning Application was considered:

SL/2019/0996. W F Wilkin and Sons Station Approach Cark In Cartmel LA11 7PT. Change of use of land to Caravan Park to provide holiday accommodation, refurbishment of entrance building and new prefabricated amenity block.

Resolved to strongly object to this Planning Application due to the following reasons raised at this and previous Parish Council Meetings:

- a) Change of use from essential allocation in the Local Plan as employment to leisure.
- b) Overdevelopment due to 3 existing caravan sites near Flookburgh with planning permission for over 1,000 caravans.
- c) Access is currently unsafe and inadequate.
- d) The Travel Plan and Survey do not accurately represent the access and the figures are misleading due to the location and timing of the survey.
- e) The regular sewage overflows into the River Eea would become more frequent.

19/261 **Date of Next meeting**

The following meeting was noted:

The next Parish Council meeting will be held at 7pm on Wednesday 1st April 2020 in Lower Holker Village Hall.

Clerk to the Council: - Lyn Prescott, 13 Church Walk, Flookburgh, Grange-over-Sands, Cumbria LA11 7JX