

**MINUTES OF A MEETING OF KIRKBY LONSDALE TOWN COUNCIL  
HELD AT THE LUNESDALE HALL, KIRKBY LONSDALE  
ON WEDNESDAY 7TH DECEMBER 2016 at 7PM.**

**Present:** Councillors Geoffrey Buswell (Vice-Chairman, in the Chair), Dougie Boyd, Nick Cotton, Mel Mackie, Mike Marczynski, Allan Muirhead and David Storey.

**Also in attendance:** Three members of the public.

**Apologies for absence:** Councillors Mark Day and Donald Carmichael, District Councillor Kevin Lancaster and Town Clerk Kevin Price.

Councillor Muirhead agreed to take the minutes.

**16/199 Public participation:**

Pat and Marjorie Hanson, and Mike Burchnall were present.

Mike Burchnall spoke on behalf of the Parking Group and a copy of their response was noted (this had been circulated to Councillors beforehand).

**16/200 Planning:**

The meeting had been called to consider Planning Application SL/2016/1015 (Land off Kendal Road. Hybrid Application - Full planning permission for 78 dwelling houses and associated infrastructure including landscaping, open space, access, highway and parking arrangements, suds, drainage and land re-profiling works; and outline planning permission for B1/B2 employment space with all matters reserved apart from access).

Refusal of this application was unanimously recommended for the following reasons:

The Council believes an amended, scaled-down application would be more appropriate. Six areas of major concern which led to the decision to oppose the current application.

**1. Transport/traffic.** The access road is a cul-de-sac. It connects to Kendal Road just short of the A65 junction, which will bring difficulties for vehicles seeking to access or leave the development. The provision of 213 car parking spaces suggests a major increase in traffic movements, occurring at the same time as school traffic comes and goes along Kendal Road. Adding traffic movements from the commercial/industrial development at the entrance to this development, invites and creates even more congestion. The proposed new pavement to the existing pavement on the A65 cannot be negotiated by pedestrians without crossing Kendal Road to get from one pavement to the other.

**2. Play areas.** The proposal does not include provision for a play park and suggests that children from the development use the play park in the town centre, which can only be accessed by crossing several roads. It is suggested in the application (Design & Access Statement 4.28) that children can play on shared-use streets on the development, which the Council believes means playing around traffic.

**3. Drainage/flooding.** Half a million litres an hour will be discharged from the site into limestone bedrock near the site entrance during a storm less intense than Storm Desmond (Flood Risk Assessment Table 4.2). Where will it go from there? The site has a high risk of flooding at the north end of the site, where there are already flooding issues from Kearstwick Beck.

**4. Pressure on existing services and utilities.** This development will bring a 12%+ increase in population, plus a higher percentage increase in traffic movement. The Town Council is concerned about the pressure this will put on the local infrastructure, utilities, medical and other services. Dis-satisfaction reduces the quality of life, which the developers aspire to provide.

**5. Need, especially for the commercial units.** There are two light industrial/commercial sites within 500 metres of this site on the A65, each with empty units canvassing for tenants. There is no evidence that an additional commercial site is necessary. Confusingly, the Transport Assessment gives its size as 4,250 square metres; the Residential Travel Plan says it is 3,560 square metres. Which is correct? The space, at the entrance to the site, could be used either for more houses, or for a general-use car park serving the schools and/or the general public.

**6. Overall size.** While it is recognised that Kirkby Lonsdale is a key service area, the scale of this development, and the likelihood that its edge-of-the-town location will encourage residents to access town by car (Transport Assessment, Section 5, Transport Impact), threatens the very character of the town. The Town Council suggests that a scaled-down version of this proposal might be more acceptable to the local community.

In conclusion, the Town Council believes that the use of regional or national templates to support planning proposals can be misleading. The Town Council urges the planning committee to give greater weight to the views of local people, whose understanding of the impact of this development should not be ignored.

The meeting closed at 8.15pm.

Signed:

Dated: