



# WINDERMERE & BOWNESS TOWN COUNCIL

*Representing the interests of the communities of Windermere, Bowness and Troutbeck Bridge*

## Minutes of the Additional Meeting of the Full Council. On 26<sup>th</sup> June 2024 at 6pm, Marchesi Centre, Windermere

Minute No	
	<p><b>Present:</b> Mayor Christine Hallatsch (Chair), Jenny Borer, Peter Cook, Christine Cook, Marina Davis, Caroline Kearney, Kendra Kennedy, Kay Kennedy Hardy, Lisa Greasley, Adrian Legge, Sandra Lilley, Fiona Poole, John Saunders Also: Sally Parkyn (Town Clerk), Westmorland &amp; Furness (W&amp;F) Councillors Steve Bavin and Dyan Jones and 45 members of the public. The meeting opened at 6pm</p>
40.	<p><b>Apologies and absence:</b> Cllr Bev Cullen - work W&amp;F Cllr Andrew Jarvis - prior commitment</p>
41.	<p><b>Declarations of Interest:</b> None</p>
42.	<p><b>Requests for Dispensations:</b> None</p>
	<p><b>Planning Application: 7/2024/5265 Orrest Head Farm, A591 and Thwaites Lane, Windermere, LA23 1BQ: Highway infrastructure works to support development at Land at Orrest Head Farm, Windermere (Land allocation CSE01M).</b> The Mayor welcomes the public and Christine Cook (the Chair of the Town Council Planning Subcommittee) explained the procedure of the meeting.</p>
43.	<p><b>Public Input:</b> Members of the public have the opportunity to make statements and ask questions of the Council (3mins is the maximum allowance).</p> <p>Residents spoke raising a range of concerns:</p> <p><b>Safety:</b></p> <ul style="list-style-type: none"><li>• High levels of traffic on A591 which will make turning into and out of the site very difficult and result in people waiting ages to turn.</li><li>• The blind corner at Alice Howe means there will be a lack of visibility turning out onto a narrower road.</li><li>• The blind bend on the narrow Thwaites Lane will make it very difficult for people to give way to the uphill cars safely as they won't even see them until it is too late.</li><li>• Will the increase in fumes due to the increase in traffic and traffic moving more slowly, therefore taking longer to pass, be a health risk?</li><li>• How will this work prevent speeding down the hill and under the railway bridge other than relying on drivers' good will?</li><li>• How can you make it safe to get out of the side roads onto the busy A591 or the narrow steep Thwaites Lane with its blind spots at the bend and the bridge?</li></ul>

Signed as a true and accurate record:



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- There are already frequent tailbacks on the 591 In this area caused both by flooding at Bannerigg and congestion where traffic turns into Windermere village. How will this reduction in the speed limit stop this happening?

### **Drainage and Flooding:**

- This project should not go into the main sewer which is already at capacity. Will all the run off go into the attenuation ponds?
- The current issue with flooding under the railway bridge is caused more by streams that flow under the Orrest Head Farm site coming up from beneath than just surface water flooding from Thwaites Lane. How will this project solve that? The flooding and drainage issues need to be considered and planned for as a whole, not as two separate issues or the problems will be made worse.

### **Costs, Construction and Maintenance:**

- What will the cost of the highways work be?
- How long will the work take?
- Looking at similar projects where raised tables of different materials have been used, such as in the centre of Windermere, the work completed 16 years ago has lots of issues which require fixing and have been particularly badly affected by flood damage. This is a much busier road so is likely to wear out faster. What funding will be set aside by the developers for the maintenance of these features (which will be more costly and difficult to repair than the current tarmac surface)? How long will these features be maintained for?

### **Cycling:**

- With the emphasis on cycling what facilities will there be for safe storage of bikes at Windermere Station and for the safe charging of e-bikes (Preston Station has a good storage example)?
- How will the cycleway work with the amount of bends needed to cope with the steep gradient? How will accidents be prevented and the cycleways maintained?
- With the new wider shared pedestrian and cycle routes will it be possible to separate the two activities to avoid collisions?
- How will the pedestrians and cyclists be safely able to cross at the top and middle of Thwaites Lane due to poor visibility?
- There is already a cycleway that goes to the station which is not frequently used. An additional cycleway is building something that isn't needed.

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### **Other considerations:**

- When will the housing meeting be?
- The Gateway project and this work seems to benefit tourism. How does it help locals?
- This project is overdevelopment next to an A road.
- There will be a negative effect on wildlife.
- Disruption for businesses caused by months of roadworks on A591, the key access to the Lake District.

### **Response from the applicant's planning and highways consultants:**

The site at Orrest Head Farm is allocated for mixed use, including housing, under the LDNPA 2021 local plan.

The Highway infrastructure works to support development of Land at Orrest Head Farm will be funded by Homes England, who will also fund the housing development. Before Homes England will release any monies for housing they have to be assured that infrastructure plans are in place to enable access. This is why the highways application has come first.

The work described in this planning application will only go ahead if the housing development goes ahead.

If approved the work would be carried out by a contractor appointed by Westmorland & Furness Council (W&FC) in their role as highways authority in this area.

### **Safety:**

- A full technical review will be carried out between the developer and W&FC before the plan is allowed to go ahead.
- Narrowing of the road and the use of the different road surfaces will slow down vehicles increasing safety. This has been proven in studies of previous similar sites.
- Traffic modelling done using traffic density from both the bank holiday and other days shows that a lower speed limit will reduce congestion as traffic movement will be slower and steadier with more regular spacing.
- Data from similar sites has shown that not all cars will be attempting to leave the site at the same time
- The application satisfies all the local and national plans and meets the legally required traffic standards.
- Only one accident has been recorded on Thwaites Lane in the previous 10 years.
- The plan for Thwaites Lane will remove the pedestrians and cyclists from the highway improving their safety.

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- Drivers on Thwaites Lane currently have to give way to each other on an informal basis while the average speed on Thwaites Lane is currently 21mph.
- The new designs improve safety by the use of larger vision splays, improving visibility.
- Across the whole fleet of vehicles on the road the emissions levels are improving due to improved standards and the rise of electric cars. Air quality at this site will not be a health problem.
- Modelling has already been carried out showing the tracking of a range of large vehicles, such as refuse collection vehicles, at the different points on the site and form a part of the application.
- The design of the highway means that sections such as the median strip and kerbs can be driven on if needed.

### **Drainage and Flooding:**

- Rain gardens along the A591 will slow the movement of water and the run off will be directed into a new attenuation pond instead of flooding under the railway bridge.
- Mapping of existing water courses and drainage sitewide will be carried as part of the housing application.

### **Costs, Construction and Maintenance:**

- The delivery of the highways work schedule will be carried out by W&FC.
- It is scheduled to take around 12 months. The work will take place in sections and there will be a traffic plan to minimise disruption to road users.
- Part of the technical review will ensure all material are fit for purpose.
- The final costs of this aspect of the development are not yet available.

### **Cycling:**

- The new cycling and pedestrian routes will primarily be used by residents living on the site.
- They have been designed to be suitable for cyclist of all ages including families with younger children and so segregated from traffic where possible.
- They are not designed for speed but safety and will require users to exercise caution when crossing roads as they do at other crossing places.

### **Other considerations:**

- The highways project has been assessed as delivering a 10% biodiversity net gain.
- Natural England have been consulted and have no concerns with this application.

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44.	<p><b>Mayor and Member Input:</b></p> <p><u>Cllr Saunders</u> expressed concerns about the narrowing of the Ac waiting for vehicles to come uphill and could be dangerous due to the narrowness of the road and blind corners.</p> <p><u>Cllr Hallatsch</u> noted that the A591 currently has a turning lane in the centre to allow access to Alice How Farm without affecting the flow of traffic passing. This will not be possible with the suggested narrower roads and could cause safety issues.</p> <p><u>Cllr Kennedy Hardy</u> had significant concerns about narrowing the A591 given the issues already experienced on the current much wider road with large vehicles such as the slate lorries and 80 seater coaches. Putting these on a narrower road could lead to accidents and congestion when two large vehicles are passing each other.</p> <p><u>Cllr Legge</u> commented that this application was to facilitate housing but affecting the highways. Without this being approved by LDNPA the housing could not be built.</p> <p><u>Cllr Greasley</u> had concerns that the site lines for exiting onto the A591 would not be adequate for the volume of traffic to enable safe exiting and entering particularly as the road would not be wide enough for a turning lane. She had additional concerns about the 30mph speed limit.</p> <p><u>Cllr Peter Cook</u> believed that no objection would be the appropriate response. Refusal would be based on material considerations of access and safety and he thought the developers had answered these points even if not to everyone's satisfaction. In addition, a recommendation of no objection together with details of the issues raised would allow the planners to address them.</p>
45.	<p><b>Response:</b> To determine a response to the Lake District National Park Authority on Planning Application 7/2024/5265.</p> <ul style="list-style-type: none"><li>• A motion to recommend refusal was proposed by Cllr Kennedy and seconded by Cllr Kennedy Hardy. The motion was rejected majority vote.</li><li>• A motion to make a recommendation of no material objections was proposed by Cllr Legge and seconded by Cllr Kearney. It was resolved to make the recommendation by a majority vote.</li></ul> <p>A recommendation of <u>no material objections</u> will be made to the Lake District National Park Authority on Planning Application 7/2024/5265.</p>
46.	<p><b>Dates of Next Meetings:</b></p> <p>The following dates were noted. All meetings will commence at 7pm unless noted otherwise:</p> <p>Wednesday 10<sup>th</sup> July 2024: Full Council (Langstone House)</p> <p>Wednesday 24<sup>th</sup> July 2024: Planning Subcommittee meeting (Langstone House)</p> <p>Thursday 25<sup>th</sup> July 2024: Policy &amp; Finance Advisory Group meeting (Langstone House)</p> <p><b>The Mayor concluded the business of Full Council at 7:18 pm</b></p>

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