

**From:**  
**Sent:** 22 April 2013 19:54  
**To:** Development Plans  
**Subject:** Fwd: SLDC Land Allocation Development Plan

Apologies this email was incomplete when sent. full email below.

-----Original Message-----

From:  
To: developmentplans <[developmentplans@southlakeland.gov.uk](mailto:developmentplans@southlakeland.gov.uk)>  
Sent: Mon, 22 Apr 2013 19:46  
Subject: SLDC Land Allocation Development Plan

Dear Sir/Madam

My objections to the updated DPD relate specifically to the proposed land allocation in Grange-Over-Sands and are as follows:

Ref MM007, p21 para 2.23

'Sustainability considerations including the distance to key services, the quality of public transport, walking and cycle links, the scope for renewable energy and local energy networks, the risks of flooding and contamination, air quality issues and exposure to noise and smells (see Core Strategy Policy CS1.1);'

- Grange is not a key service centre as it does not meet the definition of such in the core strategy
- public transport links are poor, both to other towns/villages and within the town itself
- walking and cycle links from the proposed developments at land south of Allithwaite Road and north of Carter Road are not suitable and in fact dangerous for families, particularly those with young children.

**'Heritage considerations including the potential impact of development on listed buildings, scheduled ancient monuments, historic parks and gardens, conservation areas , including impact on setting and on potential archaeological value. Biodiversity and Geodiversity – considerations including the potential impact of development on the conservation, enhancement and restoration of habitats and species and geodiversity assets, and scope to maximise opportunities for restoration, enhancement and connection of natural habitats'**

-the erosion of green land around Kents Bank and Allithwaite will have a significant impact on our natural habitat and local species

'Landscape and Settlement considerations including the potential impact of development on landscape and views, the scale of development relative to the settlement size, whether the site preserves the separate identity of settlements and the impact of development on site features such as trees, watercourses and buildings; Community Infrastructure including impacts on the local highways, water, sewerage and energy networks, the delivery of future infrastructure needs, impacts on Green Infrastructure and local community infrastructure needs and the potential regeneration benefits of development; Other demands on the site including the scope for alternative uses or mixed use, access and maintenance requirements to watercourses, pipelines, railway lines etc. and land reserved for new road construction or other infrastructure projects and the implications of development for the existing and future use of neighbouring sites.'

- development on these green areas will significantly increase traffic in the local area, particularly given that pedestrian access to local facilities from these sites will be practically impossible. No thought has been given to the road and transport infrastructure in Grange and its inability to cope with such an increase. Some local bottlenecks and access routes to these sites eg Risedale Hill on Allithwaite Road are already dangerous.

MM052, p108, 4.12

#### 'Land South of Allithwaite Road

The second major allocation is a large site on Allithwaite Road west of Kents Bank. This is the only large site available in Grange-over-Sands and can accommodate both housing and employment needs. The site is topographically complex and significant in landscape terms. Development will require highly sensitive design to ensure that separation is retained between Kents Bank and Allithwaite, that landscape impacts are minimised and important site features conserved and that the development represents an organic and sympathetic extension to the town. The Promenade footpath offers the opportunity to provide improved pedestrian and cycle access to the Town Centre. A development brief will be essential to ensure that a high quality sustainable development is achieved. **A holistic approach to drainage management on this site will be needed, including Sustainable Drainage Systems (SuDS).**

- I do not believe that the destruction of our green spaces can ever be 'organic and sympathetic' to the town. Our green spaces are in fact a key feature of our town and are vital for the wellbeing of our citizens.

- pedestrian and cycle access from this site and from land north of Carter Road are unrealistic for many residents including the elderly and young children and will increase traffic on already congested routes.

In addition I am copying below an email which I sent to the Allithwaite Road Action Group and Grange and District Action Group:

Dear Sir

We are writing to give you our full support to your objections to the Berry Bank development, as outlined in the GADAG objection document

Whilst we agree that the housing stock in Grange for families needs to be improved, we don't think the proposed development is suitable for the following reasons:

- the number of properties on this relatively small site is excessive
- the development would erode the distinction between Grange and Kents Bank
- the development would rob the area of a valued green space which characterises the town
- the development would dominate the local area which, for the most part, is characterised by 'discreet' housing. When viewing the site from Carter Road, the majority of housing is bungalows, dormer bungalows and character properties which are sensitive to and do not impose on the environment. Armer Homes confirmed to me that the development would follow the gradient of the existing slope ie the elevation of the new homes would dominate the area rather than being discreetly 'lowered' through excavation of the hill (which is not ideal either!)
- The infrastructure of Grange cannot cope with the increased volume of traffic which would be generated.
- As the parents of two young children, we find that there is no safe and reasonable pedestrian route from our home off Carter road to the centre of Grange. The pavement along Allithwaite Road down Risedale Hill is too narrow to safely walk holding the hands of our two children, particularly given the volume and proximity of the traffic. Walking with a pram is difficult due to the narrow pavement, and walking pushing a pram with

one walking toddler is impossible. We would not even feel comfortable letting older children walk alone on these pavements. The resulting dependence on car travel and the increase in traffic would put further pressure on Grange roads. Public transport from this area is inadequate in terms of getting to and from school. Given that the development is aimed at families, we do not believe this is a suitable development site for families for these reasons and would be extremely concerned over the safety of local children.

-Risedale Hill is a notoriously difficult road to navigate due to the multiple bends and blinding by sun whilst travelling up the hill. We regularly witness 'near misses' where vehicles almost collide due to these difficulties.

-little or no thought has been given to how local schools would cope with a sudden influx in children

-Other development sites would better support the town's aim to be environmentally friendly, as outlined in the Grange Regeneration report 2007.

We would be happy to support you further if required and we can be contacted on this email address.

Yours Faithfully

Mark and Sheryl Illingworth

---

This email has been scanned by the Symantec Email Security.cloud service.  
For more information please visit <http://www.symanteccloud.com>

---