

Proposal to develop site at Hollins Lane, Arnside

This proposal has been put forward as the last one was rejected because it was on a green space and the access was inadequate. It would use part of the site and retain part as green space – an encroachment which is not in the spirit of the green space policy of SLDC, while the access will remain difficult and a safety hazard.

1. As an identified green space in an AONB, it is considered in three documents, which recommend the preservation of green spaces in the AONB:
 - i. The SLDC's Inspector's Report of 2013. It states that there should be no development if there is "loss of, or harm to, the integrity of the open space." Of Arnside it says that "small pastures provide an attractive transition between the built development and the open countryside."
 - ii. The AONB Management Plan says that plans should "prioritise the use of brownfield land" and that the loss of green space has "an urbanising effect." Arnside, Silverdale and Storth have been identified as having pastures integrated into the "rural settlement character of the village."
 - iii. The NPPF urges the use of brownfield sites and planners should "prefer land of lesser environmental value" or meet development needs "some other way."

These statements do not lend favour to the idea of "less damaging;" they stress the "integrity" of green spaces.

2. Access and safety issues. The site remains dangerous to traffic and pedestrians and has poor sight lines.
 - i. The lane to give pedestrian access from the site on to Silverdale Road is not a public road. Mr. Griffiths owns it, but the owners of No. 91 own a strip of land on the North side from their drive to the road. For three dwellings it is their sole access and they maintain the lane. Drives to these three places are narrow and blind; turning/reversing is necessary. It would present hazards to pedestrians.
 - ii. The exit from this lane on to Silverdale road, i.e. the proposed pedestrian way, is dangerous. It joins Silverdale Road where there is no footway on either side until the junction with Briery Bank. There is very poor line of sight in both directions and also poor line of sight of the drives of other dwellings on to the road. In addition, it is a Sustrans cycle route, where cyclists come down Arnside Knott very fast.

Hollins Lane and Silverdale Road do not provide good access; the situation would be dangerous for pedestrians and vehicles.

The AONB mentions the need "to ensure safe and suitable access and highway improvements" and "to mitigate the burden on utility provision, highway capacity and school places." If improvements to the highway are necessary for safety, this would go against their objective to avoid the "urbanization of rural settlements and roads."

The Inspector's report also highlights the need for the safety of footways.

The roads are already dangerous for pedestrians, but it is unavoidable with the existing housing and exits with poor sight lines. Further pedestrian use would increase the danger. Safety concerns should be paramount; "cut through" routes encourage traffic and increase the hazards.

3. This proposal does not meet the needs of housing specified in the 2014 survey. Nor is it close to the village centre and amenities. Other sites are better in both respects.

In conclusion, the encroachment on green space is damaging; it should be maintained in its "integrity." Access is hazardous and safety, especially of pedestrians, should be the prime consideration; other sites put forward for development do not present the same level of danger.