

Arnside & Silverdale Area of Outstanding Natural Beauty (AONB) Development Plan Document (DPD)

Issues and Options Consultation

Consultation Response Form



How to make comments

You will need to consider the AONB DPD Issues and Options Discussion Paper, site suggestion maps and draft Sustainability Appraisal Scoping Report before making your response. These documents can be found via the Arnside & Silverdale AONB website:

www.arnsidesilverdaleaonb.org.uk and at libraries in Arnside, Carnforth, Kendal, Lancaster, Milnthorpe, Morecambe and Silverdale as well as at the locations mentioned on the right.

You only need to fill out one copy of your contact details. However, **please fill in a separate response form for each section you wish to comment on**. Please indicate in the box provided on the contact details form the total number of pages in your response.

To assist us in processing the responses in a resource efficient way, we encourage you to make your comments electronically at:

<http://applications.southlakeland.gov.uk/ldfconsultation/>

Alternatively, you can complete this form and email it to: **developmentplans@southlakeland.gov.uk** or post it to:

**Development Plans Manager
South Lakeland District Council
South Lakeland House
Lowther Street, Kendal, Cumbria LA9 4QD**

You may also hand the form in at the address above or at:

- **Customer Service Centre, Town Hall,
Dalton Square, Lancaster LA1 1PJ**
- **Customer Service Centre, Town Hall,
Marine Road East, Morecambe LA4 5AF**

- **Arnside & Silverdale AONB Offices,
The Old Station Building, Arnside LA5 0HG**

If you require additional copies of the form, please call: **01539 793388** or email:

developmentplans@southlakeland.gov.uk.

You can also pick one up from the council's offices and the local libraries listed above left.

Please ensure that your comments reach us by 5pm on **Friday 18 December 2015**.

Your contact details and privacy

Anonymous comments will not be accepted. Please note that comments cannot be treated as confidential and will be made available for public inspection. Your submitted comments will be used to help inform the preparation of the AONB DPD. Contact details submitted electronically will not be available to view by the public. Signatures and private addresses will not be made public.

Any data that you supply will be held in accordance with the Data Protection Act 1998.

Any questions

If you need help to complete the response form or require any further information regarding this consultation, our Development Plans team will be pleased to advise.

Contact details

Tel: **01539 793388**

Email:

developmentplans@southlakeland.gov.uk

Your contact details

Your details

Organisation:	INDIVIDUAL
Name:	JEAN HOLDEN
Address:	
Postcode:	
Telephone:	
Email*:	

Your agent's details (if you have one)

Organisation:	
Name:	
Address:	
Postcode:	
Telephone:	
Email*:	

***We aim to minimise the amount of paper printed and sent out. Therefore, please provide an email address if you have one – where an email address is supplied, future contact will be made electronically.**

This response contains **16** pages including this one (please indicate).

If you have any questions, or wish to be removed from our consultation database, please call the SLDC Development Plans team on tel: **01539 793388**.

If you would like a copy of this document in another format such as large print, Braille, audio or in a different language, please call **01539 733333** or email **customer.services@southlakeland.gov.uk**



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Issues and Options Consultation

Consultation Response Form

Please use this form to comment on the AONB DPD Issues and Options Discussion Paper, draft SA Scoping Report and the sites put forward for consideration. **Please complete a separate sheet for each section or site you wish to comment on** and, if appropriate, give the question number you are commenting on.

Please indicate which section of the Issues and Options Discussion Paper your response relates to:

Section	Tick (✓) as appropriate
1. Introduction	
2. Background	
3. Evidence base	
4. Vision and objectives	
5. Policy Issues	
6. Options for meeting the objectives and delivering the vision	
7. Delivery of development	


Please make your comments below on the section you have selected.

As relevant, please make reference to:

- the **paragraph number** you are referring to;
- your preferred **option**
- the **question number** asked in the Discussion Paper that you are responding to
- the **reference number** of the site you are commenting on

Paragraph Number:	
Preferred Option:	
Question Number referred to:	
Site reference Number:	

*I have attached 13 pages
giving my responses.*



Your comments

(Continue on a separate sheet if required)

Are there any topics or issues that you think we have missed or that you wish to raise?

(Continue on a separate sheet if required)

2. Background

Page 13 / Q.1 / para 2.19

If there is room to appeal a failed application because there is no AONB specific definition of 'major development' a refusal could be challenged at the highest level sighting that the AONB is part of and the same as the rest of the Planning area.

JEAN HOLDEN, [REDACTED]
[REDACTED]

Completed 14/12/15.

EVIDENCE BASE

Page 14 / Q.2 ref: Housing requirements

If Councils identify housing requirements for the AONB it must be made certain that needs are not exaggerated to solve other problems outside the AONB.

Regarding 'housing need' it should be made clear what is 'need' and what is 'would like/want'.

INFRASTRUCTURE

Page 15 / Q.3

A survey of local people would help to assess:

- 1) Who would use a regular and sustainable public transport system if there was one ;**
- 2) Given that local roads around the AONB are barely able to cope with current levels of private cars and increasing numbers of HGVs how many people would be prepared to use other means of transport and delivery if there was any;**
- 3) How many people regularly use / require health services.**

The above are some ideas to ask people. It can't be assumed from current population numbers and demographics alone what may be required in fifteen years' time.

4. VISION and OBJECTIVES

Page 17 / Q. 4

Yes, I agree with the Vision but it must be emphasised that the priority is to pass on the AONB to future generations as it was found, an amazing and unique landscape of critical importance nationally and globally given the wetlands of the estuary that attracts so much bird life.

Page 17 / Q. 5

The Objectives are good but how will 4.4 (4) and 4.4 (5) be achieved without major disruption.

Roads are unable to cope with much more traffic. Arnside, for example, almost reaches gridlock at certain times of the year.

Will infrastructure require more roads or widening of existing ones?

How do you deal with hairpin bends and narrow bridges without destroying vital scenic places?

How do you persuade people out of their cars and onto a currently almost non-existent public transport system which is almost non-existent because people didn't use it?

5. POLICY ISSUES

Affordable housing and local occupancy

Page 19 / Q. 6

The AONB should have the final say in any decision about what proportion of affordable housing should be built but the proportion should be determined by those who have the most knowledge of the area and its demographics.

Page 19 / Q. 7

New housing developments should see priority given to local people but also to those who want to become local, i.e. those who wish to live and work or retire here. No new houses should be either second homes or holiday lets while people are in need of a decent first home.

Page 20 / Q. 8

By encouraging the building of flats suitable for a range of needs such as for single people, disabled people, elderly people in need of either sheltered or independent living accommodation.

Sandside offers much space for such development as long as no more ugly blocks are built there.

Housing outside settlements

Page 20 / Q. 9

Encourage large landowners and rural employers to utilise existing buildings for rural workers' homes, may require change of use but if sympathetically done could enhance the rural landscape.

Brownfield land and density of development

Page 20 / Q. 10

Agree that brownfield sites should be prioritised.

Sandside industrial area seems to be almost sufficient to provide suitable homes for years to come and, once cleared and cleaned up, what a fabulous view.

Page 21 / Q. 11

AONB DPD should guide density so that new houses are not packed in like sardines. The AONB provides space in which to breathe but you also need space at your own back door.

Community Infrastructure

Page 21 / Q. 12

Yes the AONB should identify land for community infrastructure and use.

Identify land for car parking for local use, visitors and disabled use, accessible spaces essential for the latter.

Playing fields for recreational use exist but require specific designation not ad-hoc to protect from developers into the future.

If more people live in the AONB then possibly a larger site for a comprehensive health centre may be required within main settlements.

Local employment

Page 21 / Q 13

Quarry Lane, a messy industrial site, could be much improved by new live-work homes for local small businesses / cottage industries / technology hub etc.

Telecommunications and energy infrastructure

Page 22 / Q 14

Energy related developments need to be carefully controlled. A poorly sited wind turbine will be a blot on the landscape for years to come but turbines also offer a good source of energy.

Absolutely no fracking. This is a limestone area. High pressure jets of water deep underground will cause voids which will lead to sink holes which will change and degrade the AONB beyond repair.

It is a fact that our society craves energy. For small communities such as are within the AONB energy needs could be delivered by local community enterprises.

No tidal booms, too many wetland birds depend upon the estuary for life.

The AONB should make a policy that small scale energy generation schemes should be assessed before large scale ones.

Transport and accessing services

Page 22 / Q. 15

Narrow roads, hairpin bends, narrow bridges and steep hills all contribute to a rural system rapidly being overwhelmed by speeding cars and speeding HGVs. How that is to be dealt with for the good of all users of the AONB is a difficult one. No action at all is no answer but nobody seems able to come up with any valid answer.

A fully connected railway system could be utilised for transport and delivery of goods as well as transporting visitors and enabling people to get to and from work. The railway seems to offer answers but you have to persuade people out of their cars.

Page 22 / Q. 16

I can only give a view on Arnside.

Yes, Arnside definitely requires more car parking spaces. The area around the station is a bottleneck. The land around the station could be utilised for adequate parking spaces. There has to be sound provision for rail users and also for disabled car users. Visitor numbers increase sharply on nice days and when there is a Bay Walk. A coach park would help to encourage visitors by coach rather than car.

Caravan/ camp sites and similar accommodation

Page 23 / Q. 17

No new or expanded caravan parks. The increase in traffic during particular times of the year leadsto congestion usually on low grade roads.

Upgrading current sites to improve facilities for users if required should be allowed but with careful monitoring of plans and implementation.

Environment and open spaces

Page 24 / Q. 18

Yes.

Page 24 / Q. 19

No, all should remain open spaces.

Page 24 / Q. 20

Any woodland currently marked by landowners for development. Please mark these green for posterity. Woodland and connecting green spaces should be protected at all costs.

A7 large acreage of green with woodland ideal for community use;

A8 should be green, already too densely developed;

A15 should be a green space to ameliorate dense development;

A17 by cemetery, green. Plantation Avenue packed in like sardines;

A18/19 land around Saltcotes Hall, a vital green space at a point where increased local traffic could be a major problem;

A22/23/24 important green space for village. The smallest piece could serve as a disabled only car park or include rail users, with control over access.

Requires suitable landscaping if this were to happen to reduce visual impact on surrounding homes.

Landscape, green gaps, green corridors

Page 24 / Q. 21

Fall-back response – no such development be considered or allowed unless forced by Government, then fight them all the way.

Biodiversity, geodiversity

Page 24 / Q. 22

I do not have expertise sufficient to make useful comment but through empirical study over many years of people, wildlife and interaction with landscape, nothing happens or lives well in isolation, everything is connected therefore an holistic approach to bio and geo diversity within the AONB will lead you forward to the best decision for all.

Flood risk and drainage

Page 25 / Q. 23

Development where there is no drainage or sewers has implications for groundwater purity, high levels of nitrogen in water courses, contamination of wetland habitats.

Reed bed sewer and water drainage systems could, if installed and managed properly and to best standards, provide an answer in some places and would encourage in wildlife.

If existing settlements have no mains drainage or sewers then it would be irresponsible to allow further development unless the developer provides proper facilities, not rely on antiquated or too small extant systems.

Historic environment

Page 25 / Q. 24

Train;

Educate;

Encourage;

Enjoy.

Design

Page 25 / Q. 25

No expertise in this area other than first-hand visual experience of dreadful 1960-1990 developments that succeeded in turning cities, towns and villages in the Midlands into soulless, uniform sprawls of badly built, poorly designed hutches fit for nobody. Large housing estates destroy rather than build communities and landscapes.

Where there is uniqueness of architecture let it inform modern design to give continuity in the landscape combined with modern technology in the building.

6. Options for delivering the vision

Page 31 / Q.26

Option (iii) based on services being centred in Primary settlements already. There is also slightly better road access to these Primary areas.

Identifying sites

Page 33 / Q. 27

Yes.

I would like to comment on all sites put forward but only know the Carr Bank and Arnside areas sufficiently well to understand and judge impact of any development.

I will note however that Silverdale is already becoming a sprawl.

Warton's unique characteristics could so easily be lost with over-development and infill.

Beetham could end up as a suburb of Milnthorpe. If Beetham grows the lovely little school might need a new site. If the paper mill closed and jobs were lost who could afford to buy new houses?

Hamlets are just that, small clusters of houses often built to accommodate quarrymen and rural workers of times past. Their uniqueness could also be lost by too much infill and tidying the edges.

Storth is spreading and in danger of losing its identity although it is still a thriving place.

Arnside has been developed and developed over time and requires a better solution to overcrowded road access but the following may have a use:

A22 possibly a restricted carpark – disabled and rail travellers;

A23 green space vital, please keep.

A25/26/27 should be looked at carefully as a solution to general parking for local and visitor use for cars and coaches.

Sandside

B35 / B36 / B38 / B39 / B81 / B116 / B117 – all the industrial sites if cleaned and flood proofed might be the answer to many development questions but always with careful consideration for design and the magnificent estuary views.

Carr Bank, Nun's Avenue, Keasdale Avenue

B78 and B113 access is limited and further development could lead to overcrowding.

B80 Access might be difficult because the land is on a steep hill held in the hairpin bend of Keasdale Avenue. Cars exiting this site would be in for an exciting time. The land is currently woodland and the preferred option for woodland must be to keep and maintain it.

B114 Land east of Carr Bank Road

There is no access to this plot of land and no infrastructure.

It does have great connectivity to Teddy Heights nature reserve and Carr Bank itself providing a green corridor between woodlands. There are colonies of protected slow worms in the vicinity, hedgehogs which are in serious decline and need all the help that can be given, bats, deer, butterflies and so on. This piece of land, if developed, would degrade the nature reserve and attendant species reliant upon it.

B115 Moss Hall Farm – Sandside Farm has already been developed into two homes, a further development on the other side of Moss Hall Farm would add further traffic to an overused lane and at a bend in the road. Very few drivers pay heed to the 20mph signs at this point.

Page 33 / Q. 28

NO

Page 35 / Q.29

Development boundaries may be of use to protect integrity of settlements from sprawl or development creep but if the AONB has the power to veto unsuitable developments this should be enough (I hope).

7. Delivery of development

Page 36 / Q. 30

Yes, phased development using a blend of approaches.

Page 37 / Q. 31

The AONB is a unique and truly stunningly beautiful place. It is a privilege to be part of it. There is depth of community, history, wonderful landscape displaying a rich variety of flora and fauna, but it could all be lost with careless development.

The AONB has to be seen and enjoyed, visited and re-visited so that the maximum number of people love it for itself, so that it can live and breathe for future generations. We are all custodians for the future.

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Consultation Response Form

Do you have any comments to make on the Draft Sustainability Appraisal Scoping Report (Nov 2015) associated with the Issues and Options Discussion Paper?

Interesting, clearly too technical for ordinary folk
but Natural England and AONB answered well
for all furs.
Thank you.

(Continue on a separate sheet if required)

Thank you for your views and suggestions.

We would be grateful if you could complete and return the Equalities Monitoring Form below.