

Land at Sandside Road and Quarry Lane, Sandside

The land between The Ship Inn, Sandside and Yans Lane, Storth is a mixture of brownfield employment land, enclosed agricultural fields and woodland. There is a natural valley line within the landscape between Quarry Lane and the wooded escarpments to the east.

The present brownfield sites are of poor visual quality. A further field to the south of the present employment land is allocated for Employment uses, but access along Quarry Lane is narrow with restricted access.

There is the opportunity for a new road access from Sandside Road adjacent to the Ship Inn which will provide a new way to access the land to the east of Quarry Lane which would facilitate the redevelopment of the brownfield sites and therefore enhance these areas within the AONB.

However, the high cost of providing the new road access along with services infrastructure cannot be justified to only provide access to the brownfield sites. An access road off Sandside Road only to access the brownfield land is not viable. Therefore the new road access adjacent to the Ship Inn is dependent on the land further south being included in the allocation as it is not viable without.

As stated above, a larger area of land is required to support the redevelopment of the brownfield land and to justify a new road junction off Sandside Road.

The development of the wider area offers many additional benefits which are set out below. Whilst this area is offering potential for future growth, is a less sensitive location than many other parts of the AONB.

There are greater benefits in providing the new access road to not only access the brownfield sites but provide a new access to Yans Lane and Storth village. This opens up the brownfield land and enclosed fields and creates new linkages to Storth village, improving footpath links to the wider footpath network, new vistas and providing opportunities for green infrastructure. The new road would provide a safer and more direct way than currently available, whilst also providing an alternative route in times of flooding.

The indicative concept plan is illustrative of how the land to the south of the Ship Inn could be connected to the center of Storth providing the following benefits to the community and AONB.

- a) The proposals would create a new connection from Storth to Sandside with a new road junction to the side of The Ship Inn. This road will connect to Yans Lane in Storth to provide an alternative car and pedestrian route and improved connection to Storth. In addition a new footpath from The Ship Inn towards Milnthorpe to be part of the improved wider footpath network.
- b) The road would follow the lower contours of the land so would follow the “valley” line and then connect to the new access on Sandside Road minimizing visual intrusion in the landscape.
- c) There are opportunities to promote new pedestrian, cycle routes and recreation areas through the site and along and through the woodland edge to the east which connects to the wider footpath network.
- d) Quarry Lane is very narrow with poor access at the railway bridge to the West. The proposals would to improve the foot/cycle routes.
- e) The site would be developed in phases which respect the present field boundaries and would retain walls and hedges within the site as well as areas of open space for recreation and biodiversity.
- f) The northern parts of the area being considered are brownfield employment sites of poor visual quality. There is the opportunity to restore the landscape quality and redevelop these sites with green infrastructure and reintroduce biodiversity.
- g) Views onto the sites and key views through the site will be analysed and incorporated into scheme proposals. This will enhance the character of the AONB with additional planting and footpath connectivity.
- h) The housing and road and footpath patterns would be carefully designed to minimise visual impact into the landscape so conserving the landscape character of the AONB and retain views. This character could be further enhanced with additional planting to strengthen green corridors through the site.
- i) The proposals would provide and reinforce green infrastructure with additional planting and retained hedgerows and trees to protect existing flora and fauna. Wildlife corridors would ensure continuity of existing wildlife habitats and biodiversity.

- j) The benefits to the AONB of removing the visually intrusive employment areas and opening up the enclosed field pattern provides a unique opportunity to create a pattern of beneficial development sympathetic to the character of the AONB. This would include
- opening up key views
 - providing new footpath connectivity
 - creating recreation areas
 - creating a green infrastructure
 - reinforcing and improving wildlife corridors and biodiversity
- k) All of the affected landowners have undertaken to be part of the development proposals. The benefits to the wider community include:
- a new connection to Storth
 - an alternative pedestrian and vehicle route unaffected by tidal flooding
 - strengthening the future of the village
 - support for the school and local facilities
 - improved and new footpath connections to the wider network
 - redeveloping brownfield sites in a manner sympathetic to the AONB
 - providing a comprehensive development to deliver a variety of benefits for the village and wider AONB.
- l) The land to the south of the existing employment site is already allocated as employment land but there is no viable access.
- m) The area can be developed to include mixed use employment as well as residential and recreational uses.
- n) A road junction serving only houses off Sandside Road would not create a cohesive community, as the site would be isolated from amenities and the school at Storth. The proposals will connect the new housing to the established village centre.
- o) The capital cost of new infrastructure services' connections to the site are similar for a small site as they would be for a larger site. Therefore for new service connections to be viable (Drainage, Electricity and Water etc) the cost needs to be distributed over a larger area. To achieve the same services connections to a smaller site is not economically viable.

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