

Objections to Local Development Framework

Land Allocations for Grange and Cartmel Peninsula

1. At the presentation in Grange no evidence was presented to support the overall targets for housing and employment across South Lakeland. Development on the scale proposed will create pressure on and a demand for investment in a wide range of public services including education, health, social services, etc. for which no land appears to be allocated over the district.
2. 500 houses in ten years is too many for the character of Grange to be retained which has generally grown organically over the last 50-60 years with few large scale developments. It is also a development which is totally out of proportion to the size of the town. No clear evidence of local need on this scale was demonstrated at the local presentation on the LDF.
3. There is no base of employment in Grange to generate jobs for so large an increase in population. Many would commute elsewhere. Such a scale of development is not sustainable in environmental terms.
4. The areas proposed for development are remote the town centre and from the main external public transport links which are concentrated at the north end of the town at the railway station. In the absence of much improved public transport in the peninsula the development would almost entirely car dependent.
5. All developments in the Cartmel peninsula would generate additional traffic through the Main Street in Grange. This is a narrow carriageway with narrow pavements and is one of the main shopping/service areas of the town centre - the one to which most visitors are attracted to. Additional traffic would seriously detract from its attraction and of the town - and add to the already high risk of minor (and potentially major) traffic incidents. Main Street is presently not a pleasant place to be at periods of busy traffic and high pedestrian density such as fine weekends, bank and school holidays. Additional development would generate additional traffic which would be clearly prejudicial to the character and attraction of the conservation area.
6. No projections have been shown of the real need for starter homes in the Cartmel Peninsula, including Grange - which the area clearly needs, to ensure that the present population can be properly serviced. However, over-provision of starter homes has led in recent years to waiving of local occupancy conditions which has resulted in many being taken up as low-cost retirement, second and holiday homes.
7. There is no local public transport within the Cartmel peninsula suitable for use by local commuters, between Flookburgh and Grange, for instance. Local bus services do not start until after 9 am and end around 5 pm.

8. Additional homes would be taken up by
- (a) commuters to larger towns outside the peninsula, most travelling by car and making little contribution to the local economy, or
 - (b) retirees who would place additional pressure on local facilities.

Peter Robinson, Grange-over-Sands, 13 April 2011